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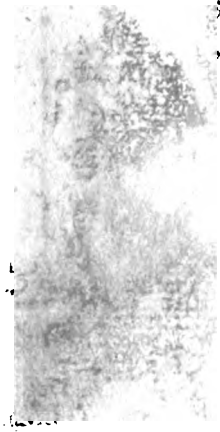

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FRENCH MAIL EDITION.

The London and China Telegraph.

新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 435.] LONDON, MONDAY, JAN. 1, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

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SUBSCRIPTIONS FOR 1872.

Subscriptions for 1872 are now payable, at £2 2s. per annum, including the Statement of Exports by each vessel to the Straits, Java, Siam, Philippines, China, and Japan. Cheques and Post-office Orders should be made payable to JAMES WEST, Publisher, 2, Cowper's-court, Cornhill.

THE MAIL TABLE FOR 1872.

With the present number we issue a TIME-TABLE of the P. AND O. and MESSAGERIES Weekly Service to the Straits, China, and Japan for 1872. It will be seen that the departures from London have been kept to Friday and the arrivals to Monday, thus preserving the arrangements organised in 1868. This Table is issued free to Subscribers; to Non-Subscribers, 1s. Mounted, 1s. 6d.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Dec. 30.
JAPAN — Yokohama	Sept. 22	Nov. 9	Nov. 12
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki	—	—	,, 9
CHINA — Peking			
Tien-tsin	—	—	,, 11
Chefoo			
New-chwang			
Hankow	—	—	,, 12
Kiu-kiang	—	—	,, 13
Chin-kiang			
Shanghai	,, 29	,, 15	,, 16
Ningpo			
Foochow	,, 29	,, 16	,, 18
Formosa			
Amoy	—	—	,, 19
Swatow	—	—	,, 20
Hong Kong	Oct. 6	,, 19	,, 22
Canton			
Macao			
PHILIPPINES— Manila			
COCHIN-CHINA— Saigon			
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	,, 22
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	Oct. 20	,, 24	,, 30
Penang			
CEYLON—Galle	—	—	Dec. 8
Colombo	—	—	,, 5

THE MAILS, &c.

The French mail, bringing the above dates, was delivered, *via* Marseilles, on Saturday last, the 30th ult. The next inward mail (P. and O.), with dates, Yokohama Nov. 19, Shanghai Nov. 23, Hong Kong Nov. 29, Singapore Dec. 6, is due, *via* Brindisi, on Monday next, the 8th inst. The Pacific mail, with advices from Yokohama to the 23rd Nov.—of which we publish a telegraphic summary—may be expected about the 3rd inst., *via* San Francisco and New York.

Telegrams have been received during the past week both by the China Submarine and the Great Northern lines with regularity.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Hoogly*, arrived Dec. 28.—From Yokohama: Messrs. Bresciani, Inselvini, Karst, Savis, Ortel, Dusina, Begnotti, Biffi, Vigano, Alexandre, Borel, Bouchard, Farfara, Gravier, Laplace, Sommer, Maillet, Jauffret, Cordenner, Camplan, Courtot, Madame Vatchels. From Shanghai: Messrs. Chevrier, Jaffray, Holdsworth, Milot, MacMahon, Vaucher, Mrs. Markham. From Hong Kong: Messrs. Lessman, Webber, Varangoz, Gondareau, Mr. and Mrs. Elias. From Saigon: Messrs. Richier, Blanc, Spencer, De Maubenge, Delorisse, Aguirre, Llola, Luengo, Les sœurs St. Martin and Marie de la Croix. From Singapore: Messrs. Ahujas Just, De Gouyon, Figueroa, Birmingham, Escalderol, Martinez, Diaz, Dowdal, Dr. Robertson, Mr. and Mrs. Emerick.

PASSENGERS OUTWARD.

Per P. and O. steamer *Simla*, from Southampton, Dec. 23.—To Ceylon: Miss Alice Gladstone, Mr. and Mrs. Churchward.

Per P. and O. steamer *Poonah*, from Brindisi, Jan. 2.—To Yokohama: Mr S J. Elder. To Shanghai: Dr. Skin. To Batavia: Mr. van der Leeuw, Mr. H. Weyergang. To Ceylon: Mr. A. Buchanan.

Per P. and O. steamer *Candia*, from Southampton, Jan. 4.—To Singapore: Mr. Stevens. To Ceylon: Mr. A. B. Oliver.

Per P. and O. steamer *Delta*, from Brindisi, Jan. 14 —To Yokohama: Mr. W. McDonald. To Hong Kong: Mr. and Mrs. J. Robertson.

Per steamer *Glaucus* (Holt's line), Captain J. Wilding, from Liverpool, Dec. 24.—To Singapore: Mr. Jas. Sword. To Hong Kong: Mr. W. S. Maclean, Mr. John Adams, Mr. Wm. Rathbone.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates extend to the 12th Nov. The P. and O. mail of Sept. 1 arrived out on 9th Nov. The following items of news are from the *Japan Mail*:—

It is with feelings of no ordinary grief that we have to announce the death of Edmund Morel, Esq., Engineer-in-Chief of the Imperial Railways, which took place on the 5th Nov. Mr. Morel has for some months been in declining health, a constitutional weakness of the lungs having taken the form of rapid consumption, which was the cause of death. The death of his wife occurred some twelve hours after.

The newly appointed Minister of Education, in order to effect a thorough reform in all the departments of the Monbu Nankoo (formerly Kaiseijo) and in the Monbu-Tookoo (the Hospital Medical College), has partially and temporarily suspen operations in these two institutions. The vacation may about a fortnight, during which time new officers will appointed, students examined for admission or re-admission, new rules and regulations made and put into force, and other useful changes accomplished. The object his Excellency has in view is the establishment of these institutions on a sound European basis; the immediate consequence will be the reduction of the number of students of the English, French, and German departments, which numbered about 1,100, to nearly one-half, say 500; and the general result, concentration of effort and greater efficiency. Subordinate preparatory schools are to be established outside of Nankoo, but under the same general department. In the staff of foreign teachers no immediate changes take place, though it is intended eventually to employ none but professional teachers. The Minister's orders were issued on the 6th inst.

A Deliberative Council has been established under that of the Sanji, and of this Goto Shojiro has been appointed the President, Ito succeeding Goto at the Board of Public Works.

Lieutenant Brinkley, R.A., has received from the Japanese Government the appointment of Gunnery Instructor.

Mr. de Long arrived in Yokohama on the 6th inst. He reached Yedo on Saturday evening, but too late to join his colleagues at Hama-go-ten.

The autumn meeting of the Yokohama Race Club has taken place, lasting three days, and although a new feature was given to the races by the importation of twelve China griffins, the meeting was, on the whole, unsuccessful. The first day was windy and anything but agreeable; on the second day it blew a perfect

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hurricane, and the third, when there were few races and few spectators, the weather was all that could be desired. The racing was by no means up to the standard. Southern Cross was stale and could not run up to anything like his best form, Moctezuma was also under a cloud, Samurai, now getting old, did not rival his past performances, and in fact all the public favourities were amiss in one way or another. The Tartan stable was fortunate in the running of Chanticleer, and although it was in no way Mr. Morrison's fault, the walks over for the Challenge and the Shamrock Cups were viewed by the public with considerable distrust; and after the first of those two races no one could be induced to bet until the numbers were up, if a start was effected. Mr. Peter's Genseric turned out a dipping pony and will give the best ponies some trouble next meeting, while Eclair, very highly thought of by the stable, was only able to win the Consolation Plate, and will never be more than a good second-class pony.

A notification has been issued by Mr. Adams, the Charge d'Affaires, of the rules governing naturalised British subjects in Japan.

TEN DAYS' LATER ADVICES VIA SAN FRANCISCO.

The Pacific Mail steamer *Great Republic* arrived at San Francisco on the 17th ult., with advices from Yokohama to the 23rd Nov. The steamer brought the following passengers for New York: Capt. Phillippens, T. G. Lusan, C. McKean, G. D. Hammill and child, E. F. Young, H. G. Elpoke, Dr. J. P. Patterson, and three Japanese students; for Europe: G. Axity, and F. A. Cape. She also brought 12,705 packages of tea, and 261 packages of silk for New York, 1,811 packages of tea for Boston, 45 packages of silk for Hartford, 2,071 packages of tea for Chicago, and 25 packages of tea for St. Louis. The following is the summary of the news as telegraphed to New York:—

Advices from Yedo, received just as the steamer sailed, state that an Embassy, which will sail from Yokohama on Nov. 24, will be the most important that has ever left an Oriental nation for America or Europe. It is sent out by order of the Japanese Parliament and the Mikado, that the ruling classes may study for themselves Western civilisation, and not depend upon the reports of inferiors, as hitherto. Its head will be Jawkura, late Minister of Foreign Affairs; the new Prime Minister of Japan assisted by Kido, Chief of the Emperor's Privy Council, who, with the Chief Minister of Public Works, the Chief Minister of Finance, and the Vice Minister of Foreign Affairs, compose the Embassy proper. They will be accompanied by eight secretaries, twenty-one officers of high rank, and twenty-one young noblemen travelling for information. They will proceed to Washington overland, visit the principal cities of America, thence to Europe and round the world. United States Minister De Long accompanies them to Washington. Charles Walcott Brooks, Japanese Consul at San Francisco, has been directed to accompany them around the world. All the officers will retain their positions while absent from the empire.

A fire at Hakodadi destroyed nearly the whole town, and property valued at over $500,000. Several officers of the frigate *Colorado* were presented to the Mikado. Orders have been issued by the War Department to the former Daimios to transfer all arms and munitions of war to the Government. United States Minister, De Long, returns home by the next steamer, to confer about the revision of the treaties. Moyena, the Mikado's Envoy to Hawaii, has, on his return, received an appointment of Collector of the port. The exports of tea are 1,000,000 pound in excess of last season, with a brisk demand. Silk is firm. Another embassy has been sent to Korea by the Mikado. The Japanese are discarding their dress for foreign styles.

CHINA.

—o—

TIENTSIN.

The correspondent of the *North China Herald*, dating 7th and 8th Nov., writes:—

We have not seen any of the regular line steamers from Shanghai at the Settlement Wharf since the *Shantung* left on the 30th Oct., owing to there being, these last seven days, insufficient water on the Taku bar. Besides the shallowness of the bar, several of the reaches in the Peiho have, during the last three months, become very much silted up, which even now, with the present high waters, interferes disadvantageously with the steamer navigation. Should the force of the down water during the winter not make the fairway in the river deeper, artificial means will have to be adopted next year to do so.

Several foreign passengers going by the *Sin Nanzing* leave here this morning in the tug-boat *Pathfinder*, acting at present as a lighter. The Chinese passengers for the same steamer left here last night in junks for the outer anchorage, after having waited for fully a week, expecting to get on board at Tientsin. Seeing these people would have to sit all night in the cold on the decks of the junks, they will naturally take an interest in the dredging of the bar and the deepening of the river, so that steamers can come up.

Business in imports is in a deplorable condition, and large quantities of manufactures and other imports are now stored in Chinese and foreign godowns, owing to the absence of a demand at paying rates. This year will not close satisfactorily for the Chinese traders in consequence of the stagnant state of trade for some time back, which cannot recover before the routes inland are closed by ice. We can only hope for better times.

The accounts which the Tientsin people give us of the quantities of rice, little rice, maize, wheat, and peas which were brought here by the authorities during the last three months, from Honan, West Shantung, and the west of this province, to feed the destitute population, are so very conflicting that I dare not as yet venture on a statement regarding them, so I must leave this subject for a future letter. The farmers were busy in their fields, and in many places the next year's crops were appearing above ground, a circumstance particularly noticeable in the case of wheat, which was two or three inches long, showing that the rains here at least, or the floods, if any, were not so serious as to retard cultivation. The case, however, is quite different round Tientsin, where, as far as the eye can reach, the whole country is covered with water, with the exception of some elevated patches here and there. The water still continues to pour into the suburbs of the city, through the breach in the embankment a little above the Custom-house. The natives are now making some efforts to patch up this breach, but their progress is slow, and their immediate success doubtful. In the meantime the water thus rushing in keeps up the flood on the country round, and inside the city itself. Here it has undermined and destroyed large portions of the old wall. The starving people are already beginning to sell their children; I myself saw a child three days backs, which a Cantonese had bought for five dollars from a starving family.

Yesterday and all last night we had the wind from the east, which raised the water on the bar at Taku, and enabled several steamers to cross and come up the river. This evening the *Szechuen* arrived at the Settlement Wharf, and four more steamers are in sight; in fact by noon to-morrow we expect to see eight merchant steamers off this place, busily engaged discharging their cargoes.

His Excellency Chevalier H. Calicé, the Austrian Minister, has arrived here from Peking, where he has been exchanging the ratified Austrian treaty. He leaves here in the *Szechuen*, Captain Patterson. Baron Hubener, formerly Austrian Minister at Paris, has also arrived here from Peking, where he has been for pleasure and information. He has gone down to Takoo in the French gunboat *Scorpion*, to go on board the *Sin Nanzing*, clearing for Shanghai.

SHANGHAI.

Our advices extend to the 16th Nov.; the French mail with London dates to the 29th Sept. arrived out Nov. 15. The following is from the *North China Herald*:—

The week has been very quiet, no incidents of importance occurring. The money market has been extremely tight, and still continues dear, extravagant rates being paid for interest from day to day. The Chinese have so drained the coffers of merchants and the treasuries of banks that there does not remain enough to make ordinary business possible. Dollars have been pledged against silver taels at interest of 1 per mil per diem; and other rates being given, according to the different kinds of security and the exigencies of the borrower, we have heard stated at two, three, four, five, and even ten taels per mil for the same brief space of time. The immediate cause of the drain is said to be the action of the Salt Commission in connection with the monopoly of that article for the year. The right to deal in it has usually been conceded to private tenderers, but this year the opportunity of making offers has been thrown open to the whole community by a system of lottery, eighty successful drawers in which receive licences at Tls. 3,000 each. As the business is a very profitable one, yielding some 30 to 35 per cent. on the investment, there are many desirous of tendering. In doing so, security money has to be deposited, and the number of offerers necessitates perhaps a couple of million taels being held in hand, instead of a couple of hundred thousand. Consequently, when this business is finished, *i.e.* in about a fortnight, money will be easier. A large proportion of the abundant capital held by the banks during the spring and summer has found employment elsewhere. The present high rate for money suspends business operations.

We had thought that ere this Shanghai had heard the last of compradore defalcations, but one more case has come out, though the amount is not heavy. The compradore of the Comptoir d'Escompte has, we understand, admitted a false balance of his account and the misapplication of a portion of the bank's sycee. The statement of the balance, agreeing as it did with the compradore's stock of sycee, was accepted by successive auditors as correct, and it was not till during the present run on the article that the amount in default was found to be represented by spurious sycee, silvered over and stamped so as to appear genuine.

Tseng-kwo-fan, Viceroy of the province, is expected in Shanghai shortly, and, it is said, is to make some inquiry about telegraphs and kindred foreign inventions, with a view to their adoption at last in China. We hear that another liberal project which is to receive his attention is that of selecting a number of Chinese youths for education abroad. This scheme has been mooted for some time, and has even received Imperial sanction, but the arrangements are being made with characteristic procrastination.

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The intention is, we believe, to get together about thirty youths, and put them under the charge of a Chinaman qualified for the important task by his attainments in foreign knowledge, and also of a staff of native instructors. Under these the pupils will pass a probation of about six months in Shanghai, it is said, with a view to test their capabilities, when the more likely will be chosen for the ultimate purpose of foreign education. These will then proceed to America and enter upon a course of study of several years' duration to enable them to acquire that scientific and general knowledge, the practical results of which China wants so much. The youths, who are to be of good family, will have all their expenses defrayed by the Imperial Government, and the matter of finances will, it is believed, be settled by Tseng-kwo-fan. It is expected that candidates will offer themselves mostly from the Canton district, where the enterprise and aptitude of the natives render them willing and likely subjects for such a scheme. We hear that the directors of the scheme have been endeavouring, but hitherto unsuccessfully, to find accommodation in Shanghai for the candidates during the probationary period they must undergo.

The last homeward English mail carried away an unusual number of residents, some of whom have been prominent alike in their professional and social positions here. Among others, Dr. Sibbald, one of the oldest medical practitioners, who dates his Shanghai life from 1852; Mr. Jellicoe, the well-known and courteous agent of the P. and O. Company; Mr. Robinson, the loss of whose legal talents will be felt in our law courts, and several gentlemen connected with commercial interests, the departure of each and all of whom, we are sure, will be felt as a loss by the community.

The Amateur Dramatic Corps held a meeting, at which Messrs. Fearon, Little, Bayne, Cance, Murray and Pearson were elected a committee for the season.

Extracts from the Peking Gazettes show that the Chinese Government has once more taken exception to the cultivation of opium in the province of Szechuen.

On Thursday morning, about half-past ten o'clock, an alarm of fire was given, and an unusual volume of smoke was seen to be issuing from a chimney in Messrs. Adamson, Bell, and Co.'s hong, adjoining the club. Fortunately the fire was confined to the chimney, but nevertheless the energetic fire brigade, with several engines, were on the spot almost immediately, and ready for work, had their services been required.

We give to-day a report of the circumstances of the loss of the *Corypheus*, mentioned by us last week. We have pleasure in acceding to a request made by the chief officer of the unfortunate vessel, that we should, in the name of the shipwrecked crew and of himself, acknowledge in the warmest terms the kindness shown them by Captain Beard and others on board the *Boreadis*.

From Chinkeang we hear that the steamer *Norna* had left for Canton with rice; the steamer *Acantha* was loading and about to start, and the *Shaftesbury* was also loading. The Taotai was becoming alarmed at the drain occasioned by so many cargoes of rice being taken away, and it was reported likely that he would forbid further export.

HONG KONG.

The present mail brings dates to the 22nd Nov.; the P. and O. mail of the 6th Oct. reached this port Nov. 19. The following summary is from the *China Mail* and *Daily Press*:—

"The Kum-shune-tai *v.* H.M.S. *Ocean*."—In this running-down action, brought against the *Ocean* by the owners of a junk, Mr. Hayllar, for the defendants, contended that the "rule of the road" should be "governed by the principles of common sense." The second point of his argument was that the burden of proof lay with the junk. The next was on the conflict of evidence, and he asked the Court to presume that the junk did attempt to cross the bows of the *Ocean*. Great stress was laid by the junk people on the fact that they had no wind at all; but how could they account for the fact that they had made fifty-two to fifty-six miles in seven hours? for from the place they started to the place of the collision there was that distance. Against this evidence, the witnesses of the *Ocean* were positive that there was wind to allow the junk to come up to two or three points. The probability was that there was no look-out on board the junk, and she became confused when she found that she had come too near to the *Ocean*. The Acting Advocate-General said his learned friend had stated that easing the engines had saved the lives of the junk people; his case was, if extra caution had been used, the junk and cargo might have been saved too. At the conclusion of the evidence the Court was adjourned, and the Chief Justice was to have given Judgment on the following day, but he was unable to do so, owing to a serious attack of illness, which would, it was feared, prevent his sitting in the court for several days. The sessions which stood adjourned to the same day were, in consequence, further postponed.

The steamer *Manila*, late *Lancefield*, is shortly to proceed home under sail *via* the Cape, to be fitted with new engines on the compound principle, and to return *via* the Suez Canal. Her old machinery and boilers have been sold on the spot. It is said that her hull is in excellent order, so that when the alterations are completed she will make a first-rate vessel.

The Rev. Dr. Legge has intimated that he would commence a course of lectures on what might be called the Fourfold State of Man; or, Four Phases of Human Life and Character in Man's Progress from the Sinful to the Holy. The subject of the first lecture "Man's Natural State, Considered as a Pursuit of Good."

The screw steamship *Chieftain*, which has been for a long time on sale in Japan, is advertised for sale by auction at Yokohama on Dec. 14.

Mr. Drummond, a barrister, who has lately arrived here from Melbourne, was admitted on Saturday to practise at the bar of the Hong Kong Supreme Court. Mr. Hayllar, in moving his admission, apologised for not being robed, as he had supposed the Acting Attorney-General would have been present to make the motion. It may be supposed now, since Mr. Ball's reason for accepting his present post was "that each side might be represented by counsel," that he will feel justified in resigning his office under Government, which, apart from the difficulty which is now removed, is of course in every way incompatible with his duties as Summary Court Judge.

There was grand fighting over at Kowloon on Saturday, of course only in fun. The blue-jackets and marines of H.M.S. *Ocean* placed themselves on the defensive against an imaginary enemy, and, we conclude, were extremely victorious. To a non-professional observer the battle was not very intelligible. The ladies and other guests seemed to be the principal objects fired at, except when the little army formed itself into several groups and fired at everybody and in every direction promiscuously. The extraordinary activity of the guns was a matter of great interest. There were only two field-pieces, but these were in constant requisition, rushing about from one hillock to another, doing probably a good deal of execution and certainly making a fearful noise. It is most likely that the fight was very successful, for there was plenty of blank cartridge exploded.

The *China Mail* reports the following:—

Our Hong Kong Communicator gives us the following particulars of the shipwrecked men of the *Yangtze*:—Ten of the shipwrecked crew of the *Yangtze* (lost on the North Paracels) arrived in Canton, overland, on the afternoon of Sunday last, having lost their all except the clothing in which they stood. No sooner were they sent to the British Consulate than Mr. Consul Hughes sent round a circular to the community, requesting their kind assistance in the way of wearing apparel and pocket-money for the unfortunate mariners, who were thirty-five days in travelling overland. When they found themselves once more safe on *terra firma* they had the good fortune of meeting with a Chinaman who knew a little of pidgin English, and who, like a good Samaritan, accompanied the shipwrecked sailors all through to Canton. Being thus relieved of the chief difficulty of making themselves understood to the native authoities, their wants for keeping their bodies and souls together were provided for by the mandarins of the district as they passed through. The natives of the place, however, where they disembarked from their long-boats, being struck with the curiosity of chronometer and such articles, relieved the mariners of the trouble of being encumbered with them during their long overland journey. The captain, the carpenter, and four of the crew are stated to have perished by the swamping of the boat in which they were, and in which were also four of the ten survivors, who have thus escaped a watery grave. The shipwrecked mariners came down in the *Poyan*.

Some time about September last year the North-German three-masted schooner *Ida* was wrecked in some inhospitable region on the shores of the sea of Ohkotsk. The crew, numbering ten, made their way to some Russian settlement in the vicinity, but from thence they could get no means of transport, and were forced to remain there till some time this summer, when some errant trading vessel, calling at their Siberian Patmos, conveyed them to Hakodate, when the trim little schooner *Sea Bird*, of this port, brought them on to Shanghai.

HOW THE WORD "BYE-LAWS" IS SPELLED IN HONG KONG.

The Acting Colonial Treasurer asked by what rule the word "by-laws" was spelt with an "e:" he had never seen it spelt so.

The Acting Attorney-General was sure the hon. member had not seen it spelt any other way. Other members took up this most interesting point. Mr. Ryrie asked how the word was spelt as applied to cricket. The Colonial Secretary went out and returned with a ponderous "Webster," from which the Acting Colonial Treasurer's opinion was confirmed. The Ordinance, however, was not amended in this particular; and the Acting Colonial Treasurer admitted that though it was an interesting discussion, it had no great bearing on the Pier Company's interest. The Chief Justice, who spoke of the matter as an interesting philological discussion, remarked that the authority was not beyond discussion.

The Chief Justice was under the impression that the scale of charges should be approved by the Governor in Council, as well as the bye-laws. It was so in England, and though he knew little or nothing of commercial matters, he threw out the suggestion.

The Ordinance was then passed, and numbered 11 of 18 .

SUMMARY JURISDICTION AMENDMENT.

This Bill having been read a second time, a slight skirmish of a good-natured kind took place between the Chief Justice and the Acting Attorney-General, as to the authorship of the old

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Summary Jurisdiction ordinance. The result appeared to be that this law had no known author, though it had been drawn up for the convenience of Chief Justice Adams; his present lordship certainly did not wish to have the credit of it.

After some further proceedings of similar character, but perhaps not of such absorbing public interest, the Council adjourned till further notice.

IMPORTANT SITTING OF THE LEGISLATIVE COUNCIL.

The Legislative Council met on Nov. 6th, when the Chief Justice said that before the Council proceeded with the usual business of the day he wished to ask leave to read a statement with reference to himself. This being assented to, he proceeded to read the following paper:—

"At the last sitting of this Council I expressed an opinion that as Chief Justice I was not bound to vote according as the Governor should require me to do. On the 2nd I received a letter from the Colonial Secretary, transmitting to me by direction of the Lieut.-Governor, for my information and guidance, an extract from the Secretary of State's circular despatch of the 17th of August, 1868, intended doubtless for the regulation of all Crown Colonies. From that extract I read a short extract in reference to members of the Legislative Council in virtue of their offices and 'who cannot be deprived of their seats otherwise than by depriving them of their offices,' (of whom I presume the Executive Government of this colony holds me to be one). The rule is express that 'they may if necessary be required to support the Crown in the Legislature according to such directions as may be given to them by the Governor or Lieutenant Governor as the representative of the Crown.' There is a provision for excusing such officers from taking part, in case of conscientious scruples, on questions of religion or of high moral import. Although the regulation contains a reason which appears to me not to render the rule applicable to the Chief Justice, for he is not 'part and lot of the Executive,' yet it is not for me, but for the Governor, to decide as to that. I have to thank his Excellency for directing the extract to be sent to me, and to express my surprise that, although I have ever since 1866, as Chief Justice, when I thought it necessary, voted against the Government, I should not until the 2nd inst. have had the slightest idea that there was any written law on the subject. I spoke and voted against important measures proposed by Sir. R. MacDonnell, and when addressing his Excellency on his leaving for England I emphatically asserted my right to oppose his measures, and my address passed without remark, and was by command inserted in the *Government Gazette*."

I have ever since believed that, subject only to the additional bond of dutiful loyalty to Government, which every right-minded official ought to understand, I was as free in this Council as any non-official member. When I thought it right to ask for a legislative inquiry as to the police, I wrote to the Colonial Secretary a statement of my intention to move a postponement of the vote for the police until after such inquiry. In answer, the Colonial Secretary informed me that I was required to vote for the supplies. I then thought he wrote without authority; I now admit that the requisition was authorised. Things so happened that the vote for the police passed without a division, but I spoke and voted against one item of the supplies, that of $5,000 for the chancel. My right to so vote was unquestioned, but I now admit that the vote ought not to have been given by me, against the pledge given by the Governor as to that sum, if I had then known of the regulation. The regulation was, I believe, new in 1868. Chief Justice Adams conducted himself for nearly six years in the Council as if he was bound by no such regulation, but nothing is ever gained by denying or explaining away a fixed rule such as that of 1868, and I shall not attempt to do so. I feel it is binding until actually repealed.

The Colonial Secretary observed that the rules referred to by the hon. Chief Justice had been in force to his knowledge for the last thirty years; they had been amended by the Circular of 1868, but were to the same effect.

The Chief Justice said that he only felt that he had been acting under an entire misapprehension of his duties as a member of Council.

THE PIER AND GODOWN COMPANY.

The report of the select committee on the Pier and Godown Company was then laid on the table. It expressed the opinion that the erection of the proposed pier would be of great advantage to the colony, and that it should be supported.

THE LOSS OF THE "CORYPHŒUS."

The British barque *Coryphæus* left Foochow July 12th. August 23rd, after much bad weather, ship making course by compass, distance averaging about four miles an hour, second officer reported breakers ahead. The captain immediately proceeded on deck and called all hands to wear ship, himself being at the wheel. All efforts to save the ship were, however useless. At 7 A.M the ship buried in the reef, with her back broken and mainmast gone through the bottom. Got out the second boat with great risk, dividing the crew between the two boats. At 7.30 A.M. the chief officer took charge of the jolly-boat by the captain's request, with four hands in her, in order to pull to leeward of the island, the gig to remain to windward, but through some misunderstanding the gig also pulled around the leeward part of the island. Some natives were found and were very kind. The captain, with the mate, steward, and three seamen, went on board at great risk, as the breakers were running very high, and sent on shore some small sails and spars, in order to make a tent. No bread could be landed without its getting spoiled. By 4 P.M. got on shore all safe, and pitched tent, which afforded but little comfort, though the natives were very kind. On the 25th at 11 A.M. the gig arrived, the crew quite worn out, having had nothing te eat since they left the ship.

"We remained on the island eleven days, and found it was Ailu, in lat. 10.20 N., lon. 170.10 E. In the meantime we got boats ready for sea, and on the 30th Sept. left for Australia, steering S. Our boat parted company with the captain's on the 9th, and we experienced very boisterous weather up to the Equator, which we crossed on the 23rd, in lon. 167.30 E. From that time to the 26th we had fine weather, when it again became boisterous and squally, lasting so up to the 1st of Oct., on which date we sighted a ship bearing N.W. We immediately bore down towards her, our ensign flying down, and at 7.30 got alongside, and found her to be the ship *Borealis*, from London. We were received on board with great kindness. During the twenty-eight days we passed in the boat we were limited to three biscuits and a pint and a-half of water man each per diem."

COCHIN CHINA.

—o—

SAIGON.

Dates extend to the 26th November.

We learn from the *Courrier* that complete tranquillity prevails in the colony, the goodwill of the natives increases, and, in many branches of commerce the production has been doubled in the course of the past year. The province of Sadec is especially prospering.

At Hatien the floods have risen to the uncommon height of three metres. In consequence of this circumstance numbers of wild animals—elephants, tigers, &c.—had been compelled to take refuge from the swamps in the higher ground, to the terror of the villagers.

A small steamer, owned by some Siamese in Bangkok, has been through Hatien with merchandise for Puompenh. The success which has attended the first voyage of this vessel, and the short time occupied by it, afford great promise of increased trade between Cochin-China and Siam.

Generally speaking, the prospects of the rice harvest are good, and much activity prevails in the erection of public buildings. A market-place has been commenced at Travinh. The church at Vinh-long is completed. The works in the fort of Hatien are rapidly advancing.

A Chinese theatre was opened at Cau-ong-laugh every evening—a sign of increasing confidence and sympathy between the Annamese and their "country-cousins."

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

By an omission not uncommon with the French mail, but which we hope better arrangements will soon rectify, our file of Straits papers and correspondence is not to hand. Dates extend to the 30th November.

Commercial Report.

(*For dates see first page.*)

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IMPORTS.

YOKOHAMA.—Business in Woollens had been very limited, and only a few transactions in Alpacas, Mousselines, and Cloth at former prices had transpired. Black Lastings remained saleable at $12 to 12.50; Scarlet Camlets at $19.50 to 20. The demand for Blankets had subsided. Cottons were very dull, but prices had not undergone any material change. Grey Shirtings: 7 lbs., $2.20 to 2.21½; 8 lbs., $2.50 to 2.52½; 9 lbs., $2.80 to 2.82½. Black Velvets, $9.50 to 9.75. Cotton Yarns, 16 to 24, $37·50 to $38.25; 28 to 32, $43 to 44.

SHANGHAI.—At the time of the present mail's departure an import market did not exist, no sales had been effected, quotations there were none, the whole concern having been salted, *i.e.*, for the privilege of dealing in salt the mandarins had adopted a system of lottery—there were about eighty prizes, but all who go in must take Tls. 3,000 or thereabout of hard sycee, to deposit before he can go in for a chance. The profit on the licence to deal in salt is something very considerable; it is said that each ticket drawn is immediately saleable for about Tls. 8,000 to 10,000. So that whilst only about a quarter of a million taels is absolutely required, speculators desirous to try for a chance have sent up some three million taels, and hence for the time the place was quite bare of sycee and the most exorbitant interest was being paid from day to day on loans for short periods. This state of things cannot last long, but in the meantime there were no transactions in textile fabrics, and consequently quotations are entirely nominal.

EXPORTS.

—o—

TEA.

YOKOHAMA.—Market without change.

SHANGHAI.—Black: Market fairly active, considering that there

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was but a small stock on offer. A line of common Hohows had been taken at Tls. 15 to 18, presumably for the Continent, and there had been a good demand for all teas above common. Stock small, and season nearly at an end. Settlements, 8,000 chests; stock, 9,500 chests. Green: The extreme tightness of the money market had induced teamen to ask lower prices. The market was generally quoted easier, but there was little business doing. The arrivals had been trifling. Further supplies of Pingsueys had come forward, for which high prices were asked.

FOOCHOW.—There had been an active demand for all descriptions of Congou and Souchong at an advance on previous quotations; other kinds had been comparatively neglected. In Congou operations had been on a large scale, and all classes, with the exception of dust and siftings, showed an advance of from Tls. 1 to 1½ per picul. Settlements 23,787 chests at Tls. 3½ to 24. Arrivals 6,300 chests. Souchong: Settlements for the week amounted to 2,417 chests at Tls. 12½ to 32, prices having advanced from Tls. 1 to 1½. Arrivals nil.

SILK.

YOKOHAMA.—There had been but small business, owing to holders being disinclined to reduce prices. Mybash and Sinchu realised $750 to 760 for best, and $680 to 700 for medium inferior. Oshu, extra, was worth $780 to 820.

SHANGHAI.—The market was quite paralysed, owing to the high ruling rate of exchange. Native interest was also very high, and the reduction they were willing to make on their silks was not nearly equivalent to the rate of exchange. No quotations. Stock, 4,500 bales.

SHANGHAI SILK SHIPPERS.

From 1st June to 31st October, 1871.

	Bales.		Bales.
Adamson, Bell, and Co. ...	1,035	Lindsay and Head... ...	67
Blain and Co.	60	Maertens, A. H.	251
Barnet and Co.	1,173	Milsom and Tod	1,245
Birley, Worthington, & Co.	977	Nachtrieb, A., and Co. ...	933
Birt and Co.	339	Pila and Co.	675
Borntraeger and Co. ...	197	Pustau, W., and Co. ...	113
Bourjau, Hubener, and Co.	255	Reiss and Co.	1,246
Bovet, Brothers and Co. ...	278	Robison, J. S.	56
Bower, Hanbury and Co....	1,451	Russell and Co.	509
Brand Brothers, and Co. ...	1,306	Sassoon, D., Sons, and Co.	1,348
Bull, Purdon and Co. ...	32	Scheibler, Matthaei, and Co.	187
Butterfield and Swire ...	593	Shaw Brothers and Co. ...	973
Essex and Co.	1,170	Siemssen and Co.	349
Fogg and Co.	148	Skeggs, C. J. and Co. ...	4,027
Findlay, Wade, and Co. ...	120	Telge Nolting and Co. ...	166
Gamwell, F. R.	690	Texter and Co.	2,301
Gibb, Livingston, and Co...	1,148	Thorne Brothers and Co. ...	353
Gilman and Co.	2,389	Turner and Co.	297
Heard, Augustine, and Co.	539	Vaucher Freres	18
Helbling, J. C. and Co. ...	375	Westall, Brand, and Co. ...	408
Hogg Brothers	752	Wright, Burkill and Co. ...	366
Jardine, Matheson, and Co.	719	Sundries	3,454
Jarvie, John, and Co. ...	1,426		
Lacroix Cous. and Co. ...	920	Total bales... ...	37,434

EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Oct. 31, 1871	—	65974667	32260627	—	9718405	107953699	38296
Corresponding period last season.....	10826	56319991	29231806	34509	6897686	92494818	22048

Shipments Since:

Oct. 24	per Chanticleer	From Canton ...	434,175*	
— 28	... Lorne (str.)	... Foochow ...	972,258*	
— 30	... Burdwan	... Canton ...	971,524*	
Nov. 1	... Emeu (str.)	... Shanghai, &c. ...	—	744
	... Lorne (str.)	... Canton ...	100,400	
— 2	... Devana	... Foochow ...	1,100,385	
— 3	... Killarney	... Do. ...	618,516	
— 3	... Columbus	... Do. ...	1,012,557	
— 4	... Onward	... Canton ...	415,040	
— 7	... Corea	... Do. ...	581,076	
— 7	... Hector (str.)	... Shanghai ...	853,118	4 3

* Included in above total.

TO THE CONTINENT.

		Bales.
From June 1 to Oct. 31, 1871	3049206	11786
Corresponding period last season.....	1038730	838$_6$

Shipments Since:

Oct. 29	... Carmelita and Ida	... Foochow ...	522,000*	
Nov. 1	... Emeu (str.)	... Shanghai ...	—	66

* Included in above totals.

TO UNITED STATES.

		Pcls.
From June 1 to Oct. 30, 1871	30951947	1471
Corresponding period last season.....	21573785	938

Shipments Since:

Oct. 28	... Mary Whitridge	... Foochow ...	873,500*	
— 30	... Endeavour	... Shanghai ...	1,015,173*	
Nov. 3	... Catharine	... Canton ...	221,201	
— 7	... Birdaton	... Do. ...	34,110	50

* Included in above totals.

TO AUSTRALIA.

From June 1 to Oct. 31, 1871	11,340,579 lbs.
Corresponding period last year	9,024,120

Shipments Since:

Nov. 1	... Hannah Nicholson	... Foochow	300,100
	... Onward	... Canton	130,620

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844.....	51,022,600	...*	1862 to 1863.....	121,273,580	72,887
1845 to 1846.....	57,334,200	18,600	1863 to 1864.....	117,463,586	46,603
1850 to 1851.....	63,972,000	22,144	1864 to 1865.....	121,236,870	32,313
1853 to 1854.....	77,327,800	61,283	1865 to 1866.....	118,333,042	62,890
1855 to 1856.....	92,240,300	50,481	1866 to 1867.....	118,423,290	50,052
1857 to 1858.....	76,990,255	68,315	1867 to 1868.....	116,890,430	57,449
1858 to 1859.....	65,789,792	88,134	1868 to 1869.....	142,789,804	70 917
1859 to 1860.....	85,560,452	64,169	1869 to 1870.....	139,740,193	63,807
1860 to 1861.....	90,066,160	76,644	1870 to 1871.....	131,969,850	51,329
1861 to 1862.....	109,854,040	79,199			

* Including the Continent.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5d.	4s. 5⅛d.	4s. 5¼d.
Shanghai ,, ,, ...	6s. 3⅛d.	6s. 4¼d.	6s. 4⅜d.
Canton ,, ,,	4s. 4⅛d.	4s. 5d.	4s. 5⅛d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 5⅛d. to 4s. 5⅜d.	4s. 5⅛d.	4s. 5⅜d.
Manila ,, ,, ...	—	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	nominal	220½
,, Hong Kong...	30 dis. (nom.)	—
Bar silver	nominal	10½ prem. (nom.)
Mexican dollars	74.5.0	2½ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 60; Old, 62 per cent. prem.
Hong Kong Gas Company, 62 dols. per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance, 2,500 dols. premium.
Hotel shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 39 per cent. premium.
Hong Kong Fire Insurance Company, 365 dols. premium.
Union Insurance Company, 1,500 dols premium.
China and Japan Marine Insurance Company, Tls. 95 premium.
China Fire Insurance Company, 60 to 61 dols. premium.
Victoria Fire Insurance Company, $63 to $64 premium.
China Sea, Saigon, and Straits Steamship Company, 5 per cent. dis.
China and Straits Steam Navigation Company, $25 dis.
Indo-Chinese Sugar Company, $15 dis.
North China Insurance Company, $500 per share.
Shanghai Steam Navigation Company, Tls. 84 premium.
Hong Kong Distillery Company, $10 prem.
Hong Kong Pier and Godown Company, $12 dis.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company ...	500	500	220	4 p.c
Shanghai Gas Company ...	100	100	143	12 p.c
Shanghai S.N. Company ...	100	100	182	12 p.c
S. Tug and Lighter Company ...	850	850	400	5 p.c
French Gas Company	50	50	63	10 p.c
Hong K. Fire Insurance Co. ...	$1,000	$200	$575	12 p.c
North China Insurance Co. ...	Tls.1,000	Tls.200	Tls.500	trien.
North China Steamer Company	100	100	75	...
Union S.N. Company	100	100	122	10 p.c
Yangtsze Ins. Association ...	500	500	865	15 p.c
Union Insurance Society ...	$5,000	$1,000	$2,500	trien.
China Traders Co. (Limited) ...	Tls.1,000	Tls.1,000	500	$475p.s
China and Straits S. N. Co. ...	$100	$25	25	...
Hong Kong and China Gas Co.	£10	£10	nom.	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100	Tls.190	12 p.c
Victoria Fire Insurance Co. ...	$500	$100	$65	12 p.c
China Fire Insurance Co. ...	500	100	60	12 p.c
Hongkew Wharf Co. ...	Tls. 100	Tls. 100	Tls.150	...

ARTICLES OF IMPORT.

The quietude usually apparent in the market for imported produce at the present season has been observable during the past week, and very little business has been done.

The TEA market has been unusually quiet, even for the time of year. The paucity of arrivals having left us barely supplied with useful kinds of Congou, there has been no inducement for buyers to add to their stocks; and this, coupled with the usual Christmas holidays, has curtailed business to such an extent as to leave little subject of remark under the different heads, prices showing little, if any, change. During the last few days there have been several arrivals, and with a better assortment on offer we may expect to see a fair business done at full prices after the holidays.

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There is no change in the SILK market, which keeps exceedingly firm, with more business doing than usual at this period; full rates are paid for good Tsatlees and Cantons, and the general tendency is towards stiffer rates for silk. Deliveries are still very satisfactory, the total from 1st to 27th inst. showing the following figures:—

	1871.	1870.
China	2,384	1,999
Canton	787	570
Japan	645	257
Bengal	314	215
Total ...	4,130	3,041 bales.

The position of other articles calls for no special remark. The market for COFFEE is closed until the 4th, and that for SUGAR till the 2nd proximo. Meanwhile a small private trade is being done in both at firm prices. Business to some extent is also being transacted in MANILA HEMP by private contract, but prices paid have not been allowed to transpire. Straits TIN is firm at £146 on the spot, £145 to £146 afloat. In other articles there are no transactions to record.

Shipping Intelligence.

—o—

ARRIVALS.

At YOKOHAMA.—From London, Nov. 5, Chusan.

At SHANGHAI.—From London, Nov. 11, Odessa (str.); from Liverpool, Ulysses (str.); 13, Commander.

At HONG KONG and CANTON.—From Aberdeen, Nov. 20, Hai Loong (str.).

At SINGAPORE.—From Sunderland, Dec. 26, Belle of Southesk; from London, Kinfauns Castle, Picciola (reported by telegram).

At PENANG.—From Liverpool, Dec. 27, Patroclus (str.) (reported by telegram).

At SOURABAYA.—From Rotterdam, Dec. 23, Henriette Geertruida (reported by telegram).

DEPARTURES.

From SHANGHAI.—For London, Nov. 8, Hector (str.); 11, Her Majesty; for New York, 9, Havilah, Midnight.

From HONG KONG and CANTON.—For Havre, Nov. 17, Taffarette.

LATEST TELEGRAMS.

—o—

CHINA.

(REUTER'S TELEGRAMS, RECEIVED DEC. 29.)

HONG KONG, DEC. 28.—Piece goods, nothing doing. Tea devoid of animation for want of stock; total export (China and Japan) since the commencement of the season, 129,250,000 lbs. Exchange on London: bank bills six m.s., 4s. 5d.

SHANGHAI, DEC. 27.—Piece goods quiet. Tea market closed, owing to holidays. Silk firm; No. 3 Tsatlee, Tls. 590; total export (China and Japan) since the commencement of the season, 42,000 bales. Exchange on London: bank bills six m.s., 6s. 0⅛d. Freight for tea, £3 10s.

SHIPPING POSTCRIPT.

—o—

ARRIVALS NOT IN THE TABLES.—Dec. 27, at Liverpool, from Ilo Ilo, Gipsy; 28, from Rangoon, Asiatic; 26, at Brouwershaven, from Batavia, Sunda; 25, at Texel, from Batavia, Kaisow; at New York, from Singapore, Fearless, Ferdinand; 29, at Falmouth, from Canton, for Hamburg, Emulation; 29, at London, from Colombo, City of Canton; at Deal, from Singapore, Ellen Lamb; 27, at Texel, from Probolingo, Anna Elizabeth; Nov. 26, at Callao, from Macao and Payta, Macao; —, at Queenstown, from Sourabaya, Windsor Castle; —, at New York, from Singapore, Desdemona; Dec. 30, at Deal, from Rangoon, St. Hilda.

DEPARTURES.—Dec. 27, from Cardiff, for Anjer, Chieftain; Nov. 19, from Callao, for Hong Kong, Joaquin Rigan; Dec. 28, from Shields, for Galle, Arbutus; Nov. 16, from Callao, for China, Sara; America, Dec. 28, from Liverpool, for Hong Kong, Antipodes; Dec. 28, from Liverpool, for Manila, J. P. Wheeler; 29, for Batavia, Madone; 26, from Glasgow, for Singapore and Penang, Ulva; 27, from Cuxhaven, for Macassar, Alice; Nov. 16, from Callao, for China, Luisa Canevaro.

SPOKEN.—Imil (?) (Eng.), London to Japan, Nov. 20, 3 N., 22 W.; General de Steurs, Rotterdam to Singapore, Nov. 22, 8 N., 24 W.; River Eden, Liverpool to Singapore, Nov. 22, 6 S., 27 W.; Auburn, Sunderland to Colombo, Nov. 22, 9 S., 27 W.; Chatham (barque), Hamburg to Manila, Oct. 7, 9 S., 27 W.; Geologist, Colombo to London, Nov. 4, 13 S., 9 W.; Arab Maid (ship), Canton to London, Dec. 3, 5 S., 18 W.; Lauderdale (ship), Foochow to London, Dec. 19, 34 N., 32 W.; Elly, Batavia to Rotterdam, Oct. 30, 31 S., 12 E.

LAID ON.—At London, for Yokohama, Leander; for Hong Kong, Woodlark; at Liverpool, for Hong Kong, Cavalier.

CASUALTIES.—Advices from Nexo, dated Dec. 25, state that the Saida (str.), Carter, from London to Konigsberg, with tea, which vessel was stranded near Ronne, has become a wreck. The salvage of wetted goods was being continued, but was much impeded by stormy weather. Advices received at Rotterdam, from Brouwershaven, dated Dec. 28, state that the Hebe, Meerman, from Batavia, had lost an anchor, and got aground on the Paardepaat, but another anchor had, been sent on board, and a lighter was alongside the vessel.

MISCELLANEOUS.—At St. Helena, Nov. 28, Star of the South, Smith, from Singapore.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

DUCKWORTH—On the 27th Dec., at Waterloo, near Liverpool, the wife of Henry Duckworth, Esq., of a daughter.

FRANKS—On Christmas-day, at Highview, Upper Norwood, Mrs. Walter J. Franks, of a daughter.

HOCKIN—On the 16th Nov., at Hong Kong, the wife of W. H. G. Hockin, Esq., Commander P. and O. Co.'s Service, of a daughter.

MARRIAGES.

ALFORD—MACDERMOTT.—On Christmas-eve, at Holy Trinity Church, Barnsbury, by the Right Rev. the Lord Bishop of Victoria, D.D., father of the bridegroom, Charles John Alford, late of the P. and O. S.N. Company's Service, to Mary Helena, eldest daughter of the late Rev. W. P. MacDermott, B.A., Chaplain of Westminster Hospital.

CHURCHWARD—STEVENS.—On the 18th Dec., at St. George's, Campden-hill., W., by the Rev. B. A. Becker, M.A., James, fifth son of the late Henry Churchward, of Bridestowe, Devon, to Mary Julia, only surviving child of the late Alex. Stephens, of Paragella, Ceylon.

JANSEN—MCGRATH.—On the 8th Nov., at the Church of Our Saviour, Hongque, by the Rev. W. H. Collins, De Witt Clinton Jansen, Esq., of the Imperial Customs, Shanghai, to Miss Ellen McGrath.

PURCELL—CARGILL.—On the 30th Oct., at the British Legation in Japan, Theobald Andrew, second son of T. A. Purcell, Esq., Q.C., Dublin, to Mary Augusta, second daughter of W. W. Cargill, Esq.

DEATHS.

BRIDGMAN—On the 10th Nov., at the residence of the Rev. E. W. Syle, West Gate, Shanghai, in her sixtieth year, Eliza J., relict of the Rev. Dr. Coleman Bridgman, for many years a missionary in China.

HUTCHINGS.—On the 19th Nov., at No. 11A, Old Bailey, Hong Kong, Mrs. F. Hutchings, of Swatow.

MOREL—On the 5th Nov., at Yokohama, Edmund Morel, Esq., Engineer-in-Chief of the Japanese Imperial Railways, of consumption. Also, Harriet, the dearly-loved wife of the above, aged 25, who survived her husband twelve hours.

WEBB—On the 26th Dec., at 37, Wellington-road, Edgbaston, Birmingham, Charles Alfred, infant son of Chas. G. Webb, Shanghai, China.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SHANGHAI and YOKOHAMA to LONDON, per John R. Worcester, entered Dec. 26.—From Shanghai: Tea—6156 chests 5531 half-chests 1985 boxes.—Order; 788 chests—F. Huth and Co.; 471 half-chests—Elias and Co.; 538 chests—C. A. Dickenson; 820 half-chests—Gledstanes and Co. From Yokohama: 452 casks 669 ingots copper, 8 cases merchandise, 18 baskets shells—Order.

From SHANGHAI and YOKOHAMA to LONDON, per Eliza Shaw, entered Dec. 26.—From Shanghai: 300 chests 1193 packages tea, 1 box books—C. Shaw and Co.; 1900 chests 7203 half-chests 1078 boxes 285 packages tea, 79 bales silk, 8 packages curiosities—Order; 1160 chests tea—Reiss, Bros. and Co.; 277 chests tea—Forbes and Co.; 6 boxes 6 packages tea, 3 cases ginger—Gage. From Yokohama: 1 case curiosities—Broughall; 3 cases curiosities—Lake, Bros. and Co.; 1 case case curiosities—Bieuch and Co.; 5 cases curiosities—L. Marens; 5 cases curiosities—Richards and Co.; 2 cases curiosities—R. Goddard; 2 packages merchandise—Burgoyne and Co.; 29 packages merchandise—Curling and Co.; 2 packages merchandise—Bland; 2 packages merchandise—Freake and Co.; 17 packages merchandise, in transit—Davies; 2 packages tea, 1 package curiosities, 42 packages merchandise, 15 bales silk, 200 boxes copper—Order; 21 bundles rifles—Rodoconachi, Sons, and Co.

From SHANGHAI to LONDON, per Everest, entered Dec. 26.—3057 chests 620 half-chests tea—Reiss, Bros., and Co.; 2885 chests 2631 half-chests tea—Order.

From ILO ILO to LIVERPOOL, per Gipsy, entered Dec. 28.—24,747 bags sugar—Order.

From SHANGHAI to LONDON, per Ariel, entered Dec. 27.—1 quarter-cask brandy, 2 hhds. wine—Shaw, Maxton, and Co.; 319 chests tea—C. A. Dickenson; 759 chests tea (in transit)—F. Huth and Co.; 250 chests 150 half-chests tea (in transit), 1 package merchandise, 100 bales silk, 7181 chests 5255 half-chests 1835 boxes 550 packages tea—Order.

From SHANGHAI to LONDON, per Woodlark, entered Dec. 27.—460 half-chests tea—Gledstanes and Co.; 3 packages merchandise—W. Vittock; 11 packages merchandise, 9924 chests 5487 half-chests tea—Order.

From ZEBU to LONDON, per Istavat, entered Dec. 27.—22,600 bags sugar—Order.

LEGAL.

MARINE INSURANCE.

MORRISON *v.* THE UNIVERSAL MARINE INSURANCE COMPANY.

The case—tried at Liverpool on the 22nd inst., before Mr. Justice Blackburn and a special jury—was a new action to try whether the plaintiff was entitled to recover £500 on a policy of insurance effected upon the chartered freight of a vessel called the *Cambria*, of which Mr. Morrison was the owner. The matter was tried before Chief Baron Kelly last summer, and reported in our issue of 18th August, but no verdict was arrived at, as the jury could not agree.

The following are the facts of the case:—The plaintiff had carried on business at Union-court, Liverpool, for a great number of years, under the name of Morrison and Co. He was the owner of a vessel called the *Cambria*, which sailed in May, 1870, on a voyage from Cardiff to Bahia with coals. She reached Bahia on the 9th of July and left on the 18th of August, bound for the South-west Passage, one of the mouths of the Mississippi, for orders. On the 9th September a charter party was entered into between the plaintiff and Messrs. M'Mahon and Co., of Galveston, by which it was agreed that the *Cambria*, which was classed A 1 at the American Lloyd's, should, with all convenient speed, proceed to the South-west Passage for charterers' orders (which were to be given within twenty-four hours), sail thence to Galveston, Texas, New Orleans, or Mobile, or so near as she could, and there to load a full cargo of cotton in compressed bales, and go on to Liverpool, or as near thereto as she could safely get. The freight

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payable in respect of that was £5,000. The ship arrived at the South-west Passage on the 3rd October, and having received orders proceeded for Galveston on the 4th. On the 18th August, when the vessel left Bahia, the Captain, J. Owens, wrote home informing the plaintiff that all was well. Nothing more was heard of her for some time, and as she had not been spoken with up to the 8th of October, the plaintiff became very uneasy, as he had neither insured the vessel, which was worth £5,000, nor the chartered freight. Accordingly on that day he wrote to Messrs. Previté and Greig, brokers, 3, Newman's-court, Cornhill, London, as follows:—"Please insure the *Cambria*; £5,000 on ship, valued thereat, home to Liverpool with cotton; and £5,000 on chartered freight, valued thereat. She sailed from Bahia in ballast on the 18th August, and I have not seen her spoken since, so I am a little uneasy. Do it on the best terms you can, as I don't like to run any more risk. I suppose you will have to pay something like ten guineas per cent." After despatching that letter he closed his office and went home to his residence at Liscard. While seated with his family, one of his sons drew his attention to a paragraph in one of the Liverpool newspapers, to the following effect:—"*Cambria* (? *Callao*), from New Orleans, aground North Breaker," which is near Galveston. On the following Monday the same paper announced "that the vessel reported yesterday on the North Breaker as the *Cambria*, is stated to be the *Cameo*, from New Orleans." The plaintiff very early on Monday morning telegraphed those facts to the brokers, and asked them if they could find out any more definite news at Lloyd's. The reply he received was that the vessel appeared to be the *Cameo*, and not the *Cambria*. Plaintiff telegraphed back that although the news he had received was a great relief, he had been so frightened that he wished insurance to be done on the best terms. In one of his messages he desired that the matter should be closed immediately, "as any minute might bring a cable message." On Oct. 11 Messrs. Prévite and Greig wrote as follows:—"We have now insured on chartered freight, per *Cambria*, upon a voyage named by you as follows: £3,150 at six guineas per cent., and £500 at eight guineas per cent. on a cotton cargo to Liverpool." It was the latter insurance which was disputed. The following day Mr. Morrison telegraphed to his brokers, "Finish the insurance; will even give ten guineas." They replied, "Have done £500 more on freight at eight guineas per cent. Fear can't do more. Underwriters afraid of hurricane 17th and 18th September, which this vessel might have encountered.' The *Cambria* sailed for Galveston on the 4th of October, and all went well until the 6th, when it seemed that the master, not having calculated the strength of the current, drifted a considerable distance out of his course, and ran his vessel on to the North Breaker, making her a total wreck. The master went on shore at Galveston, and saw the American Lloyd's agent, who telegraphed the accident to the agent at New York. He also sent a cable message from Galveston, the same evening, to "Charles Morrison and Company, Castle-street, Liverpool," as follows:—"Ship *Cambria* ashore near here; full of water; lost." According to the Post-office authorities, that telegram, which was addressed to "Charles Morrison and Company, Liverpool"—the words "Castle-street," being omitted—arrived there on the 7th October; but Mr. Morrison denied ever having received it.

The Jury retired to consider their verdict, and after an absence of an hour and three-quarters, returned into court and said they could not agree. They were sent back, and after a further absence of about two hours, they returned with answers to questions which his Lordship had put to them, the effect being a verdict for the defendants, and an exoneration of the plaintiff from any imputation of fraud.

LITERATURE.

The *Cornhill* for January contains an amusing paper on "Quaint Customs in Kwei Chow"—that strange outlying tract of highland territory which runs through the Southern centre of the Chinese Empire and yet is virtually independent of it. Its inhabitants acknowledge no allegiance to the Emperor, entirely ignore the authority of the mandarins, and hold only just as much communication with their more civilised neighbours of the plains as suits their purposes. No European has ever ventured into their retreats, and Chinese travellers never willingly trust themselves among them. The paper before us has therefore more than common interest, but the rest of the number shows that the editor was determined to commence the new year well. The fourth sketch in "Hours in a Library" (Thomas Fuller) is scholarly and genial; the "Story of the Plebiscite" is valuable at the present moment; and "Lord Kilgobbin" is spiritedly continued, though we must confess we are getting rather desirous for it to end.

The Music Lesson of Confucius, and Other Poems. By Charles Godfrey Leland. London: Trubner and Co.—Few humourists have sprung suddenly into such esteem and popularity as "Hans Breitmann," the author of the well-known ballads. The drollery of these verses was at once recognised as being as remarkable as their sarcastic truthfulness and applicability. But few of the readers who have laughed over the first little volume of the new author would have been likely to suspect that under the mask of raillery he concealed a true poetic temperament, fine feeling, and great culture. We now, however, find Mr. Leland, putting off his pseudonym (we trust only for a time, for we cannot spare Hans Breitmann), and presenting us with a volume of tender, thoughtful, and aspiring verse. If we cannot assign to Mr. Leland so high a place as a poet as that which he occupies by general consent as a humourist, we can yet safely commend his last little book to our readers as one which embodies many graceful thoughts and throws out many more suggestive ones.

THE following appointments have been made to the China Station to replace those officers whose terms of service have expired:—Lieutenants Palmer, K. Smythies, Alfred Carpenter; Surgeon E. B. Broster; Assistant Surgeon Peter Burgess; Midshipmen Henry Leah, George A. Primrose.

THE LOSHAI EXPEDITION.

The Loshai expedition, says the *Globe*, promises for some time to come to be a subject of interest. Nearly fifty years ago the King of Ava, having pushed some of his troops into the Company's territories in the direction of Cachar and Arracan, attacked an island on the Arracan coast, and put to death some of the small guard stationed there. When asked to explain the King threatened to invade Bengal; and so, in May, 1824, began the first Burmese war, which ended in the beginning of 1826 by the Burmese losing Munnipoor, Assam, Arracan, the Martaban coast, and their having to pay us a million sterling towards the expenses of one of the most costly wars on record. So began our first acquaintance with the Golden Foot, which eventually added Pegu, a province larger than Belgium, to our Eastern possessions. Since then, led on by the force of circumstances to punish the lawless or refractory tribes beyond the countries on the north-eastern frontier of Bengal, our expeditions appear to be leading us to the extreme east, amongst varieties of strange people. The first Burmese war gave quite new features to our study of Asiatic character; the second, immediately after the capture of Rangoon in 1852—styled by *The Times* of the day "a brilliant feat of arms"—made us acquainted with many peculiar races; and now the present Loshai expedition bids fair, not only to make the Calcutta merchants better acquainted with south-western China, if not by a land route, by the Irrawaddy from Bhamo to the new and rising Liverpool of Chin-India, Rangoon, but to introduce us to interesting tribes belonging to regions where the civilising and enlightening influence of the daring and inquiring traveller has yet to be cast. We trust that, while entering new fields, the Loshai campaign may do something towards breaking the exclusive spell of Western China; but before this can be done we must be prepared to encounter the passions and prejudices of many tribes around the former Burman Empire.

THE MONT CENIS TUNNEL.

Several correspondents have forwarded us their experiences of the transit through the Mont Cenis Tunnel, and we are glad to state that in each case the report is of a favourable character. One letter—in this instance from a lady—says:—"After the cruel severity of my journey through France, during which I was, despite all precautions, well-nigh stupefied with cold, the atmosphere of the Tunnel was delightfully warm, and I only wished it was tunnel all the way. There was no offensive smell, no difficulty in breathing; the passage was well lighted, and quite as unalarming in appearance as the Metropolitan Railway in London—indeed, infinitely less disagreeable to the olfactory sense." Another correspondent also speaks well of the route, and says:—"The transit occupies exactly thirty minutes, there is no objectionable gas, and the air is pleasantly warm. As a matter of course, in summer the Tunnel will be pleasantly cool."

PROPOSED BREAKWATER AND DOCKS AT COLOMBO.—The *Scotsman*, writing on this subject, which has been fully discussed in our columns, says:—We have now the report of Mr. Townshend, the superintendent of the great Plymouth Breakwater, employed purposely by the Ceylon Government, as to the feasibility of a first-class breakwater there. The entire trade of the island, amounting to ten millions sterling annually, has its seat at Colombo, and thirty or forty large Indiamen are often riding in the roadstead, taking in their cargoes of coffee, spices, &c. Still it is only an open roadstead; but the engineer's report shows that for the sum of £700,000 or £800,000 an excellent breakwater, with two wet docks covering sixty acres, and affording shelter at all times, with every facility for discharging cargo, or coaling, or refitting, can be obtained. A great and growing want would thus be met, and the Ceylon Government may be trusted to prosecute the matter with energy. Its credit stands high, and the money would, for such a national purpose, be at once forthcoming. If to the above is added the probability of a navigable channel for large ships being made betwixt Ceylon and the mainland, and thus reducing the passage to Calcutta and other places in the Bay of Bengal by several days, this country will have done something to redeem our supineness in facilitating our commerce with India and the East.

RELIGIOUS PAPERS.—We must confess that we are at a loss to understand the spirit of the religious press this week. In two of the most respectable and influential of this kind of journal—the *English Independent* and the *Weekly Review*—we find religious papers followed by panegyrics on whiskey—whiskey general and whiskey particular—the manufacture of a firm whose name, lest we should, like our contemporaries, incur the suspicion of puffing it, we forbear to mention. Articles of this kind are certainly rather spirituous than spiritual; and if the praise of the "mutchkin" is to be sounded at all in the columns of our sober contemporaries, we would suggest that the saving clause, "Advt.," should be prefixed to such effusions, lest they should be suspected to proceed from the editorial pen, and editorial temperance made liable to the imputation of being, like the whiskey, "above proof."

A DEPUTATION from the Municipality of Brindisi has waited upon the Italian Government for the purpose of recommending various measures for the improvement of the port and the town. It seems that a company has been formed which is willing to construct warehouses and docks, and which has already deposited a million of lire by way of guarantee with the Bank of Naples. The deputation suggests that the Government should advance to the town, for public improvements, two millions of lire, to be repaid without interest in forty years.

H.M.S. *Princess Charlotte*, hospital-ship at Hong Kong, is to be replaced by a new vessel. It is probable that one of the wooden three-deckers now lying at Portsmouth will be selected for the service, surveys having been held to determine which is the best ship for the purpose.

The troopship *Simoom*, Captain Madden, will leave Queenstown this day with the 80th Regiment for embarkation this week on board the troopship *Orontes* at Portsmouth, for Hong Kong.

REAR-ADMIRAL JAMES H. COCKBURN will proceed in H.M.S. *Glasgow* to the Hooghly, where he will receive the King of Siam on his Majesty landing at Calcutta.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, JAN. 1, 1872.

THE SINGAPORE RAILWAY.

WE regret to learn that the Straits Government has it in contemplation to undertake the construction of the Singapore Railway, and not to allow the capitalists who are prepared with funds and estimates, and the merchants whose interests are chiefly involved in it, to construct in for themselves, as they are quite prepared to do. This is a step in the wrong direction, and we are at a loss to decide whether it will prove more injurious to the *prestige* of the Government, or to the prosperity of the Settlement. It requires no extraordinary perception to see that in the proposed measure the Government of the Straits is flattering itself with the idea that it is but following in the wake of the Government of Ceylon. But the Singapore Cabinet must be exceedingly prejudiced, or strongly self-willed, if it fails to perceive that the two cases have nothing in common. It is one thing to strike out a line of railway eighty miles long in a flourishing colony which owes everything to the judgment and enterprise of its Governor, and another for a Government which, through a series of failures, has become an object of mistrust, to insist on depriving a mercantile community of the opportunity of connecting their wharves and warehouses by a short line of some five miles which they were the first to point out the necessity of. The assumption of the little Singapore Railway by the Government can only mean one of two things. It is either a pretext for new taxation, on the ground of increased expenditure, or it is an excuse for giving further contracts in a direction where contracts for public works have hitherto been very unsatisfactory. Surely the Straits Government cannot shut its eyes to the fact that it has long ceased to possess the public confidence as regards the expenditure of the public money. Surely the lamentable *fiasco* of the Waterworks must have convinced that august body that its surveyors are not precisely the kind of men to whom the regulation of gradients and other engineering necessities can be entrusted with much hope of either economy or efficiency—for the water supply, notwithstanding the great outlay to obtain it, is still utterly insufficient for the requirements of the town? Surely the Government's experience of the heavy losses that have accrued on its steamers; and surely the utter confusion of the estimates, which calculated the cost of Government House at precisely one-half of its real cost—£20,000 for £40,000—can hardly justify the supposition that the architects and contractors hitherto employed should be re-engaged on a work so important as the railway? The truth is—and it is better that the Straits Government should recognise it now than leave it to be forced on its attention hereafter—that there is a shrewd suspicion abroad that the present step is only an excuse to "make work" for persons whose work the public have often expressed dissatisfaction with. Is the Government, which has neglected to provide anything of the kind for so many years, and which is gravely suspected of not having laid out the public money to the best advantage in other works, to step in, profit by the experience and enterprise of the mercantile community, wrest an undoubtedly useful work from their hands, and raise the money required—not by private subscription, where shareholders can look after their own interests, but by the taxation of the whole settlement, the disposal of whose funds can never be fully investigated—for the purpose of furnishing employment for a few favoured individuals whose work has hitherto been as unsatisfactory as its cost has been extravagant? The bare idea of such a proposition as the one before us, coming from such a Government as that of the Straits, is preposterous; and if our friends in Singapore allow themselves to be coerced or misled into it they will have only themselves to blame for the increased drain on the public purse, which will certainly "loom in the future" as soon as a Government contract is signed for the new line. Private enterprise created the necessity for it, private enterprise has funds and plans ready to construct it, and private enterprise ought not to submit to be dictated to by a Government which has utterly failed to "set its house in order."

THE AUDIENCE QUESTION.

THE article on this subject which we extract from *Macmillan* will commend itself to our subscribers by the truth of its views and the force of their expression. Fact after fact is brought before us with startling rapidity, until the reader sees at a glance not only the present situation, but the causes that have led to it and the right way to cut the Gordian knot of difficulty in China. By a war which cost six millions sterling certain Treaty rights were obtained; among these was the right of audience with the Chinese EMPEROR; this dear-bought right Lord RUSSELL directed our Minister to waive ten years ago—and the consequence has been that our relations with China have been growing more and more unsettled ever since. The only way to restore them is to insist on the revision of the Treaty which has lately expired It is well known that he is not, and has not been for a few years, a minor; but, if we are to wait till his majority is acknowledged by the *literati*, there is every reason to fear that the treaties will have become mere waste-paper, and that it will be impossible to restore them without, at least, the threat of war. Prompt and decisive action in the revision of the Treaties, is, our contemporary thinks, the only way to avoid such a calamity. We heartily agree with him, and feel that he has rendered a public service by bringing a subject so important, but one in which so many may not have felt an interest previously, before his readers. Mr. WADE, in his recent despatch, confirms the experiences of his predecessors as to the unreasonable and almost undisguised spirit of procrastination displayed by all the members of the Chinese Government, including those who have long endeavoured to take credit for liberality and friendliness to foreigners. This being the case, it is evident that the longer the settlement is deferred the less becomes the chance of any settlement at all being arrived at without force of arms. What outrages the populace may be incited to beforehand it is easy to surmise, and with common firmness we believe it easy to avert. If Lord GRANVILLE neglects the opportunity so clearly explained by his own Minister as becoming less and less available the longer it is put off, the country will certainly not hold him guiltless of the sacrifice of life which another war would cause.

ANOTHER REMARKABLE INSURANCE CASE.

EXTREMES meet. Last week, when commenting on the *Blackadder* insurance case, we felt it our duty to express a decided opinion on the disposition of underwriters to dispute losses for which they could not, morally or legally, avoid holding themselves liable. This week we have to record another insurance case which bears in a diametrically opposite direction. The action *Morrison v. the Universal Marine Insurance Company*—reported in another column—was, no doubt, very justly decided in favour of the defendants; but we think our readers will agree with us that it ought never to have been brought at all; and that, as it was brought, the verdict should not have been unaccompanied with some severe expression of censure from the jury. For the honor of commerce generally, and for the protection of the vast and special interests involved in cases like these two, it would be well that a moral as well as legal force should be given to verdicts, by way of "rider," so that frivolous and vexatious proceedings—whether on one side or the other, whether

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arising from unjustifiable greed on the part of plaintiff or defendant—should not only fail, but that their failure should bring with it something more than merely money loss. Such cases give rise to apprehension that in both contracting parties in Marine Insurance there is growing up a class who are disposed, *coute qui'l coute*, either to avoid fair responsibility themselves or to fasten responsibility unfairly on others. The evil effects of such a canker in the insurance world cannot be exaggerated. Associations for securing individuals from the ruinous consequences of accidents beyond their own control now form a necessary part of our social institutions. It is of the first importance that the conditions of their risks should neither be misrepresented nor tampered with; and the new and mighty influence of the telegraph now affords facilities by which unscrupulous persons will be continually tempted to aggrandise or recoup themselves at the expense of their neighbours. In both the cases before us, no doubt, the loss was accidental and unavoidable. In the former the jury found that the claim should never have been resisted, in the latter that it should never have been preferred. We agree with the principles of both verdicts—no twelve men of business could have agreed on any other.

But, leaving the broad questions of commercial morality involved in these cases to be settled—as they are sure to be settled—by the silent but irresistible influence they will exercise on marine insurance in future, we cannot fail to see that in this last action a great measure of progress has been gained, and a new stand-point established. It is one that will be equally acceptable to all right-minded and well-meaning men, whether insurers or insured, whether shipowners or underwriters. Mr. Justice BLACKBURN, in endorsing the validity of the "slip" as a deed of contract between parties, has set at rest a vexed question which has more than once been raised by obstinate or unscrupulous persons. The confusion that would have arisen if these small but most important pieces of paper had been held to be valueless would have re-acted to the injury of both merchant and underwriter; and we cannot regret the loss of time and money in pressing the case of *Morrison v. the Universal* to a *second* trial—especially as the costs willl fall mainly on the plaintiff, and the information obtained will be of inestimable value to the Company—seeing that, for the future, it will form a precedent by which every class of the shipping interest cannot but be gainers. And we cannot close our remarks without expressing our opinion that the commercial world owe a great debt of obligation to the Directors and Officers of the Universal for their firmness in resisting this claim, which they have succeeded in getting disallowed alike by the verdict of the jury and the ruling of the judge.

THE TRADE OF FRANCE AND THE FAR EAST.

The Customs tables for 1870, just issued by the French Government, contain a return of the direct trade of France with China and the Far East, compared with the two preceding years. The imports were as follows:—Silkworms' eggs, from China: 1870—arrivals, 87,500 kilos.; taken for consumption, 52,200 kilos.; 1869—arrivals, 4,064 kilos.; for consumption, 3,950; 1868—3,595 kilos., all taken for consumption. From Japan: 1870—none imported; 1869, 88,853 kilos. and 67,389 kilos.; 1868, 234,922 kilos. and 189,934. Cocoons, from China, arrivals, 1870, 56,100 kilos.; 1869, 59,780 kilos.; 1868, 42,979 kilos., all taken for consumption in the first two years; 42,909 kilos. in 1868. Raw silk: arrivals 1870, 800,500 kilos.; 1869, 681,122 kilos.; 1868, 1,012,976 kilos.; taken for consumption in the three years 585,600, 509,898, and 488,531 kilos. Tea: Arrivals, 1870, 287,070 kilos.; 1869, 238,996 kilos.; 1868, 291,454 kilos.; taken for consumption in the three years, 231,128, 151,660, and 173,929 kilos. These latter figures do not represent the entire consumption of tea in France, as in each year an almost equal quantity was imported indirectly, chiefly from England. Porcelain from China, 1870, estimated value, f.145,833; 1869, f.136,819; 1868, f.82,799; from Japan, in the same years, f.4,907, f.13,696, and f.34,816. China Crape, 1870, 137 kilos.; none in 1869; 76 kilos. in 1868.

The direct exports consisted only of leathern goods to Japan, of which 1,869 kilos. were sent in 1870, 5,392 kilos. in 1869, and 5,018 kilos. in 1868. The exportations of silver were as under:—To China, in 1870, 29,030 hectogrammes in weight, in specie; in 1869, 22,560 hecs. in bullion and 173,050 in specie; 1868, 32,860 hecs. in bullion and 64,650 in specie. To Cochin China: 60,000 hecs. in 1870, 263,700 in 1869, and 84,730 in 1868. The hectogramme is equal to 3 1-5th oz. troy.

The only article of importation from Cochin China in sufficient quantity to be specified is rice, of which 2,346 tons were brought direct to France in 1870, 7,176 in 1869, and 3,568 in 1868. The other articles from that country are comprised in the general head "other countries."

The *Journal du Havre* says:—

"The attention of the Government appears to be at this moment directed to the colonies, the riches of which, hitherto neglected, may be made to relieve the charges of the Budget in a considerable proportion. The Minister of Marine and the Colonies has with this view given orders for a greater extension to be given to the cultivation of rice in Cochin China, which has not received sufficient attention for some time past. The commercial relations between China and Cochin China are also likely to be shortly increased. Lieutenant Rouchoux, one of the most distinguished officers in the navy, has been sent on a mission, with leave of absence for three years, to organise a service of steamers and transports to touch at the different ports of the two countries."

The *Journal Officiel* also publishes a note on the same subject. It says:—

"The transport service by Government vessels between France and the different colonies having been defective during the last few years, the Minister of Marine, preoccupied with that situation, and desirous of introducing all possible improvements in an organisation on which the health and comfort of persons depends, has recently adopted different measures, the effect of which will be to modify completely the situation of passengers on board Government vessels. A regular service is now established at fixed dates every two months between Toulon and Cochin China. Three large transport vessels are being fitted up for that purpose in a uniform manner, which will completely transform the hygienic state of the passengers on board, and especially of the sick and convalescent returning from Saigon to France. As a complement to those measures, it must be mentioned that those same transport vessels will in future carry only 600 passengers to Cochin China instead of 800 or 900 as formerly. Strict orders have been given in that sense, and there will be no longer any grounds for complaints of over-crowding as formerly, so prejudicial to the health of the troops and seamen on board."

THE SILK TRADE.

An important meeting of the Silk Committee of the Macclesfield Chamber of Commerce has been held, the Mayor in the chair. Mr. Brocklehurst, referring to Mr. Consul Robertson's recent report, said there was nothing so desirable for this country as that our consuls in different parts should send home all the information in their power with reference to the produce of the raw materials with which this country is supplied. Mr E. Clarke contended that the hasty and inattentive reeling had been brought about chiefly by the European buyers taking anything and everything which had been brought to the market. Mr. Bullock drew attention to a matter which deserved more interest than had been taken in it. It had reference specially and entirely to the silk which was bought and received and used in this and other towns with which he was connected. It was well known that the trade was subject occasionally to heavy loss from cut and damaged silk being found in bales that were sold and bought as sound and perfect silk, and his object was, if possible, to get compensation for this secret cut silk, and so put an end to the dishonest practice of packing such in bales and representing them to be sound. These cut slips, as was well known, could not by any possibility be seen until the bundles of silk were opened. The books or bundles might appear all right until they were opened, and then came these concealed slips of nearly worthless material, for which at present the purchaser could get no compensation because there was no evidence that it came out of a certain bale. A similar state of things formerly existed in the cotton trade, but the manufacturers determined to put a stop to it, and by taking united action upon the question they brought into operation a system to the following effect:—That if any damaged article is found inside a packed bale of cotton the man who takes it out goes before a magistrate, makes an affidavit of the fact, and the owner is thereby enabled to obtain compensation for the damaged material so found. Now he (Mr. Bullock) contended that there ought to be a similar law with reference to silk. (Hear, hear.) There was a good opportunity now of pressing the matter, if the Silk Committee concurred with him in the opinion that it was a proper subject for agitation. Mr. Brocklehurst, Mr. Cornes, and Mr. John Smale expressed their concurrence with the object Mr. Bullock had in view, and expressed their opinion that, by united action, it could be attained.

WE understand that the Foreign-office has intimated to the Chairman of the Straits Settlements Association, that the Treaty lately made with the Dutch Government in regard to Sumatra, will be ratified to-morrow.

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THE AUDIENCE QUESTION.

(MACMILLAN'S MAGAZINE.)

Were the unsatisfactory position of what is called the Audience question recognised as an efficient cause of all our unbroken failure, some effort might possibly be made to adjust the matter. The position of that question appears to be this. Acting on their assumption of universal sovereignty, the Chinese authorities refuse to receive the foreign ministers as the representatives of independent States; and the latter are denied access to the Emperor, except on the impossible condition of their prostrating themselves in token of vassalage. The result is, that the foreign ministers are without power or influence, and greatly compromise the dignity of their countries by their residence in Peking under the irksome restraints that are put upon them. The negotiators of the British Treaties intended to guard carefully against this state of affairs, for they saw very clearly what Mr. Wade so well expressed, that the foreign minister who should take up his residence in Peking and "not insist on an audience, would not practically gain access to Peking for any diplomatic purpose." The whole history of our legation is a commentary on that text. We have not got to Peking for any diplomatic purpose, and therefore might as well have had our Embassy at Timbuctoo.

While we are pharisaically pluming ourselves on our humility in promoting China to equality of rank with ourselves, she is in reality spurning us from her footstool. It is China that refuses to acknowledge not only the "comity" of nations, but the existence of any nation save one. It is the Emperor who, as Heaven's Vicegerent, wields the sovereignty of the whole world, and commands the obedience of all the petty chiefs, such as the Queen of Great Britain and the Emperor of Germany.

As this Audience question is really the pivot of our relations with the Chinese Government, and will be the rallying-point in the unfortunate event of our again getting into difficulties with China, it is worth while to discover, if possible, what weighty considerations have induced our representatives to waive their right in the face of the disastrous experience of Lord Elgin. It will be observed that Article III. of the Treaty of Tientsin rather takes for granted than expressly stipulates for the right of audience; but its meaning is rendered unmistakable by the interpretation put upon the clause by Mr. Bruce, himself having been mainly responsible for the wording of the Treaty. In a despatch to the Chinese Commissioners, dated Shanghai, June 8, 1859, he informs them that he is resolved to proceed forthwith to Peking, there to exchange the ratifications of the Treaty, "and to deliver in person the letter committed to my charge by my gracious Sovereign to his Imperial Majesty." And the supreme practical significance of this right was fully recognised by Mr. Bruce, as appears from his despatch to Lord Malmesbury, dated July 13, 1859, in which he says:—

"According to it (the Treaty of Tientsin) the British Minister is to be accredited as a representative of an independent equal Power, and the Chinese Government in its treatment of him is called upon finally to abandon the assumption of superiority which it asserted uncompromisingly during Lord Amherst's Embassy, and so lately as three years ago, when Count Putiatine first proposed to visit Peking."

And similarly Mr. Wade, at that time Chinese Secretary to the Legation, and now Minister at Peking, observed:—

"It is only by insuring the attention which must be yielded when the question of equality is no longer in dispute, that we can hope for a peaceable settlement of misunderstanding with a people whose bigotry, arrogance, and insincerity are kept in check only by their fears."

This privilege, then, of personal reception by the Emperor of China, implying the equality of Great Britain, which had been virtually surrendered by Lord Elgin in 1858, was recovered at the cost of a war in 1860; and by the Convention signed at Peking, on October 24 of that year, it was provided that—

"The arrangement entered into at Shanghai between Lord Elgin and the Commissioners Kweiliang and Hwashana is at an end, and that the Queen of England resumes the unqualified exercise of the authority accruing to Her Majesty under Article III. of the Treaty of Tientsin."

But if so practised and hard-headed a statesman as Lord Elgin succumbed, even once, to the cajolery of the Chinese, it was hardly to be expected that those who came after him should be able to withstand their insidious attacks. By what means our representatives in China have been persuaded to connive at the loss of our dear-bought privileges is a secret chapter of the history. From what has been written and published we should infer that, *Sinensiores ipsis Sinensibus*, they found excuses for the non-fulfilment of the Treaty which the Chinese themselves did not deign to put forward. A despatch written by Lord Russell, on the 9th January, 1861, formally authorising the ambassador to waive his right of audience, has rendered nugatory our whole diplomatic intercourse for the last ten years. But the representations from China must have been of a very emphatic character to have induced the Foreign Secretary thus to sign away the fruit of a war which had just been concluded at a cost of six millions of money. It is unfortunately always easier to forego than to maintain rights, and circumstances in this case were eminently favourable to the *laissez-faire* policy. The old Emperor had fled to Yehol, where he died in 1861; his successor was then, and is still, a minor. It is not clear whether the Chinese ministers urged this as an apology for their non-fulfilment of treaty; perhaps they found no excuse necessary, since foreigners themselves were only too officious in discovering reasons why it would be injurious to China to make a public acknowledgment of the equality of barbarous kingdoms. But the minority of the Emperor has been so industriously put forward by the parliamentary mouth-pieces of our own Foreign Office as an argument against the assertion of our true position in China, that we cannot wonder if the Chinese Government make the most of the ready-made pretext, and prolong, as they are reported to be doing, the minority of their sovereign far beyond its natural term. The doctrine that the minority of the sovereign releases the nation from its engagements would hardly be a convenient one for general acceptance; but, as applied to China, the doctrine adapts itself but too easily to the natural negligence with which affairs are treated when removed to so safe a distance from public supervision. It is true, nevertheless, that a day of reckoning is coming, and it will be found that delay in grappling with the Audience question has not rendered its pacific solution the more easy. In fact, had our representatives in China and our Foreign Office at home conspired to sow the seeds of another war with China, they could not have proceeded by a surer method than by encouraging the Chinese authorities in the belief that their treaty obligations may be disregarded with impunity.

Would we, then, have had our representatives to cut their way into the presence chamber and present their letters to the Empress Regent or the young Emperor at the point of the bayonet? Before it becomes necessary to discuss such an awkward question, peaceable means must first have been tried without effect. So far as the official correspondence can enlighten us on this subject, there is no evidence of any serious effort ever having been made to obtain an audience of either Emperor or Regent. Expressions of impatience occasionally escape the Ministers, as when Mr. Wade reproached Prince Kung with not having "ventured boldly to declare to the Empire that foreign Powers are the equals of China, and that the Treaties are engagements with Sovereigns the equals of the Emperor; that foreign Ministers are spoken of as if they were not only the subjects of the Emperor of China, but the subordinates of the Chinese Minister addressing his Majesty." But by a tacit understanding no answer is expected to such communications, which, therefore, fail of result.

An admirable opportunity was thrown in our way three years ago of marking our sense of the treatment of the Queen's representative by the Chinese Government, supposing, that is, that our own Government do not feel aggrieved by that treatment, which seems somewhat doubtful. A Mission was despatched from China to foreign countries, headed by an American gentleman, with two Chinese officials as "co-envoys.' At the best this travelling embassy was only calculated to supersede and stultify the functions of our own Minister at Peking, and we therefore could have lost nothing by holding aloof from it. The suspicion of falsified credentials and other irregularities from which the character of the mission has only been ambiguously cleared, might have afforded additional reasons for caution in dealing with so singular an embassage. To admit under any circumstances Mr. Burlingame and his "co-envoys" to an audience of the Queen while Her Majesty's representative was being treated with contumely at Peking, was clearly to condone the latter offence, and to throw away a means almost providentially provided of protesting with effect against a national indignity. What Lord Clarendon ought to have done was surely this—to refuse to receive the Burlingame mission until Sir Rutherford Alcock had been received in a satisfactory manner at Peking. The Chinese envoys and those who sent them would of course have sacrificed the success of their mission rather than have bought it at such a price; but, nevertheless, such a decided stand made by us would have produced a most wholesome effect on the Chinese authorities, and at least paved the way to a settlement of the Audience question. On the 23rd November last another Chinese Embassy was reported to have been received by the French Government, also without any conditions as to reciprocity having been exacted, whence it appears that the statesmen of France are no more intelligently alive to their true position in the Far East than Lord Granville or Mr. Hammond.

Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Dec. 27.

By decree of the German Parliament the triennial census of the whole Empire was taken on the 1st inst., but there has not been time yet to furnish the results. The returns for Hamburg have however been made up, and show a satisfactory increase. Three years ago the population of the Hamburg State was 306,507; this number has in the meanwhile increased by 31,433, and now amounts to 337,940, being an augmentation of 10¼ per cent., which would have been considerably greater but for the losses occasioned by the late war and the epidemy of the small-pox, which has been very destructive to human life here this year, the number of deaths reported in the civil Registers being 3,200 more than last year. Of the whole population 235,365 are living in the city and its suburb, 60,053 in the nearer rural district, 33,263 in the more distant parts, 2,758 were living on board ships in harbour on the day when the census was taken, and 1,501 persons belonged to the garrison.

Nothing further has been settled respecting the fate of the Hamburg Bank Valuta; the Chamber of Commerce has made another attempt to save it by drawing up a second masterly memorial, but as yet no reply has been returned by the Senate. In the meantime the coining of the new gold money has already commenced at Berlin, and some of the other Mints mentioned in my last. It is now officially reported that they are able to strike off 2,220,000 pieces per month, of which 1,650,000 are the produce of the three Prussian Mints—Berlin, Hanover, and Frankfort—200,000 in Bavaria, 180,000 in Saxony, 100,000 in Wurtemberg, 50,000 in Baden, and 40,000 in Hessen. But still it will take three or four months to coin the 100,000 lbs. of gold provided for the first requirements, which will go but a very short way to replace the silver currency now in circulation, and a very large additional quantity of gold will be wanted.

The German Bank at Berlin has doubled its capital by an issue of new shares, and is taking steps to establish branches at Shanghai and Yokohama, with a view to extending its field of operations by obtaining the banking business of China and Japan.

Some time ago I informed your readers that by joint agreement of the Senate and Burgerschaft the Honorary Freedom of this city had been voted to Prince Bismark and Field Marshal Count von Moltke. The diplomas have now been made out, and in an artistic point of view leave nothing to be desired. They have been for a few days on show at

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the Gallery of Arts, and are to be forwarded to Berlin to-morrow to be presented to the recipients on New Year's Day.

Mr. P. B. Cuningham has been appointed Vice Consul for the King of Sweden and Norway at Canton under the Consulate General at Shanghai.

COMMERCIAL.

In consequence of the holidays business is generally very quiet, and there is but little to report to-day. A few hundred chests of tea have been taken for consumption, and 400/8 chests of Congou, 300 of Imperial, and 950/16 of Gunpowder have been sold for delivery on arrival. No alteration in Rice. Cassia moves off slowly at 11½ to 11⅞ sch. bco., and Flores is firm at 16 to 16¼. Pepper is decidedly cheaper and difficult to sell; nominal value, 6¾ to 6¼. Of Spelter 3,000 centners have changed hands at 14⅜ mks. bco., and the article has a tendency to a further rise.

SHIPPING.

ARRIVED.—Selim from Hong Kong; L.G. from Saigon; Carl Ludwig from Singapore.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Dec. 27.

The Christmas holidays have brought politics to a standstill. Notwithstanding that Christmas holds a less high place in our calendar than in those of England and Germany, the festival is, nevertheless, made the occasion for family reunions, and but very few people find time for business. Our principal item of news comes from Berlin. Some days ago a pamphlet was handed to me, entitled "The European-Asiatic Railway: Rotterdam and Tientsin," edited by Dr. Meissel, of Berlin (Hermann Peters, publisher). The author finds many faults in the present railway system of Europe; the communication is far from direct, and much time is expended in the service of small stations, with which the general interest has nothing to do. He thinks the time has now arrived to reorganise this system by the construction of lines of extreme length, which will bring very distant countries in close communication with each other. He goes on to say a good deal about the construction of railway carriages, grumbles much about the want of comfort we now find on Continental lines, and he finally brings forward his project for a railway between Rotterdam and Tientsin, thus placing Western Europe in direct communication with China and Japan. The author endeavours to make it clear that this enterprise would give large dividends, the principal guarantee for which he finds in the transport of merchandise. The principal stations on his proposed line are Jekaterinburg (Ural), Moscow, Wilna, Berlin, and from thence in a northerly direction *via* Urinstorf to Rotterdam. With an addition of 5 per cent. for branch lines he reckons the distance to be as follows:—

From Rotterdam to Berlin	87·7	Geographical miles	
„ Berlin to Wilna	117·0	„	„
„ Wilna to Moscow	111·4	„	„
„ Moscow to Jekaterinberg	201·0	„	„
	520·1		

To reach China from Jekaterinberg the route *via* Irkutz and Kiachta must be followed—a distance of 132 geographical miles. From Kiachta the line would run *via* Urga, and Karachoto to Peking. The Asiatic part of the line (from Jekaterinburg to Peking) would have a length of 799 geographical miles. If no shorter communication can be found the distance between Rotterdam and Peking (Petchili-bay) will be 1,319 geographical miles, viz.:—

Holland	25	Geographical miles	
North Germany	156	„	„
Russia	891	„	„
China	247	„	„
	1,319		

The line would pass through the following principal towns: Emden, Wunstorf, Magdenburg, Berlin, Stettin, Bromberg, Russian frontiers, Wilna, Witebsk, Gshatsk, Moscow, Wladimir, Balachna, Jekaterinburg, Tara, Tomsk, Krasnojarsk, Kansk, Birjusinsk, Nishne-Udinsk, Irkutsk, Kiachta, Urga, Karachoto and Peking. The author advocates Rotterdam as the *point de départ* because there is a very complete communication between England and that town, as well as with France, Belgium, Western Germany, and America. The harbour of Tientsin, the other terminal point of the line, affords the best communication by water with the other China harbours and with Japan. Water and coals are to be found everywhere along the proposed railway in abundance. The entire cost is calculated at 1,080 millions of thalers, and the question remains whether this enormous capital can be raised. But it is not my province to speculate thereupon; I have to relate facts, and I think the project one of much importance.

The several chapters of the Budgets have already been under examination in the sections of the First Chamber, which will resume business to-day. Some of the Ministers have already replied to the report, and I find that Mr. Gericke, the Minister for Foreign Affairs, has declared that he shares the regret of some members at the termination of the Papal mission. The whole population is anxious to know not only what the Lords will ultimately do about this question, but also respecting the action of the King with regard to the addresses which have been forwarded to him, requesting the maintenance of this mission, signed by tens of thousands of Roman Catholics. The relations between the Catholic and Protestant population become more complicated every day. The majority of the sections are favourable to the Bill proposing the cession of our settlements on the West Coast of Africa to England, and the new Treaty about Sumatra is also approved of. It is not the least doubtful but that both these measures will pass.

Mr. Thorbecke is still very ill, and serious fears are entertained of a fatal result. His death would greatly complicate the political situation. His successor would have to steer the ship of State through dangerous breakers, the Liberal Government would have to fight for bare life, and all must then depend upon the management and the tact of the new chief, whom nobody knows where to find. Nothing is settled about the successor to Mr. Engelvaart as Minster of War; Mr. Brock, the head of the Naval Department, has been charged *ad interim* with the portfolio.

The commission appointed to investigate the cause of the fire on board the steamer *Willem III.* has issued its report, in which it is stated that the fire most probably arose from spontaneous combustion of the cargo.

I hear that the *Prins van Oranje* sailed yesterday from Gibraltar.

Business has come to a total standstill, as usual at this season.

SHIPPING.

ARRIVALS.—Dec. 23, at Texel, from Rangoon, Louise; 24, at Brouwershaven, from Akyab, Florentine; 25, at Brouwershaven, from Batavia, Sunda; at Texel, from Batavia, Kaisow.

DEPARTURES.—Dec. 22, from Texel, for Batavia, H.M.S. Java.

Monetary and Commercial.

Advices from Berlin state that the Russian Government no longer oppose the desire of the Egyptian Khedive to see the Suez Canal neutralised in war as well as in peace. It is also believed that Mahmoud Pasha, the new Turkish Premier, though standing up for the sovereign rights of the Sultan over the canal, will be less exacting than his predecessor was in opposing onerous conditions upon the proprietors should the canal change hands.

The transfer books of the Anglo-Mediterranean Telegraph Company (Limited) are closed, preparatory to the payment of an interim dividend for the year ending the 30th September last.

The P. and O. Steamer *Peshawur*, 3,782 tons, has arrived at Southampton from the Clyde. She is appointed to leave for Bombay direct, through the Suez Canal, on the 13th inst.

The numbers are published of the bonds of the Suez Canal Company, drawn to be paid off at par and at premiums. Of the latter, one gains, when paid, f.150,000, one f.25,000, two f.5,000, and twenty f.2,000 each.

The ordinary general meeting of the City Bank is convened for the 16th inst., to receive the report of the directors, and to declare a dividend.

Messrs. G. and A. Worms will, this day, pay the coupon due on the Dutch-Indian State Railway Preference Loan.

Owing to the Christmas holidays, the conferences between the committee of merchants and that of steamship owners, on the revision of the Bills of Lading, have been interrupted, but the matter will be probably concluded this week.

There has been launched from the ship-yard of Messrs. J. and G. Thomson, at Govan, Clyde, a screw steamship of 2,000 tons and 200-horse power, for Messrs. Thomas Skinner and Co.'s "Castle" line of steamers, from London to the Straits and China, via Suez Canal. The *Drummond Castle* is the second of four first-class steamships building by Messrs. Thomson for the same line.

Our Rotterdam correspondent's letter contains a notice of a proposed railway from that place to Peking! What shall we say now for Dutch enterprise? Certain it is that if they did succeed in so vast an undertaking it would be well done.

A circular now going the rounds of the Chambers of Commerce contains the proposition that the existing cables and Newfoundland land-lines should be purchased by the Governments of Great Britain and the United States, with a view to the reduction of the rate to one shilling a word at first, and afterwards to a less sum. The total cost of these lines is estimated at about £5,000,000, which might, the projectors believe—be obtained on the joint guarantee of the English and the United States Governments by granting annuities of five per cent. for thirty years. We doubt if the English public is yet prepared for the adoption of such an advanced scheme.

The market for Bar Silver has been very quiet, and there has been but little demand for the East; prices have, therefore, again declined, and the nearest we can quote is 60½d. per oz. standard. The *Simla* has taken £244 270 in Mexican Dollars to China and the Straits, and has thus cleared the market of the large amount lately received. Prices are not quite so firm, but there is no quoted alteration.

The Realm Marine Insurance Company have appointed as their underwriter Mr. A. T. Burrows, who has been for many years deputy underwriter at the Thames and Mersey Marine Insurance Company in London.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Beer in Bulk.	Beer in Glass	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.
				Tns.	Tons.	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£	£	Cwt.	£
Gordon Castle, str., via S.C.	Singapore and Penang	London.	Dec. 7	2	...	...	...	...	1400	808	1381007	13600	27	...	2245	...	23066	...	...	...	...	54	158	...	10cs	239	...	...	20	200	...	...	50	...	46
Do. do.	Hong Kong ...	,,	,, 7	84	45	30	...	...	110	283	1243140	9033	...	...	2674	...	10000	...	...	...	...	...	107	...	160	1432	...	...	20	...	36	2cs.	158	...	...
Do. do.	Foochow	,,	,, 7	...	58	45	17	5	...	86	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18	...	...	...	...	...	82	50	...	...
Do. do.	Shanghai	,,	,, 7	9	...	...	...	...	2070	355	1897427	123272	1512	145	17224	...	49860	...	...	2	27	141	800	...	...	1089	43	...	5	...	20	18	105	...	25
Do. do.	Japan	,,	,, 7	...	...	...	...	...	...	210	7600	110200	...	...	888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	...	...	...	...	30
Abydos, str.....	Eastern Ports	,,	,, 8	...	...	15	...	...	...	522	3609152	143027	983	215	14313	1003	36840	...	15	87	7	57	85	125	185	1732	115	...	834	14	8	1274	48	...	50
Scotland, str., via S.C.	Colombo.....	,,	,, 9	...	2	1	1	...	...	1086	312860	55150	...	...	...	...	300	3	...	130	9	12	...	...	77	1325	...	5	...	6	...	35	32	8	93
Norman Court	Shanghai	,,	,, 9	155	...	40	109	12	10	668	2320420	45000	...	98	3432	...	7000	190	60	595	517	208	2048	...	278	812	425	189	56	482	3	449	32	...	32
Forward Ho!	Hong Kong ...	,,	,, 11	74	50	47	314	...	...	1505	1234900	30500	...	65	1620	119	56600	118	132	930	307	4162	1500	785	115	207	524	420	725	438	75	1174	276	...	...
Thomas Wilson, str., via S.C.	Ceylon	,,	,, 12	...	...	...	...	...	...	129	450159	11247	120	65	...	...	30390	...	...	...	342	...	...	...	...	179	...	...	15	...	...	59	100	...	50
Ziba	Yokohama.....	,,	,, 12	...	...	...	...	...	1397	121	429650	17500	236	...	...	...	278960	25	20	147	13	381	1311	6cs.	...	75	...	489	90	112	...	87	43	...	...
Granville	Colombo	,,	,, 16	200	39	...	...	3	274	568	...	47080	...	...	...	...	...	9	10	1249	86	136	329	250	66	...	...	...	637	6	...	21	34	...	207
Hector, str., via S.C.	Do.	Livrpool	,, 9	...	51	...	...	...	...	20	146450	181430	...	...	...	...	3600	81	10	43	...	...	...	...	...	...	...	...	...	7	14	14	5	...	...
Oceania	Japan	,,	,, 14	54	...	...	...	...	...	1051	391223	60450	...	...	...	...	570800	...	29	...	...	...	...	60	100	50	...	...	...	...	...	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Gordon Castle, str., via S.C.	Singapore & Penang ...	98	25	10	86	110	...	24	138	30	220	...	...	85
Do. do.	Hong Kong	271	...	...	47	63	...	...	...	...	195	...	80	...
Do. do.	Foochow ...	30	12	...	60	25	...	70	...	...	...	...	...	...
Do. do.	Shanghai ...	177	...	39	46	82	311	...	100	16	62	678	...	...
Do. do.	Japan	...	...	...	50	...	...	...	75	...	...	...	...	...
Abydos, str.	Eastn. Ports	198	31	2180	1078	148	...	404	...	...	730	52	...	116
Scotland, str., via S.C.	Colombo ...	160	38	332	273	...	75	56	39	11	36	120	...	...
Norman Court	Shanghai ...	288	...	143	...	...	...	8	445	55	9	40	...	20
Forward Ho!	Hong Kong	75	189	465	...	...	...	...	100	66	20	170	...	...
Thomas Wilson, str., via S.C.	Ceylon	39	10	25	17	28	104	7	13	...	...	...	...	160
Ziba	Yokohama...	339	...	46	...	36	...	...	200	...	537	...	...	...
Granville	Colombo ...	268	15	88	95	...	14	32	...	78	...	...	...	...
Hector, str., via Suez Canal	Do.	...	...	...	...	...	...	...	13	...	...	360	653	...
Oceania	Japan	47	...	...	...	...	...	...	...	...	...	...	...	...

ADDITIONAL.—Per GORDON CASTLE (str.).—To Singapore and Penang: Cottons, £3,627; goods, manufactured, £15. To Hong Kong: Cottons, £350; silver plate, 1 case; goods, manufactured, £50. To Foochow: Effects, £97; oakum, £120; photographic lenses, £40; To Shanghai: Goods, manufactured, £35; effects, £116; cloth manufactures, 6 cases; cottons, £4,860; muslins and cambrics, £75. To Hong Kong or Shanghai: Plain cottons, 164,750 yards. To Java: Plain cottons, 27,754 yards; coloured cottons, 114,736 yards; harness, £250.

Per ABYDOS (str.).—Perfumed spirits, 1 case; glycerine, 6 cases; capsules, £68; drugs, 2 cases; tortoiseshell, £300; india-rubber manufactures, £205; effects, £962; gold thread, £260; cottons, £630; electro and plated ware, £45.

Per SCOTLAND (str.).—Effects, £110; clocks, £4; carriage materials, £122; gunpowder, 100 lbs.

Per NORMAN COURT.—Goods, manufactured, £488; matches, £284; mineral waters, £281; oakum, £60; grindstones, £15; effects, £24; cottons, £742; zinc, 13 tons; shot, 1 ton; geneva, 500 gallons.

Per FORWARD HO!.—Bricks, £11; goods, manufactured, £106; matches, £1,537; mineral waters, £26; cottons, £3,030; sugar, 40 cwt.; tin plates, £1,500 boxes; geneva, 156 gallons.

Per THOMAS WILSON (str.).—Corks, £12; sugar, 6 cwt.; effects, £109; geneva, 426 gallons.

Per ZIBA.—Telegraph and railway materials, £5,980; chemicals, 5 cases; sugar, 10 cwt.; condensed milk, 2 cases; effects, £69; mineral waters, £20; geneva, 154 gallons.

Per GRANVILLE.—Matches, £461; cement, £255; sleepers, £750; geneva, 1,731 gallons; gunpowder, 14,550 lbs.

Per HECTOR (str.).—Sugar, 111 cwt.; beef and pork, 6 cwt.

Per OCEANIA.—Railway materials, £1,298.

Per GORDON CASTLE (str.).—Effects, £22; mixed goods, £14; corks, £5; galvanised wire, £374.

Per JOHN NICHOLSON.—Yarn, 20,000 lbs.; coloured cottons, 5,451 yards. Per MICHAEL ANGELO.—Cottons and woollens, £247; soap 500 cwt. Per CARMARTHENSHIRE.—Soap, 250 cwt. Per CAROLINE COVENTRY.—Soap, 250 cwt. Per VIER GEBROEDERS.—Bar iron, 100 tons. Per DENBIGHSHIRE.—Yarn, 12,000 lbs.; cottons and woollens, £380. Per LORTON.—Plain cottons, 12,000 yards (short shipped); iron plates, 8 tons; cottons, £19. Per PAKWAN.—Shells, £203; fuse, £14; friction tubes, £5; soap, 250 cwt. Per BOYNE.—Soap, 250 cwt.; sheet iron, 12 tons; galvanised iron, £82; cotton handkerchiefs, £154 (short shipped); earthenware, £170. Per STELLA MARIS.—Galvanised iron, £40 (short shipped); nails, £83.

Per SPIRIT OF THE NORTH.—Pig iron, 20 tons (short shipped); sleepers, £630; zinc, 10 cwt.; bar iron, 11 tons. Per PENRITH.—Plain cottons, 97,500 yards; lead, 9 tons. Per LUCTOR ET EMERGO.—Earthenware and glass, £1,040; brushes, £15 (short shipped); cement, £90. Per ANNE MAIN.—Gunpowder, 73,700 lbs.; railway iron, 157 tons; bar iron, 47 tons; printed cottons, 112,280 yards; coals, 219 tons. Per CATALINA.—Spring steel, 3 tons; coals, 112 tons (short shipped); paint, £380. Per BUENA VENTURA (str.).—Plain cottons, 51,830 yards; coloured cottons, 61,291 yards; yarn, 6,100 lbs.; hardware, £1,865; leather, £153; glassware, £12; woollens, £90; blankets, £330; steel, 2 tons; oilman's stores, £717; saddlery, £50; oil, 200 gallons; hams, 14 cwt.; linens, £584.

Per SARPEDON (str.).—To Singapore: Plain cottons, 161,600 yards; worsteds, £901; hardware, £27; oilcloth, £41; books, £25; india-rubber manufactures, £50. To Batavia; Woollens, £40; muslins, £210. To Hong Kong: Charcoal, £265; plain cottons, 24,000 yards; dyed cottons, 5,597 yards; Y.M. sheathing, 11 tons; nails, £100. To Amoy: Stationery, £16. To Shanghai: Plain cottons, 761,000 yards; coloured cottons, 48,000 yards; yarn, 4,000 lbs.; woollens, £5,122; cottons, £48; muslins, £7; stationery, £26; hardware, £8; iron plates, 3 tons. To Yokohama: Haberdashery, £90; hardware, £25; boots, £100; stationery, £20; india-rubber manufactures, £20.

Per ROBERT KERR, from Liverpool to Singapore, cleared Dec. 9.—Coals, 1,600 tons; tobacco, 115 lbs.

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Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Dec.21	Cutty Sark	Moody	Shanghai	London
21	Kaisow	Anderson	Batavia, for Amstdm.	Off the Start
26	Everest	Owen	Shanghai	London
22	Mars	Pickering	Rangoon	Shields
19	Australie	Lucas	Batavia	Texel
22	Eme	Sproule	Foochow	New York
9	Hazard	Karstens	Batavia	Boston
26	John R. Worcester	Cawse	Yokohama & Shang.	London
26	Eliza Shaw	Gage	Do.	Do.
26	Scawfell	Thomson	Colombo, &c.	Do.
26	Woodlark	Antony	Shanghai	Do
26	Victoria	Lomeyer	Bassein	Falmouth
26	Silistria	Vaunet	Do.	Do.
26	Ogir	Olsen	Ilo Ilo	Do.
21	Selim (barq.)	—	Hong Kong	Cuxhaven
21	Carl Ludwig	Callsen	Singapore	Do.
12	Sir Harry Parkes	Chapman	Hong Kong	New York
26	Ariel	Talbot	Shanghai	London
27	Shooting Star	Karslake	Colombo	Do.
27	City of Ottawa	Pinkey	Maulmain	Plymouth
26	Australia	Jungell	Rangoon	Falmouth
27	Benmore	Proud	Yoko. for Amsterdm.	Do.
27	Gutenberg	Braren	Batavia	Do.
	Nimrod	—	Manila	New York
	Malay	—	Do.	Do.
	Carnarvon Castle	—	Do.	Do.
	Agnes	Tisdale	Singapore	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec.21	Cotopaxi	Carr	Colombo, &c.	London
22	Corona	Bate	Hong Kong	Do.
22	Benares	Anderson	Cardiff & Hong Kong	Do.
21	Result	Bartlett	Penang	Dartmouth
23	Parana (str.)	Wilkinson	Sing., China, &c. S.C.	London
23	J. C. Stevenson (str.)	Beal	Colombo, &c., via S.C.	Do.
	Java	Bakker	Batavia	Nieuwe Diep
25	Swiftsure	Stacey	Hong Kong	Cardiff
23	Priam (str.)	—	Sing., China, &c., S.C.	Liverpool
24	Glaucus (str.)	—	Do., via S.C.	Do.
26	Adolfo	—	Manila	Do.

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Vixen, Glenroy. For Singapore, Hong Kong, and Shanghai: Africa. For Colombo, &c.: Virago.

SAILING VESSELS.—For Yokohama and Hiogo: Albuera. For Yokohama: Velocity. For Shanghai: Aracan, Cutty Sark, Sir Lancelot, Deerhound, Leucadia, Blackadder, Duke of Abercorn. For Amoy, Chefoo, and Tientsin: Yarra. For Hong Kong: William Fruing, Jessie Isabel, William Ritson. For Manila: Maria. For Batavia and Sourabaya: Thomas Blythe, Alerte. For Singapore: Roslin Castle. For Singapore and Sarawak: Alcestis. For Bangkok: Pelham. For Colombo: Kingdom of Italy, Southern Belle.

At LIVERPOOL.—For Yokohama and Hiogo: Wood Hall. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Ajax (str.). For Hong Kong: Antipodes, Hermon, Houri, Clymene. For Manila: Victoria, Matilde, Glenduror. For Batavia, Samarang, and Sourabaya: Madone.

At GLASGOW.—For Yokohama: Eastern Chief. For Batavia and Samarang: County of Lanark. For Singapore and Penang: Ulva. For Penang, Singapore, Java, Saigon, and Bangkok (via S.C.): Tanah Merah (str.).

SPOKEN.

REICHSTAG (Hamburg), Batavia to Amsterdam, Nov. 29, 6 N., 23 W.
SUMATRA, Liverpool to Anjer, Nov. 28, 5 N., 23 W.
TBORD (brig), bound to Penang, Nov. 29, 6 N., 23 W.
GOLDEN SPUR, Hong Kong to Monte Video, Sept. 23, 32 S., 32 W.
ELIZABETH LEVENS (ship), Foochow to Falmouth, Oct. 3, 35 S., 22 W.
NIEUWLAND, Rotterdam to Padang, Nov. 9, 7 N., 25 W.
MARIA, Rotterdam to Batavia, Nov. 11, 4 N., 24 W.

FREIGHTS AND CHARTERS.

Berth freights for the Eastern ports are unaltered, current rates being firmly maintained. In coal freights from the outports a further advance has taken place.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. to 100s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Yokohama: 35s. to 40s. weight, 30s. meast. To Nagasaki: 45s. weight, 40s. meast. To Shanghai: 40s. weight, 30s. to 37s. 6d. meast. To Hong Kong: 32s. 6d. weight, 25s. to 27s. 6d. meast. To Amoy: 40s. weight. To Batavia: 20s. weight or meast. To Singapore: 20s. weight or meast. To Ceylon: 20s. weight, 17s. 6d. meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £43. To Shanghai: £47. To Hong Kong: £36 to £38. To Penang: £24. To Singapore: £27. To Batavia: £21. To Galle: £20. From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 40s. To Chefoo: 37s. 6d. to 40s. To Shanghai: 47s. 6d. To Hong Kong: 38s. To Manila: 25s. To Colombo: 17s. To Galle, 20s. to 21s. To Singapore: 25s. To Batavia: 22s. To Cheribon, 21s.

From Birkenhead, per ton.—To Shanghai: 36s. To Hong Kong: 30s. To Singapore, 19s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 40s., ship 45s.; to Shanghai, steamer 35s., ship 40s.; to Hong Kong, steamer, 30s., ship 35s.; to Singapore, steamer 25s., ship 25s. to 27s. 6d.

CASUALTIES.

The Psyche, of London, lying in Penarth Dock, coal laden, for Shanghai, has the whole of her after part destroyed, having caught fire Dec. 22, when she was scuttled.

Part of the cargo of the Australie, Lucas, from Batavia to Amsterdam, which vessel was towed into Nieuwe Diep in a sinking state, and put aground, had been landed in tolerably good order, and sent on to Amsterdam by lighters, but the remainder is too much damaged to be forwarded.

The Erasmus, Hulshoff, which sailed from Sunderland Dec. 13 for Java, and put into Yarmouth roads, after being ashore at Cromer, had received damage, and would be towed round to London to have the same repaired.

The Sir Harry Parkes (ship), Chapman, which arrived at New York 12 Dec., from Hong Kong, reported having experienced strong S.W. gales in the China Sea, from Aug. 2 to 14, during which she had some sails split, and carried away foretopsail yard; she had also lost maintopsail yard when off the Cape of Good Hope.

A further survey had been held on the Matador, Kimnie, from Ilo Ilo to London, which vessel put into St. Helena, Nov. 5, leaky, when it was again recommended that she should discharge more of her cargo, in order to find out the leak; from 500 to 600 tons had already been landed.

A telegram received from Singapore, dated Dec. 26, states as follows:—"The Rollo, Way, from Hong Kong to London, which put in here dismasted, requires docking, new masts, rigging, &c.; some of planks are chafed; she will probably discharge entirely."

Although there is no statement of all the goods saved and landed from the Saida (str.), from London to Konigsberg, wrecked near Ronne, a quantity of the cargo has been saved, viz., up to the 17th Dec. there had been landed at Vang, 4,200 chests of tea undamaged, and about 1,000 chests of tea damaged. On the 17th tea and other goods were being got out rapidly in a damaged state; but on the 18th and 19th nothing could be done in consequence of unfavourable weather. In the opinion of experts the vessel may possibly yet be saved, provided the stormy weather of the last two days causes no impediment. A salvage steamer has since landed at Ronne 311 chests tea, in a damaged condition.

MISCELLANEOUS.

The Hope, from Sunderland to Galle, which vessel anchored off Yarmouth, Dec. 19, on account of a portion of the crew having refused duty, proceeded on the 22nd for her destination.

At ST. HELENA.—Nov. 18, Gipsy, Bernier, from Ilo Ilo, and sailed for Liverpool; 23, Ambassador, Duggan, from Macao, and sailed for London; 24, Schiehallion, Levack, from Foochow; Pekin, Seymour, from Canton; 26, Serica, Innes, from Shanghai, and all three sailed for New York; 27, Windsor Castle, Dinsdale, from Sourabaya, and sailed for Falmouth; Benefactor, Berry, from Foochow, and sailed for New York; Annie Bow, McLean, from Shanghai; 28, Webfoot, Sturrock, from Pasaroeang, and both sailed for Amsterdam; Rookwood, Hopgood, from Macao.

Off ST. HELENA.—Nov. 25, Lauderdale, from Foochow; Caroline Hutchings, from Colombo, both for London; 27, Otto, from Batavia, for Rotterdam; Araby Maid, from Canton, for Hamburg.

T. W. JACKSON,
COMMISSION AGENT
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8. Maps of Celestial Hemispheres and Sun's Course.
9. Method of Colouring indicates the Territorial Extent of Races, Languages, or Religions, as English, Spanish, Mohammedan, &c.

DESIGNED BY G. T. EDKINS, LONDON.

THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January 1872. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

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GALLE ..... MADRAS..... CALCUTTA ... PENANG ..... SINGAPORE ... CHINA ..... JAPAN	Saturdays, Dec. 9 and 23, Thursday, Jan. 4, at 2 P.M. And every alternate Thursday thereafter, at 2 P.M.	Tuesday, Dec. 19 and Jan. 2, at 2 A.M.; Monday, Jan. 15. and every alternate Monday thereafter, at 5 A.M.
AUSTRALIA ... NW. ZEALAND	Saturday, Dec. 23, Thursday, Jan. 18. And every fourth Thursday thereafter, at 2 P.M.	Tuesday, Jan. 2, at 2 A.M. Monday Jan 29. And every fourth Monday thereafter, at 5 A.M.

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ALTERATION IN DAYS OF DEPARTURE OF PENINSULAR AND ORIENTAL COMPANY'S STEAMERS.

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J. THOMSON, Chairman.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

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TANJONG PAGAR DOCK COMPANY
(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

December 10 December 24 January 7 January 21 February 4 February 18	For	Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

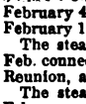
The steamers of the 24th Dec., 21st Jan., and 19th Feb. connect at Aden with the steamers for Seychelles, Reunion, and Mauritius.

The steamers of the 10th Dec., 7th Jan., and 4th Feb. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... ... Every Saturday
" Constantinople ... ...
" Algiers ... ... "

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Births in London are entitled to the conveyance of their luggage free to Marseilles.

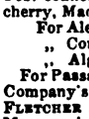


CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Sir Lancelot	A1 16 yr.	E.I.D.	With des.
Hong Kong.	Wm. Fraing	A1 13 yr	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

CHINA AND JAPAN.



ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong.	Jessie Isabel	A1 13 yr.	SWID	With des.
Amoy, Chefoo, & Tient.	Yarra	A in A1	SWID	With des.
Shanghai ...	Duke of Abercorn..	A1 16 yr.	SWID	With des.
Shanghai ...	Aracan	A1 14 yr.	SWID	With des.
Yokohama...	Leander	A1 16 yr.	SWID	With des.
Yokohama...	Velocity	A1 14 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

Steam via the Suez Canal.
To sail on the 25th January.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for JAVA and JAPAN, the splendid new full-powered screw steamer GALLEY OF LORNE, 100 A 1, 1,500 tons register 240-horse power, nominal, built by Messrs R. Napier and Sons, Glasgow, RICHARD ROBINSON, Commander; South West India Docks. Has elegant accommodation for first and second-class passengers, including cabin fittings, bedding, and linen; carries a surgeon.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange Buildings, London, E.C.

STEAM from LONDON, via Suez Canal, or PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java and Japan. The following magnificent STEAMERS will be despatched as under, from the South-West India Docks:—

Steamer.	Class.	Tons.	H.p.	To be despatched.
Galley of Lorne (new)	100 A1	1500	240	Jan. 25.
Lord of the Isles ...	100 A1	1846	240	Feb. 17.
Macgregor (new) ...	100 A1	1500	300	March 5.
Cyphrenes (new) ...	100 A1	1500	250	March 20.
Cheops	100 A1	984	150	April 5.

The accommodation for passengers is replete with every comfort, including bedding and linen.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, E.C.

With despatch.

FOR SHANGHAI, the splendid clipper ship LEUCADIA, *AA1, 896 tons register; A. MEARNS, Commander; South West India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

CHINA, JAPAN, AND JAVA. The following high-classed CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Tns	Class.	Dock.	To sail.
Shanghai..	Cutty Sark	921	A1 16 yr.	E.I.D.	Jan. 20
Yoko. & Hiogo'...	Albuera ...	774	A1 17 yr.	E.I.D.	With des
Bat & Sour via S.C.	Vider, s.s.	350	3-3rds A1	E.I.D.	Jan. 15

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

STEAM, via the SUEZ CANAL.—To sail 5th January, 1872, direct for BATAVIA and SOURABAYA, proceeding to other ports in Java if sufficient inducement offer, the splendid new full-powered screw-steam VIDER, 3-3rds A1, 350 tons register, 280-horse power effective; East India Docks. This fine vessel is confidently expected to make a very rapid passage, and is specially recommended to shippers, as, by proceeding direct, transhipment and consequent delay and damage are avoided. Has excellent accommodation for passengers.

For Freight or Passage, apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

FOR SHANGHAI direct, with very quick despatch, the Clyde-built clipper ship CUTTY-SARK, A1 16 years (owned by Messrs. John Willis and Son), 921 tons register, G. MOODIE, Commander; East India Docks. This fine vessel has just been re-metalled, and is confidently recommended to shippers. First voyage —104 days, Gravesend to Shanghai; 108 days, Shanghai to Gravesend. Second voyage—97 days, Downs to Shanghai; 108 days, Shanghai to Docks.

For Freight apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Brokers.	Tons	T . S
Alcestis, A1.....	Mills & Milne.....	398	Dec. 29
Glenroy, s.s. A1 100 years.....	Thos. Skinner & Co.	2,000	Dec. 30
YangTsze, s.s., A1 100 years.....	Norris and Joyner...	1,000	Jan. —
	LIVERPOOL.		
Ajax, s.s.	Alfred Holt.....	1,549	Jan. 11
Prima, s.s.	Alfred Holt.....	1,572	Jan. 27
	GLASGOW.		
Rosedale.....	Thos. Skinner & Co.	459	Jan. 21

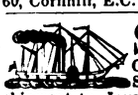
Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

PENANG, SINGAPORE, CHINA, & JAPAN—The following high-classed SCREW and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock	Last Shppng Day
Pen., Sing. Hg Kg., & Shanghai, via S.C...	Yangtsze (s.s.)	100 A1 ...	1220	SWID	Jan. 20
Shanghai..	Langstone	A1	746	EID	With des
Che. & Tien	Sing-Tai ..	A1 10 yr.	320	EID	With des

Excellent accommodation for passengers.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.



STEAM VIA THE SUEZ CANAL.—To PENANG, SINGAPORE, HONG KONG, AND SHANGHAI, taking cargo for transhipment to Java, Japan, &c, at through rates at shippers' risk (last shipping day 20th January, unless previously full), the splendid new full-powered Screw Steamer YANGTSZE, 100 A1, 1,220 tons gross 780 tons net register, 160-horse power nominal; —— Commander; South West India Docks. This magnificent steamer, built this year by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, is expected, from her large proportionate power, to make a very quick passage. Has splendid accommodation for passengers.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER 60, Cornhill, E.C.

Liverpool line of Packets for Japan.

FOR YOKOHAMA and HIOGO, with prompt despatch, the splendid Clyde-built clipper barque WOODHALL, J. WHITTLE, Commander, 721 tons register. This fine Vessel was built in 1869, under special survey, and classed A1 at Lloyds. She has proved herself to be one of the finest and fastest clippers afloat, and having always delivered her cargoes in excellent condition, is specially adapted for the conveyance of Fine Goods. Loading in Prince's Dock.

For further particulars apply to MORS LE BLANCH and Co., The Albany, Liverpool; or East India Avenue, London.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Jan. 1, 1872.

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The London and China Telegraph.

新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 436.] LONDON, MONDAY, JAN. 8, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

SUBSCRIPTIONS FOR 1872.

Subscriptions for 1872 are now payable, at £2 2s. per annum, including the Statement of Exports by each vessel to the Straits, Java, Siam, Philippines, China, and Japan. Cheques and Post-office Orders should be made payable to JAMES WEST, Publisher, 2, Cowper's-court, Cornhill.

THE MAIL TABLE FOR 1872.

OUR TIME-TABLE of the P. AND O. and MESSAGERIES Weekly Service to the Straits, China, and Japan for 1872 is now ready; price 1s., to Subscribers, *free*.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Jan. 6.
JAPAN — Yokohama	Sept. 29	Nov. 17	Nov. 19
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki	—	—	,, 18
CHINA — Peking	—	—	,, 16
Tien-tsin	—	—	,, 16
Chefoo	—	—	,, 19
New-chwang	—	—	,, 17
Hankow	,, 22	,, 11	,, 17
Kiu-kiang	—	—	,, 18
Chin-kiang			
Shanghai	,, 29	,, 15	,, 23
Ningpo			
Foochow	Oct. 6	,, 21	,, 25
Formosa			
Amoy	—	—	,, 25
Swatow	—	—	,, 27
Hong Kong	,, 13	,, 25	,, 29
Canton			
Macao			
PHILIPPINES— Manila	,, 6	,, 17	,, 25
COCHIN-CHINA— Saigon			
SIAM — Bangkok	,, 13	,, 16	,, 27
BORNEO—Labuan			Dec. 1
Sarawak			Nov. 29
JAVA — Batavia	,, 13	,, 18	,, 28
Samarang	—	—	,, 27
Sourabaya	—	—	
MALACCA STRAITS— Singapore	,, 27	,, 28	Dec. 6
Penang	Nov. 3	Dec. 6	,, 8
CEYLON—Galle	—	—	,, 14
Colombo	—	—	,, 13

THE MAILS, &c.

The P. and O. mail, bringing the above dates, was delivered, *via* Brindisi, on Saturday last, the 6th inst. The next inward mail (French), with dates, Yokohama Nov. 26, Shanghai Nov. 30, Hong Kong Dec. 6, Singapore Dec. 14, is due, *via* Marseilles, on Monday next, the 15th inst. The Pacific mail, with advices from Yokohama to the 23rd Nov., *via* San Francisco and New York, is overdue.

Telegrams by the China Submarine and Red Sea Lines are being received, allowing for difference of time, in about six hours.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Brindisi, per P. and O. steamer *Massilia*, arrived Jan. 2, from Yokohama: Mr. Staffel, Mr. Vicelich, Mr. Gattinoni, Mr. Mazzochi. From Hong Kong: Mr. Murray, Mrs. Endicott.

To Southampton, per P. and O. steamer *Pera*, expected to arrive Jan. 13.—From Yokohama: Mrs. Wetton and child, Mrs. Mitchell and child. From Shanghai: Captain Rander and two second class passengers. From Hong Kong: Mr. Thompson and child. From Singapore: Mr. Thomas, Capt. and Mrs. von Harten and child. From Galle: Mr. and Mrs. Turton.

By last mail to Southampton, per P. and O. steamer *Nyanza*, arrived Dec. 30.—From Yokohama: Mr. Bligh, Mr. Jwanaga, Mr. Naagawoka. From Shanghai: Mr. Jellicoe and eight second-class passengers. From Hong Kong: Captain Nidolas, Mr. Jones, and three second-class passengers. From Singapore: Lieutenant Stopford, Mr. Edwards. From Penang: Captain Speedy, Prince Alamaya. From Galle: Lieut. Price, Capt. Betty, Dr. White, Mr. Roughton, Mr. Hunt, Mr. Howson, Capt. Skottowe.

To Alexandria.—From Yokohama: Mr. Pasquale.

PASSENGERS OUTWARD.

Per French mail steamer *Provence*, from Marseilles, Jan. 7 (booked from London).—To Yokohama: Mr. Ohigashi, Mr. Yamamato. To Hong Kong: Mr. Isouda, Mr. Kagawa, Mr. Wader. To Singapore: Mr. Glinz and family.

Per P. and O. steamer *Candia*, from Southampton, Jan. 4.—To Hong Kong: Mr. W. Wheeler, Commander Wilson, R.N. To Singapore: Mr. Stevens. To Ceylon: Mr. A. B. Oliver, Mr. and Mrs. Bain. Mr. G. S. Anderson.

Per P. and O. steamer *Delta*, from Brindisi, Jan. 15.—To Yokohama: Mr. W. McDonald, Mr. and Mrs. Hillier, Mr. Westall. To Shanghai: Mr. R. Webster, Mr. E. H. Oliver. To Hong Kong: Mr. and Mrs. J. Robertson.

Per P. and O. steamer *Nyanza*, from Southampton, Jan. 18.—To Ceylon: Mr. Leisching.

Per P. and O. steamer *Ceylon*, from Brindisi, Jan. 29.—To Singapore: Mr. and Mrs Tidmarsh, Mr. Balfour. To Ceylon: Mr. and Mrs. Gregory.

Per steamer *Glenroy*, from London, Jan. 6.—For Straits and China: Mrs. Bush and child, Mr. Frederick Rapp, Mrs. C. Algar Messrs. Albert Naef, W. Carnie, J. Murdoch, Madian.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The advices by Pacific mail, with dates from this port to the 23rd November, due last week, have not yet been received.

NAGASAKI.

The following items are from the *Nagasaki Express*:—

The arrivals of men-of-war at this port have been somewhat numerous during the week; the French gunboat *Linois* on the 14th Nov., from Ne-e-gata, and the French ironclad *Alma*, Cap. Pritzbuer, bearing the flag of Admiral Gisolme, on the 17th, the latter receiving the customary salute from H.I.R.M. corvette *Vetias*, on anchoring. The same evening H.I.R.M. corvette *Almaz*, with Admiral Fedorofskoy on board, arrived from Vladiwostock, whose flag was also saluted by the *Vetias*. H.I.R.M. gunboat *Sobol*, and the French gunboat *Lamothe Piquet*, are expected to arrive at any moment.

The schooner *Samson* was successfully launched on the 15th Nov. from Messrs. Bell and Taylor's yard, by whom she had been built of the best materials throughout and sheathed with yellow metal. She is specially designed to carry a large cargo on a light draught of water, her builders' measurement being 105 tons. The builders have sold her, and we believe it is intended to run her between here and the Takasima coal mines. At the time of the launch the *Samson* was decorated with Mr. Bell's flags of order and the St. George's ensign.

A fatal accident, arising from the capsizing of a boat, which resulted in the deaths of three persons and injuries sustained by three others, occurred on the 14th to a party of natives who were fishing. The bodies have been recovered and buried.

CHINA.

TIENTSIN.

No additional foreign vessels of war have yet arrived for the protection of foreign interests. A few days back there was a report in town that Le-hung-chang had fixed to leave here for Pautingfoo on the 6th of the Chinese moon (our 18th Nov.), but we now learn that owing to his Excellency having some important business to attend to at Tientsin, the former arrangement has been altered, and he will stay here some days longer.

The thermometer went down to 30 deg. Fahr. last night, and it will be lower to-night, as the weather is becoming colder every hour with the present north gale.

Not far from the temple where the Tawang snakes are kept, a fire burst out last night, and destroyed over thirty houses, besides burning to death some three or four people. Many of the sufferers barely escaped with their lives, not having even time to clothe themselves. The fire burnt very rapidly, owing to the strong wind blowing.

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SHANGHAI.

Our advices from this port extend to the 23rd Nov.; there had een no mail arrival since that of the 29th Sept., but the P. and O. mail of Oct. 6 was expected on the 24th Nov. The following summary of news is from the *North China Herald*:—

The ordinary half-yearly meeting of the Union Steam Navigation Company was held on Monday. The accounts made up to 30th September show a balance of unappropriated profits of Tls. 53,325,48. The Report and Accounts were passed; a dividend of 12 per cent per annum for the half-year declared; 5 per cent. bonus to contributing shareholders allowed; and the auditors' fees raised from Tls. 50 to Tls. 100.

An S. V. C. parade was held on Thursday for presentation of prizes won in the last rifle competition, and for drill. There was a small muster but a very enjoyable outing. The prizes were presented by Mr. John Dent, chairman of the Municipal Council.

The shooting case which occurred on Oct. 2, through an unfortunate culmination of a newspaper quarrel between the editors of the two French journals, came up for hearing at the French Court yesterday. It will be seen that Mr. Lepissier was mulcted in a fine of f50, confiscation of the weapon, and Court costs.

On Tuesday nearly all the Consuls of foreign nations paid official visits to Tseng-kwo-Fan, at the Kiangnan Arsenal. The first to arrive were the Japanese Consul and Mr. Robert Hart, who had their interview with Tseng and left before the next party came. Shortly after noon the steam launch of the Austrian frigate *Fanasa* was observed coming up the river, and after repeated attempts the occupants effected a landing by passing over some Chinese boats, and from thence climbing, as best they could, up a dirty plank, which feat accomplished, they stood on *terra firma*. The party consisted of the Austrian Consul, the British Acting Consul and Vice Consul, and others from the same Consulate. When all had got ashore, they moved in order towards the building where Tseng was located, followed by their sedans and an immense crowd of the unwashed "braves." In about twenty minutes after entering the Yamen the visitors took their leave, to make room for another lot. The latter came up river in the U.S.S. *Monocacy*, which anchored opposite the arsenal, and as her passengers went over the side into the launch a salute was fired. Amongst those who landed were the United States, German and Spanish Consuls, with their interpreters, also Captains Kimberly and McCrea, of the *Benicia* and *Monocacy*. A landing was not effected without difficulty, and when fairly ashore the party were in doubt which way to turn, as there was no one to receive them. Fortunately they met one of the Arsenal foreign officials, who invited them to his house, and their arrival was announced. Tseng was, however, not ready to receive them, and they had to wait a considerable time, during which they were entertained by Chen. In due time they were admitted into Tseng's presence; and shortly afterwards the representatives of the Telegraph Company, with an interpreter arrived. To-day Tseng repaid the visits in the Settlement.

We understand that the community of Shanghai have got up a subscription for the benefit of the widow of the late officiating consul, Mr. John Markham. It is a matter of regret that such should have been the result of twenty years' occupation of distinguished offices in the British Consular service.

A correspondent of the *N. C. Daily News* avails himself of the presence of Mr. Hart, Inspector General of Customs, in Shanghai, to remonstrate against the recently instituted system of passes for the re-exportation of foreign goods, which he designates as cumbrous and clumsy in the extreme, and urges that, while it brings an enormous amount of extra trouble and bother to the foreign merchant, it simply relieves the foreign employés of the Custom House from a certain supervision which they are paid to exercise. He argues that there is no reason why "passes," or "ship's names" should be required at all for foreign goods which have once been imported, and therefore have presumably paid duty. If they have not done so, the fault must lie with the Customs officials, and if they have, their re-export to coast or river ports cannot affect the excise in any way.

The *Overland Trade Report* says:—Although the immediate cause of the tightness in the market for sycee was the necessity for sending large sums up the country in view of the settlement of the salt tax, it is probable that there will be a recurrence of a demand for money among the natives for some months to come, and this may probably be felt with some severity at the new year. That the withdrawal of the funds sent up country in view of the salt monopoly should have produced such severe effects indicates a general stringency in the market, which no doubt must be alleviated by the return of any part of this sycee, but may be brought up to a crisis again at any moment by a similar contingency. The extensive transactions which have taken place in imports, and the large stocks on hand, must have had the effect of locking up a great deal of capital, and any extra demand springing up under such circumstances will be certain to raise the price of money to a very considerable degree. Unless, therefore, large supplies come forward in the meantime, the prospects for the China New Year are not encouraging, and it may be feared that it will not pass by without some failures. There is no doubt sufficient time yet to elapse; but it is difficult to see anything likely to arise in the meantime to alter the general state of the money market at present existing.

(FROM A CORRESPONDENT.)

SHANGHAI, Nov. 22, 1871.

I have been for some time absent on a visit to Japan, and while there saw so much to interest an old resident in China that I had no time to write. The contrast is remarkable between the stolid Chinese and the active and intelligent Japanese. In Japan we see railroads, telegraphs, steamers in full career. We see troops drilled, armed, and clothed after the European model, and even fed on beef and beer to make them in all respects alike. We see towns with roads, drains, jetties, sea walls, &c., all made and maintained by the Japanese without assistance from the foreign residents. At Kobe you may remember that the sea wall was entirely carried away about three months ago during a typhoon. It is now rebuilt by the Japanese at their own expense, so that no one could tell there ever had been a typhoon there. The town of Hiogo or Kobe is laid out with wide roads and elegant substantial houses, and the railway to Osaka will soon be open. The city of Osaka is a most interesting place—a large thriving city, with roads and bridges over its wide river in perfect order. The Mint is at full work, and already two or three large and commodious mansions, erected for the employés, equal to any in England. The whole are situated on the bank of the river, and command a beautiful view of the river, plain, and mountain. At Osaka I observed several dredging machines for deepening the river and bar. Nothing of the kind has yet reached China, every river of which is filling up and obstructed by bars at their entrances.

Yokohama is a very pretty town, equal to any of its size in England. The private residences on the Bluffs are exactly like those about Sydenham, the scenes being very similar and equally beautiful. Here again we have a railroad about to be opened to Yedo, but there is already a good carriage road between Yokohama and Yedo—twenty-four miles—and coaches running daily; such a convenience as this is unknown in China. The roads and avenues of trees at Yedo approaching the Temple of Sheba are equal to anything in Kensington Gardens. The temples in Japan are moreover kept in order, as are the roads and houses, not like the mandarin-ridden country of China. Another contrast is the number of Japanese who travel, and many first-class, by the Pacific mail steamers between Nagasaki, Kobe, and Y do. In the steamer *Oregonian* there were eighty first-class Japanese passengers who conducted themselves with as much propriety as if they had been living in Paris or London all their lives.

On returning to this country what a contrast; obstruction to all improvement, taxes levied on all sides with oppressive exactitude, not one farthing of which is laid out in public works or in any improvement, all embezzled and made away with. An enormous sum levied on foreign ships and trade without any return. A few lighthouses have been put up after thirty years' waiting. The rivers are all obstructed by bars; steamers and ships with valuable cargoes kept waiting for days, mail steamers delayed, and not a single dredging machine in China up to this hour; railroads and telegraphs forbidden, mines not allowed to be opened, rivers not allowed to be navigated; trade hampered and choked in every place through squeezes; and, what is worse than all, the restriction of trade to the licensed guilds.

In the communications from Sir R. Alcock to the British Government, he attributes the disastrous results of trade to the Lekim taxes, to the opening of the Yangtsze, to the folly of the foreign merchants, and to the local pressure and quasi wars at Canton and elsewhere; but I can point out, with nearly thirty years' experience of China, a more potent cause of the failure of foreign merchants than all these put together, viz.—"the restriction of trade to the licensed guilds." Against this, as contrary to the letter and spirit of our treaties, our government and merchants ought to make a most determined stand. In my opinion, the restriction of trade is now as great as it was in the time of the Hong merchants at Canton, before Sir H. Pottinger ever appeared in China, in regard to the Treaty of Nankin, now thirty years ago. No Chinese can sell tea or silk to a foreign merchant at any of the ports, unless he belongs to a guild which is licensed by the mandarins, and subject to certain rules and regulations, the least of any of which subjects a member to expulsion and loss of his business, or to being arrested, tortured, beaten, starved, and, if necessary, killed, by order of this guild—any, or all of which atrocities are winked at by the mandarins, in consideration of the squeezes paid to them. These guilds regulate the prices beforehand of all goods bought or sold, so that they have complete control of the whole trade, import and export.

The result of this system can be seen by any one in the enhanced price of exports. Tea and silk are dearer than they were twenty years ago, while, by all the rules of open trade, they ought to be cheaper, being produced in much larger quantities, at less cost. On the other hand, all imported goods are selling at or under cost price. All this is owing to the system of guilds, which tell to the benefit of the Chinese. Another illustration is in the chartering of ships. When Chinese wish to charter foreign ships, which they do every day, you never can get one Chinaman to outbid another on the same day; but if a higher freight is offered, it is only with the sanction of the guild, when a lower sum will not be accepted.

Another question which ought to be agitated is the enormous sums paid by ships as tonnage dues. Are the shipowners of London and Liverpool aware that their ships are paying three-shillings

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a ton every time they enter a Chinese port to a Government which will not expend a shilling in improving their harbours, which has, after thirty years, not provided a single dredging-machine to increase the depth of water on the numerous bars in their rivers? It is a wonder to me that the shipowners have not taken up the question long ago; and now, when freights are so low, I should commend it to their notice, and recommend them to bring it before Parliament and the Government.

HONG KONG.

Dates extend to the 29th November. The outward mail, French, of 13th Oct. arrived on the 25th Nov. The following summary is from the *China Mail*:—

Our readers will doubtless be interested to hear of a very gallant action performed by Mr. John Dodd, at present U. S. Consul at Tamsui, Formosa, on the occasion of the wreck of the French barque *Adele*, which, it will be remembered, took place in a typhoon on the 9th August at Kelung. At nine o'clock on the evening of the 9th Mr. Dodd swam off to render assistance to the British schooner *Anne*, and at 1 A.M. of the 10th he swam off to the *Adele* with a rope, one end of which was held by the people on shore. He succeeded, after many narrow escapes from being dashed to pieces on the rocks and pieces of broken spars, in reaching the ill-fated vessel, whose crew were of course delighted to see him. After some persuasion on his part, four of the crew were induced to trust themselves to the rope, and reached the shore in safety. Mr. Margary, of the Consulate, then swam off with the assistance of the line, and he and Mr. Dodd took a man with a broken leg on shore between them. In about half-an-hour all hands, with the exception of two men in the fore part of the ship, were rescued; and as the ship was breaking into two, it was difficult to get at them. Mr. Dodd made an attempt, however, but at first was unsuccessful, he being washed overboard by a tremendous sea and sucked under a lot of wreck. It seemed almost as if he must be lost, but after some little time he freed himself from the wreck, not until he had been most severely bruised and cut. Mr. Dodd, although in this sad plight, succeeded in reaching the ship once more, and by daylight of the 10th had saved the whole of the crew. Mr. Dodd, of course, suffered for some time from the exposure he had been subjected to, having been in the water for about eight hours during the night; but we are glad to hear he has now entirely recovered. We understand that the French Consul has written to his Government in most (deservedly) flattering terms of Mr. Dodd's bravery; and that gentleman will, we hope, receive some recognition of his successful and humane efforts.

We are glad to welcome the new steamer *Hai Loong* as an addition to the mercantile steam fleet in these waters. She is simply a second edition, on a small scale, of the well-known steamer *Kwangtung*, and is intended, we understand, for the Formosan trade. It is interesting to mark the gradual but certain inroads which steam vessels are now making upon sailing vessels in every branch of the sea carrying trade. Hitherto the smaller sailing vessels have had all their own way in this branch of the business, and, if we are to judge from recent reports of the Customs' Commissioner, they might seem likely to continue to rule the route. The *Hai Loong*, however, and similar steamers, which we understand are in course of construction, will, we should think, prove to be the most powerful competitors to the small sailing vessels which have hitherto monopolised this carrying trade. Our anticipations are the more likely to be realised from the fact that she is owned by well-known merchants largely interested in the trade between the island of Formosa and the neighbouring Chinese ports.

From what we have seen of the *Hai Loong*, and from her satisfactory trial trip from Aberdeen to Hong Kong, we should think thas she is pre-eminently well adapted for the trade for which she has been built. Her outside passage was very creditable in every way. From the start to Port Said she was 15 days, and from Port Said to Singapore, direct, only 25½ days; she made rather a long passage from the latter port to Hong Kong, but this was owing to a very steady N.E. monsoon. She is well fitted in every way for foreign and native passengers; is commanded by Captain Farlow, who is well-known on the East Coast; and she is under the orders of Messrs. Douglas, Lapraik, and Co. in Hong Kong, and Messrs. Elles and Co. in Amoy. As to her construction and machinery, it is sufficient to say, that they are the work of the well-known firm of Messrs. Hall, Russell, and Co., of the Granite City.

We regret to learn from Shanghai of the death of Mrs. Bridgeman, widow of the late Dr. Bridgeman, author of the well-known "Chinese Christomathy," and long a missionary in this country. The deceased lady faithfully laboured in the same cause, until she, too, was called away. She now rests beside her husband in the old burial-ground at the above-named port.

We learn from Canton that the Viceroy of Canton and the adjoining province visited the Polo temple, below Whampoa, on the 17th. He went down in the *Feilong*, and her commander has of late been honoured more than once in this manner. In connection with these trips the question has arisen whether the crew of a Chinese gun-boat should be called upon to perform the *ko-tow*, or simply salute after our fashion, in acknowledgment of the gratuity usually bestowed by the high officials when travelling on these steamers. Some time ago several of the men belonging to the Hoppo's cruiser, *Peng Chao Hai*, refused to *ko-tow*, and their dismissal immediately followed.

A Canton letter says:—Some little excitement has been caused amongst the Chinese by the steps taken by Messrs. Dent and Co.'s trustees in clearing the land belonging to the estate at Canton opposite Shamien. They are acting in full accordance with their duty to the creditors, but it has been found necessary to get the Viceroy to issue a proclamation enforcing the rights of the trustees.

We hear that the Chinese merchants at Shanghai have subscribed money to aid the sufferers by the Tientsin floods; and the latest accounts from the North announce that they have advertised for the charter of two steamers to convey rice to Tientsin. In Hong Kong, we are sorry to say, there is no movement of the kind, though the appeal has been most touchingly put, and has been made in various forms. There would seem to be little love lost between the Northern and Southern Chinese.

The Steamer *Azof*, now on the rocks in Amoy harbour, has been sold at auction by the underwriters for the sum of $7,250.

While thousands of coolies are cast into the holds of coolie-ships at Macao, kidnapped, decoyed, or otherwise, a few hundreds, it is gratifying to note, have the good luck of escaping the fate shared by their fellow-countrymen. We learn that 940 coolies have been placed in the care of the Canton authorities, during the month of October, by the emigration officer, to be conveyed to their respective districts.

The following account, duly certified, of the average amount of bank-notes in circulation in Hong Kong during the month ending 31st Oct., 1871, is published for general information:—

Banks.	Average amount.	Specie in reserve.
Oriental	$481,963	$300,000
Chartered Mercantile of India, London, and China	602,796	250,000
Chartered of India, Australia, and China ...	253,050	100,000
Hong Kong and Shanghai	1,591,552	600,000
Total	$2,929,361	$1,250,000

The first pile of the new pier was driven in yesterday afternoon. (28th). We understand that a powerful steam pile driver is very shortly expected from England, and that the progress of the pier will then be correspondingly accelerated.

The departure of coolie ships from Macao during the last fortnight have been French barque *Silence*, with 217 coolies; Peruvian ship *Peru*, with 400; and Portuguese ship *D. Maria Pia*, with 329; all for Havana.

The insurance offices which had accepted risk on, or, rather, have ere this paid the policies of, the British ship *Cingala* (lost on the coast of Philippine Islands in August last) will no doubt be gratified to learn that a considerable portion of her cargo has been saved. According to the inventory prepared by the master of the unfortunate vessel, the cargo saved from the wreck consists of 1,340 cases and bales cassia, 338 rolls matting, 202 cases tea, 291 cases fans, 777 cases straw hats, 20 cases cassia buds, and 210 packages sundries, which are to be sold to the highest bidder at Ilo Ilo, on or about the 5th December. It will be remembered that the vessel was bound for New York from Whampoa.

H.M.S. *Ocean* left Hong Kong for Singapore on the 22nd Nov., taking with her Admiral Kellett. Lieutenant Annesley remained behind on the *Princess Charlotte*, it is presumed in reference to the collision case in the Supreme Court, in which judgment has since been given against the *Ocean*.

SIAM.

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BANGKOK.

Dates extend to the 27th Nov.; the French mail of Oct. 13 arrived out Nov. 16. The following items are from the *Advertiser*:—

The rainy season is fairly over. The mornings and evenings are cool. The tides are high, and reports from Ayuthia are that the inundation in that region has subsided more than twenty inches. All say that the yield of the paddy fields is abundant. By late advices from the province of Petch'aburi we learn that the rice crop in that province looks splendidly. The present indications are that the crop will be the best for many years.

The new canal from Bangkrok, on the Petch'aburi river, to Bangkaboon, has been opened for travel and is a great advantage, as it shortens the distance between those places two hours and a-half. Last week there were twenty-seven foreign ships in port; all these vessels will receive prompt despatch, and the glowing prospects of the new crop will doubtless be the basis of a brisk business this year. During the past week fourteen foreign and native vessels have arrived; their reported tonnage is 4,300 tons. One of the departures was the H.B.M.'s gunboat the *Teazer*, bound for the coast.

Various vague rumours are afloat as to the amount of damage and loss of life occasioned by the collision of the steamer *Rangoon* with some floating houses. Since the making of the treaties which now exist with nearly all the great Powers of the West,

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foreign commerce has greatly increased, and natives, officials, and merchants have become owners of ships and steamers, which are constantly passing up and down the main river. This has made the line of floating houses on both banks of the rivers and the native mode of laying large nets and their bambu floats across the river a serious inconvenience. The steamers make a swell that makes it hazardous to be on the river in a small boat. Floating houses and fisheries, if a necessity, ought to be located in positions where they will be no impediment to ships and steamers. Good streets, and ferry-boats running regularly, horses, carriages, and carts to facilitate the conveyance of people and goods to all parts of the city, would render floating houses unnecessary, and the river would be clear for the passage up and down of ships and steamers. For months the old Siamese ship *Walter* has been lying on the west bank of the river off Wat Lamp'u, leaning at about an angle of 45 degrees. Her masts stand in her, but are not kept in place by any rope fastenings; small boats are passing by her constantly, day and night, and we apprehend that some day we may be compelled to report sad events from the falling of those masts, or the lurch of the vessel from the force of the downward current.

We learn that Captain John Bush, an English master mariner, who has for many years been in the employ of the Siamese Government, bearing the title of Luang Wisut Sak'oradit, has been promoted to the rank of Phra Wisut Sak'oradit. The title indicates the office of the Harbour Master and Master Attendant. In popular language this official is termed the Chowt'a. The new title and decoration of honour entitles him hereafter to be designated "The Honourable John Bush, Knight of the White Elephant."

The death is announced of Mr. Alfred Nelson, who first came to Bangkok in 1865 as a practical engineer, and was for a season in the service of Mr. Allen, having in charge the care of the tug steamers, the *Jack Waters* and the *Wyckoff* (now the *Weazel*). He set up the machinery of the tug steamer *Fairy*. In 1867 and 1868 Mr. Nelson and Elder were the proprietors of a foundry at Garden Reach. The Siamese Government had secured his services to construct and set in operation a Government machine shop and foundry, of which he was to be the superintendent. He was expected to teach annually a number of natives all the details of work to be manufactured at this Government machine shop and foundry. The establishment was to be erected on the west bank of the river, near the Siamese Temple, Wat Rak'ang. The buildings were in course of construction at the time of his death. Mr. Nelson's interment in the foreign cemetery was attended by a large number of his countrymen. We also learn that Capt. Meyer, of the Siam barque *Advance*, died at sea, Nov. 14.

BORNEO.

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SARAWAK.

The following items are from the *Sarawak Gazette*:—

An important step has been taken by the Government in passing a rule for the protection of sago workers in the territory. From the 1st January, 1872, a duty will be levied on all raw sago exported from the territory of Sarawak to foreign countries, at the rate of four dollars for every hundred packages, commonly called "tampings," and the said "tampings" shall not weigh more than forty catties each; or if the raw sago be carried in bulk, then the duty to be levied at the rate of four dollars on every koyan of forty piculs. All manufactured sago free of duty. Such an enactment seems absolutely necessary for the encouragement of manufacture here. It may also have a good effect in producing larger importations of coolies, and possibly of native capitalists into the country.

In consequence of the population having of late years more and more relinquished the cultivation of rice, the Rajah has granted a sum of $210 to be awarded as prizes for the best and largest farms and crops of paddy in the three successive years 1873, 1874, 1875, within a radius of three miles of Sarawak Proper, and on the banks of the river between Tana Lintang and Sungei Tengah.

The Dyak force which was assembled at Mujok under the notorious Mumbang, with the intention of making a descent upon the Sakarangs or Entabai, is reported to have dispersed, and the warriors who formed it have quietly returned to their homes.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates extend to the 6th Dec. The P. & O. Mail arrived on the 23rd Nov. with London dates to 20th Oct., and the French mail came in on the 28th Nov. with London advices to the 27th Oct. The following items are from the *Straits Times*:—

The last *Gazette* contains the detailed expenditure, but we have as yet seen nothing of the regular Estimates, which ought to have been ready long ago. On the 1st Aug. last two tabulated abstracts of the revenue and expenditure for the last three years, and the probable amount for the present and ensuing year, were issued from the Colonial Secretary's Office, from which it would appear that the revenue has not only reached its maximum from present sources, but is now declining, while the expenditure is constantly increasing.

In these tables we find the revenue and expenditure set down as follows:—

	Revenue.	Expenditure.
1868	$1,301,843.34 ...	$1,197,177.91½
1869	1,313,046·54 ...	1,164,354·57
1870	1,378,748.09 ...	1,259,376·03
1871 (Estimated)	1,364,302.00 ...	1,294,400·88
1872 (Estimated)	1,341,678·00 ...	1,327,980.32

In 1870, therefore, according to present indications, the revenue reached its highest figure, and during the present year it is expected to decline; the expenditure, however, is still going up.

H.M.S. *Ocean*, the flag-ship of the China squadron, arrived on the 1st Dec. from Hong Kong, with Admiral Kellet on board, who is waiting here for the arrival of H.M.S. *Iron Duke*, shortly after which he will start on his homeward voyage.

The steamer *Danube*, from London 17th Sept., arrived here on the 3rd Nov., and sailed again on the 5th for China, but ran aground on the Royal Captain shoal, in the Palawan Passage, remaining fast for thirty-eight hours. She was got off by jettisoning a portion of her cargo, sustaining the loss of her forefoot, and damaging some of her bottom plates. It being impossible for her to reach Hong Kong, owing to the strength of the monsoon, she put back to Singapore, reaching here on the 24th Nov., and is now undergoing repair in the Tanjong Pagar Dock. Some anxiety has been felt regarding the fate of the part of the crew of the wrecked clipper ship *Taeping*. It will be remembered that about two months ago the captain and eleven men arrived in boats at Saigon, and inquiries were at once made regarding the other boats. The second officer and four men were picked up by the British ship *Serica*, and were landed at Anjer. The chief officer (Mr. F. J. McLachlan) and eight men were, we are glad to learn picked up by the French barque *Omer et Julie*, after having been six days in their boat, and were landed at Batavia on the 17th Nov. The entire crew of the ship are now safe, there having been only twenty-five in all besides the captain on board.

The coolies who murdered Messrs. Küng and Meyer late of this place, at Deli, Sumatra, have been very speedily punished under Dutch law, seven of them having been hung and ten sentenced to transportation for terms of eight and ten years.

Last week a Dutch prisoner named Fontein, undergoing sentence of imprisonment for six years for embezzling N. I. Government funds, who had escaped from jail at Samarang, arrived here in the Samarang steamer, but the telegraph had forestalled him, and on reaching the wharf he found the Netherlands Consul General, attended by a police officer, awaiting him. He was arrested and taken before the police magistrate, who gave him up to the custody of the Netherlands Indian Government.

The *Glenartney*, on her passage to Calcutta, took on board a young tiger, which got loose in the between-decks amongst some 300 passengers. After clawing one or two, all the passengers rushed on deck, and the animal jumped through a port-hole into the sea.

The Spanish steamer *Emiliano*, Capt. Arrinaga, from Liverpool 1st, and Barcelona 19th Oct, via Suez Canal and Galle, arrived Nov. 30th.

It is gratifying to observe that the estimates for 1872 make provision for the erection of a new market at Clyde-terrace, to replace the disgraceful collection of sheds that now serve the purpose. This work has long been projected, and it is now to be hoped it will be carried out without further delay than is absolutely necessary. The cost of the new building is estimated at $37,889—including, we believe, the cost of reclaiming the ground at the rear of the present market, and we learn it is to be a commodious and elegant building—which cannot fail to improve the value of the Government land adjoining.

At an election for the Municipal Commissioner, Mr. H. Reid, whose term had expired, was re-elected.

PENANG.

Our advices are to the 8th Dec.; the P. and O. mail, with London dates Nov. 3, arrived out on the 6th Dec.

The steamship *Cheops*, which left London on 13th October, arrived on Sunday, the 26th ultimo, after a very fine passage, having made the run in forty-three days, including stoppages and detention at Colombo to land 100 troops.

A telegram received on the 2nd of December announces that the departure of his Majesty from Siam has been definitely fixed for the 16th, and that Penang will have the honour of welcoming the royal visitor before the close of the year.

There is no longer any doubt that, on the arrival of Sir Harry Ord, Colonel Anson will at once proceed to England on twelve months' leave.

Captain T. C. S. Speedy the Superintendent of Police P. W. Island, left for England on the 23rd Nov. in the P. & O. steamer *Australia*, on leave. We hear that one of our Salengore heroes. Mr. Cox, has been appointed to Penang, in the place of Captain Speedy, and that Mr. Inspector Hayward will relieve Mr. Cox at Malacca.

Captain A. R. Ord arrived on the 22nd instant in the Ocean Steamer *Diomed*, and resumed his appointments of Police Magistrate and Commissioner of the Court of Requests. The return of

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Captain Ord has displaced Mr. Presgrave, who, we believe, will revert to his appointment in the Municipal Office.

There is a rumour that Mr. Skinner will return to Singapore shortly, and that another of the Administrator's particular friends will be appointed Police Magistrate of Province Wellesley. Mr. Skinner has not been a popular man, and has himself to thank for it.

The Salangore pirates have been at last convicted at the criminal session, and nine of them sentenced by Sir William Hackett to transportation for life. The sentence having been translated to the prisoners by the Chinese interpreter, they begged they might be immediately hung, as they preferred that punishment to transportation for life.

The following items are from the *Argus*:—

At a meeting of the Municipal Commissioners on the 1st Dec., an estimate for the construction of a covered way at the jetty and certain extension of the present wooden jetty was laid before the commissioners. The amount of the estimate was, in the opinion of the president, very high, and the secretary stated he had received another estimate for $1,200. During the discussion that took place on the subject Mr. Herriott gave it as his opinion, 1st:—That the Municipal Commissioners had not the right to make any buildings unless for the good of the whole community. 2nd, That the people who made this covered way ought to have the privilege of charging wharfage to others; and that, as it was hard to say when the wharf would be built, it would be as well to commence at once making this charge on every package landed at the jetty. The President reminded this honourable gentleman that Penang was a free port, and that he could not allow any charge or tariff to be put on the landing of goods. He moved that tenders be called for: meanwhile the plan and estimate already submitted to the Municipal Commissioners are to be laid before the Chamber of Commerce.

Mr. Herriott complained of the scarcity of bank notes in Penang, and Province Wellesley. He said it was a well-known fact that thieves would never steal a bank-note, but would take a dollar, and it was an inconvenience not to have more notes in the market. The President informed Mr. Herriott that it was not a matter they could take cognizance of.

Commercial Report.

(For dates see first page.)

IMPORTS.

HANKOW.—Sales of the chief fabrics had been small and only practicable at lower rates. Grey Shirtings: The greater portion of the business had again been in 7 lbs., at Tls. 1.71 to 1.72 for good chop; very slight inquiry for 8¼ lbs., and quotations nominal. White Shirtings: Small sales of 64 reed. T-Cloths: Dull, and prices tended downwards. Drills: No inquiry. Jeans: A slight demand, met by holders at Tls. 2.38 to 2.40 for fine. In Fancy Cotton small contracts at rather easier rates. Woollens and Worsteds; Little change. Camlets: Small sales at last quotations. Lastings: Nominal. Long Ells: Only Scarlet saleable at Tls. 6.15 to 6.20 for standard chop. Spanish Stripes: Weaker and dull. Metals.—Lead: Slightly improved, holders asking Tls. 4.80 to 4.90 per picul. Quicksilver: 170 flasks sold at Tls. 73.50 per picul, but closing weaker.

SHANGHAI.—Transactions had again been almost nil; sycee remained scarce, and the Chinese were continuing to pay an enormous rate of interest. Under these circumstances it is not surprising that all textile manufactures had fallen considerably in value, or that we cannot give a true quotation for any article, with the exception, perhaps, of English Drills, for which a good demand had existed. Of these there were buyers and sellers at Tls. 2.90 to 2.95 per piece for fine qualities of 15lb. goods. Jeans: Quotation for English Tls. 2.25 to 2.30 and for Dutch Tls. 2.40 per piece; sales by importers. English Sheetings: Sold by Importers at Tls. 3.40; the same price could not now be obtained. In Fancy Cotton or Woollen Goods there had been nothing done. A small sale of Damasks at Tls. 4.80 had been the only reported transaction. Coal: Rates continued high. Cardiffs: No arrivals, holders very firm; English wanted at Tls. 9.50 to 10 per ton, from ship; American wanted, and prices fully upheld. Metals: Lead: A better feeling in Hankow has caused an advance of 1 mace per picul. Nailrod Iron: Very dull, owing to the financial crisis, no change in prices.

MANILA.—The market had been quiet, and the amount of business done had been moderate. Prices were somewhat irregular, some importers holding for an advance on late rates, whilst others were ready sellers at old prices, and, in some instances, slightly less had been accepted. Dealers were not, however, showing much anxiety to buy for forward consumption, the state of the retail trade not offering them any inducement to do so at present, although the impression was general that rates must shortly considerably advance. Coloured goods continued to improve slightly in inquiry, but little advance in values had taken place, owing to considerable quantities having been forced on the market at auction.

HONG KONG.—Business in Piece Goods had been upon a very limited scale, caused by the absence of many of the native dealers and the unsatisfactory nature of advices from Shanghai. Cotton Yarn: Values of English 16/24s unaltered, but only low qualities saleable. 28/32s inquired for for shipment to Japan, but business small at last mail's rates. Grey Shirtings: 7 lbs. still difficult to move, even at a decline of 2 to 3 cents. Sales of 8.4 lb. to a large extent at auction, to the detriment of sales of sound goods; 9 to 10 lbs. are very quiet. White Shirtings: Common 54/60 reed in small request at late quotations, but it was difficult to move the better reeds. T-Cloths: Stock o 6 lbs common qualities limited, and consequently prices were firm; 7 lbs. declining. Mexican 6 lbs. out of demand; best make of 7 lbs. found few buyers, but inferior neglected; 8 lbs. not in request. Drills: Stock of English very restricted and prices consequently rather better. Sales "to arrive" made to a moderate extent at prices varying with the time of delivery. Sales on the spot at $4.10 to 4.20, and to arrive at $3.92½ to 4.10 per piece for "Dragon" chop. Dutch and American also in very limited stock. English Jeans: Quoted at $2.90 to 3.10 according to chop; stock small. Fancy and Dyed Cottons: Nothing to report. The Woollen market was rather flat, and quotations were nominal. Metals showed generally an upward tendency, but business restricted. Nail Rod Iron 5c.; Hoop and Round 15c. to 30c. higher. Tin Plates very scarce, and wanted at $6.70 to 7.40 per box. Lead about 500 piculs sold at a rise upon previous values of 10c. per picul.

SINGAPORE.—39-inch Grey Shirtings: 6 lbs., in small stock and enquired for at $1.90 to 1.92½; 7lbs., in very limited demand at $2.12½ to 2.15; 8½ lbs., weaker and freely offered at $2.47½, moderate transactions. 45 inch: some inquiry for 9 lbs. at $2.87½ to 2.90. Grey T Cloth: Prices steady but demand very limited; 5 lbs., 1.37½; 6 lbs., $1.62½ to 1.65; 7 lbs., $1.82½ to 1.85; 4 lbs., $1.05 to 1.07½; 4½ lbs., $1.17½ to 1.20. 32-inch Grey Madapollams: In fair request, stocks reduced, holders firmer. 36-inch Grey Supers: More inquiry for No. 1 at $1.07½ to 2.00; No. 2, limited demand at $2.07½; No. 3, dull at $2.15. 36-inch White Shirtings: A fair business has been done, but prices rather weaker; low goods unsaleable. 45-inch: In no demand. Dyed Shirtings, Plain and Figured: In very limited demand. Woollen Goods: No change, and nothing doing. Grey Yarn: 16s to 24s and 30s., quotations quite nominal, there being no demand; speculative demand for 40s, with moderate sales at $113, closing at $116 to 117. Green: In moderate demand at $79 to 81. Other colours dull. Iron: Firm, and prices hardening. Govan Flat Bar: Worth $2.60 to 2.70; common qualities, $2.50 to 2.55. Nailrods: $2.60. Hoop: $3 to 3.05. Swedish Flat Bar: $3.60 to 3.65. Lead: Quiet, but firm, a small sale of common at $5.70; L. B. & Co., no transactions.

EXPORTS.

TEA.

HANKOW.—Supplies had been somewhat heavier, and Siangtam Teas were more saleable. Quotations were—Oopacks, common to fair, Tls. 15; Oonams, common, Tls. 8¾ to 9½.

KIUKIANG.—Black: No settlements, and only 11 chops had gone forward on native account. Green: 24 chops had been shipped on native account; the export was 500,000 lbs less than at same time last year, and it was very probable that this difference would not be made up.

SHANGHAI.—The following is from Messrs. Drysdale, Ringer & Co.'s Report:—Black Tea: During the fortnight, business has been restricted to a few buyers, who have cleared the market of all grades above commonest Shuntams, at rates which show an advance of 1 to 2 taels o former quotations, and at the present rate of exchange 1d. to 1⅛d. per pound over rates current at home, per last advices for the same classes of Tea. Settlements amount to 8,900 chests and 7,500 half-chests at Tls. 13 to 13.5 for common Shuntams, Tls. 15 to 17 for common Hohows, Tls. 18 to 21 for fair Ningchows and Oopacks. Stock is estimated at 12,000 chests, all of very common quality. The export of Congou to England is 65½ millions, against 54½ millions, and to America 1½ millions against ½ million at same date last year. Green Tea: We have no change to advise. Settlements reported are 28,000 half-chests, and 6,000 boxes of Country, and 900 half-chests of Shanghai packed Tea. But little has been taken for the English market, rates ruling leaving little, if any, chance of profit. Prices paid have been Tls. 27 to 33 for Shanghai packed, Tls. 30 to 38 for medium to fine Fychows, Tcenkais, and Moyunes, and Tls. 40 to 47 for fine to finest, and for Pingsueys Tls. 38 to 50 proportion. Export to England is about the same as last year, to America it is in excess about 1 million pounds.

AMOY.—Further moderate purchases of Oolongs had been made at prices showing a slight decline for the lower grades and maintained rates for the better descriptions. The stock was 11,260 half-chests; and quotations were—common cargo, $17 to 19; fair, $20 to 22; good, $23 to 25; superior, $27 to 30; fine, $32 to 34; finest, $35 to 40 per picul nominal. The J. F. Erichsen had sailed for New York, leaving the Catharine Fullerton and Agnes on the berth, and the Clementia expected for the same port.

FOOCHOW.—The active demand noticed in our last report had continued, and prices showed further advance. Congou: Transactions again on a large scale, and a further advance of half a tael to a tael quoted in all descriptions. Settlements, 22,932 chests at Tls. 3½ to 20; arrivals, 8,400 chests. Souchong: 2,424 chests settled at Tls. 17 to 28½, showing a rise of from Tl. 1 to Tls. 2. For the few parcels now remaining teamen were asking extreme rates. Arrivals, nil. Oolong: 3,351 half-chests, at Tls. 14 to 24, or at a slight reduction on previous quotations. The rates demanded were still too high to induce large purchases. Scented teas: No transactions. At the close there was very little for selection on offer, the stock of Congou being reduced to 8,847 chests, and consisting chiefly of the commonest descriptions, whilst the bulk of the recent arrivals was of the most undesirable character. Daily receipts from the country were becoming very small, and it appeared that the estimate of 610,000 chests for the season would prove about correct.

CANTON.—Teamen had been very firm holders, and as there had been but few buyers in the market, and the Teas on offer, with very few exceptions, of poor and common quality, business had been checked. Small settlements of Orange Pekoes had been made at an advance upon previous prices, and high rates asked by holders for Scented Capers had prevented any extensive transactions in those kinds, although a moderate inquiry had existed. Good common and medium Canton Gunpowders had been fairly bought at last figures. Settlements, 1,000 boxes Scented Orange Pekoes, 5,500 boxes Scented Capers, and 5,000 boxes Gunpowders.

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SILK.

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular:—Since our last issue we have had an unprecedented pressure in the money market, brought about by the numerous applications for Government salt licences, for which enormous sums have been remitted from all the Treaty ports to Yangchow; so scarce was sycee at one time that natives were paying for interest as high as 200 per cent. per annum on short loans; this necessarily caused exchange to advance, and it touched during the fortnight 6s. 3¾d. for Bank paper. Under ordinary circumstances this pressure should have had the effect of lowering the tael price of Silk. In proportion to the rise in exchange, but dealers have exhibited great firmness and still hold out for extreme quotations for all classical chop Silk, in Blue Elephant, Kukee Chin Jan and Tsatlees of lower grades there has been a drop of 10 to 20 taels per picul, which has been fully counteracted by the rise in exchange. Szechuen and rereel Silks have been fairly dealt in at former prices. The following quotations will show the course of our market:—Kukee's Chin Jan, 27s. 3d.; Kukee's Chin Hock, 26s. 2d.; "Eukefong," Blue Elephant, 27s. 3d.; Tingfong Green Elephant, 25s 11d; Re-reeled Hainin, 29s to 29s 7d; Ordinary Hainin, very common, 21s 9d; Fine Szechuen, 20s 3d to 20s 8d.

CANTON.—There had been little or no business doing, and rates remained unchanged. The 6th crop had all come forward, and there only remained the arrival of the few bales constituting the 7th crop to close the season. The expectation entertained that prices would not go any higher has so far been realised, but buyers were holding off for a reduction. Stock small, and estimated at 1,165 bales Tsatlee Reel, 75 bales Loongkongs, and 150 bales of medium and common Re-reeled sorts. Native dealers were unable to buy from the countrymen, owing to the high rates demanded and inferior qualities offered.

EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales & Cses
From June 1 to Oct. 31, 1871	—	65974667	32260627	—	9718405	107953699	38296
Corresponding period last season	10826	56319991	29231806	34509	6897686	92494818	22048

Shipments Since:

Nov. 7 ... Her Majesty	From Shanghai	...	519,356	
— 8 ... Provence (str.)	... Do., &c.	...	—	338
— 9 ... Glengyle (str.)	... Foochow	...	1,867,540	
— 12 ... Hector (str.)	... Shanghai, &c. (addl.)	...	344,490	
— 13 ... Victoria Nyanza	... Shanghai	...	1,470,072	
— 15 ... Australia (str.)	... Do., &c.	...	—	430
— 18 ... Ailsa	... Do.	...	1,467,642	2.0
— 20 ... Ulysses (str.)	... Do.	...	234,162	188
— 21 ... Brockham	... Foochow	...	1,371,257	
... Crest of the Wave	... Canton	...	678,521	167
— 22 ... Hooghly (str.)	... Shanghai, &c.	...	—	146

TO THE CONTINENT.

							Bales.
From June 1 to Oct. 31, 1871	...	...	...	...	...	3049206	11786
Corresponding period last season	...	...	...	...	...	1038730	6386

Shipments Since:

Nov. 6 ... Bertha	From Canton	...	3,500	
— 8 ... Provence (str.)	... Shanghai, &c.	...	—	554
— 10 ... Ino	... Foochow	...	382,300	
— 15 ... Australia	... Shanghai	...	—	138
— 17 ... Taffarette	... Canton	...	319,973	
— 22 ... Allendale	... Foochow	...	591,200	
... Hooghly	... Shanghai, &c.	...	—	333

TO UNITED STATES.

							Pcls
From June 1 to Oct. 30, 1871	...	...	...	...	...	30951947	1471
Corresponding period last season	...	...	...	...	...	21573785	938

Shipments Since:

Nov. 8 ... Havilah	From Shanghai	...	574,214	
— 9 ... Midnight	... Do.	...	730,809	
— 10 ... New York (str.)	... Do.	...	380 093	102
— 15 ... Jeannie Loutit	... Do.	...	512,588	
... Australia (str.)	... Canton	...	11,665	
— 16 ... Orpheus	... Do.	...	402,854	
— 21 ... Lady Louisa	... Shanghai	...	651,518	
— 22 ... J. F. Erichsen	... Amoy	...	200,958	

TO AUSTRALIA.

From June 1 to Oct. 31, 1871	... 11,340,579 lbs
Corresponding period last year	... 9,024,120

Shipments Since:

Nov. 15 ... Jane Spiers	From Canton	...	42,840
... Do.	... Do.	...	42,450
— 17 ... Iris	... Foochow	...	174,000

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.
1813 to 1814.....	51,022,600	...*
1845 to 1846	57,334,200	18,600
1850 to 1851.....	63,972,000	22,144
1853 to 1854.....	77,327,800	61,283
1855 to 1856.....	92,240 300	50,481
1857 to 1858.....	76,990,255	68,315
1858 to 1859.....	65,789,792	83,154
1859 to 1860.....	85,560,452	64,169
1860 to 1861.....	90,066,160	70,644
1861 to 1862.....	109,854,040	79,199
1862 to 1863.....	121,273,580	72,887
1863 to 1864.....	117,463,586	46,603
1864 to 1865.....	121,236,870	32,313
1865 to 1866.....	118,333,042	62,890
1866 to 1867.....	118,423,200	50,052
1867 to 1868.....	116,890,430	57,449
1868 to 1869.....	142,789,804	70 917
1869 to 1870.....	139,740,193	63,807
1870 to 1871.....	131,969,850	51,329

* Including the Continent.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5d.	4s. 5⅛d.	4s. 5⅛d.
Shanghai ,, ,, ...	6s. 1¼d.	6s. 1¼d.	6s. 4¼d. to 6s. 1⅜d.
Canton ,, ,,	4s. 5d.	4s. 5⅛d.	4s. 5⅛d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 5¼d. to 4s. 5⅜d.	4s. 5¼d.	4s. 5⅜d.
Manila ,, ,, ...	4s. 5d.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	304 to 304¼	221⅛
,, Hong Kong...	27 to 28 dis.	—
Bar silver...	111.5.0	9½ prem. (nom.)
Mexican dollars	74.2.5	2 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 61; Old, 62 to 64 per cent. prem.
Hong Kong Gas Company, 6¼ dols. per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance, 2,500 dols. premium.
Hotel shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 39½ per cent. premium.
Hong Kong Fire Insurance Company, 365 to 370 dols. premium.
Union Insurance Company, 1,500 dols premium.
China and Japan Marine Insurance Company, Tls. 102 to 105 premium.
China Fire Insurance Company. 63 dols. premium.
Victoria Fire Insurance Company, $67 to $68 premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, $25 dis.
Indo-Chinese Sugar Company, $15 dis.
North China Insurance Company, Tls. 300 premium
Shanghai Steam Navigation Company, Tls 92½ to 95 premium, nominal.
Hong Kong Distillery Company, $10 to 15 premium, nominal.
Hong Kong Pier and Godown Company, $8 to 10 dis.

SHANGHAI TEA SHIPPERS.

(NORTH CHINA HERALD).

Season 1871-1872, *to 16th November*, 1871.

SHIPPERS.	Boxes.	½-Chests.
Adamson, Bell, and Co.	37,023	37,318
Birley, Worthington, and Co.	1,498	12,589
Blain and Co.	6,978	4,121
Bull, Purdon, and Co.	2,408	6,512
Butterfield and Swire	2,178	4,388
Chalmers, W. B.	—	3,876
Chapman, King, and Co.	1,583	119
Cock, A.	1,993	—
Dent, Alfred and Co.	—	2,194
Drysdale, Ringer and Co.	—	2,144
Findlay, Wade, and Co.	2,516	238
Hogg and Co.	—	12,892
Frazar and Co.	1,110	1,914
Gibb, Livingston, and Co.	7,280	2,969
Gilman and Co.	4,160	6,748
Heard, Augustine, and Co....	—	41,936
Hogg, Brothers and Co.	13,662	970
Jardine, Matheson, and Co.	—	8,640
Little and Co.	21,960	51,564
Monro, G. A., and Co.	—	17,141
Olyphant and Co.	17,206	19,444
Overbeck and Co.	—	1,404
Reid and Co.	5,804	3,036
Rothwell, Love, and Co.	5,424	119
Russell and Co.	1,940	6,758
Siemssen and Co.	—	2,646
Smith, Archer and Co.	—	4,290
Tate and Hawes	2,538	12,847
Thorne Brothers and Co.	24,691	8,078
Total	161,452	276,840

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BRAGA—On the 11th Nov., the wife of Mr. F. Braga, of a son.
EBER—On the 29th Nov., at Singapore, the wife of Mr. A. Eber, of a son.
SEWARD—On the 16th Nov., at Shanghai, Mrs. George F. Seward, of a daughter.
SOUPER—On the 29th Nov., at Shanghai, the wife of E. B. Souper, Esq., of a son.

MARRIAGES.

BLEWETT—LLOYD.—On the 21st Nov., at the Church of the "Good Shepherd," Singapore, by the Right Rev. Bishop Leturdu, assisted by the Revs. Daguin and Desbon, Mr. Jasper Blewett, of St. Austell, Cornwall, of the Submarine Telegraph Company, to Mary Anne, eldest daughter of Mr. Henry Lloyd, of Singapore.
DALGLIESH—MCEWEN.—On the 28th Nov., at Singapore, by the Rev. William Dale, William Henry Dalgliesh, of Shanghai, to Mary, second daughter of the late Robert McEwen, Esq., of Singapore and London. No cards.
HARRIS—QUADLING.—On the 27th Nov., at the Presbyterian Church, Singapore, by the Rev. William Dale, James Thompson Harris, Esq., to Anna, eldest daughter of Edwin Quadling, Esq., of Ipswich.
RODYK—WESTON.—On the 2nd Dec., at St. Peter's Church, Malacca, by the Rev. Vicente de Santa Catharina, Vicar-General of the Bishopric of Malacca, Wm. Rodyk, Esq., Registrar Supreme Court, Division of Malacca, to Emily Weston, widow.

DEATHS.

ASHTON—On the 31st Dec., at The Oaks, Clapham-park, Thomas Knight Ashton, Esq., in his 43rd year.
RANKEN—On the 3rd Jan., at Hampstead, Octavia Walker Gibson, wife of Alexander Ranken, Esq., aged 49.

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LATEST TELEGRAMS.

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CHINA.

SHANGHAI, JAN. 4.—Market for Cottons and Woollens very dull; Grey Shirtings, 6¼ catties 8¼ lbs., Tls. 1.8.9. Nothing doing in the Tea market; freight to London, £3 10s. Silk: No. 3 Tsatlee, Tls. 595; No. 4, Tls. 525. Exchange on London: Bank bills six m.s., 6s. 0½d.; Mexican dollars, Tls. 75.

HONG KONG.—Business in import market very limited; Cotton Yarn, 16 24, $120; Grey Shirtings, 6¼ catties 8¼ lbs., $2.50. Tea markets quiet. Exchange on London: Bank bills, six m.s., 4s. 4⅜d.

STRAITS SETTLEMENTS.

SINGAPORE, JAN. 3.—Cotton Yarn, 40's, $116; Grey Shirtings, 8¼ lbs., $2.47½; 7 lbs., $2.15. Gambier, $3.47½. Tin, $35⅜. Exchange on London: Bank bills, six m.s., 4s. 5d.

PENANG, JAN. 3.—Cotton Yarn, 40's, $115; 30's, $106; Grey Shirtings, 8¼ lbs., $2.50. Tin, $34.50. Exchange on London: Bank bills, six m.s., 4s. 5½d.

A circular has been issued by Mr. F. H. Balfour and Mr. George Butter, announcing their establishment at Shanghai under the firm of Balfour, Butter and Co., as silk, tea, and general commission merchants.

We learn that some steam ship owners have reduced passenger fares to the following tariff: First class to Singapore, 50 guineas; second class, 35 guineas; to Hong Kong 60 and 40 guineas; and to Shanghai 70 and 45 guineas.

Shipping Intelligence.

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ARRIVALS.

At SHANGHAI.—From London, Nov. 14, Lord of the Isles (str.).

At HONG KONG and CANTON.—From Liverpool, Nov. 25, Achilles (str.); from Newcastle, 20, British Constitution; 26, Lochlee; from Callao, 22, Fray Bentos; 23, Cecilia; 25, Pacific.

At MANILA.—None.

At SINGAPORE.—From London, Nov. 23, Caprera; 28, Canton (str.), Cheops (str.); from Liverpool, 24, Diomed (str.); 26, Nyassa; 30, Emiliano (str.); from Amsterdam, 25, Saint Antoine; from Liverpool, Patroculus (str.); from Cardiff, Jan. 4, Surrey (reported by telegram).

At BATAVIA.—From Liverpool, Nov. 18, Shiraz (str.); from Shields, 27, Sirius; from Cardiff, 21, Cochin; from Texel, 22, Bato, Hollands Trouw; from Rio de Janeiro, 23, Flores; from Rotterdam, Dec. 29, Prins Hendrik (str.) (reported by telegram).

At PENANG.—From London, Nov. 26, Cheops (str.).

DEPARTURES.

From SHANGHAI.—For London, Nov. 11, Victoria Nyanza; 20, Ailsa; 21, Ulysses (str.); for New York, 18, Jeannie Louttit.

From FOOCHOW.—For London, Nov. 21, Brockham; for Falmouth, 10, Ino; 22, Allendale.

From AMOY.—For New York, Nov. 22, Jt. Erichsen.

From HONG KONG and CANTON.—For New York, Nov. 15, S. Pauli.

From MANILA.—For London, Nov. 16, The Sir Jamsetjee Family; for Liverpool, Nov. 27, Erie; for New York, 14, Dunedin; for Boston, 21, Alumina.

From SINGAPORE.—For London, Dec. 2, Fairleader; 6, Ulysses (str.); for Liverpool; 25, Windermere; 5, Bertie (calling at the Cape); Jan. 1, Achilles (str.).

From BATAVIA.—For London, Nov. 23, Veronica; for Channel, 25, Anita, Shakespeare; for Holland, 16, Maria Elise; 17, Noach III.; 22, Nieuwe Waterweg II. Gebr. van der Bek; 24, Catharina Maria; 28, Henriette Adriana, Dordrecht III., A. M. E.

From PENANG.—For New York, Dec. 2, Marco Polo.

VESSELS LOADING.

At SHANGHAI.—For London, Borealis; Lord of the Isles (str.); for New York, Cleta, Lady Louisa, Adam Sedgwick, Miako, Lelia, M. Long.

At FOOCHOW.—For London, Beemah.

At HONG KONG and CANTON.—For London, Carricks, Cathaya.

At MANILA.—For New York, Clytie, Belvedere, Sea-flower, Sylvia, Kate Cornie, Anahuac, Fred Warren; for Boston, Galatea; at Cebu, for Channel, Josefina; for Boston, Bunker Hill.

At SINGAPORE.—For London, Wallace; for Boston, Radiant.

At BANGKOK.—For Marseilles, Cecile Marie.

At PENANG.—For London, Ben Nevis, Nola.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, £3 per ton; to New York, £3 15s.

At FOOCHOW.—To London, £3 10s., nominal; to New York, £3 10s. to £4.

At HONG KONG and CANTON.—To London, £2 15s. per ton.

At PENANG.—For London, tin £5, measurement goods £4 to £5 per ton.

At MANILA.—There is no disengaged vessel in port. Some demand exists for tonnage home at previous rates.

At SINGAPORE.—The only vessel on the berth for London (Wallace) is loading at £3 2s. 6d. to £4 per ton. The Ulysses (str.) is engaging tin at £4 (in Penang £5); Pepper, £4 10s. per ton.

At BATAVIA.—To Rotterdam, sugar, f.70 to 72.50; to Boston £3 15s. sugar and coffee.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Nov. 13	Agra	Singapore	London
,, 17	Julia Ann	Hong Kong	New York
,, 18	Cochin	Cardiff	Batavia
,, 20	Taitsing	Shanghai	New York
,, —	Marie Ann	Manila	Boston
,, 21	Flores	Rio de Janeiro	Batavia
,, 21	Falke	Foochow	Falmouth
,, 22	Burdwan	Macao	London
,, —	Horatio	Manila	New York
,, —	Adurnis	Hiogo	Do.
,, —	Univers	Macao	Havana
,, —	Nightingale	Foochow	London
,, —	Black Prince	Yokohama	New York
,, —	Celestial Queen	Shanghai	London
,, 23	Jan Van Galen	Singapore	Boston
,, —	Malta	Manila	New York
,, —	Peter	Do.	Falmouth
,, —	Corea	Macao	London
,, —	Columbus	Foochow	Do.
,, —	Catherine	Hong Kong	New York

SHIPPING POSTCRIPT.

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ARRIVALS NOT IN THE TABLES.—Jan. 4, at London, from Rangoon, Tenasserim (s.); at Deal, from Penang, Coldinghame; off Liverpool, from Rangoon, Per Ardua; 4, at Deal, from Sourabaya, Windsor Castle; 5, from Shanghai, Caller Ou; 6, at Deal, from Singapore, China, &c., via S. C., Hector (str.).

DEPARTURES.—Jan. 4, from London, for Colombo, &c. (via Suez Canal) Zind (str.); 3, from Sunderland, for Hong Kong, Menam; Dec. 22, from New York, for Shanghai, Cashmere.

LAID ON.—At Glasgow, for Singapore, Rosedale; for Batavia and Sourabaya, County of Bute. At London, for Singapore, Pasithea; for Hong Kong, Everest.

SPOKEN.—Adelina, Shields to Singapore, Dec. 8, 7 N., 22 W.; Nyverheid (Dutch barque), Rotterdam to Singapore, Dec. 1, 7 S., 31 W.; Java, Texel to Java, Dec. 1, 49 N., 6 W.; Georges (French brig), Colombo to Marseilles, 75 days out, Dec. 20, off Cape San Antonio; Noord Brabant, Holland to Batavia, Dec. 1, 5 N., 24 W.; General de Steurs, Rotterdam to Singapore, Dec. 3, 14 S., 32 W.

CASUALTIES.—The Tanah Merah (str.), London, which sailed from Glasgow for China (via Suez Canal) on Jan. 2, put into Belfast on the 4th, to undergo necessary repairs, having received some damage during the late gale. The Tiracian, which vessel sailed from London, for Yokohama, Dec. 20, has been in collision, in the Downs, with the Active (Russian barque), and will return to London for repairs. The Agincourt, of London, Cator, which vessel sailed from Sunderland for Shanghai, Dec. 31, with coal, put into Shields Jan. 3, leaky, having grounded 4½ miles from the Spurn Floating Light.

THE SINGAPORE RAILWAY.

(To the Editor of *The London and China Telegraph.*)

SIR,—The article in your last issue on the subject of the Singapore Railway surprises me, unless I have misconstrued its tenor. I can understand that Singaporeans may dread the construction of the railway by the local government, if it is to be carried out in the haphazard style which appears to prevail there with respect to public works generally; but the system under which all future railways in India are to be made by Government would doubtless be adopted in the Straits, as in other colonies, and, if so, there can surely be nothing alarming in the construction by Government of such a railway as private enterprise would undertake with a view to profit. You have so consistently advocated Government aid in the improvement of Galle harbour and other useful works in Ceylon, Brindisi, and elsewhere, I should like to know what peculiar objections there can be to the docks already existing at New Harbour being utilised by means of a short line of railway constructed by Government when in another part of your paper an expenditure by Government of £700,000 or £800,000 is recommended for the formation of a breakwater and docks at Colombo.

—Yours truly,

A SINGAPORE MERCHANT.

London, Jan. 2, 1872.

THE troopship *Orontes*, which has been selected to convey the 10th Regiment to Hong Kong, was docked at Portsmouth last week She has had the inside of her bottom carefully examined and reported on, and the condition of the plates, whether free from corrosion, and the state of the cement, has been as far as practicable carefully ascertained. The 10th regiment embarked at Kingstown in the *Simoon* on the 5th inst. for conveyance to Portsmouth, where the regiment will re-embark in the *Orontes*, which will sail for China this week.

ACCORDING to the *Navy List* for the present month there are two Japanese officers serving in Her Majesty's vessels, viz., Etchiroe-Nagahisa-Etrynkie, as sub-lieutenant on board the Hercules, and Senzo Hatori as midshipman on board the Defence.

HIS Highness the Prince Higashi Fusimi no Miya, the Prince Imperial of Japan, who is now in England, has given sittings for his portrait to Mr. J. Edgar Williams. The Prince is still under the tutorship of the Rev. J. J. Daniel at Warminster.

ACCORDING to a telegram, 472 bags of mails have been recovered from the wreck of the P. and O. steamer *Rangoon* at Galle.

NAI BIN SURAWOGSE, a young Siamese nobleman, cousin of the Supreme King of Siam, is on a visit to Sir John Bowring, at Claremont, Exeter.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, JAN. 8, 1872.

"PHILOLOGY" IN THE HONG KONG COUNCIL.

THERE are not many of the "minor miseries" of life that cause more shame or pain than those which result in the conviction that our partners or representatives are unable to comprehend the responsibility of their duties, or unfitted to preserve general respect for the important duties they have to fulfil. The sufferings of the educated man who finds his wife "dropping her h's," and the pangs of a woman of refinement at the *gaucheries* of a vulgar husband, have been set forth—with not too great exaggeration—from the days of GOLDSMITH to those of THEODORE HOOK. We had hoped that, with the demise of the last-named wit, the "silver fork" school of satire had become no longer necessary; but we are, reluctantly enough, forced to alter our conviction by the perusal of the account, given with cruel fidelity by the *China Mail*, of the proceedings in the Legislative Council on the passing of the ordinance for the new Pier and Dock Company. Not only was the public time wasted on this occasion by the absurd and irrelevant discussion of a question of spelling which would be satisfactorily answered by any monitor in the Blue Coat School, but the opportunity was absolutely seized by several members for no other apparent purpose than the display of their own ignorance. The question was—*credat Judæus!*—whether the compound word "bye-laws" should be spelled with or without the "e!" The Acting Colonial Treasurer was the first to air his pedantry. Forgetting the fact that COLMAN'S "Lord Loggerhead always spelled physician with an f," this official asked by what rule the word "by-laws" (which by-the-way is no word at all) should be spelled with an "e." Unfortunately, instead of giving his brother official the plain and simple answer that the word was spelled so because that was the right way to spell it, the Acting Attorney General—they seem to be all "acting" just now, though not well up in their parts—took the somewhat offensive position of declaring that "he was sure the hon. member had never seen it spelled any other way," which was equivalent to saying that he had never seen or written it at all. In this we fear the A.A.G. may have committed himself to an untenable position—because he cannot be certain that he has seen the A.C.T.'s peculiar way of spelling on every occasion. But, in order to increase the *imbroglio*, and not improbably from malice prepense, Mr. RYRIE here broke into the discussion with the inquiry how the word was ordinarily spelled as applied to cricket, thus leaving it (satirically enough) to be surmised that legislative enactments should be spelled on the authority of Lord's at home, rather than that of the Commons of Hong Kong. Of course every schoolboy knows that the word "bye," when used substantively as expressing something not directly under the first scope of an idea, is always spelled with an "e," to distinguish it from the preposition "by." Such, however, is the state of the Legislative Assembly at Hong Kong in the year of grace 1871, that the Colonial Secretary absolutely went out for "a ponderous Webster," from which the A.C.T.'s opinion was confirmed, but appeared still so ridiculous that the spelling in the Ordinance was not amended. The debate was closed by the Chief Justice, who seems unable to make up his mind about anything, and to be never weary of displaying his indecision in the most glaring light, describing it as "an interesting philological discussion"—what an euphuism for a schoolboy looking up a word in a lexicon!—observing that "he knew little or nothing of commercial matters," and adding that "the authority of Webster was not beyond dispute."

This conversation then dropped, but the proceedings were shortly resumed by the untiring Chief Justice with yet another confession more damaging than any he had made before. He made the astounding statement that he had been acting under an entire misapprehension of his duties, the regulations for which, the Colonial Secretary declared, had been in force for the last thirty years! Surely no words could add to these disclosures of intellectual poverty and moral indolence exhibited in the proceedings of the assembly, humorously called "Council" in Hong Kong.

THE SINGAPORE RAILWAY.

THE remarks in our last issue with reference to the construction by the local government of the railway from the town of Singapore to New Harbour have produced a letter from a correspondent, to be found in another column. We are not to be understood as indicating objections to the system which we are aware has now been adopted by the Governments of India, Australia, and other colonies. Works of public utility, like railways, or docks, and harbours, so much required for Singapore, Ceylon, &c., need substantial aid and encouragement from Government. We certainly had no intention of objecting to the principle of lines of railway being constructed under the immediate superintendence and responsibility of Government, whether in Singapore or elsewhere. When we said that "surely the Straits Settlements cannot shut its eyes to the "fact that it has long ceased to possess the public confidence "as regards the expenditure of public money," and supported our view by a reference to the Water-works and other abortive undertakings in the colony, it was enough to show that our criticism applied rather to the *modus operandi* than to the character of the works themselves. It is unquestionable that the proposed railway in Singapore, to connect the town with the wharves and docks in New Harbour, would be of great public benefit; but what we want to see is, that it shall not be or become a local job, and that if the construction of the line is to be undertaken by the local government, the Singapore public may be guaranteed against a further patronage of the costly incapacity from which the Settlement has already suffered so much. As a Government measure it is probable that the railway would not be confined to facilitating the traffic between New Harbour and the town, but might include an extension to the Johore territory. The traffic in that direction appears to have already suggested the introduction of road steamers—a very unsuitable conveyance, which we have already condemned—but, whatever form it may assume, it is surely necessary that the consequences of incompetent management in the execution of a work of so much importance should be guarded against. It is probably no reproach to the artillery officer who does the duty of colonial engineer in the Straits Settlements that he wants the practical knowledge requisite for the construction of a line of railway, and for such works engineers from this country ought to be provided.

WE have great pleasure in recording an act of munificent liberality, on the part of the Japanese Government, to Mr. EDMUND MOREL, which shows how highly the ability and zeal of the late Engineer-in-Chief of the Imperial railways was appreciated. When Mr. MOREL'S illness became serious, the Japanese Government not only begged him to proceed to Yedo, and placed the highest medical advice at his disposal, but they accompanied these offers with a cheque for 5,000 dollars. With such an instance of kindly feeling and liberality before us, it is painful to reflect on the contrast which the conduct of the Japanese Government towards our countryman presents to that of the two engineers, whose cases we lately commented on, when they threw up their engagements, and obtained heavy verdicts against the same Government, for reasons which were by no means satisfactory to us, as being not likely to increase the confidence of the Japanese in English employés, or to maintain the personal regard so generously evinced towards the late Mr. MOREL,

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OFTEN as it has of late been our pleasing duty to record new instances of the liberality and progressive spirit of the Japanese, we do not recollect any occasion when we could express more sincere satisfaction than that afforded by the despatch of the new expedition from Yokohama. Without arrogating to itself the title of, or the ceremony required for, an embassy, the proposed tour of some of the highest representatives of "Young Japan" with the noble object of "studying for themselves Western civilisation" is entitled to no less respect, and may in fact be entitled to take higher rank from the promise it holds out of results more generally beneficial to mankind than any merely diplomatic mission. The new expedition, which, as our readers are aware, is under the excellent guidance of some of the most advanced members of the Japanese Government, will proceed to England *via* San Francisco and the United States. While calling attention to this we may add that SAMESHIMA SOBEN MUSHI, the Chargé d'Affaires in Paris, was presented to the French President at the audience on the 1st inst. Japan has therefore, by establishing Foreign Ministers in Europe, set an example to China which we hope the latter will soon follow—especially after the intimation of the French President to CHUNG HOW.

THE first Bombay mail was despatched from the General Post-office, for Brindisi, *via* Calais and the Mont Cenis Tunnel, on Friday evening, in charge of Captain O'BRIEN. This mail is due at Brindisi at 5 A.M. on the 8th, and will be carried all the way by special trains, by which, however, no passengers are allowed. This regulation will occasion great inconvenience, and we hope that the P. and O. Company will secure arrangements for mail trains to carry passengers. The next China mail by this route, as will be seen by our Time-Table, is on the 12th.

IT would appear from the report of the running-down case—the junk *Kum-shun-tai v.* H.M.S. *Ocean*—tried in the Court at Hong Kong, when the Chief Justice was unable to attend to give judgment, that our remarks on the state of the Supreme Court and Hong Kong Government offices generally, in a recent issue, were not made a day too soon.

MR. EDWIN BALDWIN MALET, C.B., whose appointment as First Secretary to the Legation at Peking we lately noticed, has left for his post *via* Bombay, calling at the Indian Presidencies and the Straits Settlements *en route*.

THE JAPANESE EXPLORATION OF THE WEST.

(NEW YORK TIMES.)

The telegram relative to Japan seems to indicate the commencement of a new era in that most original and interesting of Asiatic countries. We are told that an Embassy of unprecedented rank and importance is now on its way to our shores, and that the Mikado is willing to open up the whole country to foreign intercourse, if a united request for that concession be made. There is a curious statement, also, to the effect that the new Embassy is composed of members of the ruling class, in order that persons belonging to that order of society may study for themselves Western civilisation, and no longer be dependent on the reports of inferiors.

It is only eighteen years since the American wedge was driven into Japan by Commodore Perry, and from that time Mr. Harris, Sir Rutherford Alcock, and Lord Elgin and others have succeeded in giving several hearty blows to drive it in further, and force an entry for the Anglo-Saxon race into a country whose people really have an extraordinary amount of qualities in common with us. When we reflect that for two hundred years the Japanese had maintained utter isolation from all the world, except a few Dutch traders, the progress we have made with them since 1854 seems most extraordinary. In a commercial point of view, there seems some reason to doubt whether communication with Japan will prove so signal a boon as many at first imagined. There is a good deal which Western nations like to have from Japan, but Japan appears really to be in want of little from them, and, moreover, her artisans are so marvellously skilful, and their imitative power is so surpassing, that in all likelihood any European or American fabric which might become popular in that country would probably, ere many months were over, be produced at a less cost—for the population is dense and labour abundant—there. Be this, however, as it may, it must always be a subject of congratulation, and an incident memorable in the annals of the latter half of the nineteenth century, that a people whose worth and ability excite the interest and admiration of every intelligent foreigner, and whose country is in many respects the most curious under the sun, should have been brought into friendly intercourse with the rest of mankind. "I have been everywhere," said a *blasé* traveller, "and Japan is the only place which didn't disappoint me." Even Sir Charles Coldstream, although he had looked down the crater of Vesuvius, and found that "there's nothing in it," must, we eel convinced, have given a different verdict anent Japan.

CHINESE IMMIGRATION INTO CALIFORNIA.

(NEW YORK TIMES.)

Congress undoubtedly has the power to prevent the introduction into this country of Coolie or any other species of slave labour, but it has no more right to forbid the free immigration of Asiatics than of Europeans; and it is contrary to the whole theory of our government, and especially to the liberal and impartial principles of the Republican party, to make any distinction of race, creed, or colour, in the rights and privileges granted to citizens, or those who desire to become citizens, of the United States. Americans are certainly not called upon to draw any such distinction against the Chinese at the dictation of another class of foreigners who have sought an asylum here. It is well known that the chief objection to the Chinese in California comes from the Irish population. It was from this class that the Democratic party used to draw most of the political capital which it gained by fostering the prejudices against the negro. Fleeing to this country, as they claimed, to escape British oppression, the Irish immigrants always made haste to join the ranks of the oppressors here. They voted almost to a man with the Democratic party during the long years which that party championed the cause of negro slavery; and now that slavery is abolished, we find them in the front rank of the haters and persecutors of the Chinese. The Republican party of California made a great mistake in trying to secure their votes by catering to their unreasoning and illiberal prejudices. It should have maintained the true ground which constitutes the chief glory of the party—equal rights and privileges to all. The question of Chinese immigration will settle itself, in the long run, if not to the satisfaction of all, at least in accordance with those immutable laws which no free Government can afford to contravene or attempt to thwart. If, as Governor Haight says in his farewell Message, "California may be said to lack nothing but population," it is difficult to see why China, its nearest foreign neighbour, should not be allowed to aid in supplying that lack. Whenever the immigration ceases to be advantageous to the State, it will naturally cease for lack of encouragement. At any rate, the American nation, which offers itself as an asylum for the whole world, cannot be expected to refuse a welcome to the Celestial merely because he is distasteful to the Celt.

THE RIVAL PORTS IN CEYLON.

The *Shipping and Mercantile Gazette*, on this subject, says:—

Galle was originally selected, not for any merits it possessed, bu simply because it was the only one available for the purpose in the direct route. Moorings of the heaviest character have to be provided for the large steamers, and since the opening of the Suez Canal the anchorage has been most inconveniently crowded. We have pointed out the defects of this dangerous open place on several occasions, but although ship after ship is lost there, nothing has been done towards affording shelter to shipping, or in protecting the embarkation and disembarkation of passengers, mails, and merchandise. The loss of another of the Peninsular and Oriental Company's fine steamers at this exposed locality has attracted notice to the risk run in having to stand off and on Galle, and among a nest of submerged rocks; but whether the question will now receive a practical solution may be very much doubted.

Colombo is the commercial capital of Ceylon, and the entrances and clearances of its shipping amount to about 1,500,000 tons annually. The mercantile establishments are mostly centred in Colombo, and, consequently, the chief trade of the island is conducted there. Negombo is seventy miles further along the coast, and, therefore, not so well situated for the mail services. Colombo is an open roadstead also, but a trifle safer than Galle. As a question of local interest, the Government of Ceylon favours the improvement of Colombo, in preference to that of an Imperial benefit. The produce of the island is shipped at Colombo, and the leading merchants and planters are therefore more desirous to see a good haven provided at the chief trading port than to spend money in making a secure harbour as an *entrepot* for mail steamships. This preference given to commerce over that of correspondence was the indirect cause of the last proposition—namely, for expending £350,000 on a breakwater at Galle—being defeated.

Mr. Townshend's plans and estimates having been published have given rise to the old system of local warfare, and the same conflicting interests are likely to defeat the two schemes. It is said, on the one hand, that the cutting of a channel through the rocky islets lying between Ceylon and the Indian coast would do away altogether with the necessity of calling at Galle, and that not one penny should be spent on a port which is likely to be abandoned at no distant date. The geographical position of Galle, however, points it out as the best for steamers plying between Aden, China, and Australia; besides which, if the fleets of long steamers now passing *via* Suez were all to go to Colombo, a difficulty would soon be experienced in accommodating them.

At Colombo there is a large sheet of water covering 300 acres, near the sea, known as the Lotus Lake. This water serves a double purpose—that of cooling the immediate atmosphere, and sluicing the district. Mr. Townshend proposes to fill in 200 acres of this lake for tramways and approaches, and seawards to build capacious docks, protected by a breakwater jutting out from the headland at Custom-house Point. He estimates that the cost of constructing those works would be about £750,000.

We would recommend that the works at Colombo should be constructed by the Ceylonese Government, by capital raised on the security of that possession; and the breakwater at Galle, by an Imperial guaranteed loan as the works advance. The Peninsular and Oriental Steam Company have sunk capital enough in that wreck spot at Galle to have made a sea wall, and, as an insurance fund, they would, no doubt, consent to the imposition of harbour dues on the completion of the works. We cannot, however, disguise from ourselves the fact that the work of making a breakwater at Galle would extend over many years, for the operations are likely to be seriously interfered with during the monsoons.

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Foreign Intelligence.

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HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Jan. 3.

The members of the First Chamber have passed in great haste the several chapters of the Budget, so that they were enabled to leave the Hague before New Year's-day. The debates were, of course, uninteresting. The principal topic of discussion was the question of our mission at the Papal Court. The Ultramontanes had laid all their hope upon our Lords, and the addresses of the Bishops and of the laity had no other object than to urge the Upper House to outvote the Budget for Foreign Affairs as a mark of disapproval that the Second Chamber had refused the money to maintain the Embassy. The Chamber, however, approved of the Budget by 23 ayes against 12 noes. The position of the Minister Gericke was very difficult. He had asked for the credit and advocated the matter in the Lower House with great ability, and he had now to mix his wine with water, if he did not wish to cause a political crisis. His speech was one of much tact, and was, in fact, a model of diplomatic ability from beginning to end. He stated that the Ministry deplored the vote, but they did not think the question to be of so much importance as to risk the placing of the two Chambers in opposition to each other. While the Government were desirous for a time to maintain the mission, still they were not of opinion that it was necessary that Holland should always be represented at the Papal Court. The last hope of the Clericals has also faded away—the King has ratified the Budgets. The movement of the Catholics has wholly failed, and the question now is—What will they do next? The debate upon the Colonial Budget, which was most uninteresting, ended in its passing by 32 against 3 votes The Minister of the Colonial Department declared himself to be a promoter of *moderate* Liberal principles. The principal complaints were that foreigners were now admitted unconditionally into Java. The Minister, however, demonstrated that it was but a weak policy that Java should be closed to the civilised world. He further stated that the coffee culture would be maintained, but on an improved basis. The system of consignments would be given up gradually. The Agrarian Law is now a dead letter, and therefore the Minister will persevere with his intention to alter the well-known decree of his predecessor; but the period at which this alteration will take place was not named by Mr. van Bosse. These and more explanations were given by the Minister, as he gave them some weeks ago in the Second Chamber.

I am glad to state that the illness of the Premier has not proved fatal, as was feared; it is even rumoured that his condition improves from day to day, so that he will perhaps be able to resume his duties in a short time. A Minister for the War Department has not yet been found, and it will indeed be very difficult to find an able person who is inclined to accept the portfolio, because the Second Chamber has made it understood that the members are not inclined to throw away any more money for military purposes. Notwithstanding that Mr. Engelvaart has resigned, his troubles are not yet over. The Parliamentary Commission appointed to investigate the unhappy question of the ex-captain Janssen, has published a report which is anything but favourable to Messrs. Engelvaart, Gisser, and Keyzer, whose behaviour is much censured. It appears, indeed, that the Minister acted in a most arbitrary and "Prussian-like" manner. If the Chamber approves the conclusions of the Commission it is pretty certain that Mr. Janssen will be restored to his lost honours.

The *Staats Courant* published yesterday a Bavarian telegram, stating that Mr. Loudon and family had arrived at Batavia, and that he was installed as Governor-General on New Year's-day. The telegrams from our East India possessions are coming more and more scanty. When there was no direct telegraphic communication with Java the papers published every fortnight commercial and shipping news from Batavia. But now we do not hear anything by telegraph, except now and then of the arrival of a vessel, whose owner is kind enough to give the papers a copy of his private despatch. In this way the "Neuerland" Company notified the arrival of the steamer *Prins Hendrik*, after a quick passage of thirty-nine days, at Batavia. The same company's steamer, *Prins van Oranje*, has arrived in Texel, and she will proceed to Glasgow for repairs. The management of the directors of this company, and the misfortunes their steamers have met with, are sharply commented on in our papers. It is widely rumoured that one of the directors will resign, in consequence of the report of the commission on the causes of the fire by which the *Willem III.* was destroyed. The shares of the company are not much in demand, and the prices are consequently very low. The shares of the East India Railway have, on the contrary, much improved, and they close at 51 per cent., that is about 6 per cent. higher than a week ago. The reasons for this favourable change are not precisely known; perhaps the project, which the Minister of the Colonial Department laid before the members of Parliament, to provide Java with a railway net, have brought these bonds into so much favour.

According to an official communication, published by the *Staats Courant*, the mails for and from East India will be forwarded *via* France and Italy, and not any more through Germany. The despatch of the mails will take place on the evening of every Thursday, and from Rotterdam on the morning of every Friday. Up to this moment they have been despatched on Saturday morning. Perhaps some further alterations will soon be made, as the railway communication between Moerdyk and Dordrecht was opened yesterday, by which our communications with Belgium and France are materially facilitated.

According to the *Opmerker* Mr. C. J. van Doorn, engineer of the Amsterdam Canal Company, has been engaged by the Japanese Government as engineer in chief. He will leave Holland early next month.

The King has approved the appointment of Mr. O. Sielcken as Consul at Batavia for Germany.

PRODUCE MARKETS.

As usual the holidays have put a stop to business, and the resumption of operations has been as much as possible deferred until after the turn of the year. Consequently there has been very little stirring in the Produce market during the week, but a healthy tone prevails for most leading articles, especially for Coffee and Sugar, in which more activity would no doubt have been perceptible, despite of the influence on business transactions of the present festive season, but for the reservedness of holders. Both articles are in good demand, and prices have an upward tendency. The new year opens upon the whole under favourable circumstances. The peace of Europe seems to be fairly consolidated for some time to come, and trade and industry are gradually recovering the serious losses suffered during the late war. Notwithstanding serious apprehensions were entertained some time back in regard to disturbances in the money market, to arise from the present financial position of France, the rates of discount have gradually receded of late to normal figures, and money remains easy at low quotations. The winter seemed in the early part of last month likely to be very severe, but the weather has since been unusually mild, and continues so, which encourages the hope that re-opened navigation will soon permit our trade to re-assume its wonted course, and thereby relieve the great nuisance caused by the insufficiency of railway conveyance to the interior, as well as to Germany and other foreign countries.

COFFEE.—Firm, and the late advance well sustained. Good ordinary Malang sold at 43c., and it is getting difficult to meet sellers at this price. The business done from first hands embraces—1,000 bags Passaroean, ex Rotterdam; 2,000 bags Java, ex Tonia; and by secret tender by the Netherlands Trading Company 1,505 bags Java, damaged. Stock (unsold) of the Trading Company 252,000 bales; on warrants 198,500 bales. Total stock 492,500 bales.

SUGAR.—Hardly any business doing, owing to the holidays, but the market continues to exhibit a firm appearance, and holders keep backward, so that there is very little on sale. Prices remain unaltered. Stock 8,500 tons. Trading Company's stock 36,745 baskets.

TOBACCO.—Transactions in Java have been on a limited scale; stock of Java here 239 bales, whilst 37,571 bales were imported in 1871.

TEA.—There has been nothing of moment to report since the result of the public sales at Amsterdam, mentioned in my last. Stock: China, 5,907 chests; Java, 2,884 chests.

SPICES.—A rather more active tone has prevailed for Nutmegs, and prices have slightly improved; No. 1's, 196c. to 198c.; No. 2's, 185c. to 187c.; No. 3's, 168c. to 170c.; No. 4's, 110c. to 112c. Mace E is held for 275c. Cloves, No. 2, for 32½c. to 33c., No. 3 for 31c. to 31½c. Black Pepper 32c. Java Cinnamon, No. 3, 210c. to 220c. The business done from first hands has been confined to 15 casks and 6 chests Nutmegs and 30 packages Mace. Sales have also been closed of 800 bags Batavia Black Pepper, ex Noach II., on secret terms. Stock: Nutmegs, 2,448 casks; Mace, 313 casks; Cloves, 2,582 casks; Cinnamon, 18 packages.

RICE.—Very quiet; stock in first hands is confined to 6,800 bags Java, and 2,800 bags Neeranzie, imported 1869, and at Amsterdam to 5,000 bags Java, "table" quality.

TIN.—Since the monthly returns of deliveries were published last Friday the demand revived, and large sales of Banca have been closed at f.87. Total stock in second hands, Banca 66,402 slabs. Trading Company's stock on warrant 34,095 slabs. New stock unsold 32,307 slabs.

HIDES continue to meet ready buyers. Parcels ex Johanna and Margaretta, and Dunmore, have changed hands.

INDIGO.—Without any business doing.

ARRACK.—Sales are reported of two parcels, ex Dunmore, namely: 60 leggers Batavia at f.225, and 67 leggers Sourabaya, of prime quality, at f.165.

TORTOISESHELL.—3 chests Macassar, ex Vier Gebroeders, recently imported, have found buyers at full rates.

TURMERIC.—About 500 bags Java, to arrive per Hoek van Holland, are offered at f.8 to f.7¼.

SHIPPING.

ARRIVALS.—Dec. 27, at Brouwershaven, from Batavia, Hebe; at Texel, from Batavia, Anna Elisabeth; 29, at Texel, from Batavia, Zaanstroom; 30, at Brouwershaven, from Batavia, Elly; at Texel, from Batavia (last from Gibraltar), Prins van Oranje (str.).

DEPARTURES.—Dec. 29, from Brouwershaven, for Batavia, Krimpen a/a Lek; for Samarang, Elisabeth Maria; for Sourabaya, Ædus.

PASSENGERS INWARD.—From Java, per Zaanstroom, Messrs. L. W. C. Gerlach and family, Dr. G. J. Wieneke and family, N. W. van Ammers, M. J. Vitringa, Miss H. J. Berghius.

Monetary and Commercial.

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Among the changes in commercial firms taking effect with the commencement of the year we note the following in connection with the China, Japan, and Straits trade:—Mr. Charles Freeman retires from the firm of Ashton and Co., Hatton-court, Threadneedle-street. Mr. Frederick Bower retires from the firm of Bower, Hanbury, and Co., of Shanghai, and Bower and Co., of St. Mary Axe, London; the firm will in future consist of Mr. Egbert Iveson in Shanghai, and Thos. Hanbury and Andrew A. Rankin in London, where business will be carried on under the style of Hanbury and Co. The business of Messrs. Fraser and Co. Mincing-lane, will be carried on by Mr. Arthur A. Fraser, Mr. J. M. Fraser, the senior partner, having retired. Mr. John Brough Hallam, son of the late Mr. S. J. Hallam, has become a partner in the firm of Arthur Capel and Co. Mr. John Ewart has become

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a partner in the firm of Ewart, Maccaughey, and Co. Messrs. J. C. im Thurn and Co. have admitted Mr. John Conrad im Thurn, jun., into partnership, and Mr. G. W. Speth, who has hitherto held the procuration of the firm, retires.

We are glad to learn by the last mail that the panic in Shanghai, announced by telegram about a month since, was not caused by speculation in the share market, as was at first reported, but by pressure for money on the part of the Chinese contractors, in order to enable them to pay in to the Chinese Government the necessary deposits on their tenders for the Salt monopoly.

Mr. Holt has issued a a circular to shippers by the Holt Line of steamers, offering to cover goods by insurance in open policies, the rates outward being f.p.a. to Singapore 17s., Hong Kong 19s., Shanghai 23s., nett. Homeward Cargo.—Policies issued on behalf of the company by Messrs. Butterfield and Swire, of Hong Kong, Foochow, and Shanghai :—

	All risks.	f.p.a. with Canal Stranding Clause.
TEA—Hankow to London ...	... at 45s. 6d. per cent. ...	36s. 6d. per cent.
„ Shanghai „ ...	... „ 36s. 6d. „ ...	27s. 6d. „
„ Foochow „ ...	... „ 36s. 6d. „ ...	27s. 6d. „
„ Hong Kong „ ...	... „ 32s. 6d. „ ...	23s. 0d. „
SILK—Shanghai „ ...	... „ 23s. 0d. „ ...	—
„ Hong Kong „ ...	... „ 19s. 0d. „ ...	—

The *Alphington*, from Algoa Bay, has arrived in London, with a portion of the cargo of the North German barque *Alida*, from Nagasaki. This vessel was loaded in September, 1870, when the breaking out of the war caused her to remain in Nagasaki Harbour until the following May, when she sailed, and fell in with bad weather, which caused her to put into Algoa Bay, where she was condemned, part of her cargo being sold and part transhipped to the *Alphington*. The portion by this vessel consists of 450 boxes tea, 56 boxes ground nuts, 391 bales tobacco, 144 cases cassia, and about 500 packages sundries.

The profitable employment which has been found in the conveyance of pilgrims from Singapore to Jeddah by homeward bound steamers from China, has induced some shipowners to give orders for the construction of large steamers, with three passenger decks, specially for this traffic. We need hardly remind them that their vessels will have to be brought under the Passenger Act, and consequently may not carry so many as they reckon.

The export of Grey and White Shirtings to Shanghai for December was 22,971,615 yards, and to Hong Kong 7,253,371 yards, the totals for the year being—Shanghai 404,321,757 yards, and Hong Kong 106,892,434. To Shanghai the increase over 1870 is about 130 million yards, and 258 millions over 1867. To Hong Kong the increase is 30 millions and 56 millions respectively.

Tenders for £500,000 in bills on India were received on the 3rd inst. at the Bank of England. The amounts allotted were—to Calcutta, £485,800, and to Bombay, £14,200. The minimum price was fixed as before at 1s. 11d. on all the Presidencies. Tenders at 1s. 11¼d. will receive about 11 per cent. ; those above in full. Average rate on Calcutta 1s. 11·36d. ; and on Bombay 1s. 11·25d. These results show a further diminution in the demand for remittances to the East.

The demand for Bar Silver has slightly increased, and the price has improved, the quotation being 60⅝d. to 60¾d. per oz. standard, buyers at the former, sellers at the latter rate. Mexican Dollars of the old coinage maintain their last price, viz., 5s. 0¼d., but the new description have receded ¼d. in value, as there is but small demand for them, and are quoted 4s. 11d. The *Candia* has taken £48,920 to China and the Straits.

The amount of bullion by the P. and O. Company's steamer *Candia*, which left Southampton on the 4th inst., was—in gold, to Bombay, £5,000—in silver, to Penang, £14,400 ; to Hong Kong, £24,870 ; to Shanghai, £4,650 ; total in gold, £5,000 ; in silver, £43,920.

THE OPENING OF 1872.

The new year has opened with a greater degree of activity in almost all branches and seats of British industry than has existed at the same season for many years. The shipbuilding trade especially has made remarkable progress. The returns of the past year from the yards on the Clyde, the Tyne, the Weir, and the Thames, are all exceedingly favourable ; and the effect of the increased demand on wages is shown by the fact mentioned by Mr. W. S. Lindsay—once a large owner in the China trade—in a letter to the *Daily News*, that, since several contracts for steamers now in progress have been entered into, the market value of steamers has risen three pounds per ton. In other words, an owner who is fortunate enough to have a steamer of 2,000 tons now building for him can part with his bargain off-hand at a profit of £6,000. In sailing ships, a branch which has been of course neglected of late years, good employment now prevails ; many new vessels are being ordered, and it is only to be hoped that the enterprise thus excited may not be overdone, as it has too often before.

In the same letter Mr. W. S. Lindsay reminds us that when our shipowners saw that it was vain to seek for any renewal of protection they asked that they might be relieved from all special restrictions and burdens, and allowed to buy in the cheapest markets whatever they required for the construction, equipment, and navigation of their ships. The Legislature, with great wisdom, instead of buoying them up with false hopes and special favours in the shape of subsidies, and so forth, granted their request. The consequence has been that American clippers have entirely disappeared from the China seas and Indian Ocean ; and iron screw-steamers, with the English ensign, have taken possession of the trade between the two countries which twenty years ago was all but monopolised by the famous American liners. In 1870 the shipping of the United States had declined to 4,150,000 tons, and that of the British Empire had increased to 7,150,000 tons. Nor does the increase of British ships up to the close of 1870 appear to have exceeded at any time during that period the legitimate demand for them. Even in our own oversea carrying trade our ships have hardly kept pace with our exports and imports. While the value of these increased from £346,000,000 sterling in 1860 to £503,000,000 in 1870, or at the rate of about 47 per cent., the shipping of the United Kingdom has only increased 24 per cent. ; but as the half of that increase consists of steam vessels, which perform in a given time three times the work of sailing vessels, the difference is not so great as appears by the Board of Trade returns between the quantity of goods transported and our means of transport. We are not merely the oversea carriers for our own people, we have become to a far greater extent than ever we were the carriers for the world, and now we own as many ships as all the world combined. Therefore we must consider the wants of other nations as well as our own ; and when we learn that the ships of the United States have decreased by more than one million tons during the last ten years, that those of France fall very far short of keeping pace with her commerce, that the tonnage of Holland is now 25 per cent. less than it was in 1860, that almost every branch of the carrying trade is about to be conducted by iron screw-steamers instead of sailing vessels, and that we are now not merely the carriers but also the builders for other nations—the enormous increase of iron screws during the year just closed may be less of a "mania" than it appears.

ARTICLES OF IMPORT.

TEA.

The week has again been one of extreme quietude in this market. There have been no public sales, and only a very limited amount of business has been transacted, the prices paid showing no alteration.

The following is Messrs. A. Capel and Co.'s annual Circular :—The chief feature to notice during the past year is the very great increase in the deliveries, both for home consumption and export, which has most materially relieved our market, and saved importers from heavy losses, which would otherwise have resulted from the excessive shipments during the early months of the season. The market thus closes with a bare supply of all good and useful kinds of Congou, and this in the face of an increase of nearly 27,000,000 lbs. in imports as compared with last year, prices in nearly all instances showing an improvement, the only exception being in Teas of low quality, which have been very difficult of sale throughout at gradually declining rates. We give the figures for the year as follows :—

	Imports. lbs.	Delivery. lbs.		Stock. lbs.
1871 ...	167,137,500	Home consumption 123,139,000 Export 40,644,700	163,783,700	83,320,800
1870 ...	140,402,000	Home consumption 117,620,000 Export 30,800,000	148,420,000	79,997,000

The quantity afloat is 36,100,000 lbs., against 47,500,000 lbs. last year. The market has, on the whole, been steady, the demand having generally been good, whilst the supplies have been, with one exception, on a moderate scale, enabling importers to quit their stocks without forcing sales. This exception was during the month of August, when about 30,000,000 lbs. arrived, causing considerable alarm, and sales were pressed, both privately and at public sale, without reserve, the losses in some instances being very great. The quantity of the black leaf Congous has generally been considered below that of the previous year, though the finest chops did not come to this market, having been taken at Hankow by Russian buyers for direct export to that country. The Foochow Teas were certainly better than those of the previous year, both in strength and freedom from dust, but they are still sadly below the standard of a few years back, and leave much room

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for further improvement. Oolongs: Fine Formosa kinds have been in demand; other kinds generally rather difficult of sale. Souchongs: The quality, with few exceptions, has been below that of previous seasons. Flowery Pekoes: Supplies have been larger, but they have generally sold well at high prices. Scented Teas: Capers have been largely in excess of previous years, but they have all found buyers, though at a considerable decline in prices. Orange Pekoes: The scent has hardly been up to previous years. The quantity has been larger. Prices have been fairly steady, whilst fine have maintained full prices. Canton-made Teas: The Congous have not been equal to those of former years, but have sold well at full prices; the Scented Teas have been deficient in scent, and the earlier arrivals of Caper were excessive in quantity, came to a very bad market, and lost heavily. Orange Pekoes being in more moderate supply, though dull of sale, resulted better for importers.

The quality of Green Teas has been scarcely up to last season; fine Teas have met with a steady sale at full prices, but common to medium kinds have been only saleable at low irregular prices throughout; prices for such kinds have also ruled low in the United States. The supplies of Japan Tea have especially latterly largely exceeded the requirements, and, for all the commoner grades, prices have declined considerably, and they are now in very limited demand.

SILK.

The market continues very firm, importers showing a disposition in many cases to hold for an advance upon the current quotations. Tsatlee, Nos. 1 and 2 stands at 29s. 6d. to 30s. 6d.; No. 3, 28s. 6d. to 29s.; Red Peacock, 25s. 9d.; fair 4 to 4½, 25s. to 25s. 6d.

We take the following from Messrs. Kilburn, Kershaw, and Co.'s Circular:—The past year must, on the whole, have been one of considerable success to all engaged in the Silk Trade, especially to Throwsters and Manufacturers, who have been employed in a measure almost beyond precedent, and who commence the new year also with their hands full of orders. The leading feature of the past year has been the steady general demand for China Silk, and its wonderful firmness at all moments, for even in the periods of pause and dulness which fall at regular intervals on the Silk market, and the disastrous state of affairs in France in the spring of the year, the fluctuations in value of China Silk have been really very small, at the outside 2s. per lb., the lowest moments being in April and May, when everything looked gloomy in Paris, and reports of the European crops came favourable, Red Peacocks then declined to 24s. The highest points were in January, when the market opened with the new year at 25s. 6d. to 26s. for Red Peacocks; in August, when the first arrivals of new silk sold at 26s. for the same chop; and again at the close of the year, when 25s. 9d. was the current quotation.

The home trade have been steady and large buyers throughout the year, but from the Continent demand has been of an unusual character, almost nil from France during the spring months, and then giving place to sudden inquiry, resulting in shipments of extraordinary magnitude, when the imposition of a duty on raw Silk in France seemed probable, then again as rapidly subsiding and remaining flat and dull, with little, if any, improvement ever since. From other continental markets the demand has been regular and good; this, in conjunction with home demand, supporting the market in dark political moments, and maintaining the steady course of prices as we have seen. Canton Silk has been in almost as much favour as China, and it is evident that it is seriously occupying the attention of many manufacturers who a few years ago declined to use it; the Silk is becoming very popular, and the deliveries show what an important position it holds as an Asiatic Silk; prices have been easy throughout the year, and probably from that cause it has found its way into new channels of consumption; the prospects are good, and the closing prices of the year, 17s. to 22s. 6d. for fair market to extra curio Tsatlee reel, and 18s. to 22s. for good to finest Loong Kong, although showing an advance of 6d. to 1s. during the month, are still such as render it comparatively the cheapest silk offering. Of Japan silk we have a very different story to give; it has been fluctuating heavily from time to time; business has generally had to be forced, and the only moments of activity have been speculative, when prices seemed to have receded so low as to render operations safe and profitable; unfortunately, no real consuming demand has stepped in to help this silk, and importers have for months been helpless in a stagnant market. There is a little better feeling of late and with more business doing, prices a good 1s. better during the month, but still low.

The following is our usual table of statistics, and although figures seem by comparison with last year very heavy, yet it must be borne in mind that Silk has come forward this season with unusual rapidity, owing to the success of the Suez Canal route, and that during the seven months of this year, in which only the residue of the present season's Silk can arrive, consumption, if it continue on the scale of the past year, will soon begin to tell upon stocks, and every month must materially diminish the assortments offering; altogether the new year opens cheerfully for all engaged in the Silk trade.

	Bales.		Bales.	
Of China Silk the Imports in 1871 were	38,844	against	32,332	in 1870.
Deliveries	34,500	,,	32,796	,,
Stock on 31st December... ...	19,733	,,	15,389	,,
Of Canton Silk the Imports in 1871 were	12,922	,,	12,596	,,
Deliveries	12,657	,,	7,430	,,
Stock on 31st December... ...	8,778	,,	8,513	,,
Of Japan Silk the Imports in 1871 were	10,997	,,	7,610	,,
Deliveries	8,661	,,	6,791	,,
Stock on 31st December... ...	9,477	,,	7,141	,,

COFFEE.

The market was reopened on the 4th inst., and the public sales went off with an activity fully confirming the recent advance by private contract for both colours and pale kinds, and the whole was disposed of; 82 casks, 9 tierces, 16 barrels, 12 bags Plantation Ceylon sold—triage, 65s. 6d. to 69s.; small, 70s. to 72s.; middling colours, 75s. 6d. to 79s.; good middling to good bold, 80s. 6d. to 87s. 6d.; pea berry, 85s. 6d. to 86s. 100 bags yellowish Java sold at 72s. 6d., bold at 78s. 6d. Privately good ordinary Native Ceylon has been sold at 69s. 6d.

SUGAR.

The market re-opened on the 2nd inst., with a quiet tone, and the transactions at the public sales have not included any parcels of East India descriptions. Privately the market has been firm throughout, and full rates have been obtainable. We note the sale of 5,000 bags good clayed Manila (duty 4s.) at 30s. per cwt., the only transaction in East India descriptions during the week.

COCOA NUT OIL.—The Market is quiet at £38 to £38 5s. for Ceylon.

CUTCH.—The market is firm, and Pegue has sold, in bags, 23s. 6d.; fine, in boxes, 25s. 6d. to 26s.; S.M. Elephant and G.W. marks, at 26s. to 26s. 6d.

CAMPHOR.—*China* is in active speculative request, and sales have been effected commencing at £4 per cwt., and closing at £4 2s. 6d.; about 800 cases have been taken. *Japan:* No transactions.

ESSENTIAL OILS.—*Aniseed* quiet at 12s. to 12s. 6d. *Cassia* at 5s. 9d. to 6s.

GAMBIER.—This import is in demand for arrival at advancing prices; sales have been effected of about 650 tons at 19s., ex ship, and a large portion has been subsequently re-sold at 19s. 3d. to 19s. 6d.

GALLS.—We note the sale of 100 cases China afloat at £3 per cwt.; also of 100 cases on the spot at the same figure.

HEMP.—No business in Manila.

PEPPER.—*Black:* A moderate demand prevails, and about 500 bags Penang have been sold at 5½d. to 5¾d. *White:* In auction 329 bags of old import, 70 bags sold, Penang at 10¾d. to 10¾d., Singapore at 11d.

RICE.—The market is very dull, and there is no business doing.

SAGO.—A good demand has prevailed during the last few days, and sales of fair small pearl of some extent in bags have been made at 17s. 6d., at which there are further buyers.

SPICES.—Without transactions.

TIN.—The available stocks of foreign tin in England and Holland at the close of the past year were less by 700 tons than at the commencement, and we believe both smelters and consumers are bare of stock. Judging from the activity of trade in Europe and America, we may fairly assume that a large consumption will be maintained, and even an increase would not be surprising. On the other hand, the high prices ruling should stimulate production. It is remarkable the small quantity of Banca tin held by the Dutch Trading Company, amounting to 1,700 tons only, both landed and floating; we do not, therefore, expect at their spring sale more than 70,000 slabs can be sold. All things considered, there is no reason to expect much reduction in price for the next few months, on the contrary, should speculation deal much in the article, we may see a great rise in the price, whether enduring or not depending upon the strength of the speculator. The current quotations are—Straits, on the spot, £145; afloat, £143; Banca, £145; Billiton, £145 per ton

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NEW YORK MARKET REPORT.—DEC. 23.

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TEA.

The following is from Messrs. Beebe's Circular:—Our last was under date of November 20, since which the demand for Tea (other than Oolongs), has been light and business limited. The total of sales reported from first hands are—9,700 half-chests Green (4,400 of which are to arrive), 1,900 half chests Japan, 40,000 half-chests Oolong (including 25,000 old Foochow, ex Orpheus), and 1,200 half-chests Souchong. Prices realised for these goods indicate no material change in values, of any description, and the market closes without animation, though with a fair degree of firmness.

The following are the current quotations (in gold, duty 15c. paid):—Greens (Moyune, Teenki and Fychow, new crop): Gunpowder, first quality, 105c. to 110c.; second, 80c. to 85c.; Imperial, first, 85c. to 90c.; second, 70c. to 75c.; third, 50c. to 58c.; Young Hyson, first, 95c. to 105c.; second, 75c. to 85c.; third, 55c. to 62c.; Hyson, first, 80c. to 85c.; second, 67c. to 72c.; third, 50c. to 58c.; Hyson Skin, 33c. to 43c.; Foochow Oolongs (old crop), common and good, 39c. to 46c.; superior and fine, 52c. to 65c.; finest, 70c. to 90c.; Amoy Oolongs (new crop), common and good, 43c. to 54c.; superior and fine, 57c. to 67c.; finest, 70c. to 80c.; Souchong and Congou (old and new crop), common and good, 27c. to 38c.; superior and fine, 43c. to 55c.; finest, 60c. to 70c.; Japans (new crop), common, nominal; medium, 52c. to 54c.; good medium, 56c. to 58c.; fine and finest, 62c. to 72c.; choice, 75c. to 85c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to Dec. 18, 1871, were as follows:—Greens, 19,478,741 lbs.; Japans, 14,087,158 lbs.; Souchongs, 3,726,528 lbs.; Oolongs, 14,560,815 lbs.; other sorts, 490,347 lbs.; total, 52,343,589 lbs. The stock on Jan. 1 was 16,748,661 lbs.; which, added to the above total, gives a result of 69,092,250 lbs. as the total supply. Subtracting from this total the exports from Jan. 1 to Dec. 18, 4,776,113 lbs., and the withdrawals for home consumption during that period, 46,675,971 lbs., there remains a total of 17,640,166 lbs., representing the stock on the last-named date. The receipts from Nov. 18 to Dec. 18 amounted to 2,824,544 lbs.; the withdrawals for home consumption to 2,125,794 lbs.; and the exports to 182,697 lbs.

SILK.

The following is Mr. O'Donoghue's report:—The Silk market has received quite an impetus since the 20th ultimo, the demand being for re-reeled Tsatlee and Cantons. Of the latter, large lines have been taken at $5 75-100c. for ordinary quality, transactions being confined entirely to manufacturers, who are anticipating their wants for the Spring trade, in view of the advance in cost in China and a prospective short stock, the shipments being nearly all received. In the finer grades, sales have not been so frequent, but they are in fair request

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and firmly held at quotations. Re-reeled Tsatlee have met a ready sale, but as noticed in our last circular, always at a concession for large deliveries. Re-reeled Haineens have not been so active; inquiry moderate, with fair stock. Usual Reel Tsatlee and Taysaans are rather neglected, the demand being limited to small parcels for actual consumption. Stock large. Japans: No sales.

Prices current for China and Japan Silks (currency prices):—China:—Tsatlee, No. 1, $9.1-4; No. 2. $8.75; No. 3, $8.1-4 to 8.1-2; No. 4 to 5, none. Taysaam, No. 1, $7.75 to 8; No. 2, $7.1-4 to 7.1-2; No. 3, $6.3-4 to 7. Canton, re-reeled, No. 1 Cotingoun, $7.25 to 7.1-2; No. 2, $6.50 to 6.75; No. 1 Cumchook, $6 to 6.1-4; No. 2, $5.75; Mahang and Hongtang, $5.25 to 5.50. (Six months' terms): Tsatlee, re-reeled, best, $8.1-2; fair, $8 to 8.25; medium, $8. Taysaam, none. Haineen, re-reeled, best, $8 3-4 to 9; fair, $8.1-4 to 8.1-2. Japans:—no stock, prices nominal.

Imports: In November, 802 packages, $519,655, gold value; corresponding month last year, 611 packages, $393,506 gold value.

COFFEE.—Favourable advices from Rio have given an impetus to the market, which has been both active and buoyant at an advance of three-quarters of a cent per lb. in gold. There is also a perceptible increase of demand from the interior, but nothing of any great magnitude is expected at this period of the season. The buying, therefore, has been chiefly speculative by dealers and others, in anticipation of the wants of the country during the early months of 1872. The prices now current are ½ to ¾ of a cent per lb. above the highest rates obtained at the close of October, before the reaction which then set in. East Indian descriptions have been quiet; there have been jobbing sales of Java to a moderate extent at 23c. to 25½c. gold and the cargo of 15,287 mats per Galileo was sold before arrival on private terms.

CORDAGE is steady at previous rates—say 21c. to 22c. for Manila, 20½c. for Tarred Manila, and 19c. to 20c. for Sisal Rope.

CAMPHOR.—China is quoted 16c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $3; Cassia, $2.25 gold (duty paid).

GUNNY CLOTH.—Stocks of both India and Domestic are held firmly. There has been a movement in Borneo, 750 bales having changed hands at 9¼ cents gold, in bond. Native may be quoted 14½ cents currency, duty paid, and Borneo 16. Domestic very firm at 15 cents.

HEMP.—There is nothing doing in Manila, nor, indeed, in any other description, manufacturers holding off at this period of the season. The market is consequently very dull, but we have no change to note in prices, which for Manila are nominally quoted 13½c. to 13½c., gold.

INDIGO.—The market is very quiet, and we have no business to report.

PRESERVED GINGER.—China is quoted $9.50 currency (duty paid).

RHUBARB.—The quotation for China is 70c. to 100c. currency (duty free).

RICE.—There is a steady demand, and, owing to light supplies, prices show an advancing tendency. Of Rangoon, the sales have been 1,600 bags, at $6 80 to 7 currency, and 1,500 bags—part to arrive—at $3.25 to 3.37½ gold.

SUGAR.—Market is very dull, and prices generally are one-eighth of a cent lower. There is an almost total absence of demand from refiners who only purchase to keep their reduced machinery in working order, or, perhaps, in some instances to provide for their wants in January next. The Trade are scarcely in the market at all. Holders, as a rule, offer sparingly, and refrain from crowding the market, but the lack of buyers tends to dulness, and the decline noticed has been pretty generally submitted to.

SPICES.—For whole parcels there is still little or no inquiry, and we hear of no business. Cassia, under an increased supply, is lower, and Pepper is not so strong. Other descriptions are unchanged. There is a steady moderate demand for jobbing lots, which dealers are supplying at $1.42½ to 1.45 for Mace, $1 for round lots of Penang Nutmegs in cases, and 97½c. for casks. China Cassia is quoted 35c., Pepper 18c. for small parcels of Sumatra, and 19c. for Singapore, all gold. It is somewhat remarkable that there are few descriptions of Spices, especially of those imported from the Eastern Archipelago, that can be laid down here and sold at the prices now current, except at a loss. This seems to indicate that the trade expect lower prices in the primary markets before the active spring business sets in.

TIN.—The market is very quiet, and we hear of no business. The nominal quotations are—for Straits 38½c., English 38c., and Banca 43c., gold.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Dec.27	Gipsy	Bernier	Ilo Ilo	Liverpool
28	Asiatic	Fawkes	Rangoon	Do.
Jan. 1	Wave Queen	Duncan	Do.	Do.
Dec.26	Sunda	Overgauw	Batavia	Brouwershaven
30	Edy	Dik	Do.	Do.
25	Kaisow	Anderson	Do.	Texel
27	Anna Elisabeth	Klasen	Probolingo	Do.
29	Zaanstroom	Oepkes	Batavia	Do
30	Prins v. Oranje (str.)	—	Do., via S.C.	Do.
29	Emulation	Watkins	Canton, for Hamburg	Off Falmouth
29	Ellen Lamb	Rathwaite	Singapore	Deal
	Windsor Castle	Kingdale	Sourabaya	Queenstown
Nov26	Macao	Laucivica	Macao and Payta	Callao
Dec.29	Mohely	Reiner	Singapore	Marseilles
	Fearless	—	Do.	New York
	Ferdinand	—	Do.	Do.
	Desdemona	—	Do.	Do.
17	Katl	Warkmeister	Hong Kong	Do.
19	Galilee	Wood	Batavia	Do.
	Life Brigade	—	Ceylon	Do.
	Oracle		Manila	Do.

ARRIVALS—*Continued.*

Date.	Ship.	Captain.	From.	At.
19	Malacca	Beattie	Foochow	Boston
29	City of Canton	Reddie	Colombo	London
31	St. Hilda	Trenoweth	Akyab	Do.*
30	Taunton	Chalmers	Shanghai	Do.
31	Lauderdale	Low	Foochow	Do.
29	Silver Eagle	Case	Do.	Do.
31	Melbrek	Beeching	Do.	Do.
Jan. 1	Passover	Pearson	Colombo	Do.
1	Caroline Hutchings	Ward	Do.	Do
1	Amoissador	Duggan	Macao	Do.
1	Rifleman	Smith	Foochow	Do.
1	General Caulfield	Moon	Galle, &c.	Do.
2	Peruvian Congress	Stockton	Akyab	Falmouth
3	Prudhoe	Wallace	Penang	Deal

* Not at Deal on the 17th as before reported.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec.30	Pelham	Gardner	Bangkok	London
30	Glenroy (str.)	Auld	Sing., China, &c., S.C.	Do.
30	Blackadder	Moore	Shanghai	Do.
27	Chieftain	Blacklock	Anjer	Cardiff
28	Arbutus	—	Galle	Shields
28	J. P. Wheeler	Harris	Manila	Liverpool
29	Madone	—	Batavia	Do.
28	Antipodes	—	Hong Kong	Do.
26	Ulva	McIntosh	Singapore & Penang	Glasgow
29	County of Lanark	McFarlane	Batavia	Do.
	Tanah Merah (str.)	—	Singapore, via S.C.	Do.
28	Eastern Chief	Caw	Yokohama	Do.
27	Alice	Pieper	Macassar	Cuxhaven
31	Agincourt	Cater	Shanghai	Sunderlan
	Giuseppe B.	Ferando	Batavia	Do.
	America	Gregory	China	Callao
Jan. 2	Frederick	Keating	Galle	Rio de Janeiro
Nov30	Golden Wave	Hodge	Colombo	Do.
30	Bali	Rosse	Batavia	Do.
19	Joaquin Rigan	Urtubiaga	Hong Kong	Callao
16	Sara	Andraca	China	Do.
16	Luisa Canevaro	Benturini	Do.	Do.
Jan. 2	Vixen (str.)	Keay	Sing., China, &c. S.C.	London
2	Edinburgh Castle	Cape	Cardiff & Singapore	Do.
3	Roslin Castle	Alexander	Singapore	Do.
3	Deerhound	Carlin	Do.	Do.
3	Leunatin	Blom	Cardiff & Hong Kng.	Do.
3	Matilde	Arruza	Manila	Liverpool

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For
Dec. 19	... Glengyle	... Galle, &c.	... London
—	... Ulysses	... Shanghai	... Do.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai: Africa. For Colombo, &c.: Virago, Zeno.

SAILING VESSELS.—For Yokohama and Hiogo: Albuera. For Yokohama: Leander, Velocity. For Shanghai: Aracan, Cutty Sark, Sir Lancelot, Leucadia, Duke of Abercorn. For Amoy, Chefoo, and Tientsin: Yarra. For Hong Kong: Woodlark, William Fruing, Jessie Isabel, William Ritson. For Manila: Maria. For Batavia and Sourabaya: Thomas Blythe, Alerte. For Singapore and Sarawak: Alcestis. For Colombo: Kingdom of Italy, Southern Belle, Caroline Hutchings, Caldera.

At LIVERPOOL.—For Yokohama and Hiogo: Wood Hall. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Ajax (str.). For Hong Kong: Hermon, Houri, Clymene, Cavalier. For Manila: Victoria, Glenduror. For Amboyna and Sourabaya: Soembing.

At GLASGOW.—None.

SPOKEN.

HEBE, Java to Rotterdam, 78 days out, 39 N., 41 W.
3rd d.p., 9854, Shanghai to London, Dec. 12, 36 N., 40 W.
TRINIDAD (ship), Batavia to Queenstown, Oct. 31, 30 S., 44 E.
STAGSHAW (ship), from Shanghai, Dec. 23.
SURPRISE (ship), New York to Shanghai, Nov. 24, 24 N., 36 W.
EDINBURGH (or Isabella) (brq.), London to Singapore, 46 days out, Nov. 13, 22 S., 47 W.
MENDORA (ship), Liverpool to Galle, Nov. 15, 20 S., 29 W.
IMIL (?) (English), London to Japan, Nov. 20, 3 N., 22 W.
GENERAL DE STEURS, Rotterdam to Singapore, Nov. 22, 8 N., 24 W.
RIVER EDEN, Liverpool to Singapore, 6 S., 27 W.
AUBURN, Sunderland to Colombo, 9 S., 27 W.
CHATHAM (brq.), Hamburg to Manila, Oct. 7.
GEOLOGIST, Colombo to London, Nov. 4, 13 S., 9 W.
ARABY MAID (ship), Canton to London, Dec. 3, 5 S., 18 W.
HOLLINSIDE, Shields to Galle, Nov. 2, 16 S., 30 W.
CORNELIS WERNARD EDUARD, Rotterdam to Batavia, Nov. 7, 6 S., 29 W.
NOVICE (French ship), Philippines to Liverpool, Nov. 2, 36 S., 24 W.
NOURMAHAL, Liverpool to Japan, in the South Atlantic.
TAITSING, from Shanghai, Nov. 13, at anchor near Pulo Taya.
HUYDECOPER, Newcastle to Batavia, Nov. 27, 2 N., 22 W.
KEDRON (barq.), Shanghai to New York, Oct. 13, 4 S., 106 E.
WESTERN CHIEF (ship), Java to Plymouth, Oct. 22, 13 S., 92 E.
A British barque, Manila to London, 109 days out, Nov. 9, 30 S., 31 E.
JAMES LIVESAY (ship) Penang to London, Dec. 6, 31 N., 35 W.
CATHARINA (Dutch barq.), Batavia to Amsterdam, Nov. 16, 32 S., 15 E.
SALUS (barq.), Shields to Ceylon, 34 days out, 12 S., 32 W.
ITASKA, for Yokohama, 25 days out, near the Cape Verds.
HIPPOCAMPE (French barque), for Japan, Nov. 3, 9 N., 30 W.
LORD ASHBURTON, Liverpool to Galle, Oct. 22.
AMAZON, Batavia to Rotterdam, Nov. 13, 35 S., 19 W.
PALM TREE, Cardiff to Singapore, Dec. 25, 44 N., 12 W.

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MARY E. RAY, Sunderland to Singapore, Nov. 18, 24 S., 28 W.
MARIA, Rotterdam to Batavia, Nov. 22, 20 S., 28 W.
LINDSAY (Norweg.), Swansea to Singapore, Nov. 13, 41 S., 36 W.
GLENAROS, Cardiff to Singapore, Oct. 31, 23 S., 33 W.
CUMBERLAND, Cardiff to Singapore, Nov. 26, 10 S., 30 W.
REICHSTAG (Ger. ship), Batavia to Amsterdam, Dec. 20, 36 N., 36 W.
ANN WILSON, Macao to London, Nov. 26, 11 S., 11 W.

FREIGHTS AND CHARTERS.

The steamers on the berth for the Straits and China have difficulty in filling up at the current rates, which are nominally the same, and are compelled to fill up with coals or go partly loaded.

CASUALTIES.

Advices received from Amsterdam, dated Dec. 28, state that sixty lasts of damaged coffee had been sold, ex Australie, Lucas, from Batavia, which vessel was towed into Nieuwe Diep in a sinking state.

Advices from Capetown, dated Nov. 18, received at Rotterdam Dec. 30, state that a further quantity of cargo, consisting of 588 bags damaged coffee and 194 serons damaged sugar, had been sold, ex Landbouw, Jansen, from Batavia, to Rotterdam, which vessel put into Simon's Bay, Oct. 16, leaky. The vessel had finished her repairs, and was about to leave the slip.

A telegram from Singapore, dated Dec. 18, received at New York Dec. 20, states that there was a probability of saving other portions of the cargo, besides the tin, from the Radiant (ship), Chase, of and for Boston, from Singapore, before reported as having been beached in Rhio Straits.

The Benmore, Proud, from Hiogo, which arrived at Texel Dec. 31, had been aground on the Harsens.

The Swiftsure, Stace, from Cardiff to Hong Kong, put into Falmouth, Jan. 3, with side of deck-house smashed, and crew refusing duty.

Advices from the Cape of Good Hope, dated Nov. 18, received at Amsterdam Jan. 1, state that the Annie S. (ship), Jackson, which vessel was chartered to take on the cargo of the Aldebaran (ship), Meyboom, from Batavia to New York, condemned at Simon's Bay, had received damage on her passage from Algoa Bay to Simon's Bay, and would have to repair.

Advices received from Rotterdam, dated Dec. 29, state that the Hebe, Meerman, from Batavia, had lost an anchor, and got aground on the Paardeplaat; but, after discharging part of her cargo, she got off. A tug was in attendance.

Advices received from Ronne, dated Dec. 23, state that the salvage steamer had arrived there with 330 packages damaged tea, ex Saida (str.), Carter, from London, to Konigsberg, which vessel stranded, and had become a wreck; the tea which was saved and taken to Yang, to be forwarded to Ronne, had not yet arrived at the latter place.

MISCELLANEOUS.

At ST. HELENA.—Nov. 28, Star of the South, Smith, from Singapore.

Six of the crew of the ship Weymouth, which sailed from London, Dec. 20, for Shanghai, and arrived in the Downs on 29th, have been landed at Deal, in consequence of their having refused duty.

The sound portion of the cargo of the Rosca, from Penang to London, which vessel put into Algoa Bay leaky, July 26, and was sold there, is coming forward per Falcon, which vessel called at St. Helena Nov. 25.

The unsold cargo per German barque Alida, from Nagasaki, has arrived per Alphington, from Algoa Bay.

THE screw steamer Tanah Merah, which we lately noticed as having been built by Messrs. Henderson, Coulborn, and Co., for Messrs. Paterson, Simons, and Co., to be employed in the local Straits trade, left the Clyde on the 30th ult. for Singapore.

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between **SINGAPORE, ST. JACQUES** (near Saigon), and **HONG KONG IS OPEN FOR TRAFFIC**, at the following rates for **TWENTY WORDS**:—

From **LONDON** to **SAIGON** and **COCHIN CHINA**	£5	17 0
„ „ „ **HONG KONG**	7	0 0
„ „ „ **SHANGHAI**	8	5 0

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6D.

MESSAGES from London should be forwarded from the FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the **United** Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street.

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ORIENTAL BANK CORPORATION

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £141,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1871.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... €800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France) Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigo (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta Bombay, Madras, Kurrachee, Agra, Lahore, Snangna, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.

Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

HOLLOWAY'S PILLS

YOUTHFUL INFIRMITIES.—With symptoms scarcely perceptible at first, which this restorative medicine would radically remove, the young become prematurely enervated and debilitated. They lose alike their looks, energy, and confidence. The general cause of this melancholy state is a disordered stomach or deranged liver, which Holloway's Pills will regulate. By improving digestion and purifying the blood they work wonders. They act so kindly, yet so certainly, upon every organ necessary for healthy digestion that the nervous system soon recovers and the wonted good spirits speedily return with strength, vivacity and vigour. The most delicate may safely take Holloway's Pills. They cause no violent effects upon the system, and gradually accomplish their end without much restriction in diet or pleasure.

THE REALM MARINE INSURANCE COMPANY (LIMITED).

NOTICE IS HEREBY GIVEN, that the TRANSFER BOOKS of this Company will be CLOSED from the 1st to the 7th January, 1872, both days inclusive. The INTEREST WARRANTS to 31st December, 1871, will be forwarded to the Proprietors whose names are registered in the Books of the Company on that date. No Transfers will be received while the Books are closed.

By order,

P. MANGHAN, Secretary.

16, Cornhill, Dec. 28, 1871.

THE

NAVAL AND MILITARY GAZETTE,

PUBLISHED EVERY SATURDAY,

ESTABLISHED FEB. 9, 1833,

Now under new Editorship, contains all the Naval and Military News of the Week, and the latest Special Information.

Price THREEPENCE.

THE ELLIPTICAL MAP OF THE WORLD FOR 1872

COMPRISES FOLLOWING DETAILS OR CHARACTERISTICS:—

1. The Greenwich Meridian bisects the Map equally, the Parallels of Latitude right lines, Meridians of Longitude equidistant as to latitude, converging to the Poles, and length of every Tenth Degree in English Miles.
2. International Voyaging, Travelling, Exploring, and Telegraphic and Railway Routes, with distances in English Miles.
3. Oceanic Currents and Trade Winds, &c., indicated by a series of darts and arrows of direction.
4. Magnetic Variations, illustrated by a system of circular signs, and lines of no variation of compass.
5. Various Geographical Notes—
   Antipodes of certain localities determined—Sites of Ancient Cities and Land of Eden—Last Voyage of Sir J. Franklin—Farthest points reached by Navigators towards the Poles, &c.
6. A Reference Table and Traversing Lines eastward and westward, and Notes to elucidate periodical action of Solar Light and Heat, and Mean Temperature of Various Climates.
7. Maps of Arctic and Antarctic Regions.
8. Maps of Celestial Hemispheres and Sun's Course.
9. Method of Colouring indicates the Territorial Extent of Races, Languages, or Religions, as English, Spanish, Mohammedan, &c.

DESIGNED BY G. T. EDKINS, LONDON.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Eau Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

LUCERNE.

HOTEL NATIONAL.

THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.

Salle-à-Manger, 70 ft. by 50 ft., large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d' Hote at Five and Seven.

SEGESSER FRERES and Co., Proprietors.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

CHANDELIERS IN BRONZE AND ORMOLU.

MODERATOR LAMPS AND LAMPS FOR INDIA.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.

BIRMINGHAM—Manufactory and Show Rooms Broad-street.

ESTABLISHED 1807.

ALEXANDER BROWN, ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

CEYLON.

COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 1,500 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B. — Fifty-seven estates now on the register. Thirty-eight have been sold.

FINE FLAVOURED STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness

Excellent economical stock for Soups, Sauces, &c.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB,

YOKOHAMA.

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS

AMSTERDAM.

THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January 1872. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram.
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
" Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS BUTTERY, & Co.
Batavia	HOUGHTON & Co
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.

(Over the JERUSALEM.)

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at he above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vesse's of 16 to 17 feet draught It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resid-nt Europeans.

Their two smaller GRANITE DOCKS can receive at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR, MALTA	Every Thursday at 2 P.M.	—
ALEXANDRIA, ADEN, BOMBAY	,, ,,	Every Monday at 5 A.M.
GALLE, MADRAS, CALCUTTA, PENANG, SINGAPORE, CHINA, JAPAN	Thursday, Jan. 4, at 2 P.M. And every alternate Thursday thereafter.	Monday, Jan. 15, at 5 A.M. and every alternate Monday thereafter.
AUSTRALIA, NW. ZEALAND	Thursday, Jan 18, at 2 P.M, And every fourth Thursday thereafter.	Monday, Jan 29, at 5 A.M. And every fourth Monday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

ALTERATION IN DAYS OF DEPARTURE OF PENINSULAR AND ORIENTAL COMPANY'S STEAMERS.

By order of the Postmaster-General the Steamer advertised to leave Brindisi on Tuesday, 9th Jan., at 2 a.m., will be despatched from that port on Monday, 8th Jan., at 5 a.m.; and thereafter the Company's Steamers will leave Southampton every Thursday, instead of Saturday, and Brindisi every Monday, instead of Tuesday.

PENINSULAR AND ORIENTAL COMPANY.—The Steamship PESHAWUR, 3,782 tons, 600 h.p., will be despatched from Southampton on Saturday, 13th January, for BOMBAY (via the Suez Canal), calling at Malta, Port Said, and Suez.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, and Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

December 10, December 24, January 7, January 21, February 4, February 18	For	Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The steamers of the 24th Dec., 21st Jan., and 18th Feb. connect at Aden with the steamers for Seychelles, Reunion, and Mauritius.

The steamers of the 10th Dec., 7th Jan., and 4th Feb. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... ... Every Saturday
,, Constantinople ... ... ,,
,, Algiers ... ... ,,

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Births in London are entitled to the conveyance of their luggage free to Marseilles.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days rom England.
Japan ..... In 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 42 ,, ,,
Australia ..... in 47 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magn ficent steamers of the United States, New Zealand, nd Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents 22, Moorgate-street, London.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Sir Lancelot	A1 16 yr.	E.I.D.	With des.
Hong Kong.	Wm. Fruing	A1 13 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong.	Jessie Isabel	A1 13 yr.	SWID	With des.
Amoy, Chefoo, & Tient.	Yarra	A in A1	SWID	With des.
Shanghai ...	Duke of Abercorn..	A1 16 yr.	SWID	With des.
Shanghai ...	Aracan	A1 14 yr.	SWID	With des.
Yokohama...	Leander	A1 16 yr	SWID	With des.
Yokohama...	Velocity	A1 14 yr	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

Steam via the Suez Canal.
To sail on the 25th January.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for JAVA and JAPAN, the splendid new full-powered screw steamer GALLEY OF LORNE, 100 A 1, 1,500 tons register. 240-horse power, nominal, built by Messrs R. Napier and Sons, Glasgow, RICHARD ROBINSON, Commander; South West India Docks. Has elegant accommodation for first and second-class passengers, including cabin fittings, bedding, and linen; carries a surgeon.

Rates of Passage as follows:—
To Singapore ... 50 gs. first-class, 35 gs. second-class.
,, Hong Kong... 60 ,, 40 ,,
,, Shanghai ... 70 ,, 45 ,,

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange Buildings, London, E.C.

STEAM from LONDON, via Suez Canal, or PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java and Japan. The following magnidcent STEAMERS will be despatched as under, from the South-West India Docks:—

Steamer.	Class.	Tons.	H.p.	To be despatched.
Galley of Lorne (new)	100 A1	1500	240	Jan. 25.
Lord of the Isles ...	100 A1	1846	240	Feb. 17.
Macgregor (new) ...	100 A1	1500	300	March 5.
Cyphrenes (new) ...	100 A1	1500	250	March 20.
Cheops	100 A1	984	150	April 5.

The accommodation for passengers is replete with every comfort, including bedding and linen.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, E.C

With despatch.

FOR SHANGHAI, the splendid clipper ship LEUCADIA, *AA1, 896 tons register; A. MEARNS, Commander; South West India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

CHINA, JAPAN, AND JAVA. The following high-classed CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Tns	Class.	Dock.	To sail.
Shanghai, Yoko. & Hiogo ..	Cutty Sark	921	A1 16 yr	E.I.D.	Jan. 20
Bat & Sour via S.C.	Albuera ...	774	A1 17 yr.	E.I.D.	Jan. 20.
	Vider, s.s.	350	3-3rds A1	E.I.D.	Jan. 15

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

STEAM, via the SUEZ CANAL.—To sail 15th January, 1872, direct for BATAVIA and SOURABAYA, proceeding to other ports in Java if sufficient inducement offer, the splendid new full-powered screw-steam VIDER, 3-3rds A1, 350 tons register, 280-horse power effective; East India Docks. This fine vessel is confidently expected to make a very rapid passage, and is specially recommended to shippers, as, by proceeding direct, transhipment and consequent delay and damage are avoided. Has excellent accommodation for passengers.

For Freight or Passage, apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

FOR SHANGHAI direct, with very quick despatch, the Clyde-built clipper ship CUTTY-SARK, A1 16 years (owned by Messrs. John Willis and Son), 921 tons register, G. MOODIE, Commander; East India Docks. This fine vessel has just been re-metalled, and is confidently recommended to shippers. First voyage—104 days, Gravesend to Shanghai; 108 days, Shanghai to Gravesend. Second voyage—97 days, Downs to Shanghai; 108 days, Shanghai to Docks.

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FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Brokers.	Tons	To Sail.
Alcestis, A1	Mills & Milne	398	Jan. 5
Glengyle, s.s. A1	Thos. Skinner & Co.	2,000	Jan. 20
YangTsze, s.s., A1 18 ys. L'pool bq.	Norris and Joyner...	1,266	Jan. 20
LIVERPOOL.			
Ajax, s.s.	Alfred Holt	1,519	Jan. 11
Prima, s.s.	Alfred Holt	1,572	Jan. 27
GLASGOW.			
Rosedale	Thos. Skinner & Co.	459	Jan. 21

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

PENANG, SINGAPORE, CHINA, & JAPAN—The following high-classed SCREW and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock	Last Shpng Day
Pen., Sing. Hg.Kg., & Shanghai, via S.C...	Yangtsze (s.s.)	A1 18 yrs L'pool Bk	1220	SWID	Jan. 20
Shanghai..	Langstone	A1	746	EID	With des
Che. & Tien	Sing-Tai ...	A1 10 yr.	320	EID	With des

Excellent accommodation for passengers.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

STEAM VIA THE SUEZ CANAL.—To PENANG, SINGAPORE, HONG KONG, AND SHANGHAI, taking cargo for transhipment to Java, Japan, &c., at through rates at shippers' risk (last shipping day 20th January, unless previously full), the splendid new full-powered Screw Steamer YANGTSZE, A1 18 years, Liverpool bark, 1,220 tons gross 780 tons net register, 160-horse power nominal; ———Commander; South West India Docks. This magnificent steamer, built this year by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, is expected, from her large proportionate power, to make a very quick passage. Has splendid accommodation for passengers.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

Liverpool line of Packets for Japan.

FOR YOKOHAMA and HIOGO, with prompt despatch, the splendid Clyde-built clipper barque WOODHALL, J. WHITTLE, Commander. 721 tons register. This fine Vessel was built in 1869, under special survey, and classed AA1 at Lloyds. She has proved herself to be one of the finest and fastest clippers afloat, and having always delivered her cargoes in excellent condition is specially adapted for the conveyance of Fine Goods. Loading in Prince's Dock.

For further particulars apply to MORS LE BLANCH and Co., The Albany, Liverpool; or East India Avenue, London.

Printed for the Proprietors by WOODFALL and KINDE Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Jan. 8, 1872.

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FRENCH MAIL EDITION.

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 437.] LONDON, MONDAY, JAN. 15, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

SUBSCRIPTIONS FOR 1872.

Subscriptions for 1872 are now payable, at £2 2s. per annum, including the Statement of Exports by each vessel to the Straits, Java, Siam, Philippines, China, and Japan. Cheques and Post-office Orders should be made payable to JAMES WEST, Publisher, 2, Cowper's-court, Cornhill.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Jan. 15.
JAPAN — Yokohama	Sept. 29	Nov. 17	Nov. 26
Yedo			
Osaka and Hiogo	„ 22	„ 16	„ 17
Hakodadi			
Nagasaki	„ 22	„ 13	„ 23
CHINA — Peking	—	—	„ 23
Tien-tsin	—	—	„ 25
Chefoo			
New-chwang			
Hankow	—	—	„ 23
Kiu-kiang			
Chin-kiang			
Shanghai	Oct. 6	„ 22	„ 30
Ningpo			
Foochow	„ 6	„ 21	Dec. 2
Formosa			
Amoy	—	—	„ 4
Swatow			
Hong Kong	„ 20	Dec. 2	„ 6
Canton			
Macao			
PHILIPPINES—			
Manila			
COCHIN-CHINA—			
Saigon	„ 27	„ 8	„ 10
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	„ 6
Samarang	—	—	„ 5
Sourabaya	—	—	„ 4
MALACCA STRAITS—			
Singapore	—	—	„ 14
Penang			
CEYLON—Galle	—	—	„ 22
Colombo	—	—	„ 20

THE MAILS, &c.

The French mail, bringing the above dates, was delivered, *via* Marseilles, this morning, its due date. The next inward mail (P. and O.), with dates, Yokohama Dec. 8, Shanghai Dec. 7, Hong Kong Dec. 13, Singapore Dec. 20, is due, *via* Brindisi, on Monday next, the 22nd inst. The Pacific mail, with advices from Yokohama to the 23rd Nov., *via* San Francisco and New York, reached London on the 8th inst. The telegraphic summary, *via* New York, of the next mail's advices by this route—dated Yokohama, Dec. 22—may be expected about the 20th inst.

Telegrams by the China Submarine and Red Sea Lines are being received, allowing for difference of time, in about six hours.

List of Passengers.

PASSENGERS INWARD.

By this (French) mail to Marseilles, per Messageries Maritimes steamer *Tigre* arrived Jan. 13.—From Yokohama: Messrs. Grenet, Ravel, Comi, Farfara, Sevoz Zanetti, Baron Outrey (French Minister), Madame Esther. From Shanghai: Messrs. Robinson, Monro, Sedlityke. From Hong Kong: M. le Baron de Hubner, Messrs. Coquelin, Laralle, Ruche, Real, Moller. From Saigon: Messrs. Morin, Sellier, M. and Madame Prichou, Madame Hauschil. From Batavia: Messrs. Dick, Egter, Schryrer, De Boer. From Singapore: Messrs. Luiz, Figueron, De Mas, Beltran.

PASSENGERS OUTWARD.

Per P. and O. steamer *Candia*, from Southampton, Jan. 4.—To Hong Kong: Mr. W. Wheeler, Mrs. C. White, Commander Wilson, R.N. To Singapore: Mr. Stevens. To Ceylon: Mr. A. B. Oliver, Mr. and Mrs. Bain. Mr. G. S. Anderson.

Per P. and O. steamer *Delta*, from Brindisi, Jan. 15.—To Yokohama: Mr. and Mrs. Hillier, Mr. and Mrs. J. Robertson. To Shanghai: Mr. E. H. Oliver. To Hong Kong: Mr. Westall.

Per P. and O. steamer *Peshawur*, from Southampton, (via S.C.), Jan. 13.—To Shanghai (via Bombay): Mr. and Mrs. H. Everall. To Hong Kong (via Bombay): Mrs. Heywood.

Per P. and O. steamer *Nyanza*, from Southampton, Jan. 18.—To Yokohama: Mr. W. McDonald. To Ceylon: Mr. Leisching.

Per P. and O. steamer *Ceylon*, from Brindisi, Jan. 29.—To Yokohama: Mr. von Brandt, Mr. von Knoblanch. To Singapore: Mr. and Mrs Tidmarsh, Mr. Balfour. To Ceylon: Mr. Webster.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present mail brings advices from this port to the 26th Nov.; the French mail, with London dates Sept. 29, arrived out Nov. 17. The following summary is from the *Japan Mail* and the *Japan Herald*:—

The following grades of Government offices, down to the 10th class, and rates of monthly salaries, have been fixed by the Japanese Government, to be paid in cash in lieu of rice as formerly. There are a few perquisites and advantages enjoyed by some of the officers which increase the remuneration they receive, but it will be manifest, when we mention that the Prime Minister, who heads the list, is only paid 800 rios a month, and the Chiji of the Kanagawa Ken but 250 rios, that the remuneration paid to officials in the public service is calculated upon a much lower basis than obtains in Europe—too little to support the dignity and importance of the more important offices. If the number of officials could be reduced, say by one-half, and the best officers only retained, at double the present rates, a great improvement would be effected, by thus offering sufficient inducement to the best intellects of the country to engage in the service of Government:—

SCALE. Class.		
1	800	Rios.
2	600	„
3	500	„
4	400	„
5	350	„
6	300	„
7	250	„
8	150	„
9	100	„
10	70	„

"The cry is still they come," for we learn that the Japanese Government, with the object of pushing on the civilisation of the country, and bringing it to as high a pitch in as brief a time as possible, are continuously engaging foreigners from abroad to enter their service. Without mentioning the American citizens who will presently arrive here to fill various capacities, we hear of the engagement of twenty-three French military instructors for the Imperial army and ten English instructors for the Japanese navy. Further, twelve beer brewers from Bavaria have been ordered, and a number of shoemakers (country unknown) will shortly arrive to teach the craft and mystery of bootmaking. Amongst the imitative movements of the day may be noted the establishment of a shoeblack brigade at Yedo, which is in course of formation, to be composed of street boys and men destitute of other employment.

An accident occurred on board the Japanese steamer *Komei Maru*, on leaving Yedo for Yokohama, which was the cause of the death of two and wounding of three passengers. By some means the clogs to the capstan gave way, driving the poles with great force in every direction. The same steamer met with a mishap to her machinery, and was forced to anchor, and return her passengers by another vessel to Yokohama, where they arrived late at night.

Our readers may remember that some time since a man by the name of Rogers was tried by the late Mr. Lemuel Lyon, the U.S

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Consul, at the instance of the Japanese Government, for forging kinsats, but owing to the feeble state in which the native witnesses appeared, the Consul refused to proceed with the case; the man therefore was admitted to bail to hold himself liable to be called on to appear at any time. We hear that he has forfeited his bail by his escape to Shanghai, where his re-arrest was caused by the Japanese authorities, and he has been again admitted to bail there, awaiting further instructions.

A gold-lace fever has now infected the Japanese, owing to several of the Daimios having decided on supplying their troops with a new dress, on the occasion of the present Japanese year. The Japanese new year begins about the middle of February, and several of the native merchants are paying foreigners exorbitant prices to obtain supplies from Europe by that time. They are, however, backward to enter into any contract unless the foreign merchants can guarantee that the lace will arrive here by the middle of February, or March at the latest. But few, now that the year is so near its close, would care, even by telegraphing home, to take this risk. Some of the Japanese have been beforehand in the matter, and we hear of one of the merchants at Yedo who, two months ago, ordered through one of the mercantile houses here over 20,000 yards of gold lace of different widths, from the manufacturers at Belgium.

A court-martial was held on board the *Alma* on Roslin d'Ivry, a seaman, who, it will be remembered, shot a Japanese *scindo* at Yedo some short time since. He was sentenced to be imprisoned for two years, and to pay a fine of £600.

An embassy left Yedo a few days since for Korea. What has the Mikado to say to the formerly subject Korea requiring two embassies in one year?

A hospital for Europeans employed in the railway department has been opened on the Bluff, at the quarters lately occupied by the British Legation Guard. Dr. Purcell, of H.B.M.'s 10th Regiment, is in charge of the hospital in Yokohama, and Dr. Wheeler of the British Legation in Yedo.

The underwriters of the cargo of the French ship *L'Arabie* have consented to pay in full the claims of which our readers have heard so much, a concession the liberality of which is calculated to cause the more surprise that a similar course would certainly not have been adopted at home, in view of the manner in which the claims were stated. Great labour has been expended in bringing about the result, and it is only due to the companies who accepted the claims, viz.: the Batavia Sea and Fire and the Colonial Sea and Fire, both of Batavia, to acknowledge the honourable liberality which induced them to pay a manifestly incorrect claim, not because they were compelled to do so, but because, as they say, they were desirous to prevent further loss to the innocent assured.

HIOGO.

Dates extend to the 17th Nov.; the Pacific mail, with New York advices Sept. 24, arrived out Oct. 31, and the P. and O. mail of Sept. 22 on the 16th Nov.; telegrams from London had been received to the 26th Oct.

The following items are from the *Hiogo News*:—A plot of ground situate at the corner of the Ikuta Baba and the Concession, and containing 359 tsubos—the rent of which is paid up to November 1st, 1874—was sold at public auction, by Messrs. A. de Ath and Co., for Mex. $700, to Mr. F. Blake.

Lot No. 12, on the Osaka Concession, with a building thereon was sold by public auction by Messrs. Johnson and Co. to Mr, Klein for Mex. $1,000.

M. Gaston Dutronquoy, whose death at an advanced age we record in another column, was one of the pioneers of Kobé, and the roll of those who fought at and survived Waterloo bears one name less. M. Dutronquoy had been in his time no mean traveller, and his mind must have been stored much above the average even of travelling humanity with recollections of strange scenes. In the East he had visited Singapore, Borneo, and Batavia; in South America, Chili and Buenos Ayres; in North America, California twice. He was also one of the pioneers of the gold rush to Melbourne. He arrived in Hong Kong in 1847, and afterwards visited various places in China, leaving Hankow for Kobé a short time before the opening of this port, only staying sufficiently long, we believe, at Nagasaki on the way to prepare a house which might be immediately erected on landing here. It is told of him that on his arrival here he opened a sort of drug shop, and when a customer required medicine, of which M. Dutronquoy pretended to no knowledge at all, he would first take a dollar, and then suggest that the customer should help himself according to his own discretion.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, Nov. 13, 1871, VIA SAN FRANCISCO.

I last wrote on the 3rd instant, *via* Brindisi, and now continue my series of letters more for form's sake than anything else, as the interval has been almost a blank. The mails of the 15th and 22nd Sept. reached this on the 4th and 13th inst., fifty and fifty-two days respectively. The movements of the vessels of war have been as follows:—H.B.M.'s gunboat *Midge* received orders per telegram, and hurriedly took her departure for Tientsin on the evening of the 7th instant, and, although very late in the season, it is expected that she will find the river open, as strong southerly winds have been blowing here during the past two or three days, which makes the weather here feel most unseasonably warm. The arrivals have been the French corvette *Cosmao*, 5th, from Chefoo; Russian corvettes *Isambroud* and *Vitias*, from Honolulu and Tuam, on the 6th and 11th instant, all of which vessels remain in port. The French ironclad *Alma* and some others of this squadron are expected to visit this port, and several of the Russian fleet will probably winter here. The *Almay* goes home—her place being taken by the *Vitias*.

Nebukin is 360 bus per $100; exchange on London, 4s. 7d. per dollar. Freight to London nominal, in the absence of a vessel on the berth.

The export of coal from this port, as reported by the *Nagasaki Gazette*, is as follows:—

	Takasima. Tons.	Karatz and other kinds. Tons.	Total. Tons.
August	1,994 ...	6,081 ...	8,075
September	955 ...	6,363 ...	7,318
October	2,276 ...	4,968 ...	7,244
Jan. 1 to Oct. 31, 1871 ...	20,145 ...	62,897 ...	83,042

CHINA.

TIENTSIN.

A correspondent, writing under date Nov. 23rd, sends the following items:—

The waters are much as when I last wrote, and the gap half way up to town is not yet closed. The authorities are receiving small dribblets of grain from Leaoutung, and a Chinese gunboat has again come with a few hundred piculs of maize and millet from Newchwang. The quantities of grain which have come during the last three months from Honan and the west of Shantung are much about the same as usually came from those places. The *Szechuen* has been lightered from Takoo by the millet, and she and the *Appin* both clear to-day for Shanghai.

We have now every morning ice at the river side, and I imagine the next strong north blow will close the river half way to Takoo. It is true the large volume of water this year may prevent it freezing over so early. In former years there has always been little water in the bed, owing to strong northerly winds. As we have this year a great deal of water running down night and day, it will not freeze so easily, and we may see the river close later.

H.B.M.'s gun vessel *Midge* arrived here five days back, and she and the *Leven* are both being housed in.

SHANGHAI.

Our advices from this port extend to the 30th November; the P. and O. mail, with London dates Oct. 6, arrived out Nov. 23. The *North China Herald* supplies the following items of news:—

The chief event of the week has been the visit of Tseng-kwo-Fan to the port. His reception is said to have cost the city of Shanghai ten thousand taels, and if all the other cities which he visits in the three provinces under his rule are put to proportionate expense, a viceregal tour must be rather a costly proceeding. Tseng arrived on the 22nd Nov., accompanied by the Acting Futai, the Taoutai, Chen, the Mixed Court magistrate, and a number of smaller mandarins. A guard of native soldiers went in front—a fairly presentable body of men—one party carrying flags, and another being armed with rifles and fixed bayonets. After these came banner and umbrella bearers, a few officers on ponyback, and in rear of the procession the usual following of yamen loafers.

The Viceroy is a well built man, somewhat stout, of heavy expression of countenance, with dark grey beard and moustachios, his face deeply lined. The Futai looks an intelligent man, of apparently the same years as his superior. Entering at the French side, his Excellency first visited the French Consul General, from thence passing to the Spanish Consulate, thence to the Danish Consulate (Messrs. Jardine, Matheson, and Co.'s), and next to the British Consulate. Here a guard of Marines was drawn up and saluted as he came in, while the bugler sounded welcome, and six guns were fired from some small cannon in the grounds. His Excellency was received by Mr. Davenport, Acting Consul, at his house; Mr. Fraser, Acting Vice-Consul; Mr. McClatchie, Acting Interpreter; Mr. Spence, of H.B.M. Consulate; C. W. Goodwin, Esq., Deputy Chief Judge; the senior naval officer, Captain Baird, of H.M.S. *Juno*; Captain Boyle, of H.M.S. *Curlew*; Colonel Winstanley, of the Feng-wan-shan Drilled Force; Mr. Mowat, Law Secretary, and several private gentlemen being also present. The interview was entirely taken up with the usual complimentary remarks and inquiries, which Tseng acknowledged in very brief terms and with a very bland manner. We believe there are some questions pending of a commercial nature, which have been referred to the city for his Excellency's opinion, and which he promises to inquire into. Having expressed a desire to look into the Supreme Court—a kind of foreign building, which he said he had not yet had an opportunity of seeing—he was conducted there. Mr. Goodwin

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showed him the Bench, and explained, through Mr. McClatchie, the position of jury, counsel, parties, and witnesses, when business was going on.

His Excellency admired the arrangements, but thought the jury-box was a contrivance for extorting confessions from refractory prisoners. To the Taoutai, who leaves Shanghai for Wuchang, to become provincial judge of Honan, he remarked jocosely that he feared he would not find such a Court there—the Chinese Government could not afford such fine buildings. His Excellency took a look at the ruins of the late Consulate, and expressed his regret that it should have been so unfortunately destroyed. Leaving here, his Excellency went to the Hongkew side, and called at the Austrian, American, German, and Japanese Consulates, being received at the last mentioned with true Oriental courtesy. Returning to the English side, the procession made its way to the city, choosing the less public way of the Soochow Bund and through the Settlement by the Szechuen, Peking, and Honan-roads.

Those who witnessed the Viceroy's retinue must have been rather struck with the grotesque state which attended the spectacle. To foreigners, accustomed to smart soldiery, gay caparisonings, and rich equipages, the surroundings of the ruler of sixty millions of people on a ceremonious occasion could not but appear invested with a splendour more peculiar than real. It was curious because it was Chinese, but we feel bound to say it was far from imposing. We have already remarked that the men were not an unpromising lot of fellows, and might look well if they were subjected to rigid foreign discipline, including proper attention to the arms entrusted to them, the regular use of soap and water, and the wearing of serviceable uniforms, instead of tawdry coverings terminating in ragged continuations and worn-out shoes or straw sandals. These things do not seem at all to offend the Chinese eye, however, and we suppose foreigners should look on and admire. The cavalry of the escort was, if possible, more squalid in its style—mounted on some ill-fed, ungroomed, meanly-equipped ponies. Possibly, however, his Excellency's followers where compelled to leave their troop horses in the interior, and put up for the occasion with the local stud from the Taoutai's stables. The chairs of the Viceroy and Futai were the only respectable things to be seen. While the party where on the Bund, there occurred a characteristic episode. A market coolie paused to indulge his curiosity, a basket of carrots swinging from his shoulder. The braves cepied the tempting esculent, "requisitioned the lot" and parted them among themselves, each securing a couple or so. But the coolie had learned what it was to live in a free settlement, and made an outcry which brought up one of the Viceroy's officers, who ordered the braves to pay one cash each, at the same time selecting two carrots for himself at that price. Then the coolie wanted to be paid for the tops of the carrots, which had proved as acceptable to the ponies of the cavalry as the roots did to the foot; but we suppose the soldiery thought it was a swindle to have to pay anything, and no more than the one cash per man could the unfortunate vendor of carrots obtain. It was very amusing also, at the British Consulate, to see a brave appealing to a marine to remove a bayonet which clumsy treatment had fixed to the rifle, the scabbard also adhering immovably to the bayonet. Amid much laughing, the marine complied. But the faults of the native soldiery are less of a personal nature than the result of the system.

On the 24th Tseng left the Kiangnan Arsenal for Woosung, in the No. 4 gunboat, followed by Nos. 3 and 1, containing his suite. It had been intended to hold a review at Woosung of the Franco-Chinese Contingent, but this did not come off; and an attempt to blow up a junk with torpedoes failed through the imperfectness of the electric apparatus. His Excellency visited the district city of Paoshan, returning on the 25th to Woosung, whence he started in one of the Arsenal gunboats for Nanking.

Complaints not loud but numerous are to be heard among the Chinese upon whom members of the Viceroy's retinue have been billeted. One case is worth noticing. A Chinaman engaged in foreign employment had modelled his house and furniture after the Western fashion, and done it in very handsome style. The Taoutai intimated that the owner must turn out, as the house would be required for a high mandarin. And as the new occupant was strongly anti-foreign in his views, the place must be denuded of everything which could suggest the abhorred presence. The walls must be stripped of their papering, and the house dismantled and altered to the style of a native dwelling. Above all, the unhappy owner must look pleasant under the infliction and play the smiling host. We have heard a Chinaman estimate the loss to the owner of the house at Tls. 2,000, and are assured that redress against the Taoutai is out of the question, in fact that a squeeze is pretty certain to be imposed as well. Here at least our early notions of mandarin power are amply borne out, and the theory of paternal government touchingly illustrated

The salt excitement at Yangchow is over, the "farmers" selected, and the deposit-money is coming back. The *Hupeh* brought Tls. 1,000,000 to Shanghai, so the tightness of our money market is effectually relieved. The concourse of applicants seems to have caused high times in Yangchow; report says a regular spree has been going on there.

The Viceroy is said to be endeavouring to restore to Nanking the important wood trade which used to be carried on there before the rebellion; in the course of events this gravitated to Chinkiang, but Tseng-kwo-fan is now exerting his authority to re-establish it in its former position. It is said that large hongs are about to be built for the purpose; and certainly the amount of rebuilding which is going on in the Southern capital should guarantee a large trade.

The Taoutai has paid a visit to the Austrian frigate *Fanasa*, accompanied by Chen and several other officials. The party remained on board about an hour. The steam launch belonging to the frigate was placed at their disposal. When they were leaving the vessel a complimentary salute was fired.

The Austrian treaty has been ratified, the signatures being the Fantai, for China, and the Chevalier Calicé, the Austrian Minister. The treaties were exchanged at the Mixed Court, where the Taoutai, Mr. Schlik, Austrian Consul, Chevalier Funk, commander of the *Fasana*, and interpreters, were also present. A dinner has been given at the Austrian Consulate in honour of the event, at which the Chinese officials were guests, and they returned the compliment subsequently at the Fantai's residence.

There is a rumour in Peking, which we give for what it is worth, that Li has been ordered to proceed North to settle certain boundary questions with Russia; the latter is said to have been again encroaching. The *Peking Gazette* announces the promotion of Chang-chih-wan, now Futai of Kiangsu, to be Viceroy of Fohkien and Chekeang, *vice* Ying-kwei, the present incumbent, ordered to remain in Peking. Hoching, now Viceroy of Shansi, is to succeed Chang at Soochow.

The first meet of the Paper Hunt Club for the season has been held, and unfortunately resulted in two bad accidents. During the run the foxes crossed the scent, whereby the hunt became divided. The first man in to accept the congratulations of his backers was a celebrated lightweight on Emblem, who has frequently distinguished himself on the flat. It was discovered that the hunt had entirely missed the real line of paper; hence no prize was awarded, the foxes having doubled back too closely on the outward scent. As already stated, two members of the hunt met with accidents—one dislocating his shoulder and the other breaking his ribs. We are glad to hear, however, that both are progressing favourably, and may soon again be seen in the pigskin.

The Yacht Club have held another regatta. Nine yachts entered—the *Emily*, *Charm*, *Pretender*, *Lucy*, *Fearless*, *Eureka*, *Phantom*, *Julia*, and *Fairy*. Four, however, were disqualified in the start. The race was won by the *Charm*. We are informed that another cup has been presented by a member of the Yacht Club, to be sailed for on the 2nd Dec.—the course to be round the Red Buoy and back.

The Philharmonic Society have given their opening concert for the season. It was a very successful performance and gave great gratification to a crowded house.

A meeting of the Shanghai Gun Club was held on the 27th November. The accounts showed a balance in hand of $144, out of which it was decided to give two cups to be shot for by members. Messrs. Dallas, Waller, Twigg, Chambers, and Martin were elected a committee.

HONG KONG.

Dates by this opportunity extend to the 6th Dec. The outward mail, from London of 20th Oct. arrived on the 2nd Dec. The following items are from the *China Mail*:—

The St. Andrew's Dinner was held in St. Andrew's Hall (30th Nov.), when a party numbering about eighty sat down. In decoration, ornamentation, and general comfort, the affair was a great success. Hon. W. Keswick presided, supported by Commodore Shortt and Colonel Kennedy; Mr. James Greig acted as vice chairman, and Rev. Dr. Legge and Mr. Tonnochy acted as croupiers. After the usual loyal toasts, the chairman gave "The Pious and Immortal Memory of Saint Andrew," which was drunk in solemn silence. "The Land o' Cakes" was next proposed by the vice-chairman, in a few pithy remarks, and drunk to with enthusiasm. Mr. W. Legge gave the "Heroes of Scotland in a short but stirring speech, recalling to mind a few of the great names of which Scotland was ever rightly proud. "The Literary Worthies of Scotland," which was the next toast was proposed by Dr. Legge, in the speech of the evening. He said that he was embarrassed with the riches which presented themselves in such a field of worthies, as Scotland had attained the top of the tree in almost every department of intellectual effort. After enumerating nearly all the branches of science, theology, literature, and adventure in which many Scotchmen shone with great lustre, the rev. doctor brought down the house by his genial, discriminating, and just estimate of Burns, Scott, Carlyle, and George MacDonald. "The Lasses" was given by Mr. Tonnachy, and responded to by Lieut. Burn; while the "Guests" was proposed by Mr. Scott, and responded to by Mr. N. B. Dennys (for Englishmen) and by Mr. Elwell (for Americans). The evening was passed very pleasantly, a number of songs being sung by gentlemen of all nationalities present, and the company broke up before midnight.

A Chinese burial-ground has been set apart at about a quarter of a mile north east of Yau-ma tee, and in future this will be the only lawful place of interment for the Chinese inhabitants of British Kowloong.

The police rate for 1872 is fixed at 7¾ per cent. for houses in

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the city of Victoria, and at 5 per cent. for houses in the villages of the island. The fire brigade rate for houses in Victoria is fixed at ¾ per cent., the lighting rate at 1½ per cent., and the water rate at 2 per cent. per annum. The rates are payable quarterly.

The ordinance relating to the admission and enrolment by the Supreme Court of barristers, attornies, solicitors, and proctors, and to the examination of articled clerks, and to provide for the registration of public notaries, has been approved and confirmed by Her Majesty.

The conditions are made public under which the privilege of farming the granite quarries in Hong Kong and Kowloong for 1872 will be granted.

His Excellency Governor Sir Richard Graves MacDonnell, K.C.M.G., C.B., being expected by the incoming French mail, the community are invited by the Colonial Secretary to attend his Excellency's landing at the Government Wharf, which will probably take place shortly after the steamer shall have anchored.

The Austrian treaty with China was ratified at Shanghai on Monday, November 27th, the signitaries being the Fantai, for China, and the Chevalier Calicé, the Austrian Minister. The treaties were exchanged at the Mixed Court, where the Taoutai, Mr. Schlick, Austrian Consul, Chevalier Funk, commander of the *Fasana*, and interpreters, were also present.

We learn that Baron de Hubner left Canton in the Chinese steamer *Peng-chao-hai*, after having seen all the sights and visited the local authorities.

We hear that it is in contemplation to establish a private steamer-service between this Port and Manila, which, if done, will be very convenient for correspondence, as it is impossible to insure the departure of the mails sent by sailing ships with anything like regularity. It often happens now that a steamer arrives unexpectedly and leaves for Manila during the time which elapses between the closing of the mail and the actual departure of the ship, which sometimes does not leave for three or four days after the time announced.

Mr. P. J. Hughes, Acting Consul at Canton, will, on the return of Mr. D. B. Robertson, proceed to Hankow.

An extraordinary general meeting of the Indo-Chinese Sugar Company (Limited), was announced to be held on the 13th Dec., for the purpose of confirming the resolution passed at the last meeting: "That the sale by the directors of this company's Bienhoa property and of the Lakhan estate to Mr. Victor Kresser, and the arrangements made in connection therewith for the settlement of the company's claim on Messrs Wahee, Smith and Co. in respect of the third call on the shares held by them, and for the cancellation of the contract of the 21st April, 1870, for the sale to them of certain sugars: as set forth in the report submitted to this meeting by the directors are approved of, ratified and confirmed, the same being manifestly to the benefit and advantage of this company."

At the time when the mail left the trial of Abdool Moussa and Noor Mahomed Camissa for conspiracy, which commenced on the 1st Dec., before Chief Justice Smale, was still proceeding. The Acting Advocate-General and Mr. Drummond appeared for the prosecution, and Mr. Hayllar for the defence. By next mail we have no doubt we shall receive the full report of the trial and verdict, and until then we reserve any further comments on the case.

The Ocean Regatta was announced to take place on the 7th December, the P. and O. tugboat *Dragon* being placed at their disposal to follow the race. It has been suggested that yachting sports in Hong Kong would be much increased by those who care for it entering small yachts for harbour races.

COCHIN CHINA.

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SAIGON.

Dates extend to the 10th Dec.

Mr. J. G. Caswell, British Consul at this port, has resigned his office in consequence of his approaching departure from the colony. Having regard to the growing importance of British interests in Saigon, we trust that the Foreign-office will see the advisability of appointing a special Consul to succeed Mr. Caswell, as the duties of the office which that gentleman ably fulfilled in the comparative infancy of the Settlement have now grown too heavy to be efficiently discharged by a merchant. It will give some idea of the rapid development of Saigon to state that the rice export amounted last year to no less than 5,000,000 piculs, and it will also show the extent to which British shipping is interested to add that, in the same year, no less than 250 vessels loaded in Saigon under the British flag.

We are glad to learn that Sir Richard McDonnell, Governor of Hong Kong, on his recent visit to Saigon, *en route* for the seat of his Government, was very warmly received by the Governor and officials of the sister Settlement.

THE MAIL ROUTE TO BRINDISI.

The following is the route now taken by the India and China mails:—Leave London Friday 8.45 P.M., arrive at Paris Saturday 7.20, A.M.; leave Paris 9 A.M., arrive at Modane Sunday at 12 35, and leave at 1 A.M., through the Mont Cenis Tunnel for Turin (time through tunnel, 35 minutes), arrive at Turin 5 30 A.M.; leave 5 50, arrive Bologna Sunday 12 6 noon; leave for Brindisi 12.30, and arrive Monday 4, A.M. Steamer leaves for Alexandria 5 A.M.

Commercial Report.

(For dates see first page.)

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IMPORTS.

YOKOHAMA.—Business in Cotton Yarn had been on a fair scale, Nos. 28 to 32 meeting with most favour, and for these counts an advance of $2 per picul had been established. Grey Shirtings had also been in good demand, but without any change in value. Alpacas were saleable at quotations, while other Woollens had been neglected. Quotations were as follows:—GE Grey Shirtings, 7 lbs., $2.20 to 2.22½ per piece; ditto, 8¼ to 8½ lbs., $2.50 to 2.55; ditto, 9 to 9¾ lbs., $2.80 to 2.82½; GE White Shirtings, $2.60 to 3.05; T-Cloths, 6 to 7 lbs., $1.85 to 2.10; Cotton Yarn, Nos. 16 to 24, $38 to 38.50 per picul; ditto, Nos. 28 to 32, $44.50 to 46; ditto, Nos. 38 to 42, $40 to 41; Alpaca, 42 yards, $7.40 to 7.85 per piece; Camlets, S and BBB, $13.50 to 14.50; ditto, SS, $12 to 13; ditto, SSS, $9 to 10; Cloth, medium and broad, $1 to 1.75 per yard; Lastings, $10.25 to 11.25 per piece; Long Ells, assorted, $6 to 6.50; Lead, $5.50 to 6 per picul; Iron, Nail Rod, $2.60 to 3.20; Bars, $3.50 to 4; Hoop. $3 to 3.30.

HIOGO—OSAKA.—A good demand existed for Cotton, and with the exception of Yarn prices were well maintained. Woollens were somewhat weaker. Cotton Yarn: Little inquiry, and quotations nominal. Grey Shirtings: In fair inquiry throughout the interval, without much change in value. Black Velvets: A somewhat large business done, but the demand had fallen off slightly at the close. Turkey Reds likewise taken to a fair extent, the market remaining steady at quotations. Chintzes: In somewhat more favour. Taffachelass: Slightly weaker, although prices were nominally as before. Camlets: A trifling business only at a reduction on last quoted rates. Black Lustres: Placed to a fair extent, but closed weaker. The deliveries of Mousselines de Laine were rather smaller; favourite patterns, however, still met a ready sale. Blankets: Without any active inquiry. Nail Rod Iron: Nominally higher, but no sales reported, in consequence of the absence of supplies. Quotations ruled as follows:—Cotton Yarn: No. 16 to 24, per bale, $111 to 113; 28 to 32, $126 to 128; 38 to 42, $111 to 113. GE Grey Shirtings, 7 lbs, 38 yds. 39-in., per piece, $2.18 to 2.20; 8¼ to 8½ lbs. 38 yds. 39-in., $2.50 to 2.55; 9 lbs., 38 yds. 44-in., $2.80 to 2.85. White Shirtings, nominal; T-Cloths, 6 to 7 lbs., $1.75 to 2; Drills, Dutch, 40 yds., $3.90 to 4.06; Handkerchiefs, assorted, per dozen, $0.62 to 0.80; Brocades and Spots, white, per piece, $2.50 to 2.75; dyed, $2.90 to 3.10; Chintz, assorted, 24 yds. 30-in., $1.60 to 2.55; Turkey Red, 24 yds. 30-in., $2.50 to 3.25; Turkey Red Cambrics, 24 yds. 30-in., 3 lbs., $2.40 to 2.85; Velvets, black, $8.50 to 9.25; Victoria Lawns, $1.15; Taffachelass, double warp, 12 yds. 43-in., $3.20 to 3.45; single, $2.40 to 2.80; Camlets, SS, scarlet, $17 to 17.50; black, $12.50 to 13; assorted, $14 to 15; Lastings, black, 30 yds. 31-in., $12.50 to 13.25; Crape Lastings, 30 yds. 31-in. $5.50 to 7; Orleans, figured, 30 yds., $4.75 to 6; Orleans, black, plain, 42 yds. 31-in., $7 to 8.20; Alpacas, nominal; Cloth, black, 56-in., $1.10 to 1.70; union, 56-in., $0.55 to 0.70; Long Ells, assorted, 12 lbs., $5.75 to 6; Blankets, per lb., $0.40 to 0.46; Iron, Bars, per picul, $3; Nail Rod, $3.15 to 3.20; Hoop, $2.62 to 3.20; Lead, $6 to 6.37.

NAGASAKI.—Messrs. Gribble and Co. report as follows:—Grey Shirtings, 8¼ lbs., $2.50 per piece. Turkey Reds, 24 yards 2¼ catty, $2.73. Dyed Shirtings: dark and light blue, $3.42 per piece. Camlets: SS scarlet, $18; green, $15.90; gentian, $14.80; black, $13.15; dark blue and purple, not in favour, $14.25 per piece. Lastings, black, $13.70 per piece. Lustres: plain black, best, 30 yards 32-in., $5.75 per piece. Velvets: black, $8.75 per piece. Blankets, scarlet, green, black, gentian, and dark blue, 42c. per lb. Metals: Nail Rods, up to 3-16 in., $3.60 per picul; stock nearly exhausted. Lead, $6.50 to 6.75 per picul, nominal.

SHANGHAI.—Grey Shirtings: During the monetary pressure the price of 8¼ lbs. common chops touched Tls. 1.74 per piece, and 7 lbs. were sold at Tls. 1.59 to 1.60, but with the return of sycee came a sudden reaction, and, under the firmness displayed by importers, many of whom, it was said, were acting under orders from home, the decline had been nearly recovered. The last sales gave the following rates:—7 lbs. ord. chops, Tls. 1.67 to 1.70 per piece; 8¼ lbs., common, Tls. 1.84 to 1.86; and eagles, Tls. 1.90, cash. A large lot of 8¼ lbs. goods sold by a foreign bank to whom it was hypothecated by a native who was forced to succumb during the late crisis, had also materially aided in strengthening the market for this fabric. The dealers counted on getting their wants supplied from this source at their own prices, but they had been disappointed, and were compelled to conform more to the ideas of holders. Heavy Shirtings continued saleable at last quotations. Drills were the only other textile that had shown any decided signs of improvement. English Cloth, which was sold at Tls. 2.90, could not be had under Tls. 3, and a fair inquiry prevailed. T-Cloths: Of these the sales were small, low prices offered preventing business. The common counts, however, were in some request, and the market wears an improving aspect; it has been unduly depressed. White Shirtings: No change. Jeans and Sheetings as last quoted, with very little demand. The same remarks applied to Fancy Cottons and Woollens, of which there had been scarcely any settlements. Metals.—Lead: No demand; Nail Rod Iron: No transactions. Coal scarce; arrivals small, and importers very firm.

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EXPORTS.

TEA.

YOKOHAMA.—A fair amount of business had been done, and settlements amounted to fully 5,000 piculs, consisting of all grades, from common to fine, but principally of medium; prices for the lower kinds ruled easy at about the same as last quoted, but for anything of the higher class full prices were maintained, finest and choice, being nominal. Stocks were slightly reduced, and consisted chiefly of second and third crop Teas, the quality of which as usual was very inferior. The Alaska took 154,973 lbs. for New York, and 28,992 lbs. for San Francisco; the Mikado sailed on the 17th November, for New York, with 531,551 lbs. The Walton and Lizzie Iredale were loading for New York. Quotations:—Common, $18 to 20 per picul; good common, $21 to 23; medium, $24 to 27; good medium, $29 to 32; fine, $35 to 40; finest, nominal, $42 to 50; choice, nominal, $52 upwards.

HIOGO-OSAKA.—Business had been upon a more moderate scale, owing to scarcity and higher prices of desirable parcels of fine and choice descriptions. The bulk of the Tea in stock consisted of good medium and the lower grades, for which prices had declined. Settlements were reported to be 2,200 to 2,300 piculs, leaving a stock estimated at 5,500 piculs. The Bertha Marion was loading for New York; the Pacific mail steamer took about 50 tons. Quotations:—Common, $16 to 18 per picul; good common, $19 to 22; medium, $23 to 26; good medium, $27 to 33; fine, $34 to 41; finest, $42 to 49; choice, $50 to 55; choicest, $56 and upwards.

NAGASAKI.—Purchases had been on a small scale, prices being considered too high, until near the close, when about 1,000 bales had been settled. The steady decline in the value of dollars prevented business. Stocks were large of Common to medium at $13 to 18, Medium to Fine being only in moderate supply at $18 to 23 per picul. Finest, none.

SHANGHAI.—Black: Transactions only amounted to 478 chests, at Tls. 14 to 16 per chest for common Oonahm kinds. Of the very few parcels remaining of quality superior to these Teamen were firm holders. The stock was 15,000 chests, almost all of the lowest kind. The total export to Great Britain was in excess of last year's to date 9¼ millions of lbs., and last season 6½ millions more went forward from date; of this there was no chance during the present season. Green: A good business had been done during the week. With the exception of a few common chops bought for England at high prices, the settlements had been for America. Prices continued high. Settlements, 21,300 ½-chests; stocks, 37,500 ½-chests.

SILK.

YOKOHAMA.—Although telegraphic advices from the home market had been of a depressing character, yet the market had continued fairly active, and a moderate amount of business had been done, but chiefly by continental houses, and settlements may be taken at about 700 bales, of which hank sorts formed the bulk. Prices were without change, previous quotations being fully maintained. Silkworms Eggs: Purchases for the season to date were estimated at 1,250,000 cards, and shipments by present mail would probably close the season's export.

HIOGO-OSAKA.—Transactions had been small, settlements being only estimated at 95 bales of 80 catties. Dealers had been very firm, and had succeeded in forcing up prices to the extent of $40 to 50 per picul; at the close they demanded still higher rates, reporting that Silk was dear and scarce in the interior. Quotations were:—Idah, fine to good, 26s. 7d. to 27s. 8d. per picul; Sodai, medium to good, 25s. 5d. to 27s. 3d.; Aetchizan, medium to good, 24s. to 25s. 10d.; Nagahama, medium to common, 21s. 5d. to 23s. 7d.

SHANGHAI.—Owing to easier rates in exchange, the market had been a little more active. The settlements amounted to fully 200 bales, and consisted of chop Silks purchased at Tls. 572½ to 577½ for No. 3 Tsatlee; Red Peacock, at Tls. 507 to 510; Re-reels, common Taysaams, and other sorts; these prices showed a slight advance on last mail quotations. The market closed firm, the Chinese not being anxious sellers, the return of money from Yangchow having greatly reduced the rate of interest with them. Stock was estimated at 4,700 bales.

SHANGHAI SILK SHIPPERS.

From 1st June to 15th November, 1871.

	Bales.		Bales.
Adamson, Bell, and Co. ...	1,035	Lindsay and Head... ...	67
Blain and Co.	60	Maertens, A. H.	251
Barnet and Co.	1,173	Milsom and Tod	1,245
Birley, Worthington, & Co.	997	Nachtrieb, A., and Co. ...	933
Birt and Co.	339	Pila and Co.	689
Borntraeger and Co. ...	197	Pustau, W., and Co. ...	113
Bourjau, Hubener, and Co.	255	Reiss and Co.	1,246
Bovet, Brothers and Co. ...	278	Robison, J. S.	56
Bower, Hanbury and Co....	1,475	Russell and Co.	530
Brand Brothers, and Co. ...	1,306	Sassoon, D., Sons, and Co.	1,348
Bull, Purdon and Co. ...	32	Scheibler, Matthaei, and Co.	187
Butterfield and Swire ...	593	Shaw Brothers and Co. ...	973
Essex and Co.	1,170	Siemssen and Co.	349
Fogg and Co.	148	Skeggs, C. J. and Co. ...	4,226
Findlay, Wade, and Co. ...	120	Telge Nolting and Co. ...	166
Gamwell, F. R.	690	Texter and Co.	2,323
Gibb, Livingston, and Co...	1,148	Thorne Brothers and Co. ...	353
Gilman and Co.	2,394	Turner and Co.	297
Heard, Augustine, and Co.	539	Vaucher Freres	18
Helbling, J. C. and Co. ...	575	Westall, Brand, and Co. ...	406
Hogg Brothers	752	Wright, Burkill and Co. ...	366
Jardine, Matheson, and Co.	719	Sundries	3,454
Jarvie, John, and Co. ...	1,426		
Lacroix Cous. and Co. ...	1,011	Total bales... ...	37,830

TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Daylight*	Aug. 7 ...	Shanghai ...	818,600
Sarah Scott... ...	— 15 ...	Do. ...	815,500
Red Deer	— 22 ...	Do. ...	1,003 800
Avon	— 26 ...	Do. ...	841,900
Derwent	Sept. 14 ...	Do. ...	851,300
Avona	— 14 ...	Do. ...	960 500
Amoor	— 26 ...	Do. ...	402,800
Guinevere	— 26 ...	Do. ...	1,261.800
Seatoller	— 26 ...	Do. ...	654,000
Hope	Oct. 2 ...	Do. ...	585,200
Elizabeth Graham ...	— 20 ...	Do. ...	820,300
Centurion	— 23 ...	Do. ...	1,283,400
Constantia	— 23 ...	Do. ...	581,600
Celestial Queen ...	— 23 ...	Do. ...	990,100
Fort Regent	— 23 ...	Do. ...	799,700
Her Majesty ...	Nov. 8 ...	Do. ...	519,400
Victoria Nyanza ...	— 13 ...	Do. ...	1,470,000
Ailsa...	— 18 ...	Do. ...	1,477,600
Ulysses (str.) ...	— 22 ...	Do. ...	234,200
Holmsdale	Sept. 22 ...	Foochow ...	1,663,100
Hopewell	Oct. 21 ...	Do. ...	791,800
Florence Nightingale	— 21 ...	Do. ...	625,500
Falke	— 26 ...	Do. ...	127,100
Carmelita and Ida...	— 30 ...	Do. ...	451,400
Devana	Nov. 2 ...	Do. ...	1,100,400
Killarney	— 3 ...	Do. ...	618,500
Columbus	— 3 ..	Do. ...	1,012,500
Ino	— 10 ...	Do. ...	406,000
Brockham	— 20 ...	Do. ...	1,371,300
Reigate	— 22 ...	Do. ...	1,318,800
Allandale	— 22 ...	Do. ...	591.200
Ottercaps	Sept. 26 ...	Canton ...	541,800
Veronica	— 27 ...	Do. ...	418 000
Chanticleer... ...	Oct. 9 ...	Do. ...	73,600
Burdwan	— 30 ...	Do. ...	971,500
Onward	Nov. 4 ...	Do. ...	415,000
Corea	— 4 ...	Do. ...	581,100
Crest of the Wave ...	— 21 ...	Do. ...	678,500

* Put back.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company ...	500 ...	500 ..	205 ...	4 p.c
Shanghai Gas Company ...	100 ...	100 ..	144 ..	12 p.c
Shanghai S.N. Company ...	100 ...	100 ...	195 ...	12 p.c
S. Tug and Lighter Company ...	850 ...	850 ...	400 ...	5 p.c
French Gas Company	50 ..	50 ...	63 ...	10 p.c
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$565 ...	12 p.c
North China Insurance Co. ...	Tls.1,000	Tls.200 ...	Tls.500 ...	trien.
North China Steamer Company	100 ...	100 ...	77 ...	
Union S.N. Company	100 ...	100 ...	120 ...	10 p.c
Yangtsze Ins. Association ...	500 ...	500 ...	950 ...	15 p.c
Union Insurance Society ...	$5,000 ...	$1,000 ...	$2,500 ...	trien.
China Traders Co. (Limited) ...	Tls.1,000	Tls.1,000 ..	500	$475p.s
China and Straits S. N. Co. ...	$100 ...	$25 ...	25 ...	
Hong Kong and China Gas Co.	£10 ...	£10 ...	nom. ...	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100 ...	Tls.203 ...	12 p.c
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$166 ...	12 p.c
China Fire Insurance Co. ...	500 ...	100 ...	160 ...	12 p.c
Hongkew Wharf Co. ...	... Tls. 100	Tls. 100	...Tls.150 ...	

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5½d.	4s. 6d.	4s. 6d.
Shanghai ,, ,, ...	6s. 0½d.	6s. 1d.	6s. 1½d.
Canton ,, ,,	4s. 5d.	4s. 5½d.	4s. 5¾d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 5½d. to 4s. 5¾d.	4s. 5½d.	4s. 5¾d.
Manila ,, ,, ...	—	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	Nominal.	221½ to 222
,, Hong Kong...	27½ to 27¾ dis.	—
Bar silver	111.3.0	Nominal.
Mexican dollars	75.0.0	Nominal.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 60; Old, 62 per cent. prem.
Hong Kong Gas Company, 62 dols. per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance, 2,500 dols. premium.
Hotel shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 40 per cent premium.
Hong Kong Fire Insurance Company, 565 dols. per share
Union Insurance Company, 1,500 dols premium.
China and Japan Marine Insurance Company, Tls. 20 premium.
China Fire Insurance Company, 63 dols. premium.
Victoria Fire Insurance Company, $65 premium.
China Sea, Saigon, and Straits Steamship Company, 5 per cent dis.
China and Straits Steam Navigation Company, $25 dis.
Indo-Chinese Sugar Company, $17 dis
North China Insurance Company, Tls 500 premium
Shanghai Steam Navigation Company, Tls 92½ to 95 premium, nominal.
Hong Kong Distillery Company, $10 premium.
Hong Kong Pier and Godown Company, $8 to 10 dis.

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Shipping Intelligence.

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ARRIVALS.

At HIOGO.—From Liverpool, Nov. 5, Deogaum; from Hamburg Oct. 31, Margot.

At SHANGHAI.—From London, Nov. 25, Omba; from Cardiff, 25, Ellen Browse; from London, Portland (by telegram).

At HONG KONG and CANTON.—From London, Dec. 1, Glendarroch (str.); from Amsterdam, 2, Johanna and Willem; from Liverpool, Patroclus (str.) (reported by telegram).

At MANILA.—James Aiken, Ceylon (by telegram).

At SINGAPORE.—From Cardiff, Jan. 1, Ottolina; from Liverpool, Jan. 4, River Eden; 9, Teviot, Nederland, Orangie Landerstein (reported by telegram); Dec. 5, Ulysses (str.); from Newport, 7, John Clark.

At SAIGON.—From Bordeaux, Dec. 2, Malacca.

At PENANG.—From London, Jan. 9, Sree Singapura (reported by telegram).

DEPARTURES.

From NAGASAKI.—For London, Oct. 22, Zohrab.

From YOKOHAMA.—For New York, Nov. 17, Mikado.

From HIOGO.—For London, Oct. 26, River Avon.

From SHANGHAI.—For London, Nov. 18, Ailsa; 21, Ulysses; 26 (via Foochow), Lord of the Isles (str.); for New York, 23, Lady Louisa.

From FOOCHOW.—For London, Nov. 26, Ulysses (s.); 29, Beemah.

From HONG KONG and CANTON.—For New York, Dec. 3, Early Morn.

From BANGKOK.—For Bordeaux, Nov. 16, Codan.

VESSELS PASSED STRAITS OF SUNDA.

Nov. 24, Centurion, Shanghai to London; 27, Mary Evans (str.), from London.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—Dec. 28, at New York, from Shanghai, Serica; Jan. 11, at Plymouth, from Java, for Amsterdam, Fair Wind; at Queenstown, from Maulmain, Julette; from Rangoon, Abergeldie; 14, off Plymouth, from Foochow, Thyatira.

DEPARTURES.—Jan. 9, from Shields, for Hong Kong, T. D. Marshall; 10, from Cardiff, for Shanghai, Annesley; from Penarth, for Singapore, Evening Star; 12, from London, for Shanghai, Leucadia; 13, for Cardiff and Hong Kong, Ambassador; 12, from Deal, for Colombo, Brisbane; 11, from Newport, for Singapore, Springfield; 12, from Cardiff, for Hong Kong, St. Andrew's Castle; for Shanghai, Annie Gray; from Rotterdam, for Sourabaya, Æolus; for Batavia, Krimpen van de Lek.

LAID ON.—At London, for Penang, Singapore, Hong Kong, and Shanghai (via S.C.), Glengyle (str.).; at Liverpool, for Manila, Two Brothers; for Hong Kong (via Cardiff), Alhambra (str.).

SPOKEN.—Zanzibar, Sourabaya to Queenstown, Dec. 1, 15 S., 8 W.; Montano, Boston to Hong Kong, Dec. 15, 15 N., 34 W.; Surprise (American ship), to Shanghai, 1 S., 31 W.; Garibaldi (Amer. ship), Cardiff to Hong Kong, Dec. 2, 11 S., 30 W.; Vale of Doon, Manila to London, Nov. 15, 35 S., 21 E.; Dulce Nombre de Jesus (Russian barque), Sourabaya to New York, 64 days out, Dec. 1, 14 S., 8 W.; N. G. Q. B. (Dutch ship), Batavia to Rotterdam, Jan. 9, 48 N., 11 W.; Acacia, London to Colombo, Nov. 30, 14 S., 34 W.

CASUALTIES.—Advices from Mahe, Seychelles, dated Dec. 20, state that the Norodom (str.), Gauvied, from Bordeaux, for Cochin China, put in there Dec. 3, with machinery out of order and requiring repairs.

MISCELLANEOUS.—At Port Said, Dec. 30, Buenaventura (str.), and sailed for Manila. At St. Helena, Dec. 14, Maiden Queen, from Foochow, and sailed, 15, for London; 15, Insulinde, from Batavia. Off St. Helena, Dec. 15, Peveril of the Peak, from Colombo. The Nebula, Fishwick, arrived at New York Dec. 29, from Simon's Bay, with cargo ex Aldebaran, which latter vessel was condemned there.

LATEST TELEGRAMS.

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CHINA.

SHANGHAI, JAN. 4.—Piece goods quieter; Cotton, Shanghai, Tls. 13. Tea quiet; freight to London, £3 10s. Silk: No. 3 Tsatlee, Tls. 600; total export, China and Japan, from commencement of the season 44,000. Exchange on London: Bank bills six m.s., 6s. 0½d.

HONG KONG.—Piece goods quiet, with little inquiry. Tea season closed; total export, China and Japan, since commencement of the season 132,375,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 4½d.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

BOURNE—On the 14th Nov., at No. 31, Bluff, Yokohama, the wife of W. Bourne, Esq., of a son.

BRODIE—On the 2nd Jan., at Lethen House, Nairnshire, N.B., the wife of James C. J. Brodie, Esq., Lethen, of a daughter.

HORRELL—On the 16th Nov., at 6, Seymour-terrace, the wife of Mr. J. B. Horrell, of a daughter.

HOWARD—On the 1st Dec., at Staunton-street, Hong Kong, Mrs. Thomas Howard, of a daughter.

LEISK—On the 9th Dec., at Erin Lodge, Singapore, the wife of William R Leisk, Esq., of a son.

MENDEL—On the 2nd Jan., the wife of Sam T. Mendel, Esq., Manchester, of a daughter.

MARRIAGES.

BRAND—BARRAUD.—On the 10th Jan., at St. James's, the parish church, Stanstead, Abbots, by the Rev. C. Pratt, assisted by the Rev. Alfred Dutton, James T. Brand, of Shanghai, to Ellen Jane Barraud, eldest daughter of James Barraud, of Stanstead Abbots, Herts. No cards.

FROLICH—WOOD.—On the 10th Jan., at St. Luke's Church, Chelsea, London, Carl Gustav Frohlich, late of Singapore, to Maria, daughter of John Wood, of Warwick-road, West Brompton. No cards.

GREGORY—BOUDOIN.—On Thursday, the 11th Jan., at St. Georges's, Hanover-square, W. H. Gregory, Esq., Governor of Ceylon, to Elisabeth, widow of J. T. Boudoin, Esq.

JOHNSTONE—HALBERT.—On the 3rd Dec., at St. Andrew's Cathedral, Singapore, by the Rev. S. R. Dingley, Robert Johnstone, of Yokohama, to Isabella Atkinson, second surviving daughter of John Potts Halbert, Esq. of Ashby Grange, Annan, Dumfriesshire.

MORANT—LUSHINGTON.—On the 9th Jan., at St. Paul's, Tupsley, near Hereford, by the Right Hon. and Ven. the Lord Saye and Sele, assisted by the Rev. Thomas Canning, vicar, Charles May Allen Morant, Esq., Madras Cavalry, to Catherine, eldest daughter of the late Charles Ansell Lushington, of the Bengal Civil Service.

SEAMAN—YATES.—On the 15th Nov., at the residence of the bride's father, Shanghai, by the Rev. Robert Nelson, in the presence of the U.S. Consul-General, Annie, only daughter of Rev. M. T. Yates, of Raleigh, N.C., to John F. Seaman, jun., of Newburgh, New York.

ST. JOHN—HANSARD. On the 4th Nov., at St. Thomas' Church, Sarawak, by the Right Rev. the Bishop of Labuan and Sarawak, assisted by the Rev John Kemp, M.A., Government chaplain, Oliver Cromwell St. John, to Blanche Sarah, third daughter of the late Frederick Agar Hansard, Esq., of Montacute, Somersetshire.

DEATHS.

BAILEY—On the — Nov., at Yokohama, the wife of the Rev. Buckworth Bailey chaplain.

BELL—On the 20th Nov., at Shanghai, Captain William H. Bell, aged 48.

BENSON—On the 8th Jan., Eleanora Seymour, aged 52, the beloved wife of Robert R. Benson, Esq., of Rookwood, Alderley Edge.

CROSSLEY—On the 5th Jan., at Belle Vue, Halifax, Sir Francis Crossley, Baronet, M.P., aged 54.

DUTRONQUOY—On the 12th Nov., at Hiogo, Gaston Dutronquoy, a native of Lille, Flanders, aged 74.

HARRISON—On the 6th Jan., at his residence, David Harrison, Esq., of 352, Kennington-road, Surrey, and 5, Walbrook, London, in the 73rd year of his age.

HUGHES—On the 18th Nov., at Shanghai Helen Peel, the beloved wife of Captain Wm. Hughes, eldest daughter of the late John Caught, Esq., R.N., of Southsea, Hants.

HUGHES—On the 5th Jan., at Hong Kong, in her thirty-second year, Emily, the beloved wife of Hugh Hughes, of the Agra Bank, Hong Kong, and eldest daughter of Heathfield Young, Esq., of Dorking, Surrey (by telegram).

MILNE—On the 17th Nov., at Shanghai, suddenly, of aneurism, F. Montgomery Milne.

NELSON—On the 17th Nov., at Garden Reach, Bangkok, A. Nelson, civil engineer to the Siamese Government.

SHIPBUILDING ON THE CLYDE.

We have received from our correspondent an account of the work done on the Clyde for the Eastern trade during 1871, with a list of orders on hand, which will be especially interesting, because it will be extremely difficult in future to obtain information of a similar kind, as the Association of Engineers and Shipbuilders have passed a resolution to the effect that no further information on this subject is to be supplied.

The return of vessels launched during the past year shows that 245, with a tonnage of 191,800, were sent afloat during that period, being an increase in the number of vessels over the two previous years, and an increase of 2,000 tons over 1870, but a decrease in tonnage when compared with 1869 of 2,200. Of the work completed no less than 45 were steam vessels built for the Indian and Far East trades, with the large tonnage of 79,887. The following are the particulars:—

By Messrs. Barclay, Curle, and Co. Shobcross:—Penguin, 1,741 tons and 180 h.p, for Messrs. Seater, White, and Co. for their Indian trade, *via* Suez Canal and Colombo; and Benledi, 1,557 tons and 160 h.p., for Messrs. W. Thomson and Co., for the same trade. By Messrs. Jas. and Geo Thomson, Clyde-bank:—Gordon Castle and Drummond Castle, each of 2,100 tons and 220 h.p., for Messrs. Thos. Skinner and Co., Glasgow, for the Singapore and China trade. By Messrs. R. Napier and Sons, Govan:—Galley of Lorne, 2 081 tons and 230 h.p., for Messrs. Shaw, Maxton, and Co., London, for the China trade. By the London and Glasgow Engineering and Iron Shipbuilding Co., Govan:—Rydal Hall, and Glenroy, 2,200 tons and 250 h.p. each, both for the East Indian trade, the former for Robt. Alexander, Esq., and the latter for Messrs. Allan C. Gow and Co., Glasgow. By Messrs Dobie and Co., Govan:—Azalea, 1,780 tons and 175 h.p., for Messrs. Hargrove, Fergusson, and Jackson, Liverpool, for the Indian trade; Albay, 584 tons and 90 h.p., for Messrs. Russell and Sturgis, Manila, for the China coasting and Philippine Islands trade; and a barge of 77 tons and 15 h.p., for the same firm, for the river traffic at Manila. By Messrs. John Elder and Co., Fairfield:—Willem III. and Prins van Oranje, 2,736 tons and 400 h.p. each, and Prins Hendrik and Conrad, 3,055 tons and 400 h.p. each—all for the Stoomvaart Maatschappy Nederland, for the Holland and Java trade; China, 1,094 tons (paddle) and two barges of 145 tons each for Messrs. Russell and Co., Shanghai, for coasting. By Messrs. A. Stephen and Sons, Linthouse:—Glensannox, 1,509 tons and 160 h.p., for Messrs. W. Ross and Co., Glasgow—for the India and China trade; Sun Foo, 1,500 tons and 180 h.p., for E. M. de Bussche, Esq., London—for the China trade, and Dagupan, 300 tons and 25 h.p., for a London firm—for Manila coasting. By Messrs. A. and J. Inglis, Pointhouse:—Paddle, 366 tons and 50 h.p., for John McColl, Esq., China.

By Messrs. Thos. Wingate and Co., Whiteinch:—A twin-screw saloon steamer, 160 tons and 35 h.p., for Messrs. Liebert and Co.—for the Japan river passenger trade. By Mr. J. G. Lawrie, Whiteinch:—Orchis, 1,800 tons and 180 h.p, for Messrs. Hargrove and Co., Liverpool—for the East India trade. By Messrs. Chas Connell and Co., Scotstown:—City of Mecca, 2,300 tons and 250 h.p, for Messrs. George Smith and Sons, Glasgow, for the East India trade; and the Gouverneur General Mijer, 1,000 tons and 135 h.p., for

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the Nederland Indian Steam Navigation Company, for the Dutch colonies. By Messrs. W. Simons and Co., Renfrew :—Baghdad, for Messrs. Gray, Dawes, and Co., London, for the Indian trade. By Messrs. Henderson, Coulborn, and Co., Renfrew :—Enterprise, 1,515 tons and 250 h.p, for E. M. de Bussche, Esq., for the China trade ; and the Tanah Merah, 734 tons and 150 h.p., for a Singapore firm for Singapore, Siam, &c. By Messrs. Denny and Bros., Dumbarton :—Indus, 3,478 tons and 450 h.p., for the P. and O. Company ; Patna, 1,780 tons and 200 h.p, for the British India Company, for the Far East ; Tenasserim (str.), 1,837 tons and 180 h.p., for Messrs. Patk. Henderson, and Co., Glasgow, for the Clyde and Rangoon trade ; Boyne, 3,320 tons and 500 h.p., for the Royal Mail Company ; Arracan, 1,840 tons and 180 h.p., for Messrs. P. Henderson and Co., Glasgow, for the Clyde and Rangoon trade ; and the Mandalay and Amarapoora, 1,333 tons and 150 h.p. each, for the latter firm. By Messrs. A. McMillan and Sons, Dumbarton :—Killarney, 1,720 tons, for Messrs. Francis Carvill and Son, Liverpool, for the East India trade. By Messrs. Blackwood and Gordon, Port Glasgow, Strathclyde, 1,951 tons and 180 h.p., for Messrs. Burrell and M'Laren, Glasgow, for the East India trade ; and the Red Gauntlet, 1,430 tons and 170 h.p., for Messrs. Gibson and Co., Leith, for the East India trade. By Messrs. Robert Duncan and Co., Port Glasgow :—A paddle of 825 tons and 180 h.p., for the Irrawaddy Flotilla and Burmese Steam Navigation Company, Rangoon. By Messrs. Cunliff and Dunlop, Port Glasgow :— ———, 150 tons and 30 h.p., for Messrs. Kniffler and Co.'s river traffic in Japan. By Messrs. Caird and Co., Greenock :—Khedive, Mirzapore, Pekin, and Peshawur, 3,800 tons and 600 h.p. each, for the P. and O. Company ; and Ananda, 400 tons and 60 h.p., for the Burmah Steamship Company, for Rangoon.

The following work is on hand at present :—By Messrs. Seath and Co., Rutherglen :—A paddle steamer, for the East. By Messrs. Jas. and Geo. Thomson :—The Braemar Castle and Cawdor Castle, 2,300 tons and 250 h.p. each, for Messrs. T. Skinner and Co., Glasgow, for the Singapore and China trade ; and a steamer of 550 tons and 80 h.p., for Messrs. Guthrie and Co., Singapore. By Messrs. R. Napier and Sons :—Edinburgh Castle and Windsor Castle, 2,355 tons and 250 h.p. each, for Messrs. Donald Currie and Co , Leith, for the East India trade. By the London and Glasgow Company :—A steamer of 1,500 tons 130 h.p., for Messrs. Jenkins and Co., for the East Indian trade. By Messrs. Aitken and Mansel :—One of 2,600 tons and 320 h.p., for the Queen Steamship Company, for India ; one of 2,600 tons and 350 h.p., for D. R. Macgregor, Esq., Leith, for India ; and one of 2,160 tons and 300 h.p., for Messrs. Ross and Co., Glasgow, for India. By Messrs. Wm. Symons and Co., Renfrew :—One of 1,500 tons and 200 h.p., for the British Indian Steam Navigation Company. By Messrs. Wm. Hamilton and Co., Port Glasgow :—Devon, 1,700 tons and 160 h.p., for the Commercial Steamship Company, London, for the East Indies.

THE MONT CENIS ROUTE.

(THE TIMES.)

The 5th of this month marked, as an Italian Correspondent points out this morning, the date of an important step in the progress of our communication with India. On that day the Overland Mail was, for the first time, made to travel by the route of the Mont Cenis and Brindisi. It left London in the evening of last Friday and arrived at Brindisi in the morning of the ensuing Monday, taking for the journey twenty-four hours less than by the Marseilles route. It is not unlikely that far greater advantages may be reaped from the opening of this new channel of commercial intercourse. But, in the meanwhile, we must congratulate ourselves on the final removal of the obstacles which so long stood in the way of this important achievement. It is not uninteresting to look back on the various stages by which modern ingenuity and enterprise have almost daily brought us nearer to our vast Asiatic possessions. An immense gain was made when, in exchange for the tedious navigation round the African Continent, a short cut was traced across the Desert from Alexandria to Suez. But from England to the Delta of the Nile there were several routes, and it was soon found that it was easy to avoid the circumnavigation of the Spanish Peninsula, and look for another short cut through France, by Calais, Paris, Lyons, and Marseilles. Independently of the shortness of the road, it became evident that a railway train was, in many respects, a more convenient as well as a more rapid means of locomotion than the best of steamers ; and the maxim that "no one should go by sea where it was possible to travel by land" re-asserted all its popular authority. The maxim, however, admitted of a larger application, and, if it had been found inexpedient to sail to India round Africa and round Spain, there was also no reason why one should not strike at once across Italy, rather than make the tour of her western and southern coasts. From London to Alexandria the most direct line would pass through Calais and Paris to Mâcon, the Mont Cenis, Turin, Bologna, and Brindisi. The only obstacle lay in the chain of mountains constituting the barrier between France and Italy, but by the opening of the great Alpine tunnel of Mont Cenis that last hindrance was removed, and a railway train can now proceed, without interruption, from the old French port in the Channel all the way to the ancient Roman harbour on the extreme coast of the Adriatic.

It might seem idle to inquire why the Mont Cenis line, which was opened in September, is only now coming into operation. The Marseilles line, and the steamers connected with it, had for several years deserved well of this country. Nothing could exceed the speed and punctuality, the diligence and civility, which attended the service of our Overland Mail all along its progress through France. But the day was drawing near in which such profit as might accrue to her from this traffic had to be shared with Italy, and French self-interest naturally for some time rebelled against that law of progress which must always be a law of necessity. Even when she at last resigned herself to what could not be helped, France only half yielded, and with no very good grace. The Mail which left London on Friday evening had not its retinue of ordinary passengers. It was conveyed by special trains the whole of the way, and only the officer in charge, Captain O'Brien, and the Postmaster-General of India travelled with it. This may be only a temporary arrangement, and matters may improve with the success of the first experiment. It is hardly to be supposed that any difficulty can arise in the establishment of such accommodation for passengers along the new route as is provided for the "limited" mails on the main lines to Scotland and Ireland. But till such reasonable anticipations are justified, travellers on their way to India, if pressed for time, will be compelled to follow the new route through Belgium and Germany, rather than expose themselves to all the delays and vexations which are still to be met on the French railways by the ordinary trains between Macon and Modane. Owing to the want of a good understanding between France and Italy on this subject, the direct postal communication between England and Italy *via* the Mont Cenis is now interrupted, and the mails must go over the Brenner, a longer and more expensive route, the rate of postage between the two countries having been raised in consequence, both on letters and also, and in considerably larger proportions, on parcels, books, and newspapers. A correspondent was the other day calling our attention to the absurdity that a newspaper sent from England to Florence or Rome cost three times as much as one forwarded across two oceans and a continent to Australia. So far as Italy is concerned, there seems every disposition to do away with such inconveniences. The Italian Government, having no other means of counteracting the ill-will and jealousy of France, are determined to put upon her all the pressure which can be exercised by the competition of the Brenner line with the Mont Cenis line. The Italian Postmaster-General, Cavaliere Barbavara, feels confident that by a proper management of the Italian railway lines, and by an intelligent agreement with those of Austria, Germany, and Belgium, he will be able to reduce the difference between the two lines to about six hours' time. The new railway and postal arrangements on all the Italian lines were expected to come into operation yesterday.

It is full time that both France and Italy should become aware that the tide of human progress waits for no man. While they are striving with one another for the privilege of conveying our mails across their territories to the coasts of the Mediterranean, enterprises of a far more gigantic character than even those of the Mont Cenis or the Isthmus of Suez threaten to open new outlets for human enterprise, far away from the shores of that inland sea, all across the Asiatic Continent. Our own shortest overland route to India lies through Germany, Austria, and Turkey to the Bosphorus, and hence along the valley of the Euphrates to the Persian Gulf. But, even in that undertaking, it seems that we may expect to encounter the competition of Russia, who, from the shores of the Volga, where her railways have now their termini, is said to be contemplating a prolongation of those lines all the way to India, achieving across Asia a work analogous to that accomplished by America throughout all her continent by the Pacific Railway. There is, however, nothing in the prospect of these world-wide schemes, whether they come soon or late to maturity, which need put the nations bordering on the Mediterranean out of conceit with the signal advantages attached to their position on that sea, which has now again become what it was in ancient times—the great centre of the world. Unless the nations of the South of Europe, and especially the French and Italians, from want either of courage, or of industry, or of money, fail to give to the intercourse through the Isthmus of Suez the full development of which it is capable, a very substantial part of the Eastern trade must necessarily go through their hands. The *Perseveranza* of Milan, while descanting on the importance which the improvement of all the means of communication is sure to give to the port of Brindisi, considers that that port will at the utmost only monopolise the traffic which may conveniently be forwarded by railway trains—the mails and passengers and the lighter merchandise. For goods of larger bulk or weight water conveyance will always offer the advantages of greater economy, and the largest vessels coming up to the Adriatic or the Mediterranean will always find it convenient to push on to the inner harbours of Venice and Trieste, of Genoa and Marseilles. Not improbably, however, there will be enough to do for all those ports. It is wonderful to think how the natural advancement of the human race has been, is, and will be, almost unconsciously bringing back the ancient traffic to those original channels which had run dry and been forsaken since ancient and mediæval times. Equally wonderful is it to see how harmoniously political events shape and fit themselves to scientific achievements, so that the opening of those new channels of Eastern trade finds the countries most interested in its development in the position which best enables them to secure its advantages. Had Italy in 1870 been the mere geographical expression, the mere aggregate of enslaved and divided States, it was twenty years ago, one can scarcely conceive how even the opening of the Suez Canal and of the Mont Cenis Tunnel could have sensibly promoted her prosperity. Had the Pope, and the Bourbon, and all the Powers of Misrule had their own way to the end, where there are now railways and harbours there would only be, as formerly, frontier barriers, Custom-houses, police offices—all imaginable hindrances to material, mental, and moral movement. But, as it happened, political emancipation managed to keep pace with commercial advancement. Men and things went hand in hand. A providential combination of simultaneous causes led to unhoped-for, unlooked-for effects. Before that tide of fortune which, however tardy, has surely borne Italy forward, can there be a doubt that individual interests, petty local jealousies, and selfish national aspirations must needs give way? It seems hardly credible that it should be France which stands in other people's light. It is unworthy of her, while allowing a free passage to the Overland Mail, to hamper the service with restrictions which, to a great extent, limit its usefulness, and tend to frustrate its object

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NAVAL AND MILITARY.

It is stated that the tolls paid for right of transit through the Suez Canal for each of Her Majesty's transports amount to £1,950. The recent passage of H.M.S. Iron Duke, *en route* to the China Station, cost £1,100.

Lieutenant F. Brinkley, Royal Artillery, has received an appointment under the Japanese Government as Gunnery Instructor to the Japanese forces.

Dr. William R. Bennett has been appointed to the Princess Charlotte Hospital ship stationed at Hong Kong.

DEPARTURE OF THE 80TH REGIMENT FOR CHINA.

The 80th Regiment of infantry (Staffordshire Volunteers) was inspected on the 5th inst. by Major-General Newton, commander of the Dublin Garrison, and on the same day embarked at Kingstown on board the troopship Simoon, Captain Madden, which vessel arrived at Portsmouth on the 7th inst. The regiment was there transferred to H.M. troopship Orontes, Captain J. L. Perry, which vessel proceeded on the 12th inst. for China, *via* the Suez Canal, and will call at Gibraltar and Malta *en route*. After conveying the regiment to Hong Kong the Orontes will take the headquarters of the 1st Battalion 10th Foot from that station to Singapore to replace the battalion of native Indian infantry, which is to be withdrawn. One battery of garrison artillery will then be withdrawn from the Straits Settlements and brought home in the Orontes.

Under the new regulations by which, as stated in our issue of the 26th ult., the Straits Settlements will, as regards the military command, be united with China, the forces will be stationed as follows:—Hong Kong:—1 battery garrison artillery, 1 regiment European infantry (the 80th Regiment), 2 companies Gun Lascars. Straits Settlements:—1 battery garrison artillery, 1 battalion European infantry (1st Battalion 10th Regiment).

The following are the officers of the 80th regiment who proceed in the Orontes:—*Colonel:* Henry John French, 1867. *Majors:* Hamilton Charles Smith, 1859; Geo. H. Twemlow, 1871. *Captains:* Charles F. Amiel, 1858; Henry Rowland, 1858; John Wilkinson, 1859; Charles Tucker, 1860; Charles J. R. Tyler, 1859; Frederic B. N. Craufurd, 1865; Charles A. F. Creagh, 1863; James L. Bradshaw, 1868. *Lieutenants:* Samuel G. Huskisson (Adjutant), 1859; Allan Saunders (regimental instructor of musketry), 1867; Walter Howard, 1859; Joseph B. Ridout, 1859; Henry J. Brown, 1860; Paul Swinburne, 1862; James H. Alston, 1868; Wilfred T. Anderson, 1868; Henry W. Rudkin, 1867; J. G. K. Young, 1870; John E. H. Prior, 1871; Charles C. Cole, 1871. *Ensigns:* Henry J. Johnson, 1868; Edward Gillman, 1868; James Ormsby Sherrard, 1868; Lipton C. Potts, 1869. *Paymaster:* Hillier Givins, 1871. *Quartermaster:* John Belt, 1867. *Surgeon:* D. C. M'Fall, 1871. *Assistant-Surgeons:* John Murray, M.B.; Brodie Cruickshank, M.B.

Lieut.-Colonel Robert Prescott Harrison, who lately commanded the regiment, has retired from the service, receiving the value of his commission. Captain Robert James Maxwell, also of this regiment, has been selected to fill the post of aide-de-camp to the Governor and Commander-in-Chief of Ceylon, and has been specially permitted to continue to be absent from the regiment until September, 1873.

LEGAL.

COURT OF COMMON PLEAS.

DENT V. NICKALLS.

This was a case of considerable importance to stockbrokers and others, and it arose out of the following circumstances:—The plaintiff, a merchant in the City, formerly held 160 shares in the Bank of Hindostan, China, and Japan (Limited), and in September, 1866, he instructed Mr. Cope, a broker, to sell them. Mr. Cope sold 100 of them to the defendant, a jobber, at £3 5s. for account. Before the account day came the defendant had effected a sub-sale at 52s. a share profit to Mr. Porter, a broker, who was acting for Messrs. Newburn and Saltham, brokers of Manchester, who were employed by Mr. Edward Eaton. When the name day came Mr. Eaton gave that of his son, "George Eaton, of Upton, Macclesfield, drysalter," and the transfer was registered in his name. George Eaton was a lad, seventeen years of age, a clerk in his father's counting-house, the father being a drysalter. The bank got into liquidation, and in July, 1869, Vice Chancellor Stuart removed the name of George Eaton from the list of contributors, upon the ground that he was a minor, and substituted that of the plaintiff, whereby the latter became liable to pay calls to a large amount. The plaintiff thereupon commenced the present action, contending that the defendant was liable to indemnify him against any liability which he had incurred in consequence of not receiving a proper name as transferee. At the trial before the Lord Chief Justice in London a verdict was directed for the plaintiff for the nominal sum of £7,000 odd; but the question now raised was, whether a rule should be made absolute for a new trial, upon the ground that his lordship had acted wrongly in directing a verdict for the plaintiff, when in fact there was no evidence to support the verdict.

The Court granted a new trial, upon the ground that the evidence which had been given as to the custom of the Stock Exchange was ambiguous.

COLONEL SYKES'S CASE.—An application has been made before Vice-Chancellor Sir James Bacon, by the official liquidator of the European Central Railway Company (Limited), to enforce payment of a sum of £22 per share on twenty-five shares held by Colonel Sykes, chairman of the board of directors. The case made by the applicant was that the chairman and his co-directors, although they had paid up the whole amount of capital due upon their shares, had made an improper use of their power of paying calls in advance. It was alleged that they had paid calls in advance in order to create a fund out of which their fees might be paid; so that they not only got paid, but contrived to escape all future liability in a failing company. The Vice-Chancellor held that the course which had been taken by the directors was a mere device to escape the liability which they were bound to share with the other shareholders, and granted the application with costs.

The directors of the British Ship-owners Company have issued their report for the past year. The profits on completed voyages amount to £41, 741, out of which it is proposed to pay a dividend of 7½ per cent. per annum, carrying £15.000 to depreciation account, leaving £2,684 to be carried forward to new account.

The Danish frigate *Tordenskjold*, which it will be remembered took an active part in laying the China and Japan section of the Great Northern Telegraph cable, (on her homeward voyage,) arrived at Gibraltar on the 3rd inst.

Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Jan. 9.

It is a characteristic sign of the times and a proof of the confidence placed in the future peaceable march of events since the conclusion of the war, that in Germany so many industrial undertakings should have sprung into existence in the course of the last few months, and in full recognition of the principle that union is strength they have assumed the shape of joint-stock companies, which has the advantage of enabling smaller capitalists to come forward and take an interest in enterprises from which they would otherwise be excluded by the limited means at their command, their want of connections, and not understanding the details of the business in which they embark as shareholders in a company. This is further much facilitated by the system of practical "limited liability" generally pursued on the Continent, and which is found to work perfectly well and afford the greatest security. It is simply this: the shares are fully paid up, and are not made out in any name, but payable to the bearer. This simplifies the business very much, and the transfer of shares in the books of the establishment becomes superfluous. Besides, it offers great facilities for obtaining temporary loans by merely depositing the shares as security. Banking establishments, railways, steam companies, breweries, distilleries, and other industrial undertakings are now all formed and carried on on this principle with great success.

In a great commercial emporium like Hamburg, with extensive connections in all parts of the world, it is not an unreasonable desire of the merchants here to emancipate themselves from their dependence on foreign nations for the needful supply of vessels to convey to them their own cargoes from a want of a sufficient number sailing under the German flag, and in the present advanced state of machinery, and the daily improvements and economies that are being made in the engineering department, when we shall probably in a very few years live to see sailing vessels totally superseded by steamers, it is but natural that this awakened sense of self-defence and independence of foreign assistance should more particularly take the direction of creating new lines of steamers, for which the steadiness, orderly conduct, and economy practised by the Germans, adapt them admirably to compete with the whole world. Of this we have two striking proofs in the Hamburg-American Steam Company and the North German Lloyd at Bremen, both of which are admirably conducted, and without any assistance or subsidies from their respective Governments have been able to stand on their own legs from the very beginning—some ten or twelve years ago—and not only compete successfully with subventioned companies under foreign flags, but pay their shareholders very handsome dividends—sometimes as much as 20 per cent.

This desire to extend the field of operations for the national flag at sea has been much increased since they have had a really national flag, and still further developed since the restoration and reconstruction of the Empire of Germany, and now that all fear of fresh complications or another war has subsided the nation is turning its attention to cultivating in good earnest the arts of peace by the extension of its trade and navigation. It is now just two months ago that a project was formed here for establishing a line of steamers to run (for the present) fortnightly between this port and South America. The original promoters of the scheme being first-rate houses of this city, who enjoy the unlimited confidence of the Exchange, the rush for shares was so great that seventy-five times the amount required was subscribed on the day fixed, so that a reduction had to be made in the distribution of the allotments in such a manner that those who had subscribed for 160 shares only got one.

In the meantime this thirst for establishing new lines of steamers has extended to the interior of Germany, and especially in Berlin and Frankfort. On New Year's Day we were agreeably startled by the announcement that two powerful steamship companies were in course of formation, one of which has already completed its arrangements and issued its prospectus. It is called "the Atlantic," the promoters consisting of the following highly respectable firms:—Des Arts and Co., Rudolf Brach, Hundeiker, and Abegg, F. Laeiss, B. Schonfeld, Ross, Vidal and Co., R. M. Sloman, A. Tesdorpf and Co., all of this city; M. Matthiessen and Co., of Altona; and the Berlin Handels-Gesselschaft,

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the Deutsche Bank, Mendelssohn and Co., and Schickler Brothers, at Berlin, who have subscribed for all the shares; but a certain number will be offered to the public in order to evade the charge of exclusiveness, and it is also in the interests of the company to admit others to participate in the expected profits. The total share capital is fixed at seven million thalers, of which one-half is to be issued at present, and of this half one million thalers are to be offered to the public at par.

The second of these two steam companies has not yet issued its prospectus, but from private information I am enabled to state that the capital will be ten million thalers, and that among the directors are the Anglo-German Bank and the following first rate firms:—A. J. Schon and Co., L. Behrens and Sons, August Behn, J. F. W. Reimers, Siemssen and Co., Vorwerk Bros. and Co., Carl L. D. Meister and Co., Julius Huhecken, H. H. Eggers, Berkefeld and Michahelles, all of this city, and Messrs. Knauth, Nachod, and Kunne, of New York.

The Deutsche Bank at Berlin has doubled its capital, as indicated in my last letter, by the issue of new shares to the amount of five million thalers, and having thus an available working capital of ten million thalers, intend to go in with energy for a monopoly of the banking business with China and Japan. For this purpose they have founded a Filidle or branch establishment in this city, as manager of which they have engaged the services of Herr Wilhelm Probst, for many years a partner in the firm of Wm. Pustau and Co., of China, who, from his long residence in that country, and an intimate knowledge of its commercial affairs, may be expected to fully justify the confidence reposed in him by the Bank in giving him such a responsible appointment. In addition to this the Bank are taking steps for the establishment of branches in China and Japan, and Herr Mammelsdorff is appointed the manager at Yokohama, and Herr Soeligmann in a similar capacity at Shanghai. Both these gentlemen were directors of the branch establishments of the "Comptoir d'Escompte de Paris," in China and Japan respectively, but were obliged to throw up their appointments in consequence of a general resolution to dismiss all Germans when the late war broke out.

Your readers are aware that the Germans in Japan and China have sent over a collection of curiosities illustrative of the commerce, manufactures, and industry of those countries, as a patriotic contribution to the National Fund for the relief of the widows and orphans of the Germans killed in the late war. It will therefore interest them to learn that the collection has safely arrived in Berlin and been placed for public inspection in one of the saloons of the Minister of the Interior, where they form quite a little ethnical museum, and excite much interest and sympathy. The proceeds of this extemporised bazaar are in aid of the funds of the Kaiser Wilhelm Stiftung. The Crown Prince and Princess of Germany take a great interest in this collection of curiosities, and it has, in consequence, become the fashionable lounge of the day.

The Census returns for Bremen have just been published, from which it appears that the total population of that city, including the suburbs, amounts now to 82,996, against 74,574 at the last triennial census, showing an increase of 8,416 souls.

COMMERCIAL.

Business has recommenced after the holidays, but in a very quiet manner, but it is to be expected that in the course of this month more animation will prevail than has hitherto been the case. The only alteration to notice in the quotations is in Pepper, which commands more attention, whilst a better feeling exists, and prices are rather higher, so that a further rise is expected. Singapore has been sold at 6¾ to 6⅞ sch. bco., and Penang at 6⅞ to 6⅞. Of Cassia Lignea 13,000 chests have come to hand, but they are not yet in the market, and their arrival has as yet had no influence on the prices. From the firmness exhibited by the holders of Spelter, it is highly probable that prices will go up; in the meantime no transactions are reported.

SHIPPING.

ARRIVALS.—Emulation, from Canton and Whampoa; Humboldt, from Rangoon; Araby Maid, from Canton.

SAILED.—Alice, to Macassar.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Jan. 10.

We are still without a Minister of War. Some papers—and amongst them the influential *Handelsblad*—hint that the Naval department and the Ministry of War will, for the future, be united under one Minister; but the majority of people are of opinion that it would be better that the portfolio of war should be entrusted to a civilian instead of a military chief. In the meanwhile, rumours are current that Mr. Stieltjes will be appointed to the post, and a good many see in him "the right man in the right place."

There is now a serious contest going on between our principal merchants and manufacturers with reference to the revision of the Java tariff, a question with which Parliament will deal very shortly. A number of the cotton manufacturers of Twenthe have forwarded an address to the Second Chamber, in which they urge that if the differential duties are abolished in Java—as the Minister proposes—their interests will be so greatly injured that all their capital will be lost, because it will be impossible for them to compete with English manufactures, if they are not protected by a differential duty in our colonies. On the contrary, some Amsterdam houses of high standing have addressed the Chamber in approval of abolishing these differential duties—because they say free trade is the only vital element of prosperity. They show by figures that our manufacturers *can* compete with the English, especially since the revival of our cotton trade, which enables spinners to provide themselves with the raw material in our own markets. They refute the grievances expressed in the address from Twenthe, and urge the Chamber to pass the measure. They go so far as to request that a lower import duty shall be fixed, than that proposed by the Minister, and that all the export duties in Java shall be abolished. They are, for instance, of opinion that it is an enormous injustice to levy an export duty on so important an article as sugar. This address is much applauded, and it will be followed by another from the principal traders of this town, couched in similar terms. It is very strange that there are still merchants to be found who seek their sole aid in Protectionism, which has for years crippled our commerce. Is it, for instance, not to be regretted that Mr. W. S. Lindsay is quite right in stating in his letter to the *Daily News* that the tonnage of our shipping is now 25 per cent. less than it was in 1860? It has, in fact, decreased from 511,519 tons in the last named year to 441,995 tons in 1871. Last year our number of vessels diminished by 73, their number being 1,508, against 1,581 in 1870, and still every week East India merchantmen are being sold because they cannot make profitable voyages. The produce from Java, which is imported on private account, is for the greater part carried by vessels of other nations, and our shipowners are grumbling over what they imagine will be the evils of Free trade, instead of approving of the measures, which will enable them to compete with other nations on equal terms. I, however, have to mention one fact which shows that our traders are not altogether "Droogstoppels."* Some of the principal mercantile houses have furnished a capital of about f.50,000 to organise an expedition to the east coast of Africa, to ascertain whether it is possible to do business there. Two gentlemen well known in the African trade have started to make the necessary investigations, and when they return a company will be organised on the same principle as the African Trading Society.

At the Bourse there has been an extensive rise in nearly all securities chiefly due to speculative investments. The money market is in a very sound condition, and a large capital is seeking employment.

Mr. Boelen, one of the managers of the Nederland Company, has retired. It is not known who will be his successor.

A principal topic of discussion is the national festival at Brielle on the 1st April next. There is not much sympathy displayed by the public in the matter, and if the Catholics had held their tongues instead of protesting against the project, I believe it would have been a failure.

The Earl Gruan de la Barre has published another book to demonstrate the rights of the Bourbon family, established in Holland, to the throne of France. His work is entitled "La Branche Ainée des Bourbons, veuve et Enfants du Duc de Normandie Louis XVII. devant la justice."

Messrs. Motké and Sprenger van Eyk will start by next mail to Java. Mgr. P. M. Vrancken, Bishop of Colophon, papal vicar of Batavia, has arrived at Maastricht. His health is too precarious to permit his return to the East.

H.M. has granted permission to Sub-lieutenant J. A. Lindo to enter for four years into the military service of Japan.

H.M. has approved of the appointment of Mr. G. von Bultzingslowen as Consul for the United States at Sourabaya.

PRODUCE MARKETS.

Hardly any alteration worth notice is to be reported in the genera, features of our Produce Market, which remains devoid of animation owing to the season of the year, which, although the weather remains mild, deters export buyers from operating for fear of a renewed interruption of navigation. Prices of the leading articles are upon the whole well supported.

COFFEE.—Although transactions remain on a limited scale, the market looks firm, and good ordinary Trading Company's Java is not to be met with under 43½c. Sales have been closed of the following shipments of private importation:—1,675 bales Timor and Macassar, ex Vier Gebroeders; and 2,404 bales Java, ex Voorlichter.

RAW SUGAR.—Firm, with little doing, there being hardly any parcels for sale in the market.

TEA.—Steady, but there is only demand for actual wants.

JAVA TOBACCO.—The only sale to report is 239 bales, head mark Demangan.

TIN.—Some revival took place a few days since in the demand for this article. Banca was sold at f.87 to f.87½, but towards the close of the market there were sellers at f.87, without meeting buyers.

INDIGO.—The late arrivals of Java, per Voorlichter, are in course of being sampled, and will soon be placed on the market. The demand remains active.

HIDES offer nothing of moment to report, but remain in a healthy position.

DRUGS.—There is still but little stirring in the articles under this head, but 35 baskets and 48 piculs India-rubber, ex Noach II., were sold by private treaty on secret terms, besides which 525 chests Preserved Ginger, and 25 chests do. Mandarine, ex Cama, from Hong Kong, sold at public auction, the former at 75c. to 83c., and the latter at 139c. to 147c.

COCOA-NUT OIL.—Hardly any demand, at late prices, which are barely supported.

RATTANS.—Sales have been closed on secret terms of 57 piculs, ex Vier Gebroeders, and 100 piculs, ex Triton.

RICE continues in the same quiet position, without any alteration in prices.

SPICES.—I have to report continued firmness for Nutmegs, but transactions in this article, as well as in Cloves, have been small. Sales have been closed of 14 chests Mace, ex Noach II., on secret terms, whilst the shipment of Black Pepper, lately arrived per Noach II. from Batavia, has nearly wholly found buyers, in all 2,160 bags having now been disposed of.

SHIPPING.

ARRIVALS.—Jan. 4, at Texel, from Batavia, Cornelia; 6, at Texel, from Batavia, Reichstag; 8, at Brouwershaven, from Sourabaya, County of Berwick; from Rangoon, Australia; 9, at Texel, from Passaroeang, Webfoot; at Flushing, from Akyab, Peruvian Congress; 10, at Brouwershaven, from Batavia, Krimpen van de Lek; from Samarang, Susanna, Elisabeth Maria; from Sourabaya, Æolus.

PASSENGERS INWARD.—From Java, per Cornelia, Mr. Doelman and family.

* "Droogstoppel" is well known in India. It is a cant word for a man without energy.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

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The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, JAN. 15, 1872.

THE LAST "COLLISION" CASE AT HONG KONG.

THE running-down case—euphemistically described as a "collision"—between the junk *Kum-Sheong-Tai* and H.M.S. *Ocean*, of which we had full reports by the last mail, is remarkable and important from more points of view than one. The moment we cross the threshold of the suit we stumble over an unexpected obstacle—we find one of her MAJESTY'S most responsible officers appearing *against* the Crown, while the QUEEN'S ship is defended by a gentleman of unquestionable ability and honour, who, however, labours under the difficulty of having been, very recently and somewhat obtrusively, thrust forward by a local journal. They manage public affairs in such a refreshingly free and easy way in Hong Kong that we are at a loss which to admire most—the professional courage of Mr. HAYLLAR in appearing in opposition to the Crown under such circumstances, or the professional hair-splitting of the Acting Advocate-General in endeavouring to explain what he called, with undeniable truth, his "very peculiar position." After the recent debate on the right way of spelling "bye-laws," of course nobody expects the officials of Hong Kong to be very well up in syntax, prosody, or the other "humanities;" and every allowance should be made for their short-comings in these respects, seeing that they evidently make such industrious use of the "ponderous edition of Webster," which is probably the only dictionary in the settlement, and is evidently so much wanted in Council that it could be ill-spared for the reference of the lawyers of the Supreme Court, which ought to possess one of its own. On this ground we are quite willing to condone the blunder by which, in the report before us, the defendants' counsel is described as the "Acting Queen's Advocate"—and we have no doubt his title will be amended when we remind him that Her MAJESTY is not "Acting"—though he undoubtedly is.

Putting aside, however, the question of the extension of elementary education to the Council and Supreme Court of Hong Kong—in both of which places we feel sure the Hon. Chief Justice will recognise its advantage—we will proceed to the running-down case, which was tried before that gentleman, and yet one more "acting" official—the Acting Harbour Master. After a careful perusal of it, we think we can safely congratulate the "Acting Queen's Advocate," and Mr. HAYLLAR upon having, by their united exertions, let in just as much light on a very disputable point as will enable the natives to make their craft more and more an impediment to the navigation of Her MAJESTY'S and merchant ships. At the same time, we must endorse the judgment of Mr. SMALE—who cast the *Ocean* in damages, the amount to be assessed by the registrar and merchants. We fully appreciate the trouble and danger incurred by the clumsy and foolhardy navigation of the junks; but, without going so far as to say that "every ship should alter her course for the sake of every junk," we cannot put out of sight the fact that every ship ought to give every junk the opportunity of altering *hers*. Under the present system, as exemplified in the case of the *Ocean*, there seems to have been a heedlessness, which, without amounting to wilful injury, was still rightly held to render her liable for the consequences of a collision which was certainly not avoided with the caution required. There is a homely old Saxon proverb—"Let every one take care of "himself, as the donkey said when he danced among the "chickens!"—which not unfairly describes the reckless sailing too much in vogue among raw officers with native craft in China and India; and we hope that the judgment in the present case will exercise a salutary effect.

THE REVISION OF THE JAPAN TREATIES.

THE news from Japan becomes every week more important and interesting, as the time draws on for the revision of the existing treaties between Japan and the foreign Powers, together with the tariff and trade regulations annexed thereto, on and after the 1st of July next. It will be remembered that in anticipation of this event Mr. ROBERTSON, H.B.M.'s Consul at Yokohoma, issued a circular requesting English merchants to express their views with regard to the improvements most desirable to be introduced with special reference to Great Britain. The mercantile community at once appreciated the opportunity thus afforded them, as well as the liberality of the spirit in which the offer was conveyed—which contrasts to the painful disadvantage of Her MAJESTY'S representatives in China under very similar circumstances, to which we need not now more particularly refer. The Special Committee of the Yokohama Chamber of Commerce, appointed to take the subject into consideration, in their turn invited the opinions and suggestions of the whole mercantile community interested in the Japan trade, whether they were members of the Chamber or not. This was as it should be, and will no doubt call forth many valuable suggestions from various important Chambers at home, especially as the English minister, Sir HARRY PARKES, and the German Chargé d'Affaires, Mr. VON BRANDT, and the French Minister, Baron OUTREY (who was a passenger by the present French mail), are all, by a most fortunate combination of circumstances, now in Europe. We learn also from our local contemporary, the *Japan Herald*, that the American minister is likely to avail himself of leave of absence very shortly, and we have no doubt these gentlemen, one and all, will give cordial and valuable assistance to the good work in their respective capitals.

As the report of the Committee of the Yokohama Chamber has not yet been issued, and no official utterances have been made, we do not wish to press forward our views on the present occasion, the rather because we know that they correspond with those of the parties most interested, and because we feel that the matter is in very good hands as things stand. For these reasons we cannot but express some regret that the *Japan Herald* should somewhat precipitately have come forward with its own budget instead of waiting for a due time for the Report of the Committee, of which our contemporary confesses, rather pettishly, that he is entirely ignorant. No doubt it is within the province of a public journalist to advise, as well as to criticise, public measures—but we think it scarcely dignified to break in upon deliberations, which there is no reason to imagine are being negligently conducted, simply because he may not have been called into the Council. There is another and a more important reason why our contemporary would have done better to postpone the publication of the article under notice—by urging his own views too soon or too vehemently it may prejudice the proceedings of the committee in the minds of the Japanese, and furnish an excuse for the anti-foreign party—no contemptible minority—to protest *in limine* against the *Herald's* crude propositions, and afterwards refuse to admit the more temperate, well-digested, and complete scheme of the Committee. This is simply "playing into the enemy's hand." We repeat that there is no reason to believe that Mr. Consul ROBERTSON'S invitation will be coldly received by our mercantile community, either in Japan or at home—they know their business too well for that—or that the Yokohama committee will prove unequal to the task of compiling an exhaustive, suggestive, and thoroughly valuable report. Should they do so—which it would be idle to surmise—we shall be among the first to criticise their shortcomings; but we cannot approve of the system of airing our own wisdom by "crying out before we are hurt"—more particularly when such a course may prejudice the cause we have at heart. The intelligence which our contemporary himself sends us, mail by mail—and especially by the one

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last to hand—forbids the idea that the ruling and enlightened classes in Japan will approach the revision of the treaties in any bigoted or illiberal spirit. The matter which will be found in our Japan column to-day sufficiently proves that it is only by asking too much, asking too soon, or asking too peremptorily, that we can hinder the strong tendency of the Japanese mind to the adoption of our institutions. For all these reasons we forbear at present from entering into the discussion raised by our contemporary, though we have no doubt that, when the proper time arrives, we shall find much in his arguments with which we can cordially agree.

QUARTERLY RETURN OF CHINA CUSTOMS.

WE have this morning received the usual quarterly volume of the *Customs Gazette*, containing the Reports of the Commissioners of Customs for the fourteen treaty ports for the quarter ending September, 1871. In our present issue we have only time to give the totals of the returns, which are :—

Import duties	Tls.	540,040
Import duties on opium		475,903
Export duties		2,538,924
Tonnage dues		65,538
Coast trade duty		128,873
Transit dues		60,189
Duties on native craft		587
Total	Tls.	3,819,058

In our next issue we shall give our usual *résumé* of the Reports of each of the fourteen ports separately.

THE appointment of Mr. W. H. GREGORY to the Governorship of Ceylon, which we announced some months ago, appeared in the last issue of the *London Gazette*, and we understand that the hon. gentleman will take his departure by the mail leaving Brindisi on the 29th inst. Long as is our experience of similar appointments we can scarcely recal one which appeared to give more general satisfaction than that of the retiring member for Galway. A man of varied and progressive views, a speaker whose oratory is more convincing than rhetorical, and a statesman intent on healthy development as opposed to sensational or claptrap measures, it affords us peculiar pleasure to congratulate our friends in Ceylon on the acquisition of a Governor in every way so competent and so well disposed to follow in the steps of Sir HERCULES ROBINSON, and to carry out the schemes for the improvement of the island which the retiring Governor has so successfully initiated. Mr. GREGORY was born in the year 1817, and was educated at Harrow, and afterwards at Christ Church, Oxford. He entered Parliament in 1842 as a Conservative, representing the city of Dublin, but at the general election of 1854 he failed to secure a seat, and did not again enter Parliament until 1857, when he was returned for Galway county. He has retained his seat from that time to the present. He is well known in the world of art and of art education, and has taken an active part in general politics, especially where Ireland was concerned, in the House of Commons. We are glad to see by an announcement which will be found among our "Domestic Occurrences" that Mr. GREGORY was married on the 11th to Mrs. BOUDOIN, widow of Mr. J. T. BOUDOIN, so that our friends in Ceylon have every prospect of the hospitality of Government House being as well cared for as the graver duties of the Governor's office. We understand that Captain MAXWELL, of the 80th Regiment, has been appointed aide-de-camp to the new Governor.

WHATEVER may be the issue of the French elections, it must be admitted that the young Republic does not seem to have enlisted much sympathy or respect in foreign nations —in the Far East especially. It is rumoured that the Emperor of CHINA and his Council have resolved to postpone the establishment of the permanent Chinese Embassy at Paris, proposed by M. THIERS, until France possesses a more strong and settled form of Government. This is no more than we anticipated from the unsatisfactory reception of CHUNG HOW on his mission to condone the Tientsin Massacre.

A TELEGRAM has appeared to the effect that the P. and O. Company are negotiating with the Italian Government for a mail from Venice to India and China. This is evidently sent by a person ignorant of the nature of the negotiations now going on, which are simply to carry the Italian mails from Venice and Brindisi to Alexandria, in order to supersede the line now running, known as "Palmers" Line. These negotiations were announced by us a month since, and we shall probably be able to give the full particulars in our next issue.

A GENERAL meeting has been called at Copenhagen of the shareholders of the Great Northern and China and Japan Extension Telegraph Companies, in order to unite the two associations with a capital of £1,500,000. Propositions will also be brought forward at the meeting for a new telegraphic line between England and Denmark, and the establishment of a telegraphic station at Amoy. Mr. G. J. HELLAND, of Hong Kong, is to be made a director. Other details will be found in our advertising columns.

A TELEGRAM published this morning states that "Mr. DE "LONG, the American Minister to Japan, has accepted a Ja- "panese mission to the great Powers of Europe and America "similar to that of Mr. BURLINGAME." This statement is, we believe, without foundation. Mr. DE LONG simply accompanies the travelling party of Japanese nobles who, as stated in our issue of the 1st inst., were to leave Yedo during the month of December for a tour through the United States and Europe.

WITH reference to the case of Fraser *versus* the charterers of the steamer *Hibernia*, which was recently reported and commented on in our columns, an application on behalf of Messrs. J. and L. FRASER for a new trial has been acceded to. A new trial has also been granted of the case "Morrison *v.* the Universal Marine Insurance Company," and a request for the re-hearing of the case of Messrs. WILLIS against the underwriters of the *Blackadder* is under consideration.

ADVICES from Havana by way of New York inform us that great consternation exists among the Chinese plantation coolies of Cuba in consequence of a decree having been promulgated that all those whose engagements have terminated will be compelled to enter into fresh contracts at the wages of $12 per month. This standard of remuneration will be better appreciated by our stating the fact that the lowest rate paid for negro labour is $17.

ACCORDING to our Hamburg correspondent's letter, to be found in another column, the Deutsche Bank of Berlin has opened a branch at Hamburg and appointed Mr. WM. PROBST, late of Messrs. WILLIAM PUSTAU and Co., of China, as manager. The opening of this branch is chiefly in connection with the new branches in China and Japan.

TELEGRAMS from Calcutta report the arrival of the King of SIAM from Bangkok. Our Government have, we understand, given instructions that a suitable reception be given to the King. As such reception would not be complete without a man-of-war, H.M.S. *Glasgow* was ordered by the Admiralty to be in attendance.

A TELEGRAM published on the 11th inst. announced that Sir HERCULES ROBINSON was on board the homeward Messageries steamer *Donnai*, but a subsequent telegram states that he is a passenger to Hong Kong by the Messageries steamer *Mei-Kong*.

THE wrecked hull of the Dutch steamer *William III.*, as she now lies at Portsmouth, has been sold for £20,500. This will reduce the loss sustained by the underwriters very considerably.

THE *Gazette* of Friday last notifies the appointment of JAMES HUGH MCCLOSKY and CHOA-MAH SOO, Esqrs, to be Members of the Legislative Council of the Island of Labuan.

A MEETING of the Straits Association has been held, but we are informed that the proceedings are not to be made public at present.

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CHUNG HOW AND THE FRENCH GOVERNMENT.

THE following droll squib—which purports to be the confidential letter of a member of CHUNG HOW'S suite to a friend at home—deserves more consideration than attaches to the majority of such productions. It appears in the *Morning Post*, in which it is described as being written in excellent French, and giving a faithful description of a Chinese mandarin's impressions of Republican France :—

FROM TE-TO-TUM IN PARIS, TO HIS FRIEND POO-POO IN PEKING.

Turn to our Sacred Tablet or Lord of a Myriad of Years and be thankful you were not born in France. Accept from the heart of friendship, wafted by the wings of love, this epistle. Year of the Barbarians, 1871, when traced, but despatched from Lyons in 1872. We arrived here in France, as you know, in order to express the regret of the Son of Heaven or sublime Teen-Tsye for the massacres which took place in Tientsin, originating in the demoralising attempts of the missionaries of a people who practise the religion of a devil, who seek to turn us from the morality of the Divine Confucius. Our "Four Books" record nothing in the history of humanity compared to the great satire our mission embodies. We came to regret the murder of a few men who, uncalled for, came amongst us to insult our faith, and what did we find here? Since the foundation of Christianity wars have never ceased; sometimes religious wars, but always wars; but as barbarian civilisation increases, these bloody conflicts of the Christians augment in destructive magnitude. Their science is mainly directed now to the means of destroying human life on a more extensive scale. The greatest triumph of European science is to be able to place half-a-million men before half-a-million of other men, each and all provided with fiery instruments of death, which sweep down the duped gaily-dressed multitude on either side without the contending hosts having any opportunity of displaying their war courage. We arrived here when the French, who must always be going to war with some other people, had invaded Germany, and were being beaten home again. No one can tell you why they invaded Germany; but, having got the worst of it, everyone—statesmen, soldiers, and politicians—all now say they were opposed to the war. From the great Emperor Napoleon, down to all the old senators and deputies who voted and cheered the war, all denounced it. If we did not know how to esteem the chivalry of the great French nation, we should suppose all the world indulging in falsehood. Their civilisation has not only brought them to endless wars. Ah, no! That is not all. We found the French eventually, because they could not successfully fight the Germans, fighting amongst themselves. The Parisians revolted; the troops of the Government besieged Paris. The Parisians then murdered their priests, their own priests; they had a Tientsin massacre amongst themselves. Ah, no! that is not all When the Frenchmen, the soldiers, came from Versailles, to storm Paris they killed each other by thousands. Ah, no! that is not all! The Parisians then set fire to their own city, burning the Ten-Tsye Palace, and destroying the monument of all their war glories. To the people of this nation we came to apologise for the small outrages of our own offended ignorant people. Our Ambassador on more than one occasion tore the peacock's feather from his cap in the excitement of humiliated dignity. . . . These people teach us religion, civilisation—give us a better guide than we find in our *Yu* or our *Fo!* As we watched from Versailles the burning of the Tuileries, we remembered how these French and the English had robbed our Emperor's palace. The arrowy flames lighted the heavens, so we saw more plainly than before the God of Justice. You will not believe what I have written; but permit me to ask you to imagine what our monkeys would do if let out of their cages. These French require the bamboo stick more than any other people, from high caste downwards. I have now a sunlight and flower-perfumed communication to convey. We have made arrangements to establish a religious house in London and in Paris for the reception of our missionaries. Our Ambassador thinks it is our duty to give the French especially the benefits of a true religion, which must improve their habits and morals. We believe Buddhism will best suit these barbarians. We shall, therefore, despatch to France some priests of Buddhism faith, and hope for the blessing of Heaven. We shall not work like the Christian missionaries in China, and pretend to convert the low and abandoned classes. We shall hope to convert M. Thiers, M. Guizot, and the Bishop of Orleans. In England we reckon on Lord Granville, Mr. Gladstone, and Mr. Spurgeon, and some bishops. Chinese civilisation is much wanting in these parts of the world. We must do our duty. Place my devotion at the feet of all dear friends, and on the grave of my grandmother.—Love your brother, TE-TO-TUM.

P.S.—The President of the Republic is sending a commission to Peking to study our form of government. He says France has tried all European forms of bamboo stick, and none of them suit her.

THE CHINESE IN PERU.

The following particulars, obtained from the coolie-passengers from Peru and Honolulu, are published in the *China Mail*:—

It is satisfactory to observe that a great change has come over the treatment of the coolies who have been shipped to that place under the name of "free emigrants." The unfortunate coolies, to some extent, can now seek for redress in the Peruvian Courts of Justice. Of the passengers of the *Cecilia*, forty-eight embarked from Lima; all these men brought with them large sums of money, and with the exception of one, who had only a few hundred dollars, the average possession of each of the rest was about 3,000 dols., including two of them who owned over 10,000 dols. a-piece.

Lima has a Chinese population of about 350,000, most of whom work in the fields and guano pits; a comparatively few are employed in family houses as domestic servants, and some are time-expired emigrants who have earned a little money and opened shops there. Those who are employed as servants receive very good treatment, earning larger wages than the labourers by two dollars a month. They have very easy times. The case of the labourers employed in plantations called *jaggers* is just the reverse. They are made to work from five in the morning until six at night. Their food is of the worst description, consisting of rice of inferior kind, and not in sufficient quantities, thus almost compelling them to steal, and when they are caught they are flogged without mercy, or when they are a little slack in their work the lash is relentlessly applied, so that some have died from the effects. These are the conditions which the coolies of Callao are in, but those in Lima or near it are more fortunate, as they have easy access to the courts of law. The labourers in Callao finding their oppression unbearable, frequently place themselves beyond the reach of their employers by committing suicide. On one occasion, about sixteen months ago, a Chinese was beaten to death. He was employed in one of the *jaggers* owned by a very wealthy man in Lima. The Chinese resolved to avenge the death of their countryman, and for this purpose formed themselves into a company, subscribing large sums in aid of the prosecution. The version of the affair given by the accused was that the man died of opium poison administered by his own hands, but the *post mortem* examination revealed the presence of three clots of blood. In spite of this evidence the accused had, by means of his great wealth, managed to delay the proceedings, and the case up to the present moment has not been settled, although he offered to compromise with the Chinese with a large sum of money, which the Chinese refused. Our informant further informs us that the practice of applying red hot iron to the cheeks of the coolies was in existence prior to his advent, and he believed this act of cruelty is still carried on in out-of-the-way places.

The Chinese in Lima follow principally the avocation of shopkeepers, where everything is very dear and offers very fair profit for Chinese merchandise. Gambling, and many gambling houses are opened in consequence. They actually form public gambling companies, issuing shares, at so much a share, in exactly the same manner as any other business company is formed. The Peruvian laws prohibit gambling, but they manage to bribe the police and the authorities.

At Honolulu the Chinese is on a much better footing, possessing all the rights and privileges of a free citizen, but the means of making money are not so great as in Peru. The Chinese population there is between 3,000 and 4,000.

Monetary and Commercial.

Subscriptions are invited for £4,000,000 Northern Pacific Railroad 7 3-10ths per cent. first mortgage Land-Grant Bonds, at the price of 85, in instalments extending to the 1st of July. The line is to run from Lake Superior to Puget Sound on the Pacific, a distance of 2,000 miles, of which 255 have been completed, and the company have a grant of lands from the United States estimated at about sixty million acres. The creation of bonds is limited to £10,000 per mile of road; these bonds are to be received at par in payment for land, and each £100 bond is to carry a right of 250 acres. According to the allegations of the prospectus, the line "passes through the best wheat-growing region in the world," and will, as compared with the passage from San Francisco, save 700 miles in the ocean route to Japan.

Messrs. Chadwicks, Adamson, Collier, and Co. invite subscriptions for 22,000 shares of £10 each in the Australian and Oriental Coal Company, established with a capital of £300,000, in shares of £10 each, for the purpose of supplying the ports of India, China, Japan, the Pacific, and the Australasian colonies from collieries at Newcastle, New South Wales. The demand from these ports is very large, and a contract has been entered into for the purchase of two coal mines at and near Newcastle, New South Wales, which are to be disposed of in consequence of the intended dissolution of partnership of the proprietors. From information obtained by the board these mines are considered capable of putting out half a million tons of coal per annum, of excellent quality for steam and gas purposes, and now used for the latter by the Bombay, Singapore, and other gas companies. The price of the two collieries, including the six miles of railway, buildings, and lands, is £130,000, and the plant is to be paid for by a valuation which is not expected to exceed £50,000. Of the whole purchase money £80,000 is to be paid in deferred shares not ranking for dividend until the ordinary shareholders have received 10 per cent. for five consecutive years, and the balance in cash. The total net profit is estimated at £81,250 per annum.

The directors of the Oriental Bank Corporation have resolved for the future to make no charge on deposit accounts for postage, stamps, &c., but in lieu of these expenses a commission of one

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guinea will be charged on 30th June and 31st December upon every account the balance of which has at any time during the previous half-year fallen below £100.

Subjoined is an account of the quantities of the principal articles of imported merchandise subject to Customs' duties remaining in the bonded warehouses of the United Kingdom on the 31st of December, 1871, compared with the corresponding dates of 1869 and 1870 :—

	1869.	1870.	1871.
Coffee (lbs.)	65,941,515 ..	68,837,752 ..	59,914,707
Rum (proof gallons) ..	5,460,884 ..	6,344,777 ..	7,909,604
Sugar, refined (cwts.) ..	75,846 ..	137,242 ..	147,004
Ditto, unrefined (cwts.) ..	2,276,456 ..	2,464,999 ..	1,792,323
Tea (lbs.)	88,274,331 ..	79,966,167 ..	83,866,069
Tobacco (lbs.)	63,835,035 ..	56,888,769 ..	70,609,281

Silver has again increased slightly in value, the quotations for fine bars being 60¾d. to 60¼d. per oz. standard. Mexican Dollars have also increased in value, the new coinage to 59½d., the old, owing to scarcity, to 60½d. per oz. The *Candia* has taken £43,000 to China.

BOARD OF TRADE RETURNS.

The Board of Trade returns for December last and for the entire year 1871, show for the first time since April last a decrease in the general volume of our trade. So far as the imports are concerned, we gather from an official note appended to the tables that the deficiency exhibited in several cases is only apparent, and is caused by the fact that in former years the account for December included the record of large quantities of goods which had been imported in previous months, but not registered until the "Landing Accounts" had been received. By the system which was introduced a year ago, the transactions of each month are strictly included within the period to which they refer, and thus the figures for December, though useless for the purpose of comparison with the corresponding month in previous years, give for the first time a reliable summary of the actual import business in the closing month of the year. We find that during 1871 the imports amounted to £326,834,647, being an increase of £23,577,154 on the imports of the previous year, and £31,374,433 as compared with 1869. During the month of December last our imports were £25,444,758, against £38,473,169 in December, 1870, and £40.893,498 in the same month of 1869. As above stated, owing to the change in the system of registering the returns, no comparison is practicable.

As regards the exports during the month of December the returns show a falling off, the declared value being £16,965,293 against £17,178.058 in the corresponding month of 1870, and £15,594,978 in December, 1869. The value of the exports for the year ending Dec. 31, 1871, is £219,319,071, against £199.586,822 in 1870, and £118,953 957 in 1869. These figures show an increase for last year of nearly 10 per cent. over the preceding year and more than 15 per cent. over 1869. Every branch of industry has participated in the movement; but the greatest relative increase has been in the silk, woollen, and iron and steel trades, cotton manufactures figuring more moderately. Owing, however, to the vastness of that trade, a slight augmentation in connection with it is of more importance than a great one under other heads. The following are the degrees of increase :—Coal, 11 per cent.; cotton yarn, 3 per cent. (and 6 per cent. in quantity); cotton manufactures, 1½ per cent. (and 4 per cent. in quantity); earthenware, 5 per cent.; haberdashery, 23 per cent.; hardware, 11 per cent.; iron and steel, 9 per cent.; linen manufactures, 4 per cent.; machinery, 12 per cent.; silk manufactures, 42 per cent.; woollen yarn, 22 per cent.; woollen manufactures, 25 per cent.; and miscellaneous, 13 per cent.

The following is a summary of those figures which relate to our Export trade with China and other countries in the Far East :—

COTTON YARN.

To		For the Month ended 31st Dec. 1869.	1870.	1871.
China and Hong Kong	lbs.	878,190 ...	986,773 ...	350,200
Japan	,,	1,338,495 ...	382,800 ...	1,103,200
Straits Settlements ...	,,	467,600 ...	380,368 ...	71,450
Ceylon	,,	80,500 ...	39,500 ..	50,400
		For the Twelve Months ended 31st Dec.		
China and Hong Kong	lbs.	5,610,912 ...	11,630,442 ...	8,927,680
Japan	,,	6,282,231 ...	9,471,824 ...	10,133,580
Straits Settlements ...	,,	1,835,925 ...	2,912,708 ...	2,355,610
Ceylon	,,	416,034 ...	308,762 ...	355,160

COTTON MANUFACTURES.

To		For the Month ended 31st Dec. 1869.	1870.	1871.
China and Hong Kong	yds.	39,376,117 ...	56,941,867 ...	25,327,621
Japan	,,	2,776,470 ...	3,341,657 ...	2,508,600
Philippine Islands ..	,,	2,444,900 ...	3,785,470 ...	1,348,100
Java	,,	6,368,800 ...	7,108,310 ...	2,564,500
Straits Settlements ..	,,	7,350,286 ...	8,405,800 ...	5,026,400
Ceylon	,,	2,461,451 ...	3,066,436 ...	2,524,600
		For the Twelve Months ended 31st Dec.		
China and Hong Kong	yds.	310,075,667 ...	396,975,226 ...	469,311,596
Japan	,,	19,160.907 ...	35,741,152 ...	37,131,644
Philippine Islands ...	,,	30,823,839 ...	30,468,580 ...	12,444,636
Java	,,	23,886,057 ...	37,090,352 ...	32,447,254
Straits Settlements ...	,,	68,558,496 ...	97,157,014 ...	71,518,880
Ceylon	,,	24,254,023 ...	30,879,796 ...	30,516,668

WORSTED STUFFS.

To		For the Month ended 31st Dec. 1869.	1870.	1871.
China and Hong Kong	yds.	2,222,216 ...	1,299,200 ...	889,350
Japan	,,	3,141,712 ...	1,732,147 ...	1,685,424
		For the Twelve Months ended 31st Dec.		
China and Hong Kong	yds.	22,118,114 ...	16,556,680 ...	15,647,931
Japan	,,	3,141,712 ...	1,732,147 ...	1,685,424

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1869.	1870.	1871.
For the month ..	yds.	120,599 ...	171,261 ...	98,830
For the twelve months	,,	2,019,236 ...	2,159,575 ...	1,731,500

LEAD TO CHINA AND HONG KONG.

		1869.	1870.	1871.
For the month ...	tons	2,669 ...	586 ...	936
For the twelve months	,,	16,327 ...	12,142 ...	9,536

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From FOOCHOW to LONDON, per Lauderdale, entered Jan. 1.—6557 chests 9800 half-chests 3561 boxes 7 packages tea—Order; 1 half-chest 4 boxes tea, 1 case ginger—Master.

From FOOCHOW to LONDON, per Melbrek, entered Jan. 1.—5 half-chests tea—C. Turner; 12 half-chests tea—Brown and Co.; 2 cases wine in transit, 2159 chests 2591 half-chests 2151 boxes 11,051 packages tea—Order.

From SHANGHAI to LONDON, per Taunton, entered Jan. 1.—6211 chests 6375 half-chests 299 packages tea—Order.

From MACAO and WHAMPOA to LONDON, per Ambassador, entered Jan. 1.—From Macao: 12,738 boxes 1490 half-chests tea—Order; 15 boxes tea—Master. From Whampoa: 27,038 boxes tea, 71 packages canes, 50 packages preserves, 7 packages merchandise—Order.

From FOOCHOW to LONDON, per Silver Eagle, entered Jan. 1.—829 packages tea—Kenneth, Dowie, and Co.; 1497 packages tea—L. Reiss Bros and Co.; 18,453—Order.

From SINGAPORE to LONDON, per Ellen Lamb, entered Jan. 1.—38 chests india-rubber, 1494 buffalo hides, 734 bags safflower, 7061 buffalo horns, 3867 bags 2380 bales gambier, 1250 cases cutch, 518 bags pearl sago, 98 bags tapioca, 76 bags tapioca flour, 141 baskets gutta-percha, 1525 bags pepper—Order.

From FOOCHOW to LONDON, per Rifleman, entered Jan. 2.—1654 chests 3550 half-chests 6516 boxes tea—Order.

From ILO ILO to LIVERPOOL, per Oger, entered Jan. 3.—24,380 mats sugar—Order.

From PENANG to LONDON, per Prudhoe, entered Jan. 5.—3073 slabs tin, 2535 buffalo horns, 8155 bags pepper, 687 baskets 700 bags sugar, 59 baskets gutta-percha, 55 cases nutmegs, 10 cases mace, 14 cases fish maws, 2080 bundles rattans, 327 buffalo hides, 10 cow hides, 22 cases gum benjamin—Order.

From PENANG to LONDON, per Coldinghame, entered Jan. 6.—4116 slabs tin, 11,300 shells, 580 boxes cutch, 285 baskets 3984 bags sugar, 13,764 bags pepper, 14 cases mace, 130 cases nutmegs, 299 buffalo horns, 2754 no. 150 bales hides, 60 bags 37 cases cloves, 2092 pairs horns, 21 baskets india-rubber, 20 puncheons rum, 2283 bundles canes—Order.

From JAVA to LONDON, per Windsor Castle, entered Jan. 8.—4566 baskets sugar—Order.

From SHANGHAI to LONDON, per Yeavering Belle, entered Jan. 8.—1901 chests 1140 half-chests 698 packages 88 boxes tea, 101 bales merchandise, 91 bales waste silk—Order. 1306 half-chests tea—Rathbone Bros. and Co. 3499 packages tea—L. Reiss Bros. and Co.

From SHANGHAI, HONG KONG, SINGAPORE, PENANG, &c., to LONDON (via S.C.), per Hector (str.), entered Jan. 8.—From Shanghai: 64 bales silk—L. Reiss, Bros. and Co.; 118 bales silk—Springfield, Son and Co.; 3 packages merchandise, 1 box tea—R. Schiebler; 10 packages merchandise—J. P. Hertz; 6 packages merchandise—Fearon and Co.; 1 package merchandise—Collard and Co.; 5 packages merchandise—J. Mackenzie; 4 packages merchandise—C. R. Hartley; 2 bales skins—Hall and Holtz; 1 case curiosities—Lake, Brown and Co.; 1 case curiosities—Knoop and Co.; 3 cases curiosities—Meadows and Co.; 1 case curiosities—Beadel, Wheiley and Co.; 32 cases bulbs—H. Grove; 315 chests tea—A. Tesdorff and Co.; 233 chests tea—Forbes, Forbes and Co.; 271 bales silk, 25 bales waste silk, 35 packages merchandise, 54 packages curiosities, 154 boxes Japan wax, 36 cases bulbs, 3983 chests 6834 half-chests 7251 boxes 2621 packages tea—Order. From Hong Kong: 166 boxes 740 half-chests tea—Barclay and Co.; 12 boxes tea—W. Lang; 2960 boxes tea—L. Reiss, Bros. and Co.; 6 boxes tea, 20 cases ginger, 1 case merchandise—Rathbone, Bros. and Co.; 1 package merchandise—S. Smith; 4 packages merchandise—H. S. King and Co.; 4 packages merchandise—Fearon and Co.; 3 cases curiosities—E. Shelley; 1 package 1673 boxes tea, 24 packages merchandise, 20 cases curiosities, 8 cases ginger—Order. From Singapore: 2 packages merchandise—F. Fuller,; 1 package merchandise—Lafrentz, and Co.; 15 packages merchandise—H. Lea; 1 case sugar—W. W. Kerr and Co.; 24 cases 12 bags 25 bales spices—C. Houghton; 46 cases nutmegs—Caldwell and Co.; 10 cases merchandise, 117 cases nutmegs, 37 cases mace, 21 cases dragon's-blood, 4 cases fish maws, 1 case tortoiseshell, 18 baskets india-rubber, 38 cases mother o'pearl shells, 45 boxes gum benjamin, 41 baskets gutta-percha, 58 baskets gutta susu, 5 boxes tapioca, 1 case cigars, 1 box tea, 1 box ammunition, 1 parcel, a snake, 17 packages merchandise—Order; 177 bales tobacco, 56 boxes tea, in transit—Order. From Penang: 125 bales tobacco, in transit—S. Boustead, 20 bags copra, 5 bags linga seed, 1 bag Java peas—J. Mitchell and Co.; 3 cases merchandise—W. Jackson; 1 case curiosites—J. Mathews; 9 cases curiosities, 4 cases preserves, 107 cases nutmegs, 44 cases mace, 7 cases dragon's-blood, 13 cases fish maws, 9 cases india-rubber, 17 cases gutta-percha, 6 cases essence oil, 3097 slabs tin, 74 bags coffee—Order; 5 cases nutmeg oil—Smith and Martindal. Remainder of cargo from Ismalia.

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From SHANGHAI, FOOCHOW, SINGAPORE, and HONG KONG (via S.C.), to LONDON, per Lorne (str.), entered Jan. 10.—From Shanghai: 2 boxes tea, 1 box merchandise—J. F. Hinckes; 5 boxes tea—J. Balfour; 5 chests tea—A. Tesdorpf and Co.; 22 bales raw silk—Springfield, Son, and Co.; 65 bales raw silk and cocoons—Drake, Kleinwort, and Co.; 3 packages merchandise—G. Jamieson; 4 packages merchandise—Hall and Holtz; 92 boxes Japan wax—Gledstanes and Co.; 1411 chests 2376 half-chests 1359 packages 763 boxes tea, 30 bales raw silk, 194 boxes Japan wax, 103 chests rhubarb, 24 chests curiosities, 8 packages merchandise, 3 boxes cheroots, 1 box shells—Order. From Foochow: 8 packages merchandise—J. C. Ridge; 31 half-chests 6 boxes tea—Matheson and Co.; 449 half-chests 3 pkgs. 6 chests tea—A. Tesdorpf and Co.; 24 half-chests 25 chests 2 boxes tea, 1 case merchandise—Forbes Forbes and Co.; 8 packages curiosities, 3 packages lychees, 1 package merchandise, 2408 chests 14222 half-chests 310 packages 3477 boxes tea—Order. From Singapore: 18 casks 1 case mother-o'-pearl shells, 2 cases tortoiseshell—R. M. Habgood; 23 baskets gutta-percha—Strange, Alderson and Co.; 2 packages mercandise—H. Law and Co.; 9 packages merchandise—Dennis Rock and Co.; 1 package merchandise—D. R. Mason; 1 package merchandise—M. Burt and Co.; 7 packages merchandise, 61 cases mother-o'-pearl shells, 8 cases 53 baskets gutta-percha, 3481 slabs tin, 40 cases cassia lignea, 3 cases 4 boxes tortoiseshell, 200 boxes pearl sago, 42 cases gum benjamin, 7 cases gamboge, 5 cases stuffed birds, 222 bags tapioca—Order. From Hong Kong: 85 boxes merchandise—Petty and Co.; 22 boxes merchandise—J. Meyer; 4 boxes merchandise. 16 packages tea—H. S. King and Co.; 1000 cases silk—Maclean, Maris and Co.; 2 cases merchandise—L. Weise; 5 boxes China ink—J. F. Racquet; 751 packages tea—Rathbone, Bros. and Co.; 3 boxes tea, 3 boxes ginger—J. Ross; 94 packages merchandise, 170 casks 50 cases preserves, 500 packages tea—Order.

From FOOCHOW to LONDON (via S.C.), per Glengyle (str.), entered Jan. 11.—210 half-chests tea—Forbes and Co.; 111 chests tea—T. A. Gibb and Co.; 5227 chests 23,331 half-chests 3508 boxes 1139 packages tea, 3 packages merchandise, 8 boxes ginger—Order.

ARTICLES OF IMPORT.

TEA.

The business of the past week has been very much restricted, owing to the firmness of importers, and a general slackness in the demand of the dealers.

The accumulation of stock in first hands since the holidays, equal to 15,000,000 lbs. China, and 1,500,000 lbs. Indian Tea, has proved too much for the market, even though its statistical position is unsually sound and promising; therefore, when business was resumed a week since, it was impossible to get due attention to samples, and many easy sales were made the first two or three days; more recently, however, since dealers have had an opportunity of examining the samples and gauging the tone of the market, they evince more disposition to business, especially in Congous from 1s. 2d. to 1s. 6d. per lb., and it is probable that the demand may harden prices for these current consumable grades. Small sales of Shantaam kind have been made at 10½d., but at ½d. less these could be moved in quantity. Common to fair red-leaf Congous must be quoted ½d. per lb. lower. The Official Accounts for the year past, just published, give a total of imports 170,716,140 lbs.; deliveries: Home consumption 123.529,544 lbs.; export 41,192,152 lbs., total 164,721,696 lbs.; and stock 83.866,069 lbs., the deliveries being 1,000,000 lbs. in excess of our estimate given in the annual report.

Red-leaf Congou siftings and broken leaf, of new import, have sold at full prices. Fair to good common from recent supplies have sold about ½d. per lb. lower. Fair to good Kaisow kinds have found buyers from 1s. 1½d. to 1s. 5d. per lb. Fine to finest show no alteration. Pak Lin kinds have been in request. Black-leaf kinds: Low qualities remain as before. Fair to good common have sold at a decline of ¼d. to ½d. per lb. Fair to good medium have been taken at former prices. Fine to finest have only been in limited request. Amoy kinds show no alteration. New-make Canton kinds have sold steadily from 1s. 2d. to 1s. 3d. for fair quality. Oolongs: Some sales of good to fine have been made from 1s. 11d. to 2s. 4d. In Souchongs and Flowery Pekoes but few transactions have taken place. Scented Teas: Canton Capers have been sold from 11d. to 1s. 6d. for common to good quality. Foo Chow kinds at about former prices. Orange Pekoes, Canton make, have sold from 1s. 4d. to 1s. 8d. for fair to good kinds; Foo Chow kinds from 1s. 5d. to 1s. 7d. for fair to good kinds; fine at previous prices. Uncoloured Japans show no improvement, the common kinds being quite neglected. Green Teas: The market has been steady, prices showing no material alteration. At public sale yesterday 3,745 packages China, per steamer Hector, were offered without reserve on the day of sale, on account of the importers, and all disposed of, consisting of 2.935 packages Ping Suey Green, 216 packages of Moyune Green, and 594 packages Congou. The Green met a fair competition, and the No. 1 and fine qualities brought full prices; the medium and lower lines sold with less depression at rather above those previously current. The Congou (a chop) went very cheaply at 1s. 0¼d. to 1s. 0½d. per lb.

SILK.

The market continues very strong; a steady business is doing at full rates in Chinas and Cantons, and there is more enquiry for Japans of good quality and clean Silk at better prices. Deliveries are very good, being from 1st to 10th inst. as follows:—

	1872.	1871
China	950	772
Canton	531	234
Japan	237	52
Bengal	160	111
Total ...	1,878	1,169 bales.

LONDON QUOTATIONS, JAN. 12.

CHINA.	
Tsatlee, No. 1	30s. 6d. to 31s. 0d.
,, ,, 2	29s. 6d. to 30s. 0d.
,, ,, 3	28s. 6d. to 29s. 0d.
Red Peacock ,, ...	25s. 6d. to 26s. 0d.
Yuenfaa, Nos. 1, 2, and 3	24s. 0d. to 26s. 0d.
Taysaam Keying, Nos. 1, 2, and 3	23s. 0d to 27s. 6d.
Long Reel	19s. 6d to 21s. 0d.
Canton	12s. 0d. to 22s. 6d.
Chinese Thrown	24s. 0d. to 25s. 6d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	21s. 0d. to 28s. 0d.
Idah, No. 2	26s. 0d to 26s. 6d.
Sodai, Nos. 1 and	24s. 0d. to 26s. 0d.
Oshiu, Nos. 1, 2, and 3...	26s. 0d. to 29s. 0d.
Koshiu, Nos. 1 and 2	23s. 0d. to 25s. 0d.
Eichizen	21s. 0d. to 25s. 0d.
Mashta	21s 0d to 24s. 0d.
Hatchoji	22s. 0d. to 23s. 0d.

COFFEE.

The favourable tone with which business was resumed last week at the close of the holidays has been confirmed, and during the present week the market has been active and buoyant, large supplies, consisting chiefly of Ceylon, being actively competed for, and realising advanced prices, the demand being for both consumption and speculation. The improvement in Plantation Ceylon has reached about 1s. per cwt., and in other sorts nearly that extent. The rates realised have been Plantation, triage 66s. to 72s., small grey to coloury 73s. to 76s., low middling grey and dull 76s. 6d. to 78s., middling coloury 79s. to 82s. 6d, good middling 84s. 6d. to 85s. 6d., good bold 90s. 6d., peaberry 85s. 6d. to 88s 6d. Ouvah native Ceylon of the new crop per steamer, good ordinary, 69s. 6d., bold 71s., peaberry 72s. 6d.. 125 bags ordinary at 66s. to 68s. 6d. bold 70s., and 835 bags chips and garblings at 53s. 6d. to 56s. There has been an active demand privately for Native, and about 1,000 tons have found buyers—800 tons on the spot, 200 tons for arrival—at 70s., guaranteed good ordinary. The other sales reported are 450 bags *Java*, from Cape Town, sold, pale at 74s., brownish 78s. 6d., chiefly sea-damaged at 72s. to 76s. 6d., and 150 bags mixed pale *Singapore* at 73s. per cwt.

SUGAR.

We have again to report an inactive market; the inquiry has been very limited, and consequently transactions have been greatly restricted, the dull tone being confirmed by the firmness of holders, who decline transactions at anything below previously ruling rates. This is especially the case with Manila, which description is in good demand, but at lower prices than holders will accept. The only transaction in East India to report has been the sale privately of 400 tons good Taal unclayed at 26s. 3d, 3,600 bags superior Manila (duties 4s. and 4s. 9d.) at 30s. 6d. to 31s. per cwt.

CHINA PRESERVES.—At auction 100 cases Ginger were bought in at 1s. 2d., 40 cases dry ditto at 1s. 2d., and 50 cases Chow Chow at 1s. 1d.

CAMPHOR.—*China* is still in speculative demand, and sales amounting to about 800 cases have been effected at 82s. 6d. on the spot, and 85s. afloat. *Japan:* No transactions.

CUTCH continues active, large sales having been made during the week at 26s. to 26s. 6d. for fine Pegu, including Elephant mark.

GALLS.—*China* continue in good demand at gradually advancing prices; early in the week 400 cases sold at £3, subsequently 88 cases at £3 1s., and yesterday 57 cases were quitted at £3 2s., a portion dusty and broken realising £3 0s. 6d. *Japan:* No business done; 12 cases at auction withdrawn.

GAMBIER.—The advance of last week is sustained, and a considerable business has been done in floating parcels at 19s. 6d. ex ship; cubes bought in at 25s.

HEMP.—About 2,000 bales fair current Manila have been recently disposed of at £46 to £46 10s., since when a steadier tone has prevailed, and 1 500 bales have been sold for spring delivery at £47.

JAPAN WAX.—Of 925 cases offered at auction, 232 cases sold—fine saucer, 87s. 6d. to 88s. 6d.; one lot overtaker, 90s. 6d.; stained, 86s.; fair to good, 85s. to 87s.

HIDES.—Notwithstanding a heavy amount of East India Kips offered by auction yesterday, an active demand prevailed throughout, and nearly the whole was disposed of at higher prices. *Ox* and *Cow:* Of 3,450 Penang and Singapore offered 3,046 sold, light 6⅝ to 7¼ lbs. at 10d. to 10½d., heavy 8¾ lbs. at 9½d, extra 12¾ to 14¼ lbs. at 9½d. to 10d., small 5½ lbs. at 10½d., calf 3 lbs. at 10d., thirds 7½ lbs. at 7d. *Buffalo:* Of 5,698 Singapore and Penang offered, 5,311 sold, light 10⅝ to 17¼ lbs at 6½d. to 7¼d., first heavy 21½ to 36¾ lbs. at 4¾d. to 5¼d., seconds 23⅜ to 34⅜ lbs. at 4¼d. to 5d.; 1,259 Batavian withdrawn.

PEPPER.—*Black*: The market is quiet, at barely previous quotations,—Singapore has sold, good at 6¼d., Penang fair at 5⅜d. *White* has brought an advance of about 1d. per lb., Singapore having been sold at auction commencing at 11¾d. and closing at 1s. Privately Singapore has sold at 1s., and a few lots at 1s 0½d.

SPICES.—Cinnamon: Of 135 bales Ceylon, 90 bales sold, low to middling, first sort, 2s. 2d. to 3s.; second, 1s. 10d. to 2s. 9d.; third, 1s. 8d. to 2s. 6d.; fourth, 2s. 4d.; spurious, 8d. to 9d. Cloves: 60 bags Amboyna bought in at 4d. to 6d., and 3 cases Penang at 1s. 6d. Nutmegs: Of 24 cases Penang, 7 cases sold, 71's at 3s. 8d., 77's at 3s. 7d, and 82's at 3s. 5d. 22 casks low small limed Java sold at 2s. 6d. to 2s. 10d., and 46 bags wild Singapore at 6d. Mace has met a better demand at firmer rates, 36 cases Singapore sold, very ordinary broken, 4s. 1d.; middling red, 4s. 3d.; bold, 4s. 6d. Of 14 cases Penang, 9 cases sold, low dark, broken, partly mouldy, 3s. 9d. to 3s. 10d.; middling red, 4s. 4d.

SAGO.—In auction of 1,703 bags about 1,000 bags sold at fully previous prices, fair small 18s., medium 18s. to 18s. 6d., large 18s. 6d. to 19s.

TAPIOCA.—Of 150 barrels fine Rio about one-half sold at 5½d., 355 bags good Penang sold at 2½d. to 2¼d. chiefly the former price; of 469 bags Singapore 160 bags sold at 2½d. to 2¼d., Eastern sorts being slightly dearer. Privately about 700 bags, chiefly Singapore, have been sold at a similar improvement at 2⅝d. Pearl: 47 bags large sold at 19s.

TIN.—Some parcels of Foreign, principally Banca, have been forced for sale, as low as £141 10s. having been accepted; but we hear of no more to be had at that price. The closing quotations are—Straits, on the spot and afloat, £143; Banca, £143; Billiton, £142.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass	Brandy.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.
				Tns.	Tons.	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£	£	£	Cwt.	Cwt.	£
Lahloo	Shanghai	London.	Dec. 16	281	...	...	50	37	1500	1096	1642269	144200	...	...	...	...	...	...	...	25	118	87	344	39	1600	787	1228	690	77	143	...	48	85	11	...
Stanley, str., via S.C.	Colombo	,,	,, 19	153	7	...	...	...	56	829	421590	34020	...	...	...	89	...	650	17	150	...	41	...	90	202	20	...	10	558	...	10	304	47	...	22
Wisteria	Java	,,	,, 19	...	...	10	39	20	...	781	192713	473173	...	...	...	450	...	6190	...	...	90	...	...	...	314	304	10cs.	43	173	270	...	1055	32	...	181
Thracian	Japan	,,	,, 20	231	24	...	23	...	37	1103	471573	...	...	...	...	...	...	38000	32	...	156	15	105	114	1028	73	...	170	...	394	185	1270	50	...	63
Cotopaxi	Colombo	,,	,, 21	...	2	...	1	...	...	296	26200	...	...	...	...	...	...	...	...	87	46	822	3090	181	1512	3410	95	50	...	...	...	103	2	2	224
Corona	Hong Kong	,,	,, 22	3	51	31	450	15	..	1139	728650	...	...	...	...	...	...	62352	...	...	177	365	...	319	2849	544	875	205	...	146	...	162	60	...	71
J.C Stevenson, str., via S.C.	Colombo	,,	,, 23	...	...	...	...	...	20	72	192563	44360	...	...	...	...	...	60	...	3	...	...	426	2	256	...	...	...	221	...	...	39	...	12	140
Parana, str., via S.C.	Singapore	,,	,, 23	...	...	...	...	...	...	735	279076	4600	80	...	15	...	...	900	...	...	...	...	...	11	6	54	...	...	31	...	...	15	...	...	...
Do. do.	Hong Kong	,,	,, 23	...	...	...	...	...	167	134	470400	...	...	...	225	52	...	...	...	...	...	...	...	...	...	64	300	240	67	...	...	...	18	...	...
Do. do.	Shanghai	,,	,, 23	405	498	...	...	..	...	885	859000	...	...	...	...	3660	...	...	...	...	...	57	...	...	10	337	...	...	..	...	...	...	67	...	...
Do. do.	Japan	,,	,, 23	...	...	...	...	...	1290	620	344400	48456	...	...	...	516	...	21008	...	...	...	...	...	...	...	49	...	287	...	...	...	...	...	...	...
Pelham	Bankok	,,	,, 30	61	...	...	...	...	30	962	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	390	...	...	...
Black Adder	Shanghai	,,	,, 30	405	10	...	...	...	...	570	2293450	...	...	...	...	...	...	...	...	24	178	12	...	193	1260	623	...	393	7	...	...	149	270	...	32
Vixen, str., via S.C.	Singapore, &c.	,,	Jan. 2	...	...	...	...	...	...	459	283720	...	...	...	...	...	...	...	...	...	...	...	...	5	...	200	...	2	55	...	...	...	...	...	97
Do. do.	Hong Kong	,,	,, 2	...	...	3	50	...	...	523	525100	...	...	...	...	2150	...	20000	16	...	...	29	...	29	2770	363	...	...	100	...	...	...	2cs.	4	14
Do. do.	Shanghai	,,	,, 2	2	23	15	...	...	...	396	1374274	145760	1650	...	...	15027	...	...	60	...	...	...	68	43	350	30	90	...	103	...	...	27	...	4	3
Do. do.	Japan	,,	,, 2	...	...	...	...	...	...	53	...	...	...	...	42	50	135	...	...	...	...	...	...	...	...	...	...	...	37	...	...	...	...	...	10
Glaucus, str., via S.C.	Singapore, &c.	Livrpool	Dec. 22	4	2	...	...	...	436	302	1098717	79082	...	...	...	1218	...	10000	35	...	...	42	...	...	...	317	...	...	983	...	...	13	...	2	144
Do. do.	Manila	,,	,, 22	...	...	...	...	...	1000	151	...	71630	150	...	...	2cs.	...	...	825	...	...	...	...	...	...	1ck.	...	...	300	...	...	...	...	...	1cs.
Do. do.	Hong Kong	,,	,, 22	...	...	20	...	...	...	15	1786857	256532	...	...	...	4921	650	28300	144	...	...	...	...	...	24	48	...	...	929	...	...	...	...	4	13
Do. do.	Shanghai	,,	,, 22	62	...	...	50	...	...	138	3663965	218620	...	...	...	17493	...	6400	...	...	...	...	...	...	...	382	...	...	730	...	...	12	213	...	...
Do. do.	Japan	,,	,, 22	...	...	...	...	...	...	...	...	26770	...	...	...	1001	285	43200	...	...	...	...	...	10	...	...	...	...	318	...	...	...	...	...	...
Adolpho	Manila	,,	,, 23	122	19	3	...	...	...	1229	612670	209349	...	100	520	1313	...	4000	...	...	...	600	...	436	385	100	500	270	450	...	771	1813	...	...	6 brls.
Madone	Java	,,	,, 23	131	34	...	11	...	1080	793	431593	388704	...	80	95	915	404	11040	...	24	21	63	...	8	114	1260	...	186	...	...	40	3524	1351	...	...
Ulva	Singapore, &c.	Glasgow	,, 26	28	70	...	80	...	...	1428	370220	64423	25	...	240	...	...	31015	...	90	185	84	...	197	...	322	1075	446	...	...	...	300	...	...	143
Eastern Chief	Yokohama	,,	,, 28	...	...	...	...	...	...	...	40860	219650	...	...	...	...	...	48500	...	...	...	...	...	296	...	...	...	...	...	...	...	...	...	...	...
County of Lanark	Batavia	,,	,, 29	...	...	...	...	...	14811	10	252700	443005	...	...	100	...	...	29588	...	...	...	69	...	266	...	...	...	...	...	...	...	380	...	...	...
Tanah Merah, str., via S.C.	Penang, &c.	,,	Jan. 2	...	...	12	20	...	270	160	82800	318836	127	...	...	211	...	65686	...	...	...	52	...	...	1	270	540	542	...	...	...	...	10	...	19

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	Cwt.	£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Lahloo	Shanghai	30	...	...	165	...	36	...	...	9	16	23	...	...	730	...	...
Stanley, str., via Suez Canal	Colombo	293	1	8	121	73	12	92	...	...	5	...	...	160	39	...	34
Wisteria	Java	7	...	25	174	...	...	30	22	221	17	25	95	66	...	85	...
Thracian	Japan	25 cs.	...	...	66	...	1255	2096	63	...	30	326	...	...	...	...	75
Cotopaxi	Colombo	130	...	...	59	...	...	...	...	...	8	...	26	...	...	...	...
Corona	Hong Kong	82	...	...	150	49	25	103	...	...	20	67	80cs.	180	...	122	...
J C Stevenson, str., via S.C.	Colombo	33	...	...	123	...	15	76	...	...	44	...	216	...	93	...	...
Parana, str, via S.C.	Singapore	46	...	30	12	...	1200	1024	54	30	...	218	...	130	...	...	120
Do. do.	Hong Kong	125	...	80	114	...	5821	52	...	...	30	...	5cs.	303	...	...	180
Do. do.	Shanghai	...	...	...	197	...	...	...	...	...	...	...	...	...	...	...	...
Do. do.	Japan	...	...	...	313	...	145	2413	...	65	27	...	...	...	172	...	...
Pelham	Bankok	...	...	...	...	...	25	...	...	...	...	705	...	210	...	...	50
Black Adder	Shanghai	67	...	...	64	...	16	...	...	...	...	...	...	...	...	...	28
Vixen, str., via S.C.	Singpre., &c.	15	...	15	92	19	33	33	32	94	...	30	...	44	...	172	...
Do. do.	Hong Kong	478	...	...	136	...	6433	1800	...	...	168	12	...	...	262	...	...
Do. do.	Shanghai	4	...	...	54	...	162	697	...	...	10	271	3cs.	...	...	...	...
Do. do.	Japan	...	...	82	89	...	121	...	...	6	30	...	...	...	...	...	...
Glaucus, str., via S.C.	Singapore	45	...	138	10	...	...	123	383	3	70	...	...	...	30	...	130
Do. do.	Manila	30	...	100	...	...	9cs.	34	158	...	130	3cs.	...	...	60	...	...
Do. do.	Hong Kong	13	...	36	51	16	...	160	185	...	...	...	20	...	65	...	...
Do. do.	Shanghai	20	...	171	351	150	66	...	12	...	16	...	...	...	320	...	3
Do. do.	Japan	5	...	...	142	...	5cs.	337	162	...	1cs.	200	...	...	...	...	...
Adolpho	Manila	1cs.	20cs	...	570	...	813	...	3cs.	95	8cs.	130	208	...	...	...	...
Madone	Java	...	...	...	...	...	...	60	...	287	...	...	...	...	234	...	...
Ulva	Singpre., &c	...	...	...	83	...	...	...	...	...	57	...	...	...	...	...	...
Eastern Chief	Yokohama	...	...	...	6	...	...	...	...	...	...	...	...	120	...	...	...
County of Lanark	Batavia	...	...	...	50	...	...	...	...	...	...	...	...	...	160	...	...
Tanah Merah, str., via S.C.	Penang, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	376	...	...

ADDITIONAL.—Per LAHLOO.—Mineral water, £150; goods, manufactured, £87; flax, £79; sugar, 27 cwt. To Nagasaki: Beer in glass, 37 barrels, in bulk 33 barrels; wine, 90 gallons; British spirits, 178 gallons.

Per STANLEY (str.).—Cottons, £60; corks, £16; casks and staves, £251; india-rubber hose, £32; cement, £23; manure, £100; effects, £10; sugar, 88 cwt.; billiard and bagatelle tables, £150.

Per WISTARIA.—Matches, £644; carriages, £55; cement, £295; tar and pitch, 113 barrels; gunpowder, 13,900 lbs.

Per THRACIAN.—Telegraph and railway materials, £2,251; cement, £200; cottons, £960; soda-water, £16; tin plates 50 boxes; zinc, 1 ton.

Per COTOPAXI.—Casks, in shooks, £130; cement, £3; clocks, £21.

Per CORONA.—Cement, £200; soap, 1 case; coals and coke, 209 tons; tar and pitch, 125 barrels.

Per J. C. STEPHENSON (str.).—Sugar, 21 cwt.

Per PARANA (str.).—To Singapore: Cottons, £290; goods, manufactured, £34; carriage materials, £34; dog and kennel, £17. To Hong Kong: Goods, manufactured, £4. To Shanghai: Elephants' teeth, £270; cottons, £917. To Japan: Tarpauling, £270; telegraph instruments, £249; sponge, £31; grease, £54.

Per PELHAM.—Clocks and watches, £490; cast iron panels, £3,300; iron frames, £2,950; chronometers, £120; ship's stores, £1,030; coals and coke, 99 tons; gunpowder, 2 cases.

Per BLACK ADDER.—Goods, manufactured, £13; ironware, 98 cases; mineral water, £22; cottons, £12,000; phaeton, £90.

Per VIXEN (str.).—To Singapore, &c.: Goods, manufactured, £40; cottons, £250; corks, £22. To Hong Kong: Effects, £110; goods, manufactured, £54; tin plates, 50 boxes; quicksilver, 50 bottles. To Shanghai: Silver plate, 25 oz.; effects, £240. To Japan: Goods, manufactured, £30; effects, £83.

Per GLAUCUS (str.).—To Singapore: Provisions, 2 cases; woollens, 3 cases; ironware, 4 cases; effects, £74; goods, manufactured, £130 and 1 case; glassware, 1 cask; cottons, £106 and 4 cases; leather, 4 cases; apparel, 1 case. To Java: Plain cottons, 259,588 yards; coloured cottons, 84,680 yards; muslins, £86; linens, £357; woollens, £348; haberdashery, £400; effects, £60. To Manila: Hardware, 1 case; cottons, 6 cases. To Hong Kong: Apparel, 1 case; provisions, 2 cases; woollens, 4 cases; preserves, 1 case; charcoal, £269; clocks, £100. To Shanghai: Effects, £105; woollens, 7 cases; apparel, 3 cases; smallwares, 1 case; merchandise, £100; lithographic stones, £30; buttons, 17 cases; plants, £25; umbrellas, £20 cases; provisions, 11 cases. To Japan: Fire-engine, £380; mathematical instruments, £250; merchandise, 32 packages; shot, 1 ton. To Amoy: Iron safes, £130. To Macassar: Printed cottons, 38,000 yards.

Per ADOLPHO.—Fire bricks, £22; potash, 1 case; goods, manufactured, £50; galvanised iron, £1,150; succades, 22 cases; sugar, £50; yarn, £400; oil, 20 cases; cottons, £350 and 4 cases.

Per ULVA.—Iron pier, £3,150; steam barge, £350; felt, £30; gunpowder, 72,200 lbs.

Per COUNTY OF LANARK.—Tramway, £1,300; sheathing felt, £60.

Per TANAH MERAH.—Effects, £25.

Per RAVENSCRAIG, from Liverpool to Galle, cleared Nov. 29.—Coals, 1,700 tons.

Per GRANVILLE.—Steel, 1 ton; hardware, £1,142; haberdashery, £169; earthenware, £34; candles and soap, 13 cwt.; stationery, £300; leather, £19; saddlery, £18; fancy goods, £48; furniture, £30; confectionery, £8; musical instruments, £7; cement, £19

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Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Jan. 4	Tenasserim (str.)	Brown	Rangoon	London
6	Coldinghame	White	Penang	Do
5	Per Ardna	Malcolmson	Rangoon	Liverpool
8	Hector (s.)	Beverley	Sing., China, &c., S.C.	London
6	White Star	Fox	Rangoon	Liverpool
4	Araby Maid	—	Canton	Cuxhaven
4	Cornelia	Croese	Batavia	Texel
8	Geologist	Clark	Ceylon	London
7	Western Chief	Hill	Java	Plymouth
8	Yeavering Belle	Crozier	Shanghai	London
10	Lorne (str.)	Butcher	Sing., China, &c. S.C.	Do.
8	Glengyle (str.)	McBain	Foochow, &c., via S.C.	Plymouth
9	Caller Ou	Rea	Shanghai	Deal
6	Reichstag	Schanfielt	Batavia	Texel
Dec. 25	Orient	Orlander	Do.	New York
27	J. L. Hall	Smith	Do.	Do.
26	John Temperley	Wright	Manila	Boston
26	Ernest	Macaire	Singapore	Do.
27	Herald	ar ner	Batavia	Do.
Jan. 9	Dan	Lund	Do.	Falmouth
8	Webfoot	—	Java	Nieuwe Diep
9	Mathilde	Jacobsen	Canton, for Hamburg	Falmouth
8	County of Berwick	McLean	Sourabaya	Brouwershaven
Nov 19	Condor	—	Hong Kong	Valparaiso

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan. 4	Zeno (str.)	Owen	Colombo, &c., via S.C.	London
3	Menam	Osmond	Hong Kong	Sunderland
Dec. 22	Cashmere	Norton	Shanghai	New York
Jan. 6	Caribou	Wood	Cardiff and Shanghai	London
5	Sally	Wood	River Amoor & Japan	Shields
7	Samhiri	v.d. Burg	Samarang	Sunderland
8	Canute	Elias	Galle	Cardiff
8	Francisco Calderon(s)	—	Hong Kong	Newcastle
10	Duke of Abercorn	Dalrymple	Shanghai	London
10	Alma	Watson	Singapore	Cardiff
10	Ivanhoe	Phillips	Yokohama	Do.
10	Maitland	Reed	Shanghai	Do.
8	Ocean Mail	Watson	Galle	Do.
8	Tanah Merah (s.)	Kirk	Singapore, &c.—S.C.	Belfast*
6	Hermon	—	Hong Kong	Liverpool
Dec. 10	Macao	—	Macao	Callao
Jan. 10	Ajax (str.)	Kidd	Peng., Sing., &c., S.C.	Liverpool

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai: Africa. For Colombo, &c.: Virago, Winestead.

SAILING VESSELS.—For Yokohama and Hiogo: Albuera. For Yokohama: Leander, Velocity. For Shanghai: Aracan, Cutty Sark, Sir Lancelot, Leucadia, Eliza Shaw, Langstone. For Amoy, Chefoo, and Tientsin: Yarra. For Hong Kong: Woodlark, William Fruing, Jessie Isabel, Everest, William Ritson. For Manila: Maria. For Batavia and Sourabaya: Thomas Blythe, Alerte. For Singapore: Pasithea. For Singapore and Sarawak: Alcestis. For Penang: Rifleman. For Colombo: Kingdom of Italy, Southern Belle, Caroline Hutchings, Caldera.

At LIVERPOOL.—For Yokohama and Hiogo: Wood Hall. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Priam (str.). For Hong Kong: Houri, Clymene, Cavalier. For Manila: Victoria, Glenduror. For Batavia and Sourabaya: Bothwell Castle. For Amboyna and Sourabaya: Soembing. For Singapore (via Tyne): Northern Light.

At GLASGOW.—For Batavia and Sourabaya: County of Bute. For Singapore: Rosedale. For Penang, Singapore, Hong Kong, and Shanghai (via London and S.C.): Galley of Lorne (str.).

SPOKEN.

NOORD BRABANT, Holland to Batavia, Dec. 1, 5 N., 24 W.
GEBEBAL DE STEURS, Rotterdam to Singapore, Dec. 3, 14 S., 32 W.
ZES GEZUSTERS (Dutch ship), Batavia to Dordt, Dec. 1, 17 S., 6 E.
ARCHOS (barq.), Singapore to Glasgow, Nov. 14, 31 S., 37 E.
W. H. LINDSAY, Foochow to London, Dec. 3, 1 N., 22 W.
CALUMET, London to Singapore, Nov. 26, 21 S., 28 W.
CATHARINA, Batavia to Amsterdam, Nov. 17, 41 S., 10 E.
AMAZON (Swed. barque), Batavia to Rotterdam, Nov. 20, 28 S., 7 E.
GLAUCUS (str.), Lvrpol. to China, &c., via S.C., Dec. 30, off C. St. Mary.
DRAGON, Galle to London, Dec. 29, 37 N.
ZANZIBAR, Sourabaya to Queenstown, Dec. 4, 10 S., 12 W.
UNDINE, London to Shanghai, Dec. 10, 4 N., 26 W.
SUMATRA, Liverpool to Anjer, Dec. 2, 2 S., 30 W.
PHILIPS VAN MARNIX (Dutch.), Btva. to Rotrdm., Dec. 12, 15 S., 6 E.

FREIGHTS AND CHARTERS.

Outward freights for vessels on the berth remain unaltered; current rates are maintained, but there is not much business doing. We have no change to note in coal freights from the outports.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. to 100s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Yokohama: 35s. to 40s. weight, 30s. meast. To Nagasaki: 45s. weight, 40s. meast. To Shanghai: 40s. weight, 30s. to 37s. 6d. meast. To Hong Kong: 32s. 6d. weight, 25s. to 27s. 6d. meast. To Amoy: 40s. weight. To Batavia: 20s. weight or meast. To Singapore: 20s. weight or meast. To Ceylon: 20s. weight, 17s. 6d. meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £43. To Shanghai: £47. To Hong Kong: £36 to £38. To Penang: £24. To Singapore: £27. To Batavia: £21. To Galle: £20. From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 40s. To Chefoo: 37s. 6d. to 40s. To Shanghai: 47s. 6d. To Hong Kong: 38s. To Manila: 25s. To Colombo: 17s. To Galle, 20s. to 21s. To Singapore: 25s. To Batavia: 22s. To Cheribon, 21s.

From Birkenhead, per ton.—To Shanghai: 36s. To Hong Kong: 30s. To Singapore, 19s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 40s., ship 45s.; to Shanghai, steamer 35s., ship 40s.; to Hong Kong, steamer, 30s., ship 35s.; to Singapore, steamer 25s, ship 25s. to 27s. 6d.

CASUALTIES.

The Tanah Merah (str.), from Glasgow to China, &c. (via S. C.), which put into Belfast to repair, had side ports in bulwarks, started; but after having the same strengthened, she proceeded on the 8th Jan. for her destination.

Advices from St. Helena, dated Dec. 11, state that the Matador, Kimme, from Ilo Ilo to London, which put in there leaky, Nov. 5, had discharged a further portion of her cargo. By means of a diver a bad place was found in the after hooden ends, and the vessel was dipped by the head to bring it out of the water, when a few sheets of copper were stripped, and the soft parts caulked, which caused a slight diminution of the leak. The surveyors recommended that she should receive back her cargo, but not be loaded beyond a draught of eighteen feet, and that as a precaution four additional hands should be shipped.

The Agincourt, of London, Cator, which vessel sailed from Sunderland for Shanghai, Dec. 31, with coal, put into Shields Jan. 3, leaky, having grounded 4½ miles from the Spurn Floating Light, but on the 7th she returned from Shields to Sunderland.

The Vidar (str.) left Ronne, Dec. 31, for Copenghagen, with 861 chests tea, which had been sold by auction, being a portion of cargo saved in a damaged condition, ex Saida (str.), bound from London to Konigsberg, which stranded to the south of Vang.

The J. L. Hall, Smith, which arrived at New York, Dec. 27, from Batavia, was thrown on her beam ends during a S.E. gale, Aug. 28, in lat. 11 S., lon. 84 W., when she shifted her cargo and started stanchions, &c.

The Cotopaxi, Carr, which vessel sailed from London for Colombo Dec. 21, has put back to the Downs with cargo reported shifted.

Advices from Cape Town, dated Dec. 5, received at Amsterdam Jan. 8, state that the Annie S., which vessel had received damage on her passage from Algoa Bay to Simon's Bay, was loading the remainder of the cargo of the Aldebaran, Meyboom, from Batavia to New York, condemned at Simon's Bay, and would probably leave for New York on Dec. 10.

Further advices received from Ronne, dated Jan. 10, state that the Hvidt (str.) had sailed for Pillau, with tea, &c., ex Saida (str.), Carter, from London to Konigsberg, which vessel stranded near Vang.

The Thracian, Hay, from London, for Yokohama, previously reported as having been in collision in the Downs, had her mizen-topmast carried away and also received damage to covering board, rails, and wheel, and slipped from an anchor and cable; she has returned to London, and is discharging her cargo in the West India Docks in order to repair the damage sustained.

Advices received from Rotterdam, dated Jan. 10, state that the Webfoot, Sturrock, arrived at Texel from Pasaroeang, had lost an anchor and chain while entering the harbour.

Advices from New York, dated Dec. 30, state that the Life Brigade, from Colombo, which arrived there 29, reported having experienced a succession of north-west gales, from Nov. 29 to Dec. 24, during which she sprung foretopmast, lost sails, &c., and that on the 19th Nov. the master (Kirby) had died at sea.

The Cotopaxi, Carr, from London, for Colombo, previously reported as having put back to the Downs, Jan. 9, with cargo shifted, has put into Sheerness to restow the same.

MISCELLANEOUS.

At SUEZ.—Dec. 26, Excelsior (s.), from Colombo for London; 28, Sago (str.), Ferry, sailed for Hong Kong.

At PORT SAID.—Jan. 7, Glaucus (str.), from Liverpool for Singapore, China, &c.; 10, J. C. Stevenson (str.), Peale, from London for Colombo, &c.

Off CAPE RECIFE.—Nov. 28, Mary Nelson, from Singapore for New York.

At ST. HELENA.—Nov. 28, Questembert, Guilbad, from Padang, and sailed for Amsterdam; Amazon, Svinhufvud, from Batavia, and sailed, 30, for Rotterdam; Dec. 3, Edith Churnside, from Singapore, and sailed, 4, for Boston; 4, Stanley, Fraser (in charge, the late master, Doughty, having died, Nov. 21), from Amoy, and sailed, 6, for New York; 5, Elizabeth, Feenstra, from Batavia, and sailed for Amsterdam; 6, India Packet, Diepering, from Batavia, for Amsterdam; Marlborough, Larkins, from Zebu; 8, Elise, Lauritzen, from Ilo Ilo, and sailed, 8, for Liverpool; 9, City of Agra, Ellwood, from Manila, and sailed, 10, for New York; 10, Stirling Castle, Hamilton, from Colombo, and sailed, 11, for London.

Off ST. HELENA, Nov. 30, Batavia (barque), from Batavia, for Rotterdam; Dec. 1, Fairwind (ship), from Samarang, for Amsterdam; 2,

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Maasnymph, from Batavia, for Rotterdam; 9, Peri (barque), from Penang, for London.

The master (Elwood) of the City of Agra, from Manila to New York, which put into St. Helena Dec. 9, was unable to proceed in the vessel in consequence of ill health; she left in charge of the chief officer.

NOTICES TO MARINERS.

JAPAN.

Fixed Red Light on Iro-o-saki.—The Japanese Government has given notice that a light is now exhibited from a lighthouse recently erected on Iro-o-saki, south-east coast of Nipon. The light is a *fixed red* light, elevated 185 feet above the level of the sea, and in clear weather should be seen from a distance of eight miles. The tower, twenty feet high, is built of wood, octagonal shaped, and painted white. Position lat. 34 deg. 36 min. N., long. 138 deg. 51 min. E.—Hydrographic Office, Admiralty, Dec. 30.

JAVA.

Dangers off the South-east Coast of Sumatra.—The following dangers off the south-east coast of Sumatra appear on a Dutch chart, published by the Hydrographic Department, Batavia, and are inserted in the Admiralty charts:—Ocean Mail, marked with eighteen feet and 7 and 8 fathoms all round, is situated 11 leagues to the eastward of the Toelang or Tulang river on the coast of Sumatra, in lat. 4 deg. 18 min. S., and long. 106 deg. 26 min. E. Comara, a shoal danger of doubtful existence with 7 fathoms close to, placed about 9 leagues to the north-west of the North Watcher, and 7 leagues from the coast of Sumatra, in lat. 4 deg. 49 min. 30 sec. S., and long. 106 deg. 14 min. 30 sec. E. Clifton, marked with 18 feet and 24 to 27 feet to seaward, is situated about 9 miles to the eastward of Cape Scopong or Supong on the coast of Sumatra, in lat. 4 deg. 56 min. S., and long. 106 deg. 3 min. E.—Hydrographic Office, Admiralty, Dec. 29.

THE NEW P. AND O. STEAMSHIP PESHAWUR.—On the 6th inst. the P. and O. Company's new screw steamship Peshawur, commanded by Captain C. A. White, had her official trial at the measured mile in Stokes Bay, when, under the adverse influence of a strong westerly wind and short "chopping" seas, she attained an average mean speed of 13·816 knots per hour, one run being made with the wind in four minutes, or 15 knots per hour. The total weight of coals and stores on board was 975 tons, and the vessel's draught of water was 17ft. 3in. forward and 18ft. 5in. aft.; steam, 46lb.; vacuum, 27 inches; revolutions of engines, 61 per minute. The dimension of the Peshawur are as follows:—Length between perpendiculars, 378ft.; breadth of beam, 42ft. 9in.; depth from top of floor to spar deck, 33ft. 2in.; register tonnage, 2,103; gross ditto, 3,781. She is fitted with compound engines of 600-horse power nominal, which indicated 2,962 during the trial; diameter of cylinders, 62 and 104 inches; length of stroke, 4ft. 6in.; heating surface of boilers, 11,720 square feet; firegrate surface, 316·8 square feet; condensing surface, 6,059 square feet; diameter of screw, 17ft. 6in., and 4ft. 3in. long, with pitch increasing from 22½ to 24 inches; weight of screw, 12½ tons. The Peshawur was built by Messrs. Caird and Co., of Greenock, and is a sister ship to the Khedive, Mirzapore, and Pekin, by the same builders, which have been added to the company's fleet during the past year. These vessels are all provided with accommodation for a large number of first and second class passengers, mails, specie, baggage, and over 2,000 tons of cargo, and are fitted with the latest improvements in every department. A large number of the P. and O. Company's directors and officials and other scientific gentlemen were on board the Peshawur, and her performances gave great satisfaction. The Peshawur left Southampton on the 13th inst. as an extra steamer for Bombay *via* Suez Canal, calling at Malta, Port Said, and Suez, and also taking cargo for transhipment at Bombay for China.

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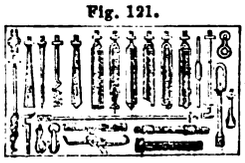
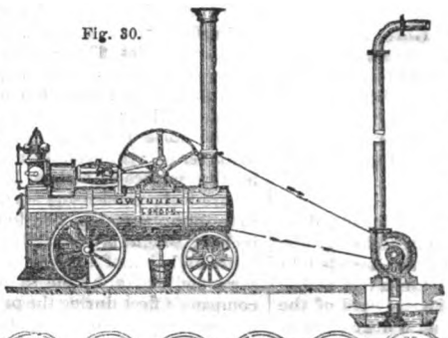
Fig. 121.



Medals.

Fig. 30.



Medals.

Fig. 39.

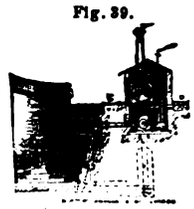


Fig. 100.

Fig. 43.

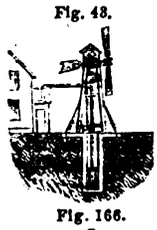


Fig. 106

Fig. 105.

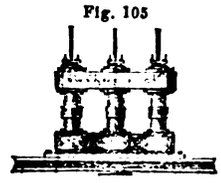


Fig. 166.

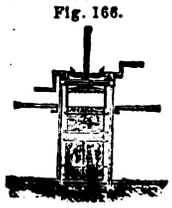


Fig. 192.

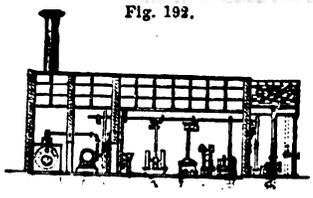


Fig. 24.

Fig. 117.

Fig. 146.

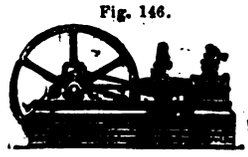


Fig. 154.

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Fig. 117.—Gwynne and Co.'s Brigade Fire Engine.
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Fig. 146.—Gwynne and Co.'s Improved High Pressure Horizontal Engine.
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Capital, $5,000,000. Paid up, $4,500,000.

Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG:

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

HOLLOWAY'S OINTMENT

AND PILLS—CHEST PRESERVATIVES.—At all seasons of the year the rate of mortality from diseases of the lungs is very great. Holloway's Ointment, well rubbed upon the chest, aided by his Pills, arrests all mischief. These cleansing medicaments exercise the most salutary and restorative influence over the entire contents of the pectoral cavity. Air-tubes, nerves, blood-vessels, and all other tissues feel their wholesomely potent power, more particularly in their thoroughly purifying both venous and arterial blood, by promoting the free circulation of air. Neither Ointment nor Pills contain any noxious ingredient whatever, but their balsamic nature nourishes rather than irritates the system, and kindly subdues all untoward symptoms till all is well once more.

THE GREAT NORTHERN TELEGRAPH, CHINA AND JAPAN EXTENSION, COMPANY.

An EXTRAORDINARY GENERAL MEETING will be held at Copenhagen, on Thursday, the 22nd of February, 1872, at 6 P.M., in the Reading Room of the Exchange, when the Board of Directors will make the following proposals:—

1. Authorisation for the Board of Directors to carry out new undertakings.

2. Authorisation for the Board of Directors to acquire a steamship for the use of the Company in the East Asiatic Seas, and constructed thus, that the ship may also be used as a salvage and diving ship.

3. The amalgamation of the Company with the Great Northern Telegraph Company, on the following terms:—

a. The shareholders receive one share in the new Company for every one share of which they are possessed in the old Company, and have also the right to subscribe for one share of the new Company at par, say Rdl. 90 (£10), with dividend from the 1st of January, 1872, for every four shares of which they are possessed in the old Company. The dividend for 1871 to be paid to the old shareholders.

b. The new Company takes over all assets and liabilities of the old Company.

c. The capital of the new Company is fixed at Rdl. 13,500,000 Rmt. (£1,500,000 sterling), but at present shares are only issued sufficient for the amalgamation of the Companies, and for new undertakings, &c.

d. The amount of shares necessary for the new undertakings, &c.—say beyond the amount of those shares which are subscribed for by the old shareholders in accordance with the right which is reserved to them as above (3 *a.*) of subscribing for one share in the new Company at par for every four shares of the old Company—to be realised gradually, as required, for account of the Company, and the premium obtained to be placed to the credit of reserve fund.

e. The Board of Directors of the new Company to consist of eight members, say the first Directors of the two old Companies, and Consul Geo. J. Heliand, of the firm of John Burd and Co., Hong Kong. The Statutes of the old Companies will, with the exception of the alterations necessary in consequence of the above proposals, remain in force for the new Company. A draft of the new Statutes will be laid before the meeting by the Board of Directors.

Particulars of the proposed new undertakings, with estimates, will be given at the general meeting.

At the general meeting there will be produced a list of the shareholders to whom cards of admission to the meeting have been issued, the persons who are registered in the books of the Company as shareholders, and of proxies.

From 31st of January next the draft of the Statutes will be open to inspection of the shareholders, at the Company's Offices here, and in London. From the same day cards of admission to the meeting can be obtained by shareholders proving their rights as mentioned in Article 14 of the Statutes.

The Board of Directors of the Great Northern Telegraph, China and Japan Extension, Company.

Copenhagen, the 9th January, 1872.

THE GREAT NORTHERN TELEGRAPH COMPANY.

An EXTRAORDINARY GENERAL MEETING will be held at Copenhagen on Friday, the 23rd of February, at 6 P.M., in the Reading Room of the Exchange, when the Board of Directors will make proposals as follows:—

1. Authorisation for the Board of Directors to carry out new undertakings in accordance with concessions obtained.

2. Amalgamation of the Company with the Great Northern Telegraph China and Japan Extension Company, under the title of the Great Northern Telegraph Company, on the following terms:—

a. The shareholders receive for each four shares of which they are possessed in the old Company five shares in the new Company, with dividend from the 1st of January, 1872, while interest and dividend for 1871 are paid to the old shareholders.

b. The new Company takes over all assets and liabilities of the old Company.

c. The capital of the new Company is fixed at Rdl. 13,500,000 Rmt. (£1,500,000 sterling), but at present shares are only issued sufficient for the amalgamation of the Companies, and for new undertakings &c.

d. The amount of shares necessary for the new undertakings, &c., to be realised gradually, as required, for account of the Company, and the premium obtained to be placed to the credit of reserve fund.

e. The Board of Directors of the new Company to consist of eight members—say, the first Directors of the two old Companies, and Consul Geo. J. Heliand, of the firm of John Burd and Co., Hong Kong. The Statutes of the old Companies will, with the exceptions of the alterations necessary in consequence of the above proposals, remain in force for the new Company. A draft of the new Statutes will be laid before the meeting by the Board of Directors.

Particulars of the proposed new undertakings, with estimates, will be given at the general meeting.

At the General Meeting there will be produced a list of the shareholders to whom cards of admission to the meeting have been issued, the persons who are registered in the Books of the Company as shareholders, and of proxies.

From the 31st of January next the draft of the statutes will be open to inspection of the shareholders at the Company's offices here and in London. From the same day cards of admission to the meeting can be obtained by shareholders proving their rights as mentioned in Article 14 of the Statutes.

The Board of Directors of the Great Northern Telegraph Company.

Copenhagen, the 9th January, 1872.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

CHANDELIERS IN BRONZE AND ORMOLU.

MODERATOR LAMPS AND LAMPS FOR INDIA.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.

BIRMINGHAM—Manufactory and Show Rooms, Broad-street.

ESTABLISHED 1807.

ALEXANDER BROWN, ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

CEYLON. COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 1,500 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B. — Fifty-seven estates now on the register. Thirty-eight have been sold.

FINE FLAVOURED STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness. Excellent economical stock for Soups, Sauces, &c.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB,

YOKOHAMA.

T. W. JACKSON, COMMISSION AGENT SAN FRANCISCO.

SCHOUT AND CO., SHIPBROKERS AND FORWARDING AGENTS, AMSTERDAM.

TH LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January 1872. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram.
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAND & CO.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS BUTTERY, & Co.
Batavia	HOUGHTON & Co
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOTZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tain	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.

(Over the JERUSALEM.)

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at he above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR MALTA	Every Thursday at 2 P.M.	—
ALEXANDRIA. ADEN BOMBAY	,, ,,	Every Monday at 5 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Thursday, Jan. 4, at 2 P.M. And every alternate Thursday thereafter.	Monday, Jan. 15. at 5 A.M. and every alternate Monday thereafter.
AUSTRALIA NW. ZEALAND	Thursday, Jan 18, at 2 P.M. And every fourth Thursday thereafter.	Monday, Jan. 29, at 5 A.M. And every fourth Monday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

December 10
December 24
January 7
January 21
February 4
February 18
} For Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The steamers of the 24th Dec., 21st Jan., and 19th Feb. connect at Aden with the steamers for Seychelles, Reunion, and Mauritius.

The steamers of the 10th Dec., 7th Jan., and 4th Feb. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... ... Every Saturday
,, Constantinople ... ... ,,
,, Algiers ... ... ,,

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Births in London are entitled to the conveyance of their luggage free to Marseilles.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts., 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days rom England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 42 ,, ,,
Australia ..... in 47 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by he magn ficent steamers of the United States, New Zealand, nd Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents 22, Moorgate-street, London.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Sir Lancelot	A1 16 yr.	E.I.D.	With des.
Hong Kong.	Guinevere ...	A1 16 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong.	Jessie Isabel	A1 13 yr.	SWID	With des.
Hong Kong	Everest	A1 14 yr.	SWID	With des.
Amoy, Newchwang, & Chefoo.	Yarra	A in A1	SWID	With des.
Shanghai ...	Aracan	A1 14 yr.	SWID	With des.
Yokohama...	Leander	A1 16 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

Steam via the Suez Canal.
To sail on the 31st January.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for JAVA and JAPAN, the splendid new full-powered screw steamer GALLEY OF LORNE, 100 A 1, 1,500 tons register, 240-horse power, nominal, built by Messrs. R. Napier and Sons, Glasgow, RICHARD ROBINSON, Commander; South West India Docks. Has elegant accommodation for first and second-class passengers, including cabin fittings, bedding, and linen; carries a surgeon.

Rates of Passage as follows:—
To Singapore ... 50 gs. first-class, 35 gs. second-class.
,, Hong Kong... 60 ,, 40 ,,
,, Shanghai ... 70 ,, 45 ,,

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange Buildings, London, E.C.

STEAM from LONDON, via Suez Canal, or PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java and Japan. The following magnificent STEAMERS will be despatched as under, from the South-West India Docks:—

Steamer.	Class.	Tons.	H.p.	To be despatched.
Galley of Lorne (new)	100 A1	1500	240	Jan. 31.
Lord of the Isles ...	100 A1	1846	240	Feb. 17.
Macgregor (new) ...	100 A1	1500	300	March 5.
Cyphrenes (new) ...	100 A1	1500	250	March 20.
Cheops	100 A1	984	150	April 5.

The accommodation for passengers is replete with every comfort, including bedding and linen.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, E.C

CHINA, JAPAN, AND JAVA. The following high-classed CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Tns	Class.	Dock.	To sail.
Shanghai..	Cutty Sark	921	A1 16 yr.	E.I.D.	Jan. 25
Yoko. & Hiogo ...	Albuera ...	774	A1 17 yr.	E.I.D.	Jan. 25
Ditto	Whiteaddr	915	A1 10 yr.	E.I.D.	To follw.
Bat & Sour via S.C.	Vider, s.s.	450	3-3rds A1	E.I.D.	Jan. 20

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

STEAM, via the SUEZ CANAL.—To sail 20th January, 1872, direct for BATAVIA and SOURABAYA, proceeding to other ports in Java if sufficient inducement offer, the splendid new full-powered screw-steam VIDER, 3-3rds A1, 350 tons register, 280-horse power effective; East India Docks. This fine vessel is confidently expected to make a very rapid passage, and is specially recommended to shippers, as, by proceeding direct, transhipment and consequent delay and damage are avoided. Has excellent accommodation for passengers.

For Freight or Passage, apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

FOR SHANGHAI direct, with very quick despatch, the Clyde-built clipper ship CUTTY-SARK, A1 16 years (owned by Messrs. John Willis and Son), 921 tons register, G. MOODIE, Commander; East India Docks. This fine vessel has just been re-metalled, and is confidently recommended to shippers. First voyage—104 days, Gravesend to Shanghai; 108 days, Shanghai to Gravesend. Second voyage—97 days, Downs to Shanghai; 108 days, Shanghai to Docks.

For Freight apply to J. D. WILLIS and Co., 115 Leadenhall-street, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Brokers.	Tons	To Sail.
Alcestis, A1.....	Mills & Milne.....	898	Jan. 16
Glengyle, s.s. A1 100	Thos. Skinner & Co.	1,266	Jan. 20
YangTszè, s.s., A1 100.....	Norris and Joyner...	1,000	Jan. 20
Pasithea A1	Wright Bros. & Co.	587	Feb. 15
LIVERPOOL.			
Prima, s.s.	Alfred Holt.....	1,572	Jan. 27
GLASGOW.			
Rosedale, A1 10 yrs.	Thos. Skinner & Co.	459	Jan. 21

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

PENANG, SINGAPORE, CHINA, & JAPAN—The following high-classed SCREW and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock	Last Shpng Day
Pen., Sing. Hg Kg., & Shanghai, via S.C...	Yangtsze (s.s.)	A1 18 yrs L'pool Bk	1220	SWID	Jan. 20
Shanghai..	Langstone	A1.....	746	EID	With des
Chefoo & Tientsin	Sing-Tai ...	A1 10 yr.	320	EID	With des

Excellent accommodation for passengers.

For Freight or Passage apply to NORRIS and JOYNER 60, Cornhill, E.C.

STEAM VIA THE SUEZ CANAL.—To PENANG, SINGAPORE, HONG KONG, AND SHANGHAI, taking cargo for transhipment to Java, Japan, &c., at through rates at shippers' risk (last shipping day 20th January, unless previously full), the splendid new full-powered Screw Steamer YANGTSZE, A1 18 years, Liverpool bark, 1,220 tons gross 780 tons net register, 160-horse power nominal; ——Commander; South West India Docks. This magnificent steamer, built this year by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, is expected, from her large proportionate power, to make a very quick passage. Has splendid accommodation for passengers.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

Liverpool line of Packets for Japan.

FOR YOKOHAMA and HIOGO, with prompt despatch, the splendid Clyde-built clipper barque WOODHALL, J. WHITTLE, Commander, 721 tons register. This fine Vessel was built in 1869, under special survey, and classed AAI at Lloyds. She has proved herself to be one of the finest and fastest clippers afloat, and having always delivered her cargoes in excellent condition, is specially adapted for the conveyance of Fine Goods. Loading in Prince's Dock.

For further particulars apply to MORS LE BLANCH and Co., The Albany, Liverpool; or East India Avenue, London.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS residing abroad would find this a most desirable home References can be given for England, India, China, and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Jan. 15, 1872.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 438.] LONDON, MONDAY, JAN. 22, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.		OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Jan. 19.
JAPAN —	Yokohama	Oct. 6	Nov. 28	Dec. 3
	Yedo			
	Osaka and Hiogo	—	—	Nov. 29
	Hakodadi			
	Nagasaki	—	—	Dec. 1
CHINA —	Peking	—	—	Nov. 29
	Tien-tsin	—	—	,, 30
	Chefoo	—	—	Dec. 2
	New-chwang	—	—	,, 2
	Hankow	,, 6	,, 27	,, 2
	Kiu-kiang	—	—	,, 1
	Chin-kiang			
	Shanghai	,, 13	,, 30	,, 7
	Ningpo	—	—	,, 5
	Foochow	,, 13	Dec. 3	,, 9
	Formosa			
	Amoy	—	—	,, 7
	Swatow	—	—	,, 8
	Hong Kong	,, 27	,, 8	,, 13
	Canton	—	—	,, 12
	Macao	—	—	,, 11
PHILIPPINES—	Manilla	,, 6	,, 2	,, 10
COCHIN-CHINA—	Saigon	,, 27	,, 8	,, 10
SIAM —	Bangkok	—	—	,, 12
BORNEO—	Labuan	—	—	,, 16
	Sarawak	—	—	,, 15
JAVA —	Batavia	Nov. 8	,, 12	,, 15
	Samarang	—	—	,, 14
	Sourabaya	—	—	,, 13
MALACCA STRAITS—	Singapore	,, 10	,, 14	,, 20
	Penang	,, 17	,, 20	,, 22
CEYLON—	Galle	—	—	,, 28
	Colombo	—	—	,, 26

THE MAILS, &c.

The P. and O. mail, bringing the above dates, was delivered, *via* Brindisi, on the 19th inst., one day in advance of its due date. This is the first homeward mail which has passed through the Mont Cenis Tunnel. The next inward mail (French), with dates, Yokohama Dec. 10, Shanghai Dec. 14, Hong Kong Dec. 20, Singapore Dec. 26, is due, *via* Marseilles, on Monday next, the 29th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Brindisi, per P. and O. steamer *Ceylon*, arrived Jan. 16.—From Shanghai: Mr. C. J. Skeggs.

To Southampton, per P. and O. steamer *Poonah*, expected to arrive Jan. 22.—From Hong Kong: Capt. McCallum. From Singapore: Admiral Sir H. Kellett, K.C.B., Mr. Lishman, Lieut. Cooper, Capt. and Mrs. Barrow, Mr. T. B. Twendale, and two second-class passengers. From Galle: Mr. H. Davis, and one second-class passenger.

To Gibraltar.—From Singapore: Don Manuel Y Vargus.

To Suez, per P. and O. steamer *Khedive*, arrived Jan. 12.—From Galle: Mr. L. Lim.

PASSENGERS OUTWARD.

Per P. and O. steamer *Nyanza*, from Southampton, Jan. 18.—To Yokohama: Mr. W. McDonald. To Ceylon: Mr. Leisching, Mr. and Mrs. Douglas.

Per P. and O. steamer *Ceylon*, from Brindisi, Jan. 29.—To Yokohama: Mr. von Knoblanch, Mr. A. S. Aldrich. To Shanghai: Mr. and Mrs. J. Smith. To Singapore: Mr. and Mrs. Tidmarsh, Mr. Balfour.

Per P. and O. steamer *Poonah*, from Southampton, Feb. 1.—To Singapore: Mrs. Martin and two children, Miss Niven and sister, Mr. Armstrong.

Per P. and O. steamer *Malta*, from Brindisi, Feb. 12—General Sir Harry Ord, Lady Ord, and secretary (*en route* for Penang).

Per P. and O. steamer from Suez, Feb. 16.—To Ceylon: Mr. W. H. Gregory (Governor of Ceylon).

Per steamer *Ajax* (Holt's Line), from Liverpool, Jan 11.—To Singapore: Mr. and Mrs. F. Snowden, Mr. Isaac Moss. To Shanghai: Miss Garrette.

Per French mail steamer *Hoogly*, from Marseilles on the 21st inst. (booked from London).—To Japan: Mr. W. E. L. Keeling. To Shanghai: Mr. H. Kopsch and wife. To Singapore: Mr. J. Hiebert. To Saigon: Mr. Hamonic. To Batavia: Mr. Spronger van Eyke and wife, Mr. Overbeck and wife, Mr. Motke and G. L. Motke. To Ceylon: Mr. Scinylenburg and Valck.

Summary of News from the Far East.

CHINA.

SHANGHAI.

Our advices extend to 7th Dec. The outward mail per French steamer of 15th Oct. arrived on the 30th Nov. The following items are from the *North China Herald*:—

We are glad to hear that the matter of provision for the Chinese poor has been taken up, the Council having resolved to carry on the Sinzah Refuge similarly to last year. The same foreign superintendent has been appointed, and last year's plan having been found to work well is also followed in other particulars. The cost of working the Refuge will be defrayed from the Council's vote for charitable purposes, to be assisted by private subscriptions from the foreign and native community, who no doubt will give aid as liberally as heretofore.

Shanghai and the neighbouring districts are contributing a large supply of cotton quilted clothes for the sufferers by the late floods in Chih-li. It is said that some 20,000 have been already collected.

The *Peking Gazette* contains an outspoken memorial by Censor Liu Kwo-kwang on the rather delicate subject of Imperial household expenditure. The Emperor seems to want more income, and asks for the "surplus" Customs' revenue. Liu very plainly says there is no reason why the Imperial household should cost more now than it used to do, and that a time when the metropolitan province is starving is not appropriate for such an application. To talk of "surplus" Customs' revenue is humbug. The collectors already squeeze intolerably, and would make the Imperial demand an excuse for further extortion. The last Peking rumour is that Tseng-kwo-fan is likely to retire, and to be succeeded at Nangking by Li-hung-chang, the present Viceroy of Chih-li. We give the report only for what it may be worth.

The body of a marine belonging to H.M.S. *Juno* has been found near the village of Pao Shing-yao, a little beyond Sikawei. The deceased, whose name was Joseph Blake, had come on shore with a comrade on leave, on the previous day, and they had hired ponies and ridden out to the Bubbling Well, drinking a good deal before they parted. There was no marks of violence on the body, nor sign of struggle on the spot; and money was found in the pocket. The inference is that Blake somehow deviated from the straight road, either at Cross-road or at the Defence Creek, and worked back towards Sikawei, where he must have been thrown from his pony and wandered till he fell from exhaustion, fell asleep, and died from cold.

The second Paper Hunt of the season was won by Mr. Bidwell, on *Screw*. Another yacht race has been sailed, the course being from off the Recreation Ground round the Red Buoy. Eight yachts entered, and the prize, the Christmas Cup, was won by the *Phantom*.

The new S.S.N. steamer, recently put together at the company's lower (Hongkew) wharf, has been successfully launched. She is named the *Honan*, and is a vessel of very light draught, but of considerable length, and will carry about 1,500 tons. She will be admirably fitted to run on the Upper Yangtze—when it is opened.

The sons of Saint Andrew, as usual, held high festival on St. Andrew's Day, in honour of Scotland's patron Saint; two parties—the St. Andrew's Society and the Scottish Freemasons—vieing which should most hospitably celebrate the occasion. About sixty members of the society sat down to dinner at the club, under the presidency of Mr. David Reid, supported by Mr. F. Henderson as vice-chairman, and Mr. J. Anderson and Dr. Henderson as croupiers. About thirty-five Freemasons sat down to the banquet given by the "Cosmopolitan" Lodge, under the presidency of the master for the current year—Bro. C. M. Donaldson.

The case of the schooner *Anne*, Mr. James Fox, master, which

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was stranded at Kelung, on the 9th or 10th of August, and has since been abandoned by the master and crew, came before the Naval Court of Zamsui on the 12th Oct., when the Court found that no blame was attributable to the master or crew. All possible efforts were made for six weeks to get her off, before she was sold at the recommendation of survivors, and the Court approved of such sale.

HONG KONG.

Dates extend to the 13th Dec. The outward London mail of 25th Oct. arrived on the 8th Dec.

The *Overland Trade Report* has a very pertinent article on the altered conditions of trade in China, consequent on the introduction of the telegraph, in which it is attempted with much justice to relieve resident partners in future from the sole responsibility of "bad seasons," now that the wire has brought them within a day's communication with their seniors. The observation is a true one; and there can be no doubt that the reputation for "recklessness," which our contemporary says is a "household word among commercial men," as applied to China merchants, will not longer attach solely to their representatives abroad, unless indeed the resident partners should not choose to be guided by the instructions flashed to them from home—a contingency which our contemporary seems to have overlooked.

The following items are from the *China Mail*:—

In China matters political are much the same, so far as outward appearances reveal the situation. An important document has been published, in which Count Rochechouart gives what is regarded as a preliminary reply to the Missionary Circular, and which is sent to the Tsung-li-yamen pending consultation with other Powers, especially England. It is spirited and firm, and foreshadows a policy which we trust will be vigorously followed up. A rumour is in circulation that Tseng-kwo-fan has resigned, and will be succeeded in the Vice-royalty of the Two-Kwangs by Li-hung-chang, a younger but very able mandarin. Disturbances are reported in the western districts of Kwangtung, Kwangsi, and Yu-nan, and in the latter province it is stated that the third son of the Taiping Wong has been declared Emperor of Southern China; troops are being sent to the districts under the insurrectionary influence. The floods are now stated to have been immediately caused by the laziness and negligence of a mandarin, aided by the rascality of a yamen-runner, who suppressed reports of the danger.

H.E. Sir Richard Graves MacDonnell, Governor of Hong Kong, &c., landed at the Military Wharf, Parade Ground, on the 8th Dec. His Excellency was brought on shore in the Governor's barge, accompanied by H.E. the Lieut. Governor, Hon. J. G. Austin, Hon. C. C. Smith, Mr. Russell, and the Governor's aid de-camp. On the wharf to receive him we observed Messrs. Moorsom, Stewart, Mitchell, d'Almada, Lister, Dr. Dods, and others; while on the Parade Ground there was a very large concourse assembled, consisting of leading residents, several ladies and many Europeans and Chinese. We were sorry to observe that his Excellency's stay at home has apparently had so little effect in re-establishing his previous vigour of body; and we sincerely trust that the bracing air of our island home during this season may result in his complete restoration. Sir Richard when he landed wore the Order of St. Michael and St. George—an honour conferred upon him since his departure, as reward for long and distinguished services.

No official preparations were made for his Excellency's reception, and general dissatisfaction has been expressed at the bungling way in which matters were managed.

His Excellency visited the gaol during the afternoon, so that he did not allow the grass to grow under his feet; and we would again remind heads of departments and all concerned that Sir Richard is again at his post. *Verbum sap!*

Mr. T. C. Hayllar has been provisionally appointed Acting Attorney General, in room of Hon. J. Ball (Small Court Judge) resigned.

Abdool Moussa and Noor Mahomed Camissa were convicted of having conspired to defraud certain Chinese silk-merchants in Canton by attempting to make it appear that the debts of Fazulbhoy, Mahomed Essa and Co., of Bombay, were the debts of one Abdool Rahman Jahmal. Sentence has been reserved, pending decision on certain reserved legal points in the case.

Some surprise has been occasioned by the course adopted by the agent here of the Great Northern Telegraph China and Japan Extension Company, on the occasion of the temporary stoppage of communication between this port and Shanghai. The public were not informed of the break in the line, and paid messages were received for two or three days after the line was unserviceable; and though the money for the said messages has been returned, great inconvenience and some vexation has resulted.

St. Andrew's-day was celebrated both here and at Shanghai by Scotchmen, at semi-public dinner assembled.

Captain Punchard, of the late steamer *Azof*, has had his certificate returned by the Marine Court of Inquiry, and has been pronounced entirely blameless as regards the loss of the vessel.

BORNEO.

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SARAWAK.

The census for the Sarawak territory gives a general total of 141,546, but it does not pretend to strict accuracy. It is the generally received opinion that the whole population of the Sarawak territory numbers nearer 200,000 souls than 141,000.

The N.E. monsoon having set in, the fair way buoy on the bar at the Santubong entrance of the Sarawak river has been removed, the channel being no longer safe for large vessels.

A report reaches us from Kalaka that Minggat, the Dyak chief who distinguished himself in the late expedition, intends to start with a considerable force to attack the people living on the Kanowit river above Mujok.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates from this port extend to the 20th Dec. The P. and O. mail of the 3rd Nov. arrived on the 8th Dec; and the French mail, with London letters to 10th Nov., on the 14th Dec. The following items are from the *Straits Times*:—

The financial position of the colony has been very ably reviewed in a paper laid before the Legislative Council by the Auditor-General, which, together with the debate on the Supplementary Supply Bill for 1870 and Estimates for 1872, has only been recently published. The Auditor-General has endeavoured to refute the charges of extravagance from time to time made against the colonial administration, but throws out of his calculations the cost of Government House and the new steamers—including, we suppose, the loss on the *Peiho*—as exceptional and extraordinary items, which should not be taken into account as evidences of general extravagance. The argument loses some of its force from the fact that the expenditure during three years of Colonial rule are contrasted against that of only one year under the Indian Government,—and that year one in which the New Court House was being built,—while the cost of New Government House and new steamers have been omitted in reckoning the Colonial expenditure. It is gratifying to learn, however, from the debate, that the expenditure as a rule does not reach the amount named in the estimates by a long way, while the revenue is generally in excess of the amount anticipated, and that the public are not to take the estimates as a measure of the probable expenditure, they being framed to cover possible deficiencies in any of the various departments.

The reduction that is to be made in the military strength of the garrison here is one of the most important movements that has been decided on since these settlements became a colony. Some time ago, it was proposed to raise a local corps somewhat on the principle of the Ceylon Rifles, to replace the Madras Native Infantry, but the Sepoys, and also the half battery of Royal Artillery stationed here are now to be withdrawn, and no local corps has been raised; and the entire military strength of the colony will be merely one regiment of European infantry. We of course are unaware what further measures are contemplated at the Colonial Office, but believe an augmentation of the police force, or the alternative of a local military corps, will be necessary.

On the 14th December H.M.S. *Iron Duke* arrived, bringing out Admiral Shadwell to relieve Sir Henry Kellett in command of the China squadron. Admiral Kellett was waiting here in H. M. S. *Ocean*, to be relieved, and proceeds home as passenger by the present mail steamer.

Singapore saw very little of the eclipse, but that event was followed by three remarkably high tides, which were not predicted by Mr. Saxby, and further, found every one totally unprepared for them. A considerable quantity of produce, stored in godowns in the low parts of the town, was damaged the first day, and at night a heavy swell aided in the destruction of one or two landing piers, the police stations at Teluk Ayer and Tanjong Rhoo, as well as many of the buildings on piles at the latter place, and several cargo boats, which, with their cargoes were lost. The damage, however, was not so serious as might have been expected, considering that parts of the town were three feet under water.

A difficulty and inconvenience which has been experienced in getting the *Mirzapore* alongside the P. and O. Company's wharf, and which was a serious annoyance to the passengers and to every one else, should lead the P. and O. Company to extend their wharves. The large steamers are much too long for the present wharf, and besides the difficulty of making the steamers fast, it more than once happens, as it did in this instance, that the gangway cannot be brought abreast of the wharf. The mails were delayed nearly an hour owing to this cause alone.

We hear that the appointment of Police Magistrate here has been given to Captain Walshe,—a military officer hitherto serving at the Colony of Sierra Leone, on the West coast of Africa.

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PENANG.

The present mail brings dates to the 22nd Dec.; the P. and O. mail, with London advices to the 17th Nov., arrived out Dec. 20.

Mr. I. S. Bond, on behalf of Mr. G. P. Tolson, the managing assistant in the firm of Lorrain, Gillespie and Co., has moved the Supreme Court for a rule *nisi* calling on the sheriff to show cause why a *mandamus* should not issue commanding him to have been duly elected as Municipal Commissioner of Prince of Wales' Island, at the election of a Municipal Commissioner holden on the 5th December. Sir Wm. Hackett decided that it would be a waste of the public time, and the money of the litigants to allow a *mandamus* to issue.

At a public meeting, held at the office of the Chamber of Commerce, to consider what arrangements should be made for the reception of the King of Siam, it was resolved that a public reception should be given to the King, and that a requisition be made to Government to place at the disposal of the public an adequate sum, as was done at Singapore on a similar occasion. A "Jetty Reception Committee," a "Levee Committee," a "Procession Committee," and a "Ball Committee" were appointed.

We are informed that a letter has been received from the Rev. Mr. Moreton, in which he stated it as his intention to return to Penang by the first mail in March. Mr. Moreton, it is said, brings out with him an assistant for the Free School.

Titipapan and its neighbourhood have been in a state of great alarm during the earlier part of the week, in consequence of tumultuous parties of armed Jaweepakans and Malays, assembling and committing assaults and other excesses on persons who had refused to become members of a secret society, newly established in that locality under the auspices of Mohomed Cassim. The police are doing all they can to screen the offenders. A police-sergeant, it is said, is one of the head men of the society.

Commercial Report.

(For dates see first page.)

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IMPORTS.

TIENTSIN.—Latest accounts report a fair demand for Cotton goods, and more business doing, but with rather heavy stocks on hand. Eagle Chop Grey Shirtings, 8¼ lbs., quoted Tls. 1.9.3; Pheasant Chop, Tls. 1.9. T-Cloths, 7 lbs. Mexicans, Tls. 1.5 to 1.5.5; 8 lbs. Mexicans, Tls. 1.8. to 1.8.5. English Drills, Tls. 3.1.6 to 3.2.

HANKOW.—Cottons: In the absence of demand from the interior, business had been very quiet during the fortnight. The following were the current quotations:—Grey Shirtings, 8¼ lbs., Tls. 1.8 to 1.9; 7 lbs., Tls. 1.6.4 to 1.6.7, almost nominal. White Shirtings, 56 to 60-reed, Tls. 1.7 to 1.9.5; 64 to 66-reed, Tls. 2.0.5 to 2.1.5; a few best 64-reed had been sold. T-Cloths, 7 lbs. Mexicans, Tls. 1.5 to 1.5.8, limited demand. Drills: Best English, Tls. 3 to 3.0.5, fair inquiry. Jeans, Tls. 2.3 to 2.3.5. Fancy Cottons: Very limited sales. Woollens: Camlets quiet, but firm. SS, Tls. 14 to 15 per piece. Long Ells: Scarlet saleable at Tls. 6.1.5 to 6.2 for best; Assorted quoted, HH, Tls. 5.2.5 to 5.3. Lastings met with no inquiry. Spanish Stripes, Tls. 0.5.7 to 0.5.9.

SHANGHAI.—Grey Shirtings: The business had been irregular, but showed a marked improvement in extent, if not in prices realised. 7 lbs. and 8¼ lbs. goods reported sold at Tls. 1.60 to 1.71 for the former, and Tls. 1.75 to 1.78 for the latter; Chinese had resold about 80,000 pieces 8-4 lbs. at from Tls. 1.75 to 1.88; one foreign sale of about 40,000 pieces 8-4 lbs. Eagles and other chops reported on a basis of Tls. 2 for Eagles—delivery, with customary prompt, after China New Year; one small sale of 9 lbs. at Tls. 2.04. White Shirtings: 1,000 pieces, supposed 60 reed, sold at Tls. 1.75. T-Cloths: Very moderate business in 7 lbs., at Tls. 1.35 to 1.59, and from Chinese holders at Tls. 1.46½ to 1.58; 7 lbs. Mexicans rather weaker; inquiry for 6 lbs. lowest quality at Tls. 1.12 to 1.14; 8 lbs. not in favour, and only a few pieces changed hands at Tls. 1.80. Drills: Quotations for Dutch and English advanced 10 to 12 candareens, and holders asking a further rise; stocks of all kinds fallen off; English, Tls. 2.90 to 3.03; 14 lbs., Dutch, Tls. 2.90 to 2.94. Jeans: Little change, 8 lbs., English, placed at Tls. 2.26 to 2.30; Dutch quiet; American: No stock. Sheetings: Out of demand. Fancy Cottons: Fine Black Brocades, Tls. 3.05; Gentian Shirtings, Tls. 2.40; Assorted Chintzes, Tls. 1.45; Cotton Lastings, Tls. 3.60; Damasks, Tls. 4.80, business of a retail character. Woollens: Very limited demand at unchanged rates. Lead: A few sales at Tls. 4.55 cash for L.B. Coals: Without change.

HONG KONG.—Only a limited business had been doing in the market, and prices generally had a downward tendency. Dealers appeared to be well supplied with goods, and did not care to operate unless at values which importers were not anxious to accept. Cotton Yarn: Business of a most trivial character, 16/24s nominally down $2 to 3 per picul, 28/32s no change. Grey Shirtings: Although 7 lbs. were in limited supply values had not improved, owing to the absence of demand, and a reduction of about 3 cents per piece has to be noticed. Stock of 8.4 lbs. was upon too large a scale for requirements; inquiry exceedingly dull, and quotations nominal; 9 to 10 lbs. are not wanted. White Shirtings: Saleable to a very small extent, inquiry chiefly for 54/56 reed of the common descriptions. Fine makes 64/66 reed changed hands at a decline of 5 cents; White Irishes are in no request. T-Cloths: 6 lb. common chops continued in request, and advanced about 2 cents; 7 lb. in fair supply, and a slight pressure to sell had established a fall of 3 cents; 6 lb Mexicans unsaleable; 7 lb. of really fine quality found buyers, but other descriptions had a drooping tendency; 8lb. neglected. Drills: English makes of 14 lb. asked for, as supplies were limited; 15 lb. arriving in fair quantities, and values rather weaker; stock of American and Dutch still upon a small scale. English Jeans could not be moved. Fancy and Dyed Cottons.—Handkerchiefs and Velvets improved, owing to a rather better inquiry, but supplies are moderate, and importers firm for an advance. Blue Drills, Spots, Brocades, Damasks, and Chintzes all in trivial demand at about former quotations. Woollen and Worsted: Market exceedingly quiet, the late advance in prices having tended to stop business. No transactions recorded in Spanish Stripes, Long Ells, and Camlets, and the tendency appeared to be towards a lower range of values. Metals: Advices from home of a good advance in the price of Iron had led to a slight rise, and induced firmness on the part of importers. Nail Rod Iron of good assortment sold at $3.05, showing an improvement of 10c. Bar Iron also showed an upward tendency, but Hoop and Round Iron remained unaltered. Tin Plates declined owing to arrivals 20c. to 30c. per box. Quicksilver sold at $94 to 98. Lead without improvement; importers are offering to sell "to arrive" before March at $6 picul for "L.B." During the fortnight about 3,500 piculs have changed hands on the spot and to arrive. Quotations:—Yarn, No. 16 to 24, $110 to 117.50 per bale; 28 to 32, $117.50 to 122.50. Grey Shirtings, 7 lbs., $2.12 to 2.15; 8.4 lbs., $2.37½ to 2.47½; 9 to 10 lbs., $2.80 to 3.45. White Shirtings, $2.15 to 3.25; finer qualities, $3.65 to 4.75. Grey T-Cloths, 6 lbs., 32-in., $1.60 to 1.62½; 7 lbs., 32-in., $1.80 to 1.82½; 6 lbs., 32-in. Mexicans, $1.70 to 1.75; 7 lbs., 32-in. Mexicans, $2 to 2.20; 8 to 8.4 lbs., 36-in., $2.30 to 2.35. Grey Twills, English, 14 to 15 lbs., $3.95 to 4.10; American, 15 lbs., $4.20 to 4.30; Dutch, 13½ to 14½ lbs., $3.95 to 4; Jeans, 8 lbs., $2.90 to 3.

BATAVIA.—Messrs. Houghton and Co. report as follows:—During the past month our market has, in accordance with the season of the year, been very quiet, and rates generally have undergone little change. Our usual wet monsoon having also now set in we cannot look for prices improving for some time to come; at the same time it must not be forgotten that stocks here are not at all large, so that whenever an active demand sets in rates generally should considerably advance. Cambrics: 45-inch x 12 yards continue in fair request, but no advance in price; fine makes 15/16s f.4.40 per piece; medium f.4.25 to 4.30; ordinary f.4.15 to 4.20 per piece, short credit. Shirtings—White, 40 yards: Can only be placed in small lots; 45-inch, f.10 per piece; 40/41-inch, f.8¾; 35/36-inch, 64/66 reeds, f.7¾, four months' credit. Grey, 38½ yards: No change; 39-inch, 7 lbs., f.6.20 to 6.26; 8½ lbs., f.7¼ to 7⅞; 45-inch, 8 lbs., f.7½ to 7¾; at these figures, however, many houses refuse to sell, holding for an advance. Maddapollams, 24 yards: In little demand; Dutch White, 32/33-inch, f.4.30 to 4.55, 40/41-inch, at f.5.75 to 6; Grey are in better demand than White, but with only small transactions, 34/35-inch, f.4.80 to 5; 43/44-inch, f.5.80 to 6; English Grey, 3 lbs., placed in small lots at f.2.75 to 2.80 per piece; 2¾ lbs., at f.2.60 to f.2.65; White Ship Maddapollams move off at f.2¾ per piece. Prints: Little doing, Printed Jacconets, 9/2 x 24 yards: Suitable patterns placed at f.5¼ to 6 per piece. Dyed Maddapollams, 9/8 x 24 yards: Orange f.3½ per piece. Dyed Brocades, 9/8 x 40 yards: Nominally, f.6 per piece. Turkey Red Cloth, 24 yards: In limited demand; English, 30/33-inch, f.6 to 6½; Dutch, f.7¼ to 7½, according to cloth and dye.

SINGAPORE.—Business in Piece Goods had been on a limited scale, and prices were almost without change, but holders were asking an advance, advices from Manchester being more favourable. 39-inch Grey Shirtings: Sales of 8¼ lbs. to moderate extent at $2.45 to 2.47½, chiefly at the higher quotation; 7 lbs. in limited request at $2.12½ to 2.15; 6 lbs. inquired for at $1.92½ to 1.95 and very few in stock. 45-inch: 9 lbs. in some demand at $2.90 to 2.92½, stocks about cleared; small sales of 8 lbs. at $2.45 to 2.47½, demand extremely limited; other weights without inquiry. 36-inch Grey Supers: No. 1 in good demand at $1.97½ to 2, with few in first hands; No. 2 in limited inquiry at $2.07½; No. 3 dull at $2.17½ to 2.20. 36-inch White Shirtings: Inquiry for medium fallen off, and also less demand for fine; low quite unsaleable. 45-inch: Dull, small sales of 64 reed at $3.45. 36-inch White Spots in very little inquiry at $2.45 for 14x15. 45-inch White Cambrics: No improvement in low and medium, 15/16s in good demand at $30½ "to arrive." 30-inch White Madapollams without inquiry, demand fully supplied; quotations nominal at $18 to 18.50. 32-inch Grey T-Cloth: A little more business had been doing in light weights, quotations for which were $1.07½ to 1.10 for 4 lbs., and $1.17½ to 1.20 for 4½ lbs.; other weights quiet but steady; 5 lbs. $1.37½ to 1.40; 6 lbs. $1.62½ to 1.65; and 7 lbs. at $1.82½ to 1.85. 32-inch Grey Madapollams: More demand for 2¾ lbs., and advanced to $18.60; 3 lbs. quiet at $19 to 19½. 32-inch T. Red Cambrics: Good demand for 2¾ lbs., advanced to $2.20 to 2.22½, and market about cleared; 3 lbs. also in good demand at $2.35 to 2.40; light weights without inquiry. 42-inch T. Red Mulls: In limited request at $29 for 1¾ lbs. Grey Yarn: Less doing in 40s, but holders firm at $116 to 117; other counts dull, 18/24s $87½ to 92½, and 30s $106 to 107. Coloured Yarns: Fair inquiry for Turkey Red Glasgow dye at $127½ to 130 for 10½ lbs., and $135 to 137½ for 12½ lbs.; Imperial Red, dull at $68 to 69; Dark Green in limited request at $80 to 81. Woollens—Spanish Stripes: In less inquiry. Camlets: 32 lbs. Scarlet worth $18, and assorted 16.50; stocks very small. Scarlet Long Ells, 12 lbs. quoted $7¾. Scarlet Bombazettes: 5 lbs. very dull at $3. Lastings: Neglected. Metals—Iron: Firmly held for full prices; Govan Flat Bar $2.70; other descriptions $2.55 to 2.60. Nailrods: Asked for at $2.60 to 2.65. Hoop is dull. Swedish Flat Bar: Limited inquiry at $.60; large arrivals expected. Yellow Metal and Copper Sheathing have been held for higher prices. Lead: Quiet at former rates, but held firmly.

PENANG.—The market was extremely inactive; transactions during the fortnight had been on a very limited scale, the demand having been small, but prices were, notwithstanding, firm, and had in some instances advanced.

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EXPORTS.

TEA.

YOKOHAMA.—Buying had steadily continued, and the previous range of values was maintained. The Walton and Lizzie Iredale were still on the berth for New York; and for the same destination the Bertha Marion was loading at Hiogo.

HANKOW.— About 1,500 chests settled at full prices, and 4,000 chests forwarded to Shanghai on native account.

KIUKIANG.—No business reported, but fair quantities of both Green and Black shipped to Shanghai.

SHANGHAI.—The following is Messrs. Drysdale, Ringer, and Co.'s report:—Black: The business of the fortnight has been so limited and unchanged in character as to call for but few remarks thereon. Prices have ruled as last advised, ranging from Tls. 13 for very common Shuntams to Tls. 16 for common Oonams and Hohows, anything a little better than common to fair in Hohows, Ningchows, or Oopacks being worth Tls. 18 to 21. Stock is 14,000 chests, composed almost entirely of Tea under the grade of good common black leaf. All the late arrivals have been of the same class, and the season must be considered closed for good consumable grades. Export is 66 millions, against 56¼ at same time last year, or say 3¾ millions in excess of the entire quantity of Black Tea shipped hence to England last season. To America the excess is one million pounds. Green: We have to advise a more active demand compared with the business of the previous fortnight, settlements being 5,000 half-chests and 5,000 boxes in excess of the quantity then reported. American firms have continued to compete with each other for the most desirable parcels offered, keeping rates up to the high standard which has been current for some time past. Some buyers make prices considerably easier, but a comparison with former settlements shows a falling off in quality fully equal to the reduction in tael quotation. We quote Shanghai packed Tls. 28.5.0 to 35.0.0, medium to fine Fychows, Teenkais and Moyunes Tls. 33.0.0 to 41.0.0, fine to finest Tls. 42.0.0 to 51.0.0, prices which do not offer inducement to buyers for the English market. There is a marked absence of common country packed Teas, what few have come forward have been almost unsaleable; we do not therefore expect any large supply of them, nor do we anticipate that the supply for season will exceed the total of last year. Export to America is 1¾ million in excess of the quantity sent up to the same date last year, whilst to England the quantity is about equal to what had then been shipped. Stock is, say, 40,000 half-chests, against 69,000 in 1870.

FOOCHOW.—Arrivals of Congou continued on a small scale, and only a moderate business had been transacted during the week; Oolongs had been in demand. Congou: Settlements, 3,198 chests at Tls. 3¼ to 20¾. Prices on the whole showed little alteration. Arrivals 3,250 chests. Souchong: Settlements, 511 chests at Tls. 12 to 26¼. Arrivals, nil. Oolong; Settlements, 7,727 half-chests at Tls. 14 to 21½, being about previous rates. Arrivals, 3,100 half-chests. Scented Teas and Flowery Pekoe, nil.

AMOY.—A steady demand had existed for Oolongs, and the better grades on offer had been readily taken at generally firmer prices; the common kinds, however, were less firmly held. Settlements, 10,694 half-chests, at $16 to 19 for common, $20 to 22 for fair, $23 to 25 for good, $27 to 30 for superior, $33 to 36 for fine, and $38 to 49 for extra fine and choice. The Catherine Fullarton and Agnes had sailed for New York, and the Clementia was expected to load for the same port. The rate of freight was £3 5s. per ton of 40 feet.

CANTON.—Holders continued very firm in their demands, and for the Teas reported settled they had obtained fully previous rates; for Scented Orange Pekoes, notwithstanding undesirable quality, higher prices had been secured. Settlements were: Scented Orange Pekoe, 5,000 boxes; Scented Caper, 3,500 boxes; Gunpowder, 7,000 boxes; and Young Hyson, 400 boxes.

SILK.

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular:—Throughout the fortnight there has been a fair inquiry for the better classes of Tsatlee and Chop Silks, the latter from their scarceness have been held very firmly, and as the demand increased, they advanced from Tls. 5 to 10 per picul on prices paid before the departure of the French mail. Medium four Tsatlees are still held for an advance of Tls. 5 on last mail's rates, and fine Szechuens have been eagerly sought after at a rise of Tls. 10 to 20. The following are a few of the purchases:—Koo Fong Sing Chop 3, 31s.; Chooping, 31s.; Cock and Worm, 30s. 9d.; Dragon, 30s. 7d.; Incense, 29s. 7d.; Eukefong, Blue Elephant, 27s. 6d.; Kin Hock Gold Crane, 27s. 6d.; Red Peacock, 27s.; Skeins, 20s. 2d.; Foo Kong Taysaam, 25s. 5d.; Re-reeled Hainin, 29s. 7d. to 31s. 8d.; do. Tsatlee, 29s. to 31s. 8d.; fine Szechuen, 18s. 7d. to 21s. 6d.; common Szechuen, 13s.

CANTON.—The season was approaching its end, and although there was very little inquiry dealers were still asking high rates. No purchases had been made for Europe, and the only business transacted had been the settlement of 167 bales of Re-reels for America.

JAVA AND STRAITS PRODUCE.

BATAVIA.—Arrack 4 per cent. overproof: Further advanced to f.110 to 115 per leaguer. Coffee Java: Small lots procurable at f.43 to 44 per picul. Padang: None in the market; for the Government auction to take place at the end of Dec. there was stored 31,000 piculs first and 1,554 piculs second quality. Cubebs: None offering. Gum Damar: Nominally, f.34½ per picul. Indigo: First quality scarce and wanted at f.4.80 to 4.85. India-rubber: Good quality still scarce, and asked for at f.120 to 130 per picul. Gutta-percha: Scarce, and wanted at f.55 to 170 per picul, according to quality. Nutmegs: In the shell they have sold at f.139, a very high price; shelled they were worth f.230 to 235. Mace: Advanced to f.3.25 per picul. Tin, Billiton: At the auction on 6th Dec. 7,809 piculs averaged f.90.44 per picul. Pepper, Black: Less demand at f.34 per picul. White: No supplies.

SINGAPORE.—Tin had been in less demand, and only a very limited quantity had been placed at $37 per picul; holders were willing to sell at $36¾, buyers offering less; 1,300 piculs in stock. Gambier, owing to a temporary scarcity and more favourable advices from England, had rapidly advanced, and was worth $3.50 per picul. Black Pepper: In more request, and contracts to a considerable extent made at $10.75; the new crop was coming to market. White: Scarce, and in good demand at $19 to 19½ per picul. Pearl Sago: About 4,000 piculs contracted for at $3.30 to 3.35 for small grain. Flour: In brisk demand, and Borneo sold at $2.90. Flake Tapioca: Sales at $4.12½ per picul. Pearl in request at $4.25. Coffee: About 6,000 piculs Bontyne at market, a considerable portion of which was of inferior quality; best quality last sold at $16.70, but buyers offering less. Cow Hides: Worth about $17¾ per picul, none in stock. Buffalo: In little demand, and best descriptions obtainable at $10½ to 10¾ per picul. India-rubber: Worth about $46½ per picul, none at market. Borneo sold to a large extent at $36⅛ to 37⅛ per picul. Gutta-percha: Best quality scarce, and worth $75 per picul. Gum Dammar: Worth about $13½; 30 piculs arrived.

PENANG.—There had been an active demand for most articles of produce, but owing to an absence of supply but little business had been transacted except in Tin, which had been largely dealt in. Prices for this staple at the beginning of the fortnight stood at $35.40, but rapidly advanced to $35.70; subsequently a slight decline occurred, and towards the close business was done at $35.60. Black Pepper had declined to $11.50 for West Coast, and $11.10 to 11.25 for East Coast; and White to $20.50.

EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales & Cses
From June 1 to Nov. 30, 1871	—	71252845	41621385	—	12162001	125036231	41459
Corresponding period last season	10826	62095507	84444638	349447	3559729	105460147	25281

Shipments Since:

Nov. 23	Reigate	From Foochow	...	1,318,789*	
— 25	Lord of the Isles (str.)	... Shanghai	...	450,613*	
— 28	Ulysses (str.)	... Do.	...	292,392*	
	... Do.	... Foochow	...	856,520*	
	... Do.	... Canton	...	352,021	263*
— 29	Beemah	... Foochow	...	1,215,194*	
	... Hindustan (str.)	... Shanghai, &c.	...	—	292*
— 30	Rollo	... Canton	...	197,033*	
Dec 6	Lord of the Isles	... Foochow	...	1,456,119	
— 6	Tigre (str.)	... Shanghai, &c.	...	—	357

* Included in above totals.

TO THE CONTINENT.

							Bales.
From June 1 to Nov. 31, 1871	...	...	...	...	...	4346179	13852
Corresponding period last season	...	...	...	...	...	1038730	6430

Shipments Since:

Nov. 29	Hindostan (str.)	From Shanghai, &c.	...	—	333*
Dec. 6	Tigre (str.)	... Do.	...	—	56

* Included in above totals.

TO UNITED STATES.

							Pcls.
From June 1 to Nov. 30, 1871	...	...	...	...	...	36648064	2148
Corresponding period last season	...	...	...	...	...	29530746	1300

Shipments Since:

Dec. 1	Early Morn	From Shanghai	...	—	50
— 6	Sirene	... Do.	...	—	43

TO AUSTRALIA.

From June 1 to Nov. 30, 1871 ... ... 12,076,369 lbs.
Corresponding period last year 9,730,293

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844.....	51,022,600	...*	1862 to 1863.....	121,273,580	72,887
1845 to 1846.....	57,334,200	18,600	1863 to 1864.....	117,463,586	46,603
1850 to 1851.....	63,972,000	22,144	1864 to 1865.....	121,236,870	32,313
1853 to 1854.....	77,327,800	61,283	1865 to 1866.....	118,333,042	62,890
1855 to 1856.....	92,240,300	50,481	1866 to 1867.....	118,423,290	50,052
1857 to 1858.....	76,990,255	68,315	1867 to 1868.....	116,890,430	57,449
1858 to 1859.....	65,789,792	83,134	1868 to 1869.....	142,789,804	70,917
1859 to 1860.....	85,560,452	64,169	1869 to 1870.....	139,740,193	63,807
1860 to 1861.....	90,066,160	70,644	1870 to 1871.....	131,969,850	51,329
1861 to 1862.....	109,854,040	79,199			

* Including the Continent.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5½d.	4s. 6d.	4s. 6d.
Shanghai ,, ,, ...	6s. 1d.	6s. 1½d.	6s. 1½d.
Canton ,, ,,	4s. 5½d.	4s. 5½d.	4s. 5½d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 5½d. to 4s. 5⅝d.	4s. 5½d.	4s. 5½d.
Manila ,, ,, ...	—	—	—

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MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	305½	220½
„ Hong Kong...	27½ to 28 dis.	—
Bar silver	111.3.0	Nominal.
Mexican dollars	74.8.0	2 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 62; Old, 62½ per cent. prem.
Hong Kong Gas Company, 64 dols. per share.
Hong Kong and Whampoa Dock, 26 per cent. discount.
China Traders' Insurance, 2,500 dols. premium.
Hotel shares, 62 per cent. discount.
Hong Kong and Macao Steamboat Company, 39 per cent. premium.
Hong Kong Fire Insurance Company, $370 to 375 prem.
Union Insurance Company, $1,500 premium.
China and Japan Marine Insurance Company, Tls. 105 premium.
China Fire Insurance Company, $62 to 63 premium.
Victoria Fire Insurance Company, $76 premium.
China Sea, Saigon, and Straits Steamship Company, par
China and Straits Steam Navigation Company, $25 dis.
Indo-Chinese Sugar Company, $15 dis.
North China Insurance Company, Tls. 300 premium; new office Tls. 50 prem.
Shanghai Steam Navigation Company, Tls. 97½ premium, nominal.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $10 dis.

TEA SHIPPERS FROM HANKOW.

Season 1871-72.

Shippers.	Chops.	Chests.	Half-chests.	Boxes
Adamson, Bell, and Co....	24	6,700	5,690	—
T. F. Ballance	28	8,590	4,490	1,060
Beazley, Paget, and Co....	46	5,720	10,980	710
Bronsted and Luddeke ...	42	21,571	7,225	600
Drysdale, Ringer, and Co.	89	35,410	15,040	3,330
Evans and Rainbow ...	86	31,700	14,240	2,920
Gibb, Livingston, and Co.	25	6,190	8,470	520
Gilman and Co.	65	2,000	7,870	1,150
Gordon Brothers... ...	107	38,328	13,910	7,250
Haminoff, Rodionoff, and Co.	33	8,190	7,098	—
A. Heard and Co. ...	7	2,000	1,850	700
Ivanhoff, Oberin, and Co.	46	8,070	10,690	2,400
Major and Smith ...	46	16,411	5,590	460
Okooloff and Tokmakoff ...	88	15,024	26,079	105
Rodewald, Schonfeld, and Co.	6	1,870	3,020	—
Pugh and Co.	48	22,650	6,190	2,230
D. Sassoon, Sons, and Co.	34	14,380	4,680	—
Shaw, Ripley, and Co. ...	5	1,730	1,100	—
E. Townend and Co. ...	39	6,460	11,690	1,880
Turner and Co.	7	3,090	1,050	—
Native shipments	594	240,646	—	—
Total	1,465	520,315	166,452	25,315

SHANGHAI SILK SHIPPERS.

Season 1871-72.

	Bales.		Bales.
Adamson, Bell, and Co. ...	1,015	Lindsay, Head, and Co. ...	67
Barnet and Co.	1,177	Maertens, A. H.	251
Birley, Worthington, & Co.	997	Milsom and Tod	1,235
Birt and Co.	390	Nachtrieb, A., and Co. ...	1,023
Blain and Co.	60	Pustau, W., and Co. ...	113
Borntraeger and Co. ...	197	Reiss and Co.	1,281
Bourjau, Hubener, and Co.	255	Robison, J. S.	56
Bovet, Brothers and Co. ...	289	Russell and Co.	559
Bower, Hanbury and Co....	1,680	Sassoon, D., Sons, and Co.	1,454
Bull, Purdon and Co. ...	32	Scheibler, Matthaei, and Co.	208
Butterfield and Swire ...	593	Shaw Brothers and Co. ...	1,032
Brand Brothers, and Co. ...	1,925	Siemssen and Co.	349
Carter and Co.	60	Skeggs, C. J. and Co. ...	4,126
Essex and Co.	1,170	Smith, Archer, and Co. ...	253
Findlay, Wade, and Co. ...	120	Telge Nolting and Co. ...	158
Fogg, H., and Co.... ...	154	Texter and Co.	2,371
Gamwell, F. R.	700	Thorne Brothers and Co. ...	353
Gibb, Livingston, and Co...	1,208	Turner and Co.	297
Gilman and Co.	2,893	Ulysse, Pila, and Co. ...	729
Heard, A., and Co. ...	538	Vaucher Freres and Co. ...	18
Helbling, J. C., and Co. ...	365	Westall, Brand, and Co. ...	408
Hogg Brothers	763	Wright, Burkill and Co. ...	420
Jardine, Matheson, and Co.	719	Small Shippers & Chinese...	3,115
Jarvie, J., and Co.... ...	1,481		
Lacroix Cous. and Co. ...	1,159	Total bales... ...	39,275

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company ...	500	500	200	4 p.c
Shanghai Gas Company ...	100	100	144	12 p.c
Shanghai S.N. Company ...	100	100	197	12 p.c
S. Tug and Lighter Company ...	850	850	400	5 p.c
French Gas Company	50	50	63	10 p.c
Hong K. Fire Insurance Co. ...	$1,000	$200	$565	12 p.c
North China Insurance Co.	Tls.1,000	Tls.200	Tls.500	trien.
North China Steamer Company	100	100	77	
Union S.N. Company	100	100	124	10 p.c
Yangtsze Ins. Association ...	500	500	1,005	15 p.c
Union Insurance Society ...	$5,000	$1,000	$2,500	trien.
China Traders Co. (Limited) ...	$1,000	$1,000	50	$475p.s
China and Straits S. N. Co. ...	$100	$25	25	
Hong Kong and China Gas Co.	£10	£10	nom.	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100	Tls.210	12 p.c
Victoria Fire Insurance Co. ...	$500	$100	$165	12 p.c
China Fire Insurance Co. ...	500	100	160	12 p.c
Hongkew Wharf Co. ...	Tls. 100	Tls. 100	Tls.150	

TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Daylight*	Aug. 7	Shanghai ...	818,600
Sarah Scott... ...	— 15	Do. ...	815,500
Avon	— 26	Do. ...	841,900
Derwent	Sept. 14	Do. ...	851,300
Avona	— 14	Do. ...	960,500
Amoor	— 26	Do. ...	402,800
Guinevere	— 26	Do. ...	1,261,800
Seatoller	— 26	Do. ...	654,000
Hope	Oct. 2	Do. ...	585,200
Elizabeth Graham ...	— 20	Do. ...	820,300
Centurion	— 23	Do. ...	1,283,400
Constantia	— 23	Do. ...	581,600
Celestial Queen ...	— 23	Do. ...	990,100
Fort Regent ...	— 23	Do. ...	799,700
Her Majesty ...	Nov. 8	Do. ...	519,400
Victoria Nyanza ...	— 13	Do. ...	1,470,000
Ailsa...	— 18	Do. ...	1,477,600
Hopewell	Oct. 21	Foochow ...	791,800
Florence Nightingale	— 21	Do. ...	625,500
Falke	— 26	Do. ...	127,100
Carmelita and Ida...	— 30	Do. ...	451,400
Devana	Nov. 2	Do. ...	1,100,400
Killarney	— 3	Do. ...	618,500
Columbus	— 3	Do. ...	1,012,500
Ino	— 10	Do. ...	406,000
Brockham	— 20	Do. ...	1,371,300
Reigate	— 22	Do. ...	1,318,800
Allandale	— 22	Do. ...	591,200
Ottercaps	Sept. 26	Canton ...	541,800
Veronica	— 27	Do. ...	418,000
Chanticleer... ...	Oct. 9	Do. ...	73,600
Burdwan	— 30	Do. ...	971,500
Onward	Nov. 4	Do. ...	415,000
Corea	— 4	Do. ...	581,100
Crest of the Wave ...	— 21	Do. ...	678,500

* Put back.

Shipping Intelligence.

—o—

ARRIVALS.

At YOKOHAMA.—From London, previous to Jan. 7, Coulnakyle (reported by telegram).

At HIOGO.—From London, Carmarthen (reported by telegram).

At SHANGHAI.—From Liverpool, Dec. 3, Achilles (str.); from London, Jan. 15, James Shepherd, Ethiopian; 17, Teviot (str.) (reported by telegram).

At HONG KONG and CANTON.—From Canton, Dec. 9, Canton (str.); from Liverpool, 5, Diomed, from Callao; 9, Ville de Grenada; from London, Jan. 17, Isles of the South (reported by telegram).

At MANILA.—None.

At SINGAPORE.—From London, Dec. 10, Sree Singapura; 18, Washi (str.); from Liverpool, 17, Nestor (str.); from Plymouth, 14, H.M.S. Iron Duke; from Sunderland, 16, Stanfield; from London, Jan. 16, Hong Kong (str.), Sarpedon (str.) (reported by telegram).

At PENANG.—From London, Dec. 20, Bristow; from Liverpool, 15, Nestor (str.); from Sunderland, 11, Alice; from London, previous to Jan. 16, Warrior (str.) (reported by telegram).

At BATAVIA.—From London, Dec. 9, Java; from Glasgow, 3, County of Stirling; from Liverpool, 5, Rance; from Texel, Nov. 20, Jacob Roggeveen; 7, Maarten van Rossem; from Brouwershaven, Frou Hellevoetsluis.

DEPARTURES.

From SHANGHAI.—For New York, Dec. 2, Cleta.

From FOOCHOW.—For London, Dec. 3, Lord of the Isles (str.); for New York, 5, Evangeline.

From HONG KONG and CANTON.—For London, Nov. 28, Ulysses (str.); 30, Elgin; Dec. 6, Lord of the Isles (str.); for New York, 10, Sirene.

From MANILA.—For Liverpool, Nov. 23, Erie; for Channel, Dec. 2, Josefina; for Boston, Nov. 29, Galatea; 24, Bunker Hill; for New York, Dec. 7, Kate Carnie, Sylvia.

From SINGAPORE.—For London, Dec. 14, Lord of the Isles (str.); for Hamburg, 16, Herman; for Boston, 13, Radiant.

From BATAVIA.—For Channel, Dec. 5, West; for Holland, 6, Utrecht, Laurens Coster, Rosalie; for Rotterdam, 7, Hoek van Holland; for United States, 7, Aztecs.

From PENANG.—For London, Dec. 7, Ben Nevis; 8, Ulysses (str.); 17, Lord of the Isles (str.).

VESSELS LOADING.

At SHANGHAI.—For London, Borealis (full), Achilles (str.), Diomed (to arrive); to New York, Miako (full), Lelia M. Long, Omba, Samuel G. Reed.

At FOOCHOW.—For London, expected: Achilles (str.), Canton (str.).

At HONG KONG and CANTON.—For London, Carrick, Cathaya; for New York, Ilione, City of Aberdeen, Johann Carl, Ringleader.

At MANILA.—For Channel (f.o.), Cornuvia, for New York, Clytie, Highlander, Belvidere, Sea Flower, Anahuac, Fred. Warren, Jorgen Bruhn, Martin Luther, Min; for Hamburg, Friso; for Boston, John Clark, Uranos.

At SINGAPORE.—For London, Blanche, Fitzroy, Sree Singapura, Wallace; for Liverpool, Jacoba Helena.

At PENANG.—For London, Nola, Alice.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, per steamer, £3 10s.; sailing vessel, £3; to New York, £3 10s. to £3 15s.

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At FOOCHOW.—To London, steamers, £3 per ton, nominal; to New York, £3 15s., nominal.

At HONG KONG and CANTON.—The rate home is £2 15s. per ton of 50 cubic feet; to New York £2 15s. per ton of 40 feet.

At MANILA.—The only disengaged vessel in harbour has refused £4 for a full cargo sugar to Channel, f.o.

At SINGAPORE.—To London, per steamer tin, £4; gambier, £3; sago in boxes, £3 10s.; coffee, £3 10s.; hides, £3 10s.

At PENANG.—To London, per sailing vessel, tin, £2; basket sugar, £3 15s.; light freight, £3 15s.; per ton; by steamer, tin, £3; basket sugar, £4; pepper, £3 12s. 6d.; hides, £5.

At BATAVIA.—To Channel, £3 10s.; to New York, £3 15s.; Rotterdam, 70f. sugar.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Nov. 8	Blair Athol	Probolingo	Boston
,, 16	Avon	Shanghai	London
,, 22	Adriatic	Japan	New York
,, 25	Centuna	Shanghai	London
,, 25	Elizabeth Graham	Hong Kong	London
,, 27	Frances	Do.	Liverpool
,, 27	River Avon	Hiogo	London
,, 27	Bertha	Hong Kong	Hamburg
,, 27	Fort Regent	Shanghai	London
,, 27	Concepcion	Macao	Havana
,, 27	Shakspeare	Batavia	Falmouth
,, 27	Mary Evans	London	Bangkok
,, 28	Amizor	Cebu	Liverpool
,, 28	Ino	Foochow	Falmouth
,, 28	Volunteer	Ilo Ilo	Boston
,, 28	Anita	Batavia	Falmouth
,, 28	Onward	Macao	London
,, 28	Silence	Do.	Havana
,, 28	Endeavour	Shanghai	New York
,, 28	Kilkarran	Greenock	Sourabaya
,, 29	Lubra	Amoy	New York
,, 30	River Eden	Liverpool	Singapore
,, 30	Birdstone	Hong Kong	London
Dec. 1	D. Maria Pia	Macao	Havana
,, 1	Her Majesty	Shanghai	London
,, 1	County of Stirling	Glasgow	Batavia
,, 1	St. Albans	Ilo Ilo	New York
,, 1	Concordia	Rio de Janeiro	Batavia
,, 1	Jose Maria	Saigon	Havana
,, 1	Strathmore	Singapore	Liverpool
,, 2	Midnight	Shanghai	New York
,, 3	Hanlah	Do.	Do.
,, 3	Ranee	Liverpool	Batavia
,, 4	County of Forfar	Buenos Ayres	Do.
,, 4	Taffarette	Hong Kong	Havre
,, 4	Windermere	Singapore	Liverpool
,, 4	Crest of the Wave	Macao	London
,, 5	Mongol	Liverpool	Singapore
,, 6	Java	London	Batavia
,, 8	Famille	Newcastle	Order
,, 8	Jules Dufaure	Macao	Havana
,, 8	Mikado	Yokohama	New York
,, 8	Blackwall	Samarang	Falmouth
,, 8	Dunedin	Manila	New York
,, 9	J. F. Crichsen	Amoy	Do.

LATEST TELEGRAMS.

THE KING OF SIAM.

CALCUTTA, JAN. 18.—The King of Siam leaves for Delhi Camp on the 22nd, and afterwards visits Lucknow, Agra, and Bombay, returning in February to re-embark for Siam.

FLOODS IN JAVA.

BOMBAY, JAN. 18.—Heavy floods in Java have caused much damage.

COMMERCIAL.

STRAITS SETTLEMENTS.

SINGAPORE, JAN. 16.—Grey Shirtings, 7 lbs., $2.17½, 8¼ lbs., $2.50; T-Cloths, 6 lbs., $1.65; Cotton Yarn, 40's, $116; Gambier $3.55; Tin $35¾. Exchange on London: Bank bills, six m.s., 4s. 5½d.

PENANG, JAN. 16.—Grey Shirtings, 8¼ lbs., $2.45; Cotton Yarn, 30's, $107, 40's, $116. Pepper, black, $10.75, white, $18; Sugar, No. 2, $5.10, No. 8, $3.50; Tin $34.75. Exchange on London: Bank bills, six m.s., 4s. 5d.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Jan. 18, at Queenstown, from Rangoon, Zanzibar; 16, at Brouwershaven, from Batavia, Maasnymph; 18, at Deal, from Penang, Peri; Jan. 19, at London, from Singapore, Star of the South; from Colombo, Haddington; 16, at Bremerhaven, from Hong Kong, Johanne.

DEPARTURES.—Jan. 16, from London, for Batavia and Sourabaya, Thomas Blythe; 18, from Liverpool, for Hong Kong (via Cardiff), Alhambra; Jan. 19, from London, for Cardiff and Singapore, St. Hilda; 18, from Cardiff, for Hong Kong, Douglas Castle; 19, from Liverpool, for Manila, Glenduror; for Yokohama, Wood Hall.

SPOKEN.—Aquila, Sarawak to London, Nov. 8, 22 S., 68 E.; Jan. v. Brakel, Padang to Cape May, Nov. 12, 25 S., 57 E.; Engelbert, Nagasaki to London, Nov. 29, 31 S., 12 E.; Vanguard, London to Penang, Dec. 20, 3 N., 23 W.; Victoria Nyanza (ship), from Shanghai, Dec. 1, in Lucipara Passage; Canaan, for Canton, Nov. 18, 21 S., 31 W.; Aurora (Dutch ship), Batavia to Amsterdam, Jan. 10, 50 N., 5 W.; Jodaacof (?) (Russian barq.), Batavia to Falmouth, 110 days out, Dec. 29, 31 N., 40 W.; Yenesse, Ceylon to London, 65 days out, Dec. 12, 7 N., 15 W.

LAID ON.—At London, for Colombo, &c. (via S.C.), Strathclyde (str.); for Yokohama and Hiogo, White Adder; at Liverpool, for Penang, Singapore, Hong Kong, and Shanghai (via S.C.), Hector (str.); for Singapore, Janet Ferguson.

MISCELLANEOUS.—The Roslin Castle, Alexander, which vessel sailed from London, for Singapore, Jan. 3, put back to Deal on the 18th The Galley of Lorne and Yangtaze are on the way from the North to London, to load for Straits and China. The T. D. Marshall Hunter, which sailed from London for Hong Kong Jan. 9, put back to Deal on the 17th.

CASUALTIES.—The Æolus (Dutch barque), de Vries, from Rotterdam to Sourabaya, which vessel slipped from an anchor and chain off Deal, has had the same replaced from that port. The Ulva, Pearson, for Singapore, which sailed from Glasgow Jan. 9, put back on the 16th, crew refusing to proceed, the vessel being too deeply laden; she has been surveyed and ordered to lighten before proceeding. The County of Lanark (ship), of and from Glasgow, for Java, which put into Belfast Lough, with cargo shifted and crew refusing to proceed, had been in collision and lost jibboom, cathead, and a portion of her bulwarks. Some more of the cargo (tea) has been saved ex Saida (str.), from London to Konigsberg, stranded at Vang. The Arbutus, which sailed Dec. 28 from Shields for Galle, put back to the Downs Jan. 17, with loss of anchor and part of chain. The Atma, Watson, which sailed Jan. 10 from Cardiff for Singapore, put back to the former port damaged and leaky, having struck on a rock, and would have to discharge. Advices from Rotterdam, dated Jan. 19, state that the County of Berwick, from Java to that port, was aground in the Hellegat, and would have to be lightened before she could be got off.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BISHOP—On the 5th Dec., at Shanghai, Mrs. Robert Bishop, of a daughter.
BROWN—On the 12th Dec., at Penang, the wife of David Brown, of a son.
FEARON—On the 30th Nov., at Shanghai, Mrs. R. I. Fearon, of a daughter.
SANDERSON.—On the 16th Jan., at Buller's-wood, Chislehurst, the wife of John Sanderson, Esq., of a son.
STEWARD—On the 12th Jan., at Bitterne, near Southampton, the wife of J. D. Steward, Commander P. and O. Company's Service, of a son.
STOCKHAUSEN—On the 6th Dec., at the Hong Kong Hotel, the wife of F. W. G. Stockhausen, Esq., of a son.
WOOD—On the 12th Jan., at Lu Shan House, New Barnet, Herts, the wife of J. L. Wood, Esq. (Messrs. Nathan and Wood, City), of a son.

MARRIAGES.

COUGHTRIE—ROGERS.—On the 30th Nov., at St. John's Cathedral, Hong Kong, by the Rev. J. Hayward Kidd, Colonial Chaplain, James Billington Coughtrie, Esq., of Hong Kong, to Mary Eliza, eldest daughter of W. Harry Rogers, Esq., of London.
HUTH—HUTH.—On the 16th Jan., at All Saints' Church, Knightsbridge, by the Rev. R. H. A. Bradley, M.A., Alfred Henry, second son of Henry Huth, Esq., of Wykehurst, Sussex, to Octavia, youngest daughter of Charles Frederick Huth, Esq., of Kensington-palace-gardens.

DEATHS.

CHALMERS—On the 10th Jan., at Drummond Lodge, Edinburgh, Frances Chalmers, daughter of the late Patrick Chalmers, of Aldbar, Forfarshire, aged 66.
PRICE—On the 29th Nov., in the Shanghai General Hospital, Mr. Samuel Price, Kiangnan Arsenal, Shanghai, late of Birmingham.
REDKNAP—On the 15th Dec., at Leith House, Penang, Grace Mary, the wife of H E. Redknap, of Province Wellesley, aged 20.
STEAD—On the 15th Jan., at St. Stephen's-road, Canterbury, after a lingering illness, Joseph Rosendon Stead, late Commander in the P. and O. S. N. Company's Service, aged 52.
STEWART—On the 14th Dec., at Saigon, Henry Kirk Stewart, agent of the Hong Kong and Shanghai Banking Corporation.
SURIN—On the 14th Dec., at Penang, Peter Surin, aged 24.

LEGAL.

COURT OF QUEEN'S BENCH.

J. L. FRASER *v.* THE TELEGRAPH CONSTRUCTION AND MAINTENANCE COMPANY.

This was an action for breach of contract and delay in the conveyance by the company in one of their steamers—the *Hibernia*—of a cargo of merchandise from Singapore. The plaintiff shipped 1,796 bags of pepper and other merchandise on board under a bill of lading which described the vessel as a "steamer." In point of fact, she was an "auxiliary screw steamer"—that is, using steam in aid of sails. For this voyage sails chiefly were used, only 500 tons of coal having been taken on board. The consequence of this was that the voyage lasted 135 days, instead of 65, the ordinary time for a steam voyage. The result of this was that, by reason of loss of markets and fall in prices, damages to the amount of £500 had been sustained. The action was tried before Mr. Justice Mellor at Guildhall on the 19th ult., and he left it to the jury in substance whether there had been any undue delay. The jury found for the defendants.

Sir J. Karslake, Q.C., now moved for a new trial, on the ground that, on the construction of the contract, implied in the bill of lading, which described the vessel as a "steamer," his client, the plaintiff, was entitled to conveyance in the ordinary time of a steam voyage, and that, therefore, the contract had not been carried out. The Court thought it all turned on the construction of the contract, and granted a rule.

COURT OF EXCHEQUER.

LANE *v.* LAY.

This case was tried on the 15th ult., and reported in our issue of 22nd ult. The plaintiff was a civil engineer, and the defendant, Mr.

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Horatio Nelson Lay, a commissioner of the Japanese Government, who had entered into contracts for the execution of certain lines of railway in Japan. In about the month of August, 1870, he entered into an agreement with the plaintiff, under which he was to be engaged for three years at a monthly payment of £125, subject to a series of conditions, some of which were that he was to report himself to Mr. Morell, the chief engineer at Yokohama, on his arrival there, and to act according to his orders and under his authority. The plaintiff's travelling expenses having been handed him by the defendant, he arrived at Yokohama on the 25th September. For some short time the plaintiff and chief engineer acted harmoniously together, the former proceeding to certain parts of the country from time to time, as instructed by Mr. Morell. After the works in operation had advanced a certain stage the plaintiff was informed that notice of dismissal had been sent to the defendant in England. Mr. Morell then submitted to the plaintiff certain articles of instruction for his signature. In consequence, however, of the latter refusing to sign them, and Mr. Morell declining his further assistance unless he assented to those articles of instruction, Mr. Lane returned to England, arriving here about the 3rd of December, 1870, accompanied by a Mr. Bryant, a gentleman engaged under similar circumstances, and who acted in a precisely similar manner. The plaintiff then took an action against Mr. Horatio Nelson Lay for a wrongful dismissal, which action was tried before the Lord Chief Baron, and resulted in a verdict in his favour for £2,509 damages, the real defendants being the Oriental Bank Corporation, Mr. Lay being no longer a commissioner of the Japanese Government.

RUSSIA AND THE KARIAN SEA.

A discussion on the seal fishery in the Karian Sea has taken place in the Society for the Promotion of Russian Industry and Commerce at St. Petersburg, in the course of which M. Sidoroff laid great stress on the necessity of "protecting the proprietary rights of Russia" in those waters. The English and Norwegians, he said, take advantage of the season, when the Russian ports are closed by the ice, to kill the seals in spawning time, so that when the Russians come three months later there are very few seals left. This practice has become so frequent of late that the seals will die out altogether unless police regulations are introduced for their protection. Professor Ivanoffsky expressed his concurrence in this opinion, and added that there could be no question as to the whole of the Karian Sea being Russian property. Russia, therefore, had a perfect right to forbid any foreign vessels to enter the sea. M. Lochwitzky said that the Karian Sea, being surrounded by land belonging to Russia on all sides except on the north-east, where it communicates with the Icy Sea, cannot be regarded as international property, and supported this view by numerous quotations from historical and judicial authorities.

A CHANNEL TUNNEL.

A company has been registered at the Joint-Stock Company's Registration Office, called "the Channel Tunnel Company (Limited)," for commencing the work of making a tunnel from near Dover to a point near Calais. The capital of the company is £30,000, which is being privately subscribed, with the immediate object of making a trial shaft, and driving a driftway on the English side about half a mile beyond low-water mark, with the view of proving the practicability of tunnelling under the Channel. The completion of this work will furnish *data* for calculating the cost of continuing the driftway from each shore to a junction in mid-Channel, and capital will then be subscribed for that purpose or for enlarging it to the size of an ordinary railway tunnel, as the engineers may deem most expedient. The committee of management are Lord Richard Grosvenor, chairman, Captain Beaumont, M.P., Sir E. Buckley, M.P., Mr. Thomas Brassey, M.P., Admiral George Elliot, Messrs. Blount (Paris), Buddicom, Hawes, Michel Chevalier, and Paulin Talabot. The engineers are Messrs. John Hawkshaw, Thomè de Gamond, James Brunlees, and William Low. The tunnel will be made through the lower or grey chalk, chiefly if not entirely; and by the adoption of machinery of which the promoters of this company have recently made practical trials, it is expected the passage can be opened from shore to shore within three years from the time of commencing the work, and at a cost very considerably less than any previous estimates.

THE EUROPEAN ASSURANCE SOCIETY.

The further investigation of the affairs of the European Assurance Society which has taken place since they were first forced upon public attention last November, is yielding results of a kind which must increase sympathy for the victims of misplaced confidence in that institution. The case is much worse than had been supposed. The assets are now estimated by the provisional official liquidators at £276,059 6s. 6d., and the liabilities at £1,473,091 9s., leaving a deficiency of £1,197,032 2s. 6d. Those officers very properly describe this disastrous state of the society's affairs as unparalleled. Policy-holders and annuitants appear to have very little alleviation of their loss to expect from the shareholders. It is estimated that the amount to be obtained from that source does not exceed £150,000. The recklessness with which the business of the European must have been carried on for years almost surpasses belief. Under the suspicious heading of "Suspense Account," there figure sums represented by an aggregate of £327,233, which has been almost wholly lost in carrying out the repeated amalgamations of other societies with the European. It was by an arrangement of this kind, for concealing loss, that the directors were enabled to declare a "bonus" as lately as 1867. The management expenses were extravagant, and there is a loss of £165,000 set down, made up of miscellaneous items. The society, it seems, did a certain amount of what is called "industrial" business, and in a majority of cases of this character there was no record of the policies whatever in the books of the office.

It appears that the original arrangement for transferring the business of the European to a New York Company, spoken of last November, could not be carried into effect, and a variety of propositions and counter-propositions have since been made. The mortality was found to be higher than had been assumed—a fact which may be accounted for by the withdrawal of the best lives within the last two or three years, and the eagerness of the management to issue new policies for the sake of income. The last offer received from an American office was one for taking the lives of insurers in the European upon examination, the acceptance of which was out of the question. The directors opposed the issue of an order for winding up the company, and if those gentlemen had any scheme to submit which offered a reasonable prospect of relief, the policy-holders would only be too glad to hear of it. This, however, does not seem to be the case, and Vice-Chancellor Malins has ordered the compulsory winding-up of the company. It is a sad case for the thirteen hundred shareholders, and worse for the twenty-three thousand policy-holders of the company; and, with nothing better than a liquidation in prospect, it will be a long while before we hear the last of their misfortunes.

THE MAIL ROUTE TO BRINDISI.

A China merchant writes to *The Times* reiterating the complaint which has been made lately, from various quarters, that there is, properly speaking, no through service of trains between London and Brindisi. Passengers have to avail themselves of the following services, viz.: 1. London to Paris; 2. Paris to Turin; 3. Turin to Bologna; 4. Bologna to Brindisi, which are independent from and unconnected with each other. They are, therefore, exposed on reaching Paris, Turin, and Bologna, to find that recent alterations have been made in one of the services, and that the train by which they should have travelled in order to catch the steamer from Brindisi has already left. This has happened lately to several passengers. Will you, continues the correspondent, urge the various companies connecting England and Italy by the Brenner and Mont Cenis routes to give notice of any alterations in the service before they are put into operation.

THE "MEGÆRA" COMMISSION.

The Royal Commission appointed to investigate the loss of Her Majesty's troopship *Megæra* has been sitting during the week for the reception of evidence. On the 12th inst. Admiral the Hon. Charles Eliot, commander-in-chief of the Sheerness Station, was examined, and stated that, before the *Megæra* sailed on her last voyage, he satisfied himself that the cargo she took was a proper cargo. He knew that from the beginning she was supposed to be a very uncomfortable ship, but he believed her to be a good sea boat, and he had no reason to suppose she was unseaworthy. He had nothing to do with the selection of the vessel to go to Australia.

On the 13th Mr. Reed, formerly Chief Constructor to the Navy, gave evidence. He said that the *Megæra* was a bad type of vessel from the beginning, and that a great deal of money had been spent upon her. The reduction in the estimate of repairs arose simply from the fact that the *Megæra* was considered a vessel which should not be sent on a long foreign voyage. Lord Lawrence questioned the witness as to the absence of periodical examinations of ships, and said it appeared that the *Megæra* had not been thoroughly examined for seven years. "It is very strange to me (added his lordship) that nobody connected with the Admiralty or any of the dockyards ever thought that it would be well to subject the vessel to a thorough overhaul." Mr. Reed, in reply, appealed to his long experience, and said that the conclusion he had arrived at was that the people about dockyards were too prone to make thorough overhauls and incur expense. On the 15th Mr. E. J. Reed was again before the Commission, and his evidence occupied the whole of the sitting. He said he did not know that he was in possession of such decided information concerning the ship until Mr. Goschen mentioned it in Parliament. He would have communicated it to his professional successors had not a bar been placed between them and him. At the same time he had done all in his power to call the attention of the Government to the state of the vessel. His impression was that she was lost through neglecting a local defect. The general tenour of Mr. Reed's testimony was that the *Megæra* should not have been sent to sea without a thorough survey and repair, and that the responsibilities of the Admiralty were so divided and subdivided amongst the departments that there was the greatest difficulty in fixing blame when anything went wrong.

THE *Troy* (New York) *Times* announces the death of Mr. Hasegawa, one of the Japanese sent to the United States to be liberally educated for the future advantage of the Empire. He had been in the country only one year; but at the Troy Academy he had already acquired such a familiarity with the English language as to enable him to converse and read fluently. It was his purpose to study law as soon as practicable. He is described as a gentlemanly and noble-hearted young man, who made friends wherever he was known. He died from consumption.

THE Syndicate of the Presse Scientifique, an association which was started in Paris in March, 1870, has issued an interesting report of its proceedings and progress in pamphlet form. The names of the presidents of the different departments—Medicine, Agriculture, History, Science, and Philosophy—are a sufficient guarantee of the benefit that may be expected to result from the labours of the Society, which, we see, will in future hold its meetings weekly.

AT a meeting of the Church of England Young Men's Society, to be held at Blackheath on the 25th inst., a lecture, entitled "China and the Chinese," will be given by Mr. Herbert Lawrence; illustrated by dissolving views, by Mr. A. P. May. Mr. W. H. Fittock, H.B.M. Consul at Ningpo, will preside.

AT the annual general court of the Governors of the Royal Humane Society, held last week, a silver medallion was presented to Sub-Lieut. S. H. Browne, of H.M.S. Ocean, for saving Lieut. L. Edye, R.M.L.I., who fell overboard in Victoria Harbour, Hong Kong, on the night of the 31st of March last year.

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JOINT-STOCK BANKS.

The principal Banks have made their announcements; they compare favourably with last year:—

	This half-year per ct. per an.	Same period, 1870, per ct. per an.
Alliance	£5 0 0	£3 0 0
Central of London	6 0 0	5 0 0
City	9 0 0	7 0 0
Consolidated	7 10 0	7 0 0
Imperial	6 0 0	6 0 0
London and Westminster ...	18 0 0	18 0 0
London Joint-Stock	25 16 8	18 6 8
Metropolitan	6 0 0	5 0 0
Midland	8 0 0	6 0 0
Union of London	20 0 0	15 0 0

The increase this half-year over the corresponding period last year is, in many cases, considerable. The most important rise is in London Joint-Stock, which now divides at the rate of £25 16s. 8d. as compared with £18 6s. 8d. in the corresponding period last year. The Union of London divides 5 per cent. per annum more; the Alliance, the City, and the Midland 2 more; the Central of London and Metropolitan 1 more; and the Consolidated ½ more. The Imperial and the London and Westminster divide the same as before. In no case is there a falling off. It is to be expected that all these advanced dividends will be maintained through periods of less animation than the present, for it especially behoves banks to be uniform in such matters, and it is customary for banks not to declare dividends which there is not every reasonable prospect of maintaining. The improvement in the London Joint-Stock Bank dividend is owing to its connection with the German Government, and the *prestige* derived therefrom. The Consolidated Bank is recovering from the sharp loss which was suffered at the dividend time recently. The Midland Bank increase reflects the prosperity of the midland counties. The London and Westminster is still kept back by the large addition to its capital made a year or two since.

THE TRADE OF 1871.

(THE TIMES.)

It is really a wondrous tale that is told of our foreign trade in the year 1871 by the Board of Trade. The imports of merchandise into this country in the year have been of the unprecedented value of £326,834,647, leaving an amount that is really immense even when we have allowed a sixth or a fifth for re-exports of articles not consumed here; and the exports of the produce and manufactures of the United Kingdom in the year reached the (also unprecedented) value of £219,319,071. The imports of raw cotton amounted to no less than 15,843,890 cwts.—a quantity which may be described as never before approached; but the computed value, viz., £55,767,545, or more than a million a week — has been not only approached but exceeded in the years of dear cotton, when American cotton averaged from £10 to £13 or more per cwt. In 1871 more than nine million cwts. of our supply came from the United States, nearly four millions from India, and 1¼ million from Egypt. Our supply of foreign (sheep and lambs') wool in 1871 may also be spoken of as never approached in any former year. It amounted to 319,511,336lb., of the computed value of £17,436,806, a sum slightly exceeded in 1866, though the quantity in that year was under 240 million lbs. In 1871 our import of wool included 183 million lbs. from Australia and 32 millions from South Africa. Our import of raw silk in 1871 attained the large amount of 8,251,486 lbs., of the value of £8,915,056. Of flax (dressed and undressed) and tow we imported the large quantity o 2,597,915 cwts., of the value of £5,791,188; and of hemp (dressed and undressed) and tow as much as 1,320,747 cwts., of the value of £2,376,392; also jute of the value of four millions sterling. The import of hides, not tanned, comprised 1,278,354 cwts., of the value of £3,834,917, one-third of the sum being the price of the supply from India. The importation of wood and timber exceeded 12 millions sterling in value, British North America taking above one-fourth of that amount for the supply sent to us thence. The rice imported represents £2 320,000; currants and raisins more than two millions sterling; sugar and molasses, 18½ millions; tobacco, £3,709,000; oranges and lemons, a million; hops, £900,000. Then come spirits, £2,896,000, to add to the home-made article; wine to an unprecedented value, exceeding seven millions sterling; tea more than 11½ millions; and coffee nearly 5½ millions.

If now we turn to the exports from the United Kingdom in 1871, of British and Irish produce and manufactures, and begin with the textile manufactures which we send into every part of the world, we find that the year saw an export of cotton manufactures of the value of £57,635,570. The enormous length of 3,410,901,522 yards of cotton piece goods, more than 9 million yards a-day, was sent forth from our shores, India and China being our chief customers. Further to fulfil our work of clothing mankind, we exported woollen and worsted manufactures of the unprecedented value of £27,184,704, the quantity of one sort or another averaging more than a million yards a-day. For this class of goods the United States stands at the head of our list of customers. Of linen manufactures the year's export exceeded the value of 7½ millions sterling, and of silk manufactures 2 millions. The export of yarns was also very large, reaching the value of 15 millions sterling in the article of cotton, 6 millions of woollen, 2¼ millions linen and jute, and 1¼ million silk. The jute manufactures exported exceeded a million sterling in value. The export of clothes shows a value of nearly six millions sterling in haberdashery and millinery, and of £2,700,000 in apparel and slops; Australia, British North America, and the United States are the chief customers for these goods. Leather manufactures exported amounted in value to nearly two millions, three-fourths being for boots and shoes; and saddlery and harness add their half-million to the account. The great item of iron in the exports is greater than ever. Putting together all our exports of iron and steel in 1871, from pig upwards, all of it the produce of this country and work of our hands, we exported 3,171,581 tons, of the value of £26,149,136, or not very far from an eighth of the value of the entire exports of our produce and manufactures. This item has doubled itself in the last seven years. The United States continue to be very large customers for our iron manufactures. In 1871 there was exported thither from this country railroad iron of the value of nearly four millions sterling, and tin plates of the value of more than two millions. Germany, Russia, and Holland make a fair show among our customers for iron, and British North America took above half a million's worth of railroad iron, and other iron goods to the value of above £800,000. The export of telegraphic wire exceeded the value of a million and a half. Copper, wrought and unwrought, makes an item of nearly three millions' worth; lead, putting together pig, sheet, tubing, &c., £860,000; tin, unwrought, £762,000. Machinery and mill work exported show an increased value; steam-engines exceeding £2,000,000, and other descriptions £3,886,000. Above £1,100,000 of the amount is made up of export of machinery to Russia. The exports of hardware and cutlery unenumerated advanced to a value of more than four millions, the United States being at the head of the customers.

THE DUTCH TEA TRADE OF 1871.

Messrs. Mackay, Boomkamp, and Co., of Amsterdam, have issued the following report upon the Dutch tea trade of last year:—In reviewing the past year we may state that although the total quantity of China and Java teas direct imported in Holland has been less than in 1870, the trade has been regular the whole year round, with little fluctuation. Owing to the long and severe winter 1870-1 the periodical public sales of Java teas in March could not take place, and were postponed until further notice; this news and the small stocks caused an advance in prices both for China and Java teas; the former being quoted 95c. per ½ kilo., equal to 1s. 5d. per English lb., for ordinary China Congou, and the latter about 90c. per ½ kilo., equal to 1s. 4d. per English lb. As soon as the auctions were actually advertised, prices receded about 5c. per ½ kilo., or 1d. per English lb. following the London market, and have remained stationary ever since. The direct imports from China to Holland have consisted of about 20,000 packages, which have been sold in public sales, viz, 12th April, 8,393 packages, ex *Margaret Falconer;* 21st June and 5th October, 9,710 packages ex *Windermere;* 7th December, 3,706 packages ex *Hong Kong, via* London. Of Java teas we have to mention the total import of 37,000 packages, which were sold in public sales, viz., 12th April, 2,634 packages; 4th and 5th May, 16,890 packages; 21st June, 460 packages; 5th October, 1,678 packages; 12th and 13th October, 16,923 packages. The prices realised in public sales for the China teas have been higher than prices in London at the corresponding periods. The direct importations have not been sufficient for the consumptive demand, and shipments to a large extent have been required from London to answer the same. Exact returns of the indirect imports we are not enabled to give.

The following statistics show the quantities of China and Java teas imported to Holland during the last ten years:—

	China. Chests.	Java. Chests.
1862	23,400	26,059
1863	21,680	22,336
1864	18,052	27,321
1865	15,877	28,364
1866	17,574	32,866
1867	21,087	28,953
1868	7,870	28,770
1869	19,834	30,047
1870	38,989	40,584
1871	18,204	35,134

These figures represent the quantities imported, all reduced to large chests. The number of packages imported has of course been more on account of the smaller chests and boxes. The deliveries of teas during the past year have been about 24,000 chests China, and about 37,000 chests Java. The year has closed firm, with a tendency for improving rates; there is decidedly a healthy tone in the market, and shipments from China would find here a ready sale, especially if in the selection of teas some care were taken. A good black common Congou will sell here to advantage, both for local consumption and for reshipment to Germany; it is, however, essential that the teas do not contain too much broken and dust, as such tends to prejudice the value. The charges in Holland for landing and working the teas are moderate.

THE NEW BILL OF LADING.

We are glad to learn that the vexed question of the revision of the clauses recently introduced into bills of lading for steamers *via* the Suez Canal has been set at rest, at least for the present. It appears to us that the shipowners have not yet conceded all the demands which the merchants are entitled to; but it is satisfactory to observe that the monstrous clause empowering a vessel to "call at any port or ports in or out of the customary route," in "any order," and for "any purpose," has been replaced by a new form, which restricts it to the taking in of coal or other necessary supplies. The following is the full text of the No. 1 Form:—

EASTERN TRADE BILL OF LADING OUTWARDS, NO. 1.—VIA SUEZ CANAL.

Shipped in good order and condition, by , on board the steamship , whereof is master for this present voyage , lying in the port of London, and bound for , *via* the Suez Canal, with liberty to discharge and receive goods and passengers at ,

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and to take in coal or other necessary supplies at any intermediate port or ports, to sail with or without pilots, and to tow and assist vessels in all situations of distress , being marked and numbered as per margin, and to be delivered, subject to the exceptions and conditions hereinafter mentioned, in the like good order and condition from the ship's tackles (where the ship's responsibility shall cease), at the aforesaid port of , or so near thereto as she may safely get, unto or to his or their assigns. Freight for the said goods and primage (if any) to be paid by the shippers in London on delivery of the bills of lading, in cash without deduction, ship lost or not lost. Average as accustomed.

The following are the exceptions and conditions above referred to:—Weight, measure, quality, contents, and value unknown. The act of God; the Queen's enemies; pirates; robbers by land or sea; restraint of princes, rulers of people; loss or damage from machinery, boilers or steam, or from explosion, heat, or fire on board, in hulk or craft, or on shore; jettison; barratry; any act, neglect, or default whatsoever, of pilots, master, or crew in the management or navigation of the ship; and all and every the dangers and accidents of the seas, rivers, and canal, and of navigation of whatever nature or kind are excepted.

The ship is not liable for insufficient packing, or reasonable wear and tear of packages; for inaccuracies, obliteration, or absence of marks, numbers, address, or description of goods shipped; leakage; breakage; loss or damage by dust from coaling on the voyage; sweat; rust; decay. Fines and expenses, and losses by detention of ship or cargo, caused by incorrect marking, or by incomplete or incorrect description of contents or weight, or of any other particulars required by the authorities at the port of discharge, upon either the packages or bills of lading, shall be borne by the owners of the goods.

The steamer, while detained at any port for the purpose of coaling, is at liberty to discharge and receive goods and passengers.

The owners of this steamer will not be accountable for gold, silver, bullion, specie, jewelry, precious stones, or precious metals, or beyond the amount of £100 for any one package, unless the bills of lading are signed for such goods, and the value declared therein.

If medicinal fluids, or any other goods of an inflammable, damaging, or dangerous nature are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the shippers or owners of such fluids or goods.

The goods are to be discharged from the ship as soon as public intimation is given that she is ready to unload, and if not thereupon removed without delay by the Consignee, the master or agent is to be at liberty to land the same, or, if necessary, to discharge into hulk, lazaretto, or hired lighters, at the risk and expense of the owners of the goods.

In case of quarantine, the goods may be discharged into quarantinet depot, hulk, or other vessel, as required for the ship's despatch. Quarantine expenses upon the goods, of whatever nature or kind, shall be borne by the owners of the goods.

In case of the blockade or interdict of the port of discharge, or if the entering of or discharging in the port shall be considered by the master unsafe by reason of war or disturbances, the master may land the goods at the nearest safe and convenient port, at the expense and risk of the owners of the goods; and the ship's responsibility shall cease when the goods are so discharged into proper and safe keeping, the master giving immediate notice of the same to the consignees of the goods, so far as they can be ascertained.

The master or agent shall have a lien on the goods for payments made or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.

In case any part of the within goods cannot be found during the ship's stay at the port of destination, they are when found to be sent back by first steamer, at the ship's risk and expense, and subject to any proved claim for loss of market.

The ship shall not be liable for incorrect delivery unless each packet shall have been distinctly marked by the shippers before shipment with the name of the port or destination.

In witness whereof the master or agent of the said ship has signed bills of lading, exclusive of the master's copy, all of this tenor and date, one of which being accomplished, the others to stand void.

Dated at London 187

Form No. 2 differs from No. 1 merely by having an additional clause in the exemptions, suitable for goods deliverable at ports with open roadsteads, such as Colombo, Madras, and other ports on the Malabar or Coromandel Coasts; while No. 3 provides for transhipment of goods at ship's expense, but merchant's risk to such ports as Rangoon, Batavia, Yokohama, &c. This form or forms relate, as we have said, to the outward bill of lading. The inward bill of lading has, we believe not yet, been fully agreed upon, but, with the good understanding that has already been arrived at, there is little doubt that a uniform bill of lading, both ways, will shortly be agreed upon. Under the new bill ships will be at liberty to discharge and receive passengers at a port or ports to be named, and to take in coal or other necessary supplies at any intermediate port or ports, and, when there, also to receive or discharge passengers; to sail with or without pilots, and to tow and assist vessels in all situations of distress; goods must be discharged from the ship as soon as "public intimation is given that she is ready to unload;" and, if the consignee does not take immediate delivery, the master or agent may land the goods, or, if necessary, discharge them into hulk, lazaretto, or hired lighters, at the risk and expense of the owners of the goods; and, perhaps most important provision of all, the master or agent is to have a lien on the goods "for payments made or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods;" and lastly, the ship shall not be held liable for incorrect delivery, unless each packet shall be distinctly marked by the shipper, before shipment, with the name of the port of destination. It will thus be seen that, although the recent difficulty has been happily surmounted, and the mercantile world has gained the advantage of an uniform bill—at least one way—the terms still insisted upon by, and granted to, the shipowners, cannot but be regarded as decidedly favourable, and susceptible of liberal modification when their operation comes to be better understood by both parties.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Jan. 17.

The members of the First Chamber are busy debating the Bill by which the Government proposes to ratify the transfer of our settlements on the West Coast of Africa to England. The discussions have already lasted two days, but the opinion is that they will be brought to an end to-day. There is a good deal of opposition, for which the principal motives are that the transfer is antagonistic to our national honour, and that the inhabitants of these settlements are undesirous of being brought under the authority of England. And, indeed, a special ambassador of the King of Elmina, Mr. D. M. Graves, arrived some time ago at the Hague, the bearer of an address which states that the Elminese wish to continue under the authority of Holland. Nevertheless, I think that the Bill will pass. It is pretty certain that many lords will vote for the Bill, because the rejection would endanger our friendly relations with Great Britain, and another motive is the existing connection between this treaty and that referring to Sumatra.

We are still without a Minister of War, the report that Mr. Stieltjes would be appointed to the post not having been confirmed. Mr. Engelvaart has been appointed a member of the grand staff of the army—a costly institution, which benefits the country but very little. I am also glad to state that Mr. Thorbecke has wholly recovered, and is able to attend the Ministerial Councils. He has celebrated his seventy-fifth birthday.

The opposition in the cotton districts against the revision of the India tariff as proposed by Mr. van Bosse increases more and more. The Ryssen Chamber of Trade has forwarded an address to the Second Chamber urging that the liberal measure of the Minister should be outvoted.

I hear that the wrecked hull of the unfortunate steamer *Willem III.* has been sold in England for £20,500. This sum is not so large as was expected, the general opinion being that about £25,000 would be realised.

Mr. L. T. Kleintjes has retired from his post as Chancellor of the Dutch Ambassade in Japan.

ROTTERDAM, Jan. 18.

The First Chamber of the States General has passed, by 29 against 6 votes, the ratification of the treaty transferring our settlements on the West Coast of Africa to England.

The Chamber has also passed the Bill for redeeming ten millions of the National Debt, and has unanimously adopted the treaties with England concerning the immigration of free Anglo-Indian labourers in Surinam.

PRODUCE MARKETS.

The general features of our Produce Market remain unaltered. Transactions are still limited, but this, in consideration of the season of the year, cannot be surprising. A healthy tone, however, continues to prevail for most of our leading articles, and particularly so for Sugar, which meets ready buyers at full prices. In other articles there is upon the whole but little stirring, except in Tobacco and Cotton, in which a fair business has been doing, and prices of the latter article have further advanced. Tin, on the other hand, has materially declined.

COFFEE remains firm at the quotation of 43c. for good ordinary Company's Java, but on account of the season the demand is anything but active. Sales have been closed of several parcels ex Voorlichter, 1,500 bales Padang, ex Questembert, and 320 bales Macassar, ex Vier Gebroeders.

SUGAR has been in better request since my last report. About 8,000 baskets Java afloat were bought by our home refiners at the parity of the late November sale, at which it is difficult now to buy further parcels.

TEA continues to be well maintained, but transactions are on a limited scale.

TOBACCO (Java).—A fair amount of business has been doing; 1,398 bales, ex County of Berwick; 2,106 bales, afloat by sundry vessels; 360 bales H.L.; 557 bales ditto, floating, per Loch Awe; 100 bales E.M.T., and 130 bales E.M.K. have found buyers.

SPICES.—Transactions have been almost nil. Only 18 casks Nutmegs and 4 chests Mace, ex County of Bute, changed hands.

TIN.—A dull tone prevails. Sales of Banca have been closed at f.85¼ to f.85.

HIDES.—Ready buyers continue to offer for good suitable parcels at well supported prices. Several lots, ex Yokohama, changed hands.

INDIGO.—A good demand continues to prevail for good quality.

COTTON has been in brisk demand, and sales have been closed at advanced rates, both on the spot and afloat.

ARRACK.—The remaining 120 casks of the shipment of 220 casks Sourabaya, ex Yokohama, have been disposed of on secret terms.

SHIPPING.

ARRIVALS.—Jan. 11, at Texel, from Batavia, Maria Catherina; at Zierikze, from Batavia, Batavia; 14, at Brouwershaven, from Batavia, Otto; from Padang, Questembert; 16, at Brouwershaven, from Batavia, Maasnymph.

PASSENGERS INWARD.—From Java, per Otto, Messrs. C. J. van Temmen, and C. van Manuckus.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, JAN. 22, 1872.

MR. RYRIE AND THE HONG KONG COUNCIL.

HAVING felt bound, on more than one occasion recently, to draw attention to the great waste of the public time in the Hong Kong Legislative Council—to say nothing of the damage to English *prestige*, occasioned by the petty altercations of some of its members in presence of a party of the shrewdest and severest critics in the world—we feel particular pleasure in paying our tribute of respect to the Hon. P. RYRIE'S "declaration of independence," as set forth in the publication of that gentleman's protest against the recent breach of privilege by the Colonial Secretary. The question raised by Mr. RYRIE is of no common importance; it is one in which he is likely to receive but little—and that dubious—assistance from the officials who surround and oppose him; and the greater credit is therefore due to Mr. RYRIE for the public spirit which impelled him to resist the unprecedented, overbearing, and totally unofficial treatment which he received from the Colonial Secretary—Mr. J. GARDINER AUSTIN. It is enough to make any one conversant with the etiquette of English Public Offices shudder to see such a production as the letter we are about to copy, which is marked No. 461; a fact that suggests the appalling idea that 460 similarly conceived letters must already have been issued from the same office. It is from no wanton cruelty—only from a sense of the necessity for literal accuracy in such affairs—that we give this unfortunate document in full :—

Colonial Secretary's Office, Hong Kong,
No. 461. Sept. 25, 1871.

Sir,—With reference to the charge which you preferred against the Registrar-General's Department at the last meeting of the Legislative Council, of having sent a copy of a confidential document to Chinese officials at Canton, I am directed by his Excellency the Lieutenant-Governor to acquaint you that at the next meeting of Council you will be expected to substantiate your charge.—I have the honour to be, Sir, your most obedient servant,

(Signed) J. GARDINER AUSTIN, Colonial Secretary.

The Hon. P. Ryrie, &c., &c., &c.

Now who, we would ask—reading this composition without any previous knowledge of the facts—could possibly imagine that Mr. RYRIE had practically made no charge whatever on the occasion referred to? All that Mr. RYRIE had done was to ask a question, in his place in Council, in such terms as to afford the Colonial Secretary an opportunity of denying certain imputations which were only too current, and explaining away reports concerning the Registrar-General's department, which could not fail to be highly prejudicial to it—so long as they were permitted to remain uncontradicted.

Mr. RYRIE was perfectly right in not replying to a letter which ought never to have been addressed to him, and which he rightly considered as a violation of the privileges of members of the Legislative Council and everything spoken by them in the place to which they have been elected. It was competent for the Colonial Secretary to have given a disclaimer to the rumours alluded to by Mr. RYRIE; or, if he were not prepared to go so far, as seems likely, he might have moved the adjournment of the question until he had acquired the necessary information. Instead of taking either of these courses Mr. GARDINER AUSTIN wrote a letter, not *requesting* information, but *demanding*, in a most overbearing manner, that Mr. RYRIE should substantiate what the Colonial Secretary called a "charge," when it really amounted to nothing of the kind, and was merely the "parliamentary" offer of an opportunity to deny it—as, no doubt, it would have been denied—if it could. We regret very much to see the name of the Lieutenant-Governor mixed up with such a production as the Colonial Secretary's letter given above. The document is one which savours of rampant Orientalism rather than the insular freedom of debate which we pride ourselves on having introduced in the Far East. Mr. RYRIE'S spirited protest has, of course, put down the cabal opposed to him, and we do not think it very likely that such an experiment will soon be tried again on an independent member, to whom, for his action in this case, the community are especially indebted.

WE understand that Mr. HOLT, managing proprietor of the well-known line of steamers which bears his name, has determined to commence the navigation of the Yangtsze next season, and that three paddle-wheel vessels of 3,000 tons each have been ordered on the Clyde for that purpose. We likewise hear that Mr. HOLT and his friends have in contemplation the formation of a line between a port in the Pacific, Japan, and China; but nothing definite has yet been settled on. Negotiations have also, we hear, been going on for the formation of a joint-stock company to take over Mr. HOLT'S line, and a few China merchants have been asked to join the board of directors. Mr. HOLT has no doubt calculated on the opposition of the "Shanghai Steam Navigation Company," now running on the Yangtsze under the American flag, but largely owned by all classes of the Shanghai community, including Chinese. The "Union Company," which runs two steamers under the English flag, and which has always been on sufferance, would, we expect, have to retire from the contest. We may here mention that it is rumoured that the Chinese Government intend to permit of the navigation of the Yangtsze as far as Ichang in anticipation of the revision of the Treaty, and we also hear that orders will shortly be given for the construction of a telegraph line from Shanghai to Soochow. China is waking up at last, and shaking off that mystical "Foong Shuey."

THE French postal authorities in Paris have issued a notice that mails for India, China, and Japan will be despatched from Marseilles every alternate Sunday by the steamers of the *Messageries Maritimes;* and every alternate Thursday by French packet to Alexandria, to be conveyed thence by the steamers of the P. and O. Company. The postage on letters will be one franc not exceeding ten grammes, or one-third of an ounce, and on newspapers, forty grammes (two and a-half ounces), fifteen centimes. By Brindisi the rates are one franc thirty centimes on letters, and twenty-five centimes on papers.

AS we anticipated, the trial of ABDOOLA MOUSSA and NOOR MAHOMED CAMISSA for fraud and conspiracy terminated in a verdict of guilty, and the committal of those gentlemen to gaol, from which we shall consider it a great failure of justice if they are released for a long time. Some points of law were reserved by Chief Justice SMALE, who, with Eldonian incertitude, while refusing bail for the prisoners, pledged himself to the care of them while in prison, being such as befitted persons who were only "detained." When the case is entirely concluded—probably next week—we shall take the opportunity of reviewing it.

THE Chairman of the Straits Association has addressed a letter to the Secretary of State for the Colonies, requesting to be furnished with a copy of the treaty lately concluded with the Dutch Government as to the trade of Sumatra. It has also been represented to his Lordship that in the opinion of the Association it is not necessary to have any Government steamers in the Straits.

IT is reported that the French Government have been applied to by the Government of Japan to send over military instructors comprising all branches of the service, and that ten commissioned and sixteen non-commissioned officers will shortly proceed to Yokohama, under the charge of Captain BRUNET, of the Artillery, an officer who has already seen service in Japan.

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THE Netherlands India Steam Navigation Company have now on the stocks at Glasgow another screw steamer of about 1,000 tons for their Java line. She is expected to be ready for launching in June next. Telegrams from Melbourne are looked for announcing the decision of the Government as to the establishment of a mail service between Australia and Java on a subsidy.

MR. SNOWDEN, the newly-appointed Senior Magistrate for the Straits Settlements, left Liverpool, on the 11th inst., by the steamer *Ajax*, one of Holt's Line. Governor ORD, with Lady ORD, have taken passage for the mail of Feb. 12. The rumour that Sir ARTHUR KENNEDY, Governor of the British Possessions on the Coast of Africa, is to succeed Sir RICHARD MACDONNELL is incorrect.

THE following telegram through Reuter's Agency has been published :—

New York, Jan. 15.

Advices from San Francisco announce that the Japanese Embassy has arrived there. Three Japanese war ships will sail for Europe to meet the Embassy. Five Japanese Princesses have arrived in America, with a view to their being educated. Eighty women have perished in a fire in Japan.

SILK—THE NEW FRENCH TARIFF.

M. Thiers, in his speech in favour of an import duty on textile substances referred to the probable effect of the measure on the silk trade in these terms :—

"With respect to silk we have also been told, and this time with more probability, that we were exposing ourselves to great disappointment, and that we were ill-advised in proposing a tax which would procure nothing to the Treasury, as we should have to return by the drawback all that the tax had produced. It is not without much reflection and many calculations that we have proposed this tax, and we are convinced that (with more possible variations I admit, for I have no wish to conceal the truth) we shall also obtain a considerable sum under this head on the same conditions as already enumerated, that is to say, by an indemnification of the manufactured article, a wide distribution of the tax, and the protection of a national production, that of home-grown silk.

It is true that if the question is only superficially examined it will indeed appear that as much silk leaves the country as enters it, and that consequently the drawback would absorb all the produce of the tax. On looking, however, more closely into the subject such will not be found to be the case. Foreign silk of a value of 258 millions of francs is imported, representing about five millions of kilogrammes (5,000 tons). This difference in the value of the article and the weight is explained by its quality, which is very superior. A part of that silk is imported into France in the form of cocoons ; by transforming it into raw silk the quantity is reduced to 4,500,000 kilos. Lastly, from the total quantity we have also deducted the weight of the packages, which is of little importance in other articles, but is an important consideration in one of such value as silk. Thus 4,500,000 kilos. are imported into France ; now how much is exported, packages, of course, deducted ? 4,500,000 kilos. also.

If we looked at those figures only it would really appear that we were ill-advised in proposing to tax an article, the imports of which were balanced by the exports. But one point has been overlooked. We have been told that the colouring matter added enormously to the weight. But if this was well known, why has any astonishment been expressed at the demand we make and at the calculations we have presented. Yes ! the packages deducted, we do export 4,500,000 kilos., but what our opponents have forgotten to say is that the colouring matter adds 100 or 200, and sometimes 300 per cent. to the weight of the article. I have shown that the imports amount to 4,500,000 kilos., but the exports, taking a very moderate estimate of the dye, which is very easily calculated by the Customs, in reality only amount to 3,000,000 kilos. Thus 1,500,000 kilos. of silk remain in the country. Now if the duty is twelve francs per kilo., that is from 15 to 16 per cent., the entire quantity imported will produce 54 millions of francs, and if we reimburse the duty on three millions of kilos. there will still remain a sum of 27 millions.* I admit that difficulties and contestations may arise at the Customs, but they will be overcome, as they have already been. This explains the repugnance felt towards the tax by some persons. I acknowledge that errors may be committed in calculating the drawback, but really, if a branch of manufacture which represents at least 800 millions of francs—

A DEPUTY : Nine hundred millions.

M. THIERS : If such a branch of manufacture cannot support a tax of 27 millions then nothing is possible. We propose to you taxes which have their inconveniences I admit, but which have already been tried.

A DEPUTY : Not silk !

M. THIERS : Yes ; it has already had to bear a small tax. We propose, I repeat, taxes which have already been tried, and attempts are made to reject them for others which are absolutely chimerical. I say that a tax which offers the probability, and almost the certainty of a produce of twenty-seven millions deserves a better reception. Now, as to the distribution of the tax we have inquired what such a charge might represent in the consumption of silk wares. I have put the question to respectable silk mercers, what would be the amount of such a tax on a dress of twenty metres of stuff ? The material for such a dress would cost f.150 and the making f.150 more. Do you know how much the duty would be ? Twelve francs only on a dress of f.300. Does that alarm you ? I ask. (No ! No !) A dress which with the making would cost f.500 would pay in duty about f.14, and one of f.600, f.18. Is that too much ? I ask. (Several Voices : No ! it is not enough.) Besides, will not the small native silk-grower, who has suffered so much from the disease in silk-worms' eggs, have reason to be satisfied ? Is it an insignificant result to aid him by a tax on foreign silks, when that same tax is a valuable resource, and when the export trade is freed from it by a drawback ? Is such a relief to the native silk-grower so insignificant a result when the tax is so light and so easy to support ? I say, No ; it is not possible that the departments of the South would prefer to such a tax an increased duty on wines. (Hear, hear.)

The new tariffs on silks, as proposed by the Government, are as under, per 100 kilos. (2 cwts.) :—Fresh cocoons, f.150 ; do., dry, f.350 ; raw silk from India, China, or Japan, f.925 ; from other countries, f.1,200 ; double cocoons (doupions), f.300 ; thrown silk, from India, China, or Japan, f 1,100 ; from other countries, f.1,300 ; floss, f.225 ; husks, f.56.

Cotton from India or China, f.35 ; from other countries, f.40.

* This is an error. If 4,500,000 kilos. produce 54 millions of francs, and the duty on three million kilos. is reimbursed, the net return to the Treasury will be only 18 millions.

QUARTERLY REPORTS ON THE CHINA TRADE.

The *Customs Gazette* for the quarter ending September, 1871, has just been issued. The following is a *résumé* of its contents :—

TIENTSIN.

Mr. Commissioner Hannen reports a trifling falling off in imports, with even lower prices than in the previous quarter. The destruction of property and general distress caused by the floods fully account for this. The tonnage entered, compared with the corresponding quarter of the previous year, however, rose from 36,188 to 46,596 ; and the tonnage cleared from 34,659 to 44,733. In imports there was a perceptible increase in Grey and White Shirtings and T-cloths, Jeans, and Lustres. Camlets, Spanish Stripes, Chinese imports show a very great falling off, and Opium a very serious one. In exports the decline was greater than in anything else, which is easily accounted for by the reasons assigned. The revenue, however, compared favourably with that of 1870, being Tls. 109,497, against Tls. 105,386. The following facts, taken from Chung How's "History of Tientsin," are interesting : —Floods occurred here nineteen, thirty-two, and seventy years ago, on the latter of which occasions the waters rose seven or eight feet higher than this time ; and in the thirty-fifth year of the reign of Kang-hi the deluge was so excessive that the inhabitants had to live up in trees. The public health was, however, good, notwithstanding the inundation in the quarter under notice, and no serious disturbances arose, though there must always be some danger of outbreak, or epidemic, or general and lasting distress, in such a place.

NEWCHWANG.

Mr. Commissioner Luson reports the quarter's trade as steady, though comparing unfavourably with the corresponding quarter of the previous year. The Southern Chinese merchants are said to have realised a profit of from 5 to 10 per cent. on export transactions, and trade in imports seems to have been tolerably profitable both to importers and purchasers. Cotton Piece Goods generally met with a ready sale, and the stock left on hand was small. Opium was not active, and prices declined Tls. 10 per chest. The tonnage entered fell from 28,050 in the corresponding quarter of 1870 to 23,271 ; and "cleared" rose from 23,166 to 26,127. In imports Grey Shirtings rose from 40,050 pieces to 50,850 ; Woollens fell from 9,656 to 2,340. The revenue, which was Tls. 81,054 for the corresponding quarter in 1869, and Tls. 57,031 in 1870, amounted to Tls. 71,236 in 1871. The only events of general interest were the survey of the harbour by the U.S. gunboat *Palos*, by the kind permission of Commander Rockwell ; the arrival of the new lightship *Tsow Chiang ;* the failure of the large native firm Tung Hsing Kwei ; and a serious inundation.

CHEFOO.

Mr. Hobson, Acting Commissioner, reports a more than average business, though the returns show some falling off compared with the corresponding quarter of the previous year, when trade received an unusual impetus, owing to the unsettled state of affairs at Tientsin. There is, therefore, a deficit of 41,319 pieces, compared with the deliveries of 1870, though they show an increase of

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94,993 pieces over 1869. The tonnage presents little alteration; and the revenue shows Tls. 71,209, against Tls. 74,450 in the corresponding quarter in 1870, and Tls. 55,953 in 1869.

HANKOW.

Mr. Commissioner Macpherson reports the tonnage as very little differing in amount from that of the corresponding quarter of the previous year. In imports Grey Shirtings rose from 283,350 pieces to 532,235. T-cloths also rose from 205,801 pieces to 250,778; and Drills from 108,124 to 168,232. Woollens show a falling off. In exports the losses on Tea must have equalled, if not exceeded, the gain of 1870. Since the first purchases in May, 423,491 piculs were sent away, against 389,610 shipped from the commencement of the season to the close of September in 1870. The revenue however rose from Tls. 469,099 in the corresponding quarter of the previous year to Tls. 590,595.

KIUKIANG.

Mr. Commissioner Drew reports the export of Tea, which was very large in the same quarter, to have been again so far in excess of the average that, since the opening of the season, it already amounted to 131,000 piculs. The large increase in the import of Cotton Goods continued, but stocks were not accumulating. This year there was no flood at Kiukiang. The tonnage was almost the same as in the corresponding quarter of the preceding year. The revenue exhibits a progressive advance, having risen from Tls. 138,818 in 1869 to Tls. 151,461 in 1870, and Tls. 197,391 in the quarter under notice.

CHINKIANG.

Mr. Detring, Acting Commissioner, reports more than an ordinary increase in almost every article of import, in some degree attributable to the floods in the North—goods finding their way to Honan and Shantung more easily from this place than if they transported *via* Tientsin. The tonnage, both entered and cleared, advanced from 107,000 in the corresponding quarter of the previous year to 113,000. The imports of Grey Shirtings, T-cloths, &c., for the quarter have advanced at the following extraordinary and sustained rate during the last four years:—

	1868.	1869.	1870.	1871.
Grey Shirtings ...	43,120	97,636	134,595	245,340
T-cloths	5,005	25,505	63,609	89,840
Drills	1,553	5,826	14,252	20,807

Lustres, Nail Rods, Foreign Sugar, Oil wood, have risen in equal proportion. Opium shows very little advance.

Exports show a very startling increase:—

	1868.	1869.	1870.	1871.
Raw Cotton, piculs ...	—	61	65	787
Lily Flowers	243	731	2,077	3,827
Grain	1,712	2,483	2,426	41,696

The revenue has accordingly risen from Tls. 14,616 in 1869, to Tls. 21,543 in 1870, and Tls. 36,307 in the quarter under notice.

SHANGHAI.

Mr. Commissioner Dick reports the revenue to have increased from Tls. 787,726 in the corresponding quarter of the previous year to Tls. 918,227. The tonnage was not materially different in amount. In imports Grey Shirtings show an increase, nearly bringing the amount up to that of the corresponding quarter in 1868. White Shirtings greatly declined. T-cloths and Lustres, however, rose to twice the quantity in the corresponding period of last year. Exports show a great falling off, except in Tea and Silk. We are somewhat surprised to find Mr. Dick's report of trade closing with the sentence—"General remarks—*Nil.*"

NINGPO.

Mr. Commissioner Francis W. White reports a slight decrease in the imports of Piece Goods. The Tea crop is put down as equal in quantity to the previous year's, but the leaf inferior and the same profits not expected. Cotton was also late in the market. The tonnage falls short of the same period in the previous year by 8,268 tons inward, and 7,171 outward. The total revenue collection shows an increase of Tls. 24,932.

FOOCHOW.

Mr. H. Noetzli, Deputy Commissioner in Charge, reports the revenue as Tls. 756,926, against Tls. 703,145 in the corresponding quarter of the previous year, and Tls. 929,166 in 1869. Here, again, the "General Remarks" are *nil.* The imports wore a more favourable aspect than in the last two or three years, but we should have been glad to be informed as to the cause of the return this year to the expansion evinced four years ago. *Prima facie* the Report before us is unsatisfactory, as it is full of figures, without any attempt to explain the causes that have led to, or the results that may be expected from, the returns.

TAMSUI (FORMOSA).

Mr. Commissioner de Champs reports an increase in the two main articles of import, Cotton Piece Goods and Opium; of 64 per cent. for the former, and 27 per cent. for the latter produce, as compared with the corresponding quarter in the previous year. In the case of Cotton Piece Goods this increase is stated to represent the overflow of neighbouring markets on the mainland, where these manufactured goods have lately accumulated on account of the low rates of the market. The increase in the importation of Opium corresponds in a certain proportion to that in the exportation of Tea, against which the drug is bartered. The export of Tea shows an increase of 45 per cent. over the corresponding quarter of the year previous. The Coal trade at Kheluug was unusually active, owing to a stoppage in the working of some of the Japan mines. The export shows an increase of 190 per cent. The revenue amounted to Tls. 43,679, against Tls. 25,086 in 1870.

[This is one of the shortest reports in the volume before us; but it is so clearly, concisely, and suggestively put together, that it might well serve for a model for other Commissioners to study, and for the Government to require to be followed.]

TAKOW (FORMOSA).

Mr. W. Cartwright, Assistant in Charge, reports the revenue to have amounted to Tls. 22,885, against Tls. 16,675 in 1870, and Tls. 11,099 in 1869. The export of sugar, from the commencement of the year, was 548,000 piculs, against 580,000 in the first three quarters of the previous year. There is the usual increase of 100 chests in the import of Opium, and rates have been high. Much more ground has been devoted to Sugar cultivation.

AMOY.

Mr. Commissioner Hughes reports "General Remarks—*nil*;" "Occurrences—*nil.*" The imports of Cotton and Woollen Goods show a falling off, which we should have liked to have found accounted for. The exports in Tea show an increase. The revenue was Tls. 186,730, against Tls. 159,233 in the corresponding quarter of 1870, and Tls. 129,012 in 1869—and perhaps Mr. Hughes considers this so satisfactory a piece of information that it is unnecessary to add anything to it in the way of comment.

SWATOW.

Mr. A. Huber, Acting Commissioner, reports the foreign trade as showing fairly against the corresponding quarter of the previous year. The failure of the first Rice crop, owing to drought, and of the second, owing to rains and inundations, greatly stimulated the import of Rice and Wheat. The import of Piece Goods was about the same as in the previous year—that of Metals, about half. The large increase of Opium (634 half-chests) is owing to the strict measures adopted on the coast opposite to Hong Kong to prevent smuggling. The export during the whole Sugar season exceeds, by more than 300,000 piculs, that of late years; the Sugar districts have been very little affected by rain and inundation, owing to the deep and wide river running through them. The revenue shows Tls. 165,347, against Tls 104,959 for the corresponding quarter in the previous year, and Tls. 84,781 in 1869. Mr. Huber's Report is altogether explicit and encouraging.

CANTON.

Mr. Bowra, Acting Commissioner, reports the revenue as Tls. 355,315, against Tls. 255,986 in the corresponding quarter of the previous year, and Tls. 364,186 in 1869. Here again, we find the word "*nil*" appended both to "General Remarks" and "Occurrences." The imports of Grey Shirtings and T-cloths show a marked decrease, and Opium a great increase—both of which we should have liked to have been explained. The same remark applies to the exports, in which Canes, Fans, and Sugar exhibit an extraordinary advance.

DUES AND DUTIES.

The total dues and duties for the quarter for all the fourteen ports, amounted to:—

Import duties	Tls. 540,040
Import duties on opium	475,903
Export duties	2,538,924
Tonnage dues	65,538
Coast trade duty	128,873
Transit dues	69,189
Duties on native craft	587
Total	Tls. 3,819,058

The volume closes with "Part 4. Notifications.—*Nil*," and "Part 5. Movements in the Service.—*Nil* again." Both these announcements are more suggestive than satisfactory.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From FOOCHOW to LONDON, per Thyatira, entered Jan. 17.—20 boxes tea—Master; 274 packages tea—Brown, Shipley, and Co.; 3 cases merchandise, 12 half-chests lychees, 2331 chests 4052 half-chests 6536 boxes 14,473 packages 64 cases tea—Order.

From SHANGHAI to LONDON, per Red Deer, entered Jan. 18.—2310 packages tea—L. Reiss Bros., and Co.; 294 half-chests tea—Elias and Co.; 3879 chests 3058 half-chests 3068 packages tea—Order.

From JAVA to GREENOCK, per Trinidad, entered Jan. 16.—3907 baskets sugar—John Kerr and Co.

From SHANGHAI to LONDON, per Caller Ou, entered Jan. 11.—6949 packages tea—L. Reiss, Bros. and Co.; 2000 chests 3960 half-chests 5 packages 372 boxes tea, 46 packages merchandise—Order; 5 packages merchandise—E. T. Draper.

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Monetary and Commercial.

Tenders for £500,000 in bills on India were received on the 17th inst. at the Bank of England. The amounts allotted were to Calcutta £336,200, to Bombay £150,000, and to Madras £13,800. The minimum price was fixed as before at 1s. 11d. on all the Presidencies. Tenders on Calcutta and Madras at 1s. 11⅛d. will receive about 22 per cent., and on Bombay at that price about 24 per cent.; those above in full. A decided increase in the demand for the means of remittance to the East is shown.

At the meeting of the proprietors of the City Bank a dividend was declared for the half-year at the rate of 9 per cent. per annum, leaving, after the addition of £5,000 to reserve fund, which now stands at £110,000, the sum of £1,837 to be carried forward. The balance-sheet will be found in our advertising columns. This bank is the London agency for the Chartered Bank of India, Australia, and China. At the meeting of shareholders of the London Joint-Stock Bank, agents for the Chartered Mercantile Bank, the report was adopted, and a dividend at the rate of 12½ per cent. per annum, with a bonus of £1 per share, was declared. The net profit of the half-year ending 30th December was £155,493 6s. 6d., and, after payment of the dividend, a balance of £493 6s. 6d. is carried forward.

It is notified that the half-yearly interest, due 1st February next, on the Japan Loan, will be paid on and after that date at the offices of Messrs. J. Henry Schroder and Co.

It will be seen from a notice in another column, that the Committees have agreed upon a revised form of outward bills of lading, with reference to the trade with the Far East. The inward form will probably be decided on in the course of next month.

Messrs. Gregson and Co., in their Annual Circular, state, in regard to the export of Cotton Goods to China, that the export has been on an unprecedentedly large scale; of Plain Cottons (bales and cases) with Cotton Yarn, 312,000 packages have been shipped, giving a daily average supply, excluding Sundays, of one thousand packages.

Messrs. Gwynne and Co., engineers, Essex-street Works, Strand, London, are supplying the Chincse Maritime Department with large steam pumping engine, to discharge 500 gallons of water per minute, with steam boiler, &c., complete; a large hydraulic air pump, to work against a pressure of 40 feet, with steam-engine, boiler, &c., to work same; all suitable hose, tubing, piping, and a quantity of other apparatus. These will be shipped by the *Yangtsze* steamer for Shanghai.

It appears that late telegrams announce the probability of the establishment of a State Bank for Japan at Yedo. The formation of another local bank at Shanghai is also on the tapis, with a capital of Tls. 3,000,000, the operations to be confined to local and not exchange operations.

We understand that a further shipment of bank notes, which we noticed some time since as under manufacture at Frankfort for the Japanese Government, has been made to Yokohama.

The diving apparatus, which we noticed last month as under construction by Messrs. Siebe and Gorman, for Shanghai, is now in course of shipment, per steamer *Yangtsze*. Two divers will accompany the same to superintend the fitting at Shanghai.

The telegraphic advices from Foochow announce that purchases of common tea continue at a laying down cost of 1s. 2d. at which rate shippers may look for a loss.

Mr. John S. Simmonds, late of Shanghai, has commenced business as a metal and general commission agent at 60, Gracechurch-street, London.

The amount of bullion by the P. and O. Company's steamer *Nyanza*, from Southampton on the 18th inst., was—in gold to Hong Kong, £1,200; to Calcutta, £30,000; to Madras, £1,064 to Bombay, £6,000; in silver—to Shanghai, £28,050; to Hong Kong, £12,318; to Singapore, £15,000; to Calcutta, £76,000; to Galle, £20,000. Total in gold, £38,264; in silver, £151,368.

There has been a good inquiry for Fine Bar Silver, and prices have further advanced to 61⅛d. per oz. standard, a still higher figure having been paid for delivery yesterday. The demand for India has been large, and the extra steamer *Peshawur* has taken £423,000 to Bombay. Mexican Dollars, by the West India and French steamers, have been sold, the New Coinage at 59⅜d. per oz., the Old at 61d. per oz.; a further rise having been established in both prices.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th Jan., 1872, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1872, 6,512,803 yards; for the twelve months, 106,369,727 yards; for the twelve months, 1871, 81,801,220 yards; for the twelve months 1870, 44,313,208 yards. Increase for 1872 against 1871, 24,568,507 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1872, 91,229 yards; for the twelve months, 7,027,193 yards; for the twelve months, 1871, 11,008,174 yards; for the twelve months, 1870, 1,953,628 yards. Decrease for 1872 against 1871, 3,980,981 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1872, 137,459 yards; for the twelve months, 2,754,990 yards; for the twelve months 1871, 2,548,377 yards; for the twelve months, 1870, 1,097,157 yards. Increase for 1872 against 1871, 206,613 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1872, 28,550 lbs.; for the twelve months, 536,860 lbs.; for the twelve months 1871, 629,461 lbs.; for the twelve months 1870, 332,203 lbs. Decrease for 1872 against 1871, 92,611 lbs.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1872, 18,524,323 yards; for the twelve months, 376,713,721 yards; for the twelve months 1871, 270,908,356 yards; for the twelve months 1870, 225,018,493 yards. Increase for 1872 against 1871, 105,805,365 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1872, 449,380 yards; for the twelve months, 8,781,165 yards; for the twelve months 1871, 12,137,450 yards; for the twelve months 1870, 14,569,066 yards. Decrease for 1872 against 1871, 3,356,285 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1872, 307,226 yards; for the twelve months, 7,043,523 yards; for the twelve months 1871, 4,878,851 yards; for the twelve months 1870, 5,144,323 yards. Increase for 1872 against 1871, 2,164,672 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1872, 11,900 lbs.; for the twelve months, 594,940 lbs.; for the twelve months 1871, 572,552 lbs.; for the twelve months 1870, 442,863 lbs. Increase for 1872 against 1871, 22,388 lbs.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1872, 1,685,451 yards; for the twelve months, 37,900,950 yards; for the twelve months 1871, 30,577,814 yards; for the twelve months 1870, 16,647,786 yards. Increase for 1872 against 1871, 7,323,136 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1872, 19,020 yards; for the twelve months, 2,142,797 yards; for the twelve months 1871, 3,027,663 yards; for the twelve months 1870, 1,823,433 yards. Decrease for 1872 against 1871, 884,886 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1872, 5,051 yards; for the twelve months, 1,250,684 yards; for the twelve months 1871, 1,069,937 yards; for the twelve months 1870, 1,004,176 yards. Increase for 1872 against 1871, 180,697 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1872, 1,064,400 lbs.; for the twelve months, 10,687,484 lbs.; for the twelve months 1871, 10,308,199 lbs.; for the twelve months 1870, 5,933,850 lbs. Increase for 1872 against 1871, 379,285 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1872, 2,393,319 yards; for the twelve months, 61,352,145 yards; for the twelve months 1871, 80,631,557 yards; for the twelve months 1870, 51,637,953 yards. Decrease for 1872 against 1871, 19,279,412 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1872, 87,854 yards; for the twelve months, 5,448,135 yards; for the twelve months 1871, 9,763,993 yards; for the twelve months 1870, 5,998,684 yards. Decrease for 1872 against 1871, 4,315,858 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1872, 33,448 yards; for the twelve months, 4,771,648 yards; for the twelve months 1871, 5,173,054 yards; for the twelve months 1870, 4,871,190 yards. Decrease for 1872 against 1871, 401,406 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1872, nil; for the twelve months, 2,493,728 lbs.; for the twelve months 1871, 3,025,711 lbs.; for the twelve months 1870, 2,020,668 lbs. Decrease for 1872 against 1871, 531,983 lbs.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1872, 1,198,171 yards; for the twelve months, 18,530,174 yards; for the twelve months 1871, 14,980,341 yards; for the twelve months 1870, 9,566,151 yards. Increase for 1872 against 1871, 3,549,833 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1872, 652,299 yards; for the twelve months, 11,589,458 yards; for the twelve months 1871, 7,992,707 yards; for the twelve months 1870, 8,881,047 yards. Increase for 1872 against 1871, 3,596,751 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1872, 784,353 yards; for the twelve months, 13,007,568 yards; for the twelve months 1871, 8,805,388 yards; for the twelve months 1870, 5,370,760 yards. Increase for 1872 against 1871, 4,202,180 yards.

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COTTON YARN.—Export for the month ended 16th Jan., 1872, 33,095 lbs.; for the twelve months, 808,948 lbs.; for the twelve months 1871, 841,819 lbs.; for the twelve months 1870, 363,850 lbs. Increase for 1872 against 1871, 467,129 lbs.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1872, 978,220 yards; for the twelve months, 6,529,931 yards; for the twelve months 1871, 20,634,881 yards; for the twelve months 1870, 14,698,511 yards. Decrease for 1872 against 1871, 14,104,950 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1872, 326,151 yards; for the twelve months, 7,860,321 yards; for the twelve months 1871, 8,553,909 yards; for the twelve months 1870, 10,989,606 yards. Decrease for 1872 against 1871, 693,588 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1872, 16,800 yards; for the twelve months, 374,723 yards; for the twelve months 1871, 1,372,453 yards; for the twelve months 1870, 1,125,186 yards. Decrease for 1872 against 1871, 997,730 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1872, 24,300 lbs.; for the twelve months, 350,928 lbs.; for the twelve months 1871, 496,607 lbs.; for the twelve months 1870, 175,118 lbs. Decrease for 1872 against 1871, 145,679 lbs.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1872, 1,994,947 yards; for the twelve months, 25,178,480 yards; for the twelve months 1871, 28,084,288 yards; for the twelve months 1870, 22,137,080 yards. Decrease for 1872 against 1871, 2,905,808 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1872, 81,216 yards; for the twelve months, 2,588,820 yards; for the twelve months 1871, 2,947,297 yards; for the twelve months 1870, 1,247,656 yards. Increase for 1872 against 1871, 358,477 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1872, 135,053 yards; for the twelve months, 2,726,981 yards; for the twelve months 1871, 2,100,312 yards; for the twelve months 1870, 3,327,131 yards. Increase for 1872 against 1871, 626,669 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1872, 40,192 lbs.; for the twelve months, 301,727 lbs.; for the twelve months 1871, 312,275 lbs.; for the twelve months 1870, 447,372 lbs. Decrease for 1872 against 1871, 10,548 lbs.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.
£10	Agra Bank, ...	All	8 to 8¼
25	Bank of Egypt	All	49 to 51
20	Chartered Bank Ind., Aust., and China	All	14½ to 15½
25	Chartered Merc. of India and China ...	All	25½ to 26½
20	City Bank	10	13¾ to 14
100	Colonial Bank	30	53 to 55 x.d.
500fr.	Comptoir D'Escompte of Paris... ...	All	
£28½	Hong Kong and Shanghai Bank ...	All	44 to 45
28½	Do. Do. new	22½	13 to 14 pm.
100	Imperial Bank	20	23½ to 24½
50	London and County	20	60 to 61
50	London Joint Stock	15	46 to 47
100	London and Westminster	20	65 to 66
25	Oriental Bank Corporation	All	46 to 47
50	Union of London	15	45 to 46
	Telegraph Companies.		
100	Anglo-Mediterranean	All	160 to 165
10	British Indian Submarine	All	10 to 10½
10	British Indian Extension	All	11½ to 12
10	British Australian...	All	8½ to 9
10	China Submarine	All	9½ to 9¾
10	Falmouth, Malta, and Gibraltar ...	All	11½ to 11¾
10	Great Northern	All	15½ to 16
10	Do. China and Japan Extension	All	13 to 13½
25	Indo-European	All	11 to 12
10	Mediterranean Extension	All	5 to 6
12	Telegraph Construction Company ..	All	37½ to 37¾
50	Indiarubr.,Gutta Percha,&Tel. WorksCo.	45	50 to 52
	Miscellaneous		
20	British India Tea Company	All	4½ to 5½
2	Brit. and Foreign Marine Insurance Co.	4	7½ to 8 pm.
20	Ceylon Company	All	14 to 16
20	Do.	10	5½ to 4½ dis.
50	Colonial Company	20	1½ to ¾ dis. xd.
	Credit Foncier of England	All	5½ to 5¾
10	General Credit and Discount Company	7½	2½ to 2¾ pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	¼ dis. to par
98	Japan Loan, 9 per cent.	All	111 to 113
20	London and Prov. Marine Insurance Co.	2	2½ to 3½ pm.
25	National Discount Company	5	14 to 15
2	Ocean Marine Insurance Company ...	5	15½ to 16 pm.
500fr.	Messageries Maritime of France ...	All	
50	P. and O. Steam Company	All	51 to 53
50	Do. Do. 1867	10	2 dis. to par
100	Royal Mail Steam Company	60	84 to 86
20	Realm Marine Insurance Company ...	3	¼ dis. to par
20	Thames and Mersey Marine Insur. Co.	2	5½ to 5¾ pm.
20	Universal Marine Insurance Company	5	9½ to 10½ pm.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Maritimes, (Head Office in Paris), 97, Cannon street.

Netherlands India Steam Navigation Company, 18, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. C. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, agent, 92, Cannon-street.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and ., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street Square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, secretary.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, Dent, Palmer and Co., agents King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26 Austinfriars.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Great St. Helens.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 7, Mincing-lane, John Harvey, managing director.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 34, Great St. Helens.

Silk Supply Association, T. Dickins, president, 65, Moorgate-street.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, W. H. Vacher, manager, 24, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

ARTICLES OF IMPORT.

TEA.

The first periodical public sales of China for the year 1872 were held on the 16th inst.; a total of 6,836 packages was presented, of which 3,042 packages were offered without reserve and sold, the remainder being withdrawn. There was a fair attendance, but the few parcels offered without reserve were common and undesirable, and attracted very little attention, prices being moderate throughout. A break of common black leaf Congou "with all faults" sold at 10½d. to 11½d., and red leaf Fannings and leafy kinds at 5½d. to 6½d. per lb. At public sale yesterday 1,924 packages, per steamer Lorne, consisting of 577 half-chests Moyune Green, 610 chests 737 half-chests Congou, were offered without reserve, and all sold. There was a fair attendance and good competition for the fine qualities of Moyune Green, but the common lines sold under the prices paid for similar kinds, ex Hector, on the 12th inst. The Congous were common to fair medium red leaf; these went irregularly, and in some instances under the valuations, the prices obtained ranging from 1s. 0½d. to 1s. 2d. per lb.

Privately the market is steady and without alteration.

SILK.

The market keeps steady at full rates, with generally an upward tendency in prices; a slight advance has been paid within the past few days in Chinas, quotations of which are now—26s. for Red Peacock; 26s. 9d. to 27s. for Ku Kee 4 and Blue Elephant; and 28s. 9d. to 29s. for chop third Taatlee. Cantons are very firm at 17s. 6d. for good market Taatlee, and Japans are in improved demand at former rates, good Mybash being inquired for.

Deliveries since the 1st inst. are large, having been swollen within the past few days by some considerable shipments of Japans and Cantons to France. The total from 1st to 17th inst. is as follows:—

	1872.	1871.
China	1,684	1,296
Canton	951	414
Japan	829	123
Bengal	267	180
Total ...	3,731	2,053 bales.

COFFEE.

There is somewhat less activity in the market than we reported for last mail, and although only moderate supplies have been placed on offer a portion has had to be withdrawn. Prices have, however, been steady and firm, and the advance noted last week has been maintained; the rates paid for Ceylon have been:—Plantation triage and ordinary 66s. 6d. to 71s., small 74s. to 75s., fine ordinary and low middling 74s. 6d. to 77s., middling 78s. 6d. to 81s., good bold colour 88s. to 88s. 6d., pea-berry 84s. 6d. to 89s. Native: Good ordinary 69s. 6d. to 70s., fine bold 72s. to 72s. 6d., pea-berry 73s. There has been no transactions in East India other than Ceylon.

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SUGAR.

A very dull tone has continued to pervade the market; very little business has been done, and the few transactions effected have established a decline in prices. The following is a record of the business in East India:—

Penang.—At auction 882 bags sold, middling to good brown (duties 4s. and 4s. 9d.) at 28s. 6d. to 30s. 6d., low to middling yellow (duty 4s. 9d.) at 31s. to 32s., 736 baskets 32 bags date sort were bought in at 25s. to 25s. 6d., except 135 baskets washed, which sold at 23s. to 24s. Privately 120 baskets date sort have been sold at 25s.

Java.—In auction 3,318 mats very low to ordinary syrups from Cape Town were bought in at 25s. to 27s., but have since been sold privately at 24s. to 24s. 6d.

Manila, Siam, &c.—No supplies have been offered, and we hear of no transactions either at public sale or privately.

ALOE FIBRE.—The sale is reported of 14 bales Manila at £18.

CHINA MATTING.—Of 390 rolls offered a small part sold; 4/4 red at 37s. 6d.; fancy pattern, 27s. 6d.; one lot, 32s.

CAMPHOR.—*China:* The speculative demand lately apparent is somewhat less active, but prices are firm; 150 cases have been sold for arrival at £4 5s. *Japan* continues scarce; an offer of 20 tubs at public sale was bought in at £4 10s.

COCOA NUT OIL.—The market is dull, and prices are slightly lower; at public sale of 345 casks Ceylon offered 242 casks sold, ordinary £35 up to £37 to £37 5s. for fine, one lot £37 10s., very ordinary £33 10s. Privately the market is quiet at £37 10s. to £38, the sale of 100 tons at the lower quotation being reported.

CUTCH.—The demand is less active, but prices remain firm; during the week about 1,100 boxes fine Pegu (Pagoda mark) have been sold at 26s. per cwt.; an offer of 1,255 cases good Pegu, from Singapore, was bought in at 26s.

GAMBIER.—There has been a continuance of the activity noted last week, and transactions—chiefly in floating parcels—have been considerable. Early in the week 250 tons very distant shipment sold at 19s. 4½d., and 100 tons at 19s. 6d., ex ship; subsequently a further advance has been paid, 200 tons Jan. and Feb. shipment having sold at 19s. 6d., 100 tons less distant at 19s. 9d., and 150 tons at 20s., ex ship. On the spot 450 bales have been sold at 20s., and at auction 1,876 bags good pale cubes slightly run at 22s. to 22s. 3d. per cwt. 134 bags damaged cubes being bought in at 20s.

GUMS.—*Benjamin:* Of 13 cases offered 11 cases fair seconds sold at £7 15s., the remainder being bought in fourths at 72s. 6d.; 1 box good Siam sold at £21 10s., and 1 box small almond barky and dusty run at £9 5s. *Copal:* Of 168 cases Manila offered 100 cases good fair clean, a small part dark, sold at 36s. to 37s., one lot block 32s.; 132 bags Borneo were bought in, very ordinary 20s. *Damar*: Of 43 cases fair dusty Batavian offered 33 cases sold at 55s.

GALLS.—The only sale to report is of 12 cases Japan at £3 per cwt., an offer of 19 cases China having been bought in at £3 5s.

HEMP.—At auction Manila met a moderate demand, and of 939 bales offered 720 bales sold at irregular and easier rates, brown at £39 10s. to £40 5s., barely fair £45, good fair £48 10s., repacked from Mauritius at £45 15s. to £47. No private transactions are reported.

INDIA-RUBBER.—We note the sale of 14 bags Assam at 1s. 5d., and 42 baskets fine Singapore at 2s. 1d., one lot 2s. 1½d. per lb.

JAPAN WAX.—Of 441 cases offered in public sale, 88 cases were quitted, realising for good saucers £4 5s., one lot £4 6s., and for stained £4 2s. per cwt.

PEPPER.—*Black:* At auction Penang has sold at steady rates—fair 5½d. to 5⅝d., Trang 5⅛d. to 5⅜d.; 200 bags good Singapore have been sold privately at 6¼d. *White:* At public sale 635 bags, consisting chiefly of recent arrivals of Penang met a fair demand, but only one-third was quitted at about the previous value; 150 bags Singapore sold at 12¾d., two lots 12⅞d.; of 485 bags Penang offered, only 100 bags sold at 12d. per lb.

PLUMBAGO.—An improved demand has prevailed privately for Ceylon, and about 600 barrels have been sold at dearer rates. At the public sales this improvement was fully upheld, and of 476 barrels offered 360 barrels sold, good bright lump 26s. to 27s., middling 22s. 6d., low middling dull 21s., fine bright chips 15s. to 15s. 6d., middling 13s. 9d., ordinary 11s. to 12s. 6d., fine bright dust 11s. 9d., fair 10s., low 5s. 6d. to 6s. 3d.

RHUBARB.—At public sale of 219 cases China offered 92 cases sold, good bold rather mixed at 3s. 1d., low middling to good fair at 1s. to 2s. 6d., very ordinary 5d., low 2¼d. per lb.

RICE.—The market is still very dull; 200 tons Ballam have been sold on the spot at 8s. 9d. ex quay, and 50 tons Raree Ballam at 9s. ex quay.

SAGO.—The market is quiet, and a considerable supply, amounting to 5,957 bags, brought to auction went off flatly, sales being only effected on easier terms, and the bulk being bought in. Of 5,417 small bags pearl, about 1,000 bags sold (including 400 bags sold previous to the sales), good at 18s.; of 520 bags good large 200 bags sold at 18s. 6d. *Flour* is quiet but firm; at auction 1,770 bags Singapore were bought in at 16s. 6d. to 17s., also 552 bags Borneo at 17s., except 40 bags, which were sold at 16s. 3d. Privately 2,000 bags Singapore have been sold recently at 16s., which is now refused. For arrival 25 tons Singapore have been sold at 16s. 3d.

SPICES.—*Cassia Lignea:* Of 300 cases unworked from Hamburg offered 80 cases sold at a further reduction at 109s. *Vera:* 50 cases Singapore bought in at 75s. *Cinnamon:* 50 bales Ceylon sold, first sort at 3s. to 3s. 2d., second 2s. 8d. to 2s. 9d., third 2s. 6d. to 2s. 7d. *Chips:* An active speculative demand has prevailed, and sales and resales to the extent of 6,000 bags have been effected at a total advance of 1d. for bark to 1½d. for better qualities; at the close bark has been sold at 3d. to 3½d.; common to fair chips 4d. to 6¼d. *Nutmegs:* 8 cases Penang bought in, 82's and 80's at 8s. 5d. to 8s. 6d.; 14 boxes Singapore 104's slightly wormy sold at 8s. 2d., 10 cases Java 68's bought in at 8s. 11d., 7 casks limed sold at 3s. to 3s. 1d. *Mace:* 5 cases ordinary Penang were bought in at 4s. 2d., 99 boxes ordinary mixed and broken Java were bought in at 4s. 1d., except 30 boxes, which sold at 3s. 11d. to 4s. 1d.

TAPIOCA.—Sales have been effected to fair extent at about previous rates, viz., Singapore good and fine white, 2¾d. to 2⅞d. Malacca 2¼d., Penang 2⅝d.; about 75 tons Singapore have been sold to arrive at 2⅝d. *Pearl:* 26 bags medium quality have been sold at 23s.

TIN.—Considerable quantities have changed hands at £141 to £143 for Straits, on the spot and floating. Banca has been in good demand at £143 for immediate delivery, which places the market in a very sound position.

TOBACCO.—At public sale 145 bales Japan sold at 7½d. to 10⅝d.; damaged, 6d. to 8¼d.; 5 bales Manila were bought in at 1s. 6d.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

Since the 12th inst. the market has been rather quieter, owing to the advanced rates asked by producers, which have served to check business. The general tone is very steady, and there is no pressure to make sales, manufacturers firmly declining to make any concession on the annexed prices.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×16
Price.....	6s. 9d.	7s. 6d.	8s. 0d.	8s. 4d.	8s. 9d.	9s. 1½d.	9s. 6d.	9s. 9d.

Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	28	28	31	39
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	10s. 3d.	10s. 9d.	11s. 9d.	12s. 0d.	11s. 6d.	13s. 0d.	7s. 6d.	8s. 6d.

Width ...	...	...	...	...	49/50 in.	...	54 n.	60 in.
Quality...	35	36	39	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×18	16×15	16×15	16×15
Price.....	8s. 6d.	9s. 9d.	11s. 1½d.	13s. 0d.	11s. 3d.	12s. 4½d.	13s. 6d.	15s. 0d.

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 2	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	6s. 3d.	6s. 4½d.	7s. 3d.	7s. 8d.	8s. 1½d.	9s. 1½d.	9s. 6d.

	s. d.	s. d.
China Grey Shirtings, 8½ lbs. (Eagle Chop) ...	10 6	—
Maddapollams	3 10½	—
Long Cloths	9 9	—
White Spot Shirtings ... (nominal)	12 4	—
,, Brocade... ... do.	12 7	—
,, Damasks ... do.	21 6	—
Cotton Yarn, Nos. 16-24 China	1 2	to 1 3
Nos. 28-32 do.	1 3	to 1 4½
No. 40 do. (mock)	1 3½	to 1 4½
No. 40 Mule Twist	1 3⅝	to 1 4½

METALS.

IRON.—Welsh: Rails, £8 10s. Bars, £9 10s. Staffordshire Best: Bars, £10 15s. to £11 5s.; Nail Rods, £10 15s. to £11 5s.; Hoops, £11 10s.; Sheets, £12 to £12 10s.; Scotch, Pig No. 1, £4 to £4 2s.; Swedes, Bars, Hammered, £12 10s., Swedes, Steel in kegs, ½ and ¾ in., £14 10s.

YELLOW METAL.—Sheets, 4 by 4 ft., 8½d.; Sheathing and Rods, 8½d. per lb.

TIN.—English Refined, £150. Tin Plates: Charcoal I C, per box 32s. to 36s.; Coke, 29s. to 30s.

LEAD.—W.B., nominal; do., other brands, £19 5s.; Spanish, soft, ex ship, £18 12s. 6d. to £18 15s.; Sheet, £20 5s.; Shot, kegs, extra, £21 10s.; White, do., £26 10s.; Red do., £21 10s.

SPELTER.—Silesian, £22 10s.; English, smelted from ores, £23 10s.

QUICKSILVER.—In bottles of 75 lbs. each, £10 to £10 10s.

Messrs. French and Smith report as follows:—Iron shows strong tendency to further advance. Copper: Early in the week the market showed a decline, but has since partly recovered, and a fair amount of business is now doing. Lead: Steady. Tin Plates: In active demand.

NEW YORK MARKET REPORT.—JAN. 6.

TEA.

There has been little or no change in the market since our report of a fortnight ago. There has been an improved demand for Green, and prices for choice parcels are a trifle firmer. Oolong is in moderate request at about former rates. Japans remain quiet but steady. The first cargo of new season's Green has arrived per Serica.

COFFEE.—The market for Brazil is very quiet; although holders maintain a firm attitude, and there are no signs of weakness on their

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part, there is a pause in the operations, dealers, as a general rule, being well supplied, and waiting for the opening of a large country trade so long and anxiously looked for. There is perhaps a feeling of disappointment at its delay; at any rate there is a disposition to defer operations at present, and the consequence is a very quiet market, entirely devoid of excitement, or perhaps buoyancy, without a single transaction to report of a parcel on the spot since our last report, or since the opening of the new year. The market for Java is firm, with a fairly active demand, and sales to a fair extent have been effected at 23c. to 25c. for pale and brown descriptions. Sales from first hands are reported of 1,200 bags Government Java, and 1,510 bags Native Ceylon on private terms. Advices detailing the result of the December quarterly sales at Padang has strengthened the firmness of the market.

CORDAGE.—Prices of Manila have declined half a cent, and we now quote Manila Cordage, sizes above 12 thread, 20½c.; do., 6 thread and 9 thread (½ inch and 5-16 in. diam.), 21½c.; do., 12 thread (⅜ in. diam.), 21c.; do. Hay Rope, 21c.; Manila Cordage Bolt Rope Yarns, 22½c.; do. 6 thread and 9 thread, 23½c.; Tarred Manila, 20c.; fine Tarred Manila Lath Yarn, 21½c.

CAMPHOR.—China is quoted 16c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $3; Cassia, $2.25 gold (duty paid).

GUNNY BAGS.—There has been no further business, but prices remain firm at 16 cents for full weight 440's. CLOTH.—There is no movement either in Foreign or Domestic.

HEMP.—The market for Manila continues very quiet, and the fortnight has passed without any transactions being effected; the nominal quotations are 13½c. to 13½c. gold. The Oracle has arrived with a cargo of 3,516 bales.

	1871. Bales.		1870. Bales.
Manila Hemp imported into the United States from Jan. 1 to Dec. 31	142,115	...	142,166
On the way to the United States from Manila, Dec. 31 ...	38,059	...	25,549
Stock in importers' and speculators' hands in Boston, Dec. 31	none	...	21,214
Stock in importers' and speculators' hands in New York, Dec. 31	9,440	...	12,033
Imported from Europe from Jan. 1 to Dec. 31	2,202	...	none
Exported to Europe from Jan. 1 to Dec. 31	1,530	...	none

INDIGO.—Market very quiet at $1.10 to 1.15 currency for Manila.

PRESERVED GINGER.—China is quoted $9.50 currency (duty paid).

RHUBARB.—The quotation for China is 70c. to 100c. currency (duty free).

RICE.—The market is quiet at the range of prices previously ruling; the sales of Rangoon have been about 600 bags, at $6.75 to 7 currency, and 200 bags in bond at $3.25 gold.

SUGAR.—The market is quiet, importers withholding their stocks in anticipation of an advance in prices. In East India sales are reported of 5,593 bags Manila, at 8⅛c.; and of the following parcels on private terms—13,953 bags Manila, per Carnarvon Castle, 17,913 bags ditto, per Nimroud, 17,103 bags ditto, per Oracle, 637 bags Java, per Chinaman, and 14,000 mats (of 60 lbs.) Java, per Nebula, via Cape.

SPICES.—There have been several arrivals of Mace, Nutmegs, Pepper, &c., all of which were sold and reported previously. In whole parcels there has been no business, but the jobbing demand is good for this period of the season. Mace and Nutmegs are barely steady, while in Cassia, Pepper and Cloves there have been slight concessions; other descriptions are unchanged. Cassia is in large stock and is very dull; an auction sale of 16,000 mats is announced for the 10th inst., which puts a stop to business. Cloves have sold freely and Pimento is a little higher. Telegrams from Singapore quote Pepper lower, but prices have not receded in consequence. There is a fair jobbing demand, and sales have been made of Mace at $1.42½; Nutmegs, 97½c to 100c.; China Cassia, 34½c.; Batavia, 34c., and Cassia Vera, 25c.; Cloves, 11⅞c. to 12c., in bond 7c.; Clove Stems, 7c.; Pepper, 17½c. to 17½c. for Sumatra, and 18½c. for Singapore; White Pepper, 38c. to 40c., all gold.

TIN.—There has been scarcely any move ment in the market; the nominal quotations are Straits 37⅞c. to 38c.; Banca 42c. to 42½c., gold.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Dec.28	Serica	Innis	Shanghai	New York
Jan.11	Fair Wind	Perkins	Java, for Amsterdm.	Plymouth
	Zulette	Lewis	Maulmain	Queenstown
	Abergeldie	Manroe	Rangoon	Do.
14	Summer Cloud	Watson	Maulmain	Plymouth
15	Iwalo	Bloomstrom	Batavia	Falmouth
15	Trinidad	—	Java	Clyde
11	Maria Catharina	Blom	Batavia	Texel
13	Batavia	Zwanenburg	Do.	Zierikzee
17	Dragon	McClemon	Colombo	London
2	Schiehallion	—	Foochow	New York
1	Pekin	—	Hong Kong	Do.
2	Chinaman	—	Batavia	Do.
16	Thyatira	McKay	Foochow	London
15	Buenos Ayres	Leratta	Akyab	Falmouth
14	Questembert	Gilband	Padang	Texel
14	Otto	Tresling	Batavia	Brouwershaven
3	Inverary	Hutchings	Yokohama	New York
3	Benefactor	Berry	Foochow	Do
17	Excelsior (str.)	Mahy	Colombo, &c., via S.C.	London
17	Riversdale	McKay	Rangoon	Do.
17	Red Deer	Muicks	Shanghai	Do.
17	Holmsdale	—	China	Deal
17	Ulysses (str.)	—	Shanghai, &c., via S.C.	Do.
17	Tordenskjold (Dan. s)	—	China, for Copnhagn.	Off Dover
5	Lanercost	Eaton	Amoy	New York

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan. 9	T. D. Marshall	Hunter	Hong Kong	Shields
	Krimpen aan de Lek	—	Batavia	Rotterdam
10	Annealey	Peard	Shanghai	Cardiff
10	Evening Star	—	Singapore	Penarth
11	Ajax (str.)	—	Sing., China, &c., S.C.	Liverpool
12	Leucadia	Mearns	Shanghai	London
13	Ambassador	Gray	Cardiff & Hong Kong	Do.
12	Brisbane	—	Colombo	Deal
14	Springfield	Dwight	Singapore	Newport
12	St. Andrew's Castle	Gillies	Hong Kong	Cardiff
12	Annie Gray	Moore	Shanghai	Do.
	Æolus	de Vries	Sourabaya	Rotterdam
15	Kingdom of Italy	Shearer	Colombo	London
Dec.20	Dorset	Fish	Galle	Rio de Janeiro
Jan. 4	Morro Castle	Jewitt	Hong Kong	New York
15	Eme	—	Shanghai	Do.
	Elizabeth and Maria	—	Batavia	Rotterdam
16	Cleopatra	Drucovich	Singapore	Cardiff
16	G. F. Handel	Kosley	Hong Kong	Do.
16	Tycoon	—	Singapore	Newcastle

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Glengyle, Galley of Lorne. For Singapore, Hong Kong, and Shanghai: Africa. For Colombo, &c.: Winestead.

SAILING VESSELS.—For Yokohama and Hiogo: Albuera. For Yokohama: Leander, Velocity. For Shanghai: Aracan, Cutty Sark, Sir Lancelot, Eliza Shaw, Langstone. For Amoy, Chefoo, and Tientain: Yarra. For Chefoo and Tientain: Sing Tai. For Hong Kong: Woodlark, Irvine, William Fruing, Jessie Isabel, Everest, William Ritson. For Manila: Maria. For Batavia and Sourabaya: Thomas Blythe, Alerte. For Singapore: Pasithea. For Singapore and Sarawak: Alcestis. For Penang: Rifleman. For Colombo: Southern Belle, Caroline Hutchings, Caldera.

At LIVERPOOL.—For Yokohama (via Cardiff): Kate Covert. For Yokohama and Hiogo: Wood Hall. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Priam (str.). For Hong Kong: Houri, Clymene, Cavalier. For Hong Kong (via Cardiff): Alhambra (str.). For Manila: Two Brothers, Alejandro, Victoria, Glenduror. For Batavia and Sourabaya: Bothwell Castle. For Amboyna and Sourabaya: Soembing. For Singapore (via Tyne): Northern Light.

At GLASGOW.—For Batavia and Sourabaya: County of Bute. For Singapore: Rosedale.

SPOKEN.

MONTANO, Boston to Hong Kong, Dec. 15, 15 N., 34 W.
SURPRISE (American ship), for Shanghai, 1 S., 31 W.
GARIBALDI (Amer. ship), Cardiff to Hong Kong, Dec. 2, 11 S., 30 W.
VALE OF DOON, Manila to London, Nov. 15, 35 S., 21 E.
DULCE NOMBRE DE JESUS (Rs. bq.), Srabaya. to N. York, Dec. 1, 14 S., 8 W.
NGQB (Dutch ship), Batavia to Rotterdam, Jan. 9, 48 N., 11 W.
ACACIA, London to Colombo, Nov. 30, 14 S., 34 W.
ANNIE, China to America, 70 days out, 29 S., 47 E.
CONSTANTINE (of Rostock), Hamburg to Shanghai, Dec. 19, 2 N., 24 W.
PENRITH, Liverpool to Yokohama, Dec. 20, 3 N., 24 W.
MARGARET, from Manila, Dec. 23, 9 N., 27 W.
VAN TROMP (Dutch barq.), Java to Rotterdam, Nov. 23, 32 S., 31 E.
ENGELBERT (German barq.) Nagasaki to London, Nov. 26, 36 S., 20 E.
ÆGIDIA AND PAULINE (Dut. sh.), Rotdm. to Batavia, Dec. 18, 2 N., 26 W.
NOACH (Dutch ship), Rotterdam to Batavia, Dec. 19, 3 N., 28 W.
JAMES LIVESAY, Penang to London, Jan. 2, 30 N., 44 W.
NICOLINE (N. G. barq.), Copenhagen to Singapore, Dec. 21, 3 N., 23 W.
ST. PAUL (American ship), Shields to Singapore, Dec. 11, 5 N., 26 W.
ZANZIBAR, Passaroeang to Queenstown, Dec. 6, 6 S., 15 W.
JAMES WILSON (Dch. ship.), Rotrdm. to Btvia., Dec. 17, 8 N., 28 W.
SOLENT (ship), London to Japan, Dec. 14, 5 N., 24 W.
CUMBERLAND, Cardiff to Singapore, Dec. 2, 22 S., 31 W.
ROBERT MORRIS (barq.), Batavia to Rotterdam, Jan. 7, 36 N., 33 W.
NESUTAN, Java to Boston, Dec. 5, 19 S., 2 W.
AMAZON, Batavia to Rotterdam, Dec. 6, 6 S., 15 W.
STAR OF CHINA, Hong Kong to New York, Nov. 25, 34 S., 27 E.
G. H. BETZ, Batavia to Ostend, Dec. 24, 8 N., 28 W.
STAD DOKKUM, Amsterdam to Batavia, 34 days out, 5 N., 22 W.
VERITAS (Bign. brq.), Sourabaya to Amsterdam, Nov. 17, 34 S., 15 E.
SOOLOO, Manila to Boston, Nov. 23, 25 S., 1 W.
SUMATRA, Liverpool to Anjer, Dec. 9, 17 S., 29 W.
JOHANNE (Ger. ship), Hong Kong to Bremen, Jan. 6, 41 N., 22 W.
COUNTY OF ELGIN, Glasgow to Batavia, Dec. 18, 5 N., 26 W.

FREIGHTS AND CHARTERS.

There is no alteration in outward berth freights, either for steamers or sailing vessels, but goods are not offering freely. In coal freights from the outports there is more doing.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. to 100s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Yokohama: 35s. to 40s. weight, 30s. meast. To Nagasaki: 45s. weight, 40s.

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meast. To Shanghai: 40s. weight, 30s. to 37s. 6d. meast. To Hong Kong: 32s. 6d. weight, 25s. to 27s. 6d. meast. To Amoy: 40s. weight. To Batavia: 20s. weight or meast. To Singapore: 20s. weight or meast. To Ceylon: 20s. weight, 17s. 6d. meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £43. To Shanghai: £47. To Hong Kong: £36 to £38. To Penang: £24. To Singapore: £27. To Batavia: £21. To Galle: £20. From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 40s. To Chefoo: 37s. 6d. to 40s. To Shanghai: 47s. 6d. To Hong Kong: 38s. To Manila: 25s. To Colombo: 17s. To Galle, 20s. to 21s. To Singapore: 25s. To Batavia: 22s. To Cheriben, 21s.

From Birkenhead, per ton.—To Shanghai: 36s. To Hong Kong: 30s. To Singapore, 19s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 40s., ship 45s.; to Shanghai, steamer 35s., ship 40s.; to Hong Kong, steamer, 30s., ship 35s.; to Singapore, steamer 25s., ship 25s. to 27s. 6d.

CASUALTIES.

Advices from Mahe, Seychelles, dated Dec. 20, state that the Norodom (str.), Gauvied, from Bordeaux, for Cochin China, put in there, Dec. 3, with machinery out of order, and requiring repairs.

Advices from Rotterdam, dated Jan. 15, state that the Susanne, thence to Samarang, had put back to Brouwershaven, having struck on the Kentish Knock; she was making no water, but divers would be employed to ascertain the exact state of the bottom of the vessel.

The Alice, Pieper, from Hamburg to Macassar, put into Falmouth, Jan. 13, to repair copper, which had been damaged by ice.

The County of Lanark, McFarlane, which sailed from Glasgow, December 29, for Java, has put into Belfast Lough with cargo (machinery) adrift, and crew refusing to proceed.

A telegram received from Malta, dated January 17, states as follows:—"The Lord of the Isles (str.), Blow, from Singapore, China, &c., for London, arrived here yesterday; heavy strain on stern bush shaft couplings; dangerous to proceed on voyage; will be docked this afternoon, and ship spare propeller, probable detention four days; cargo will not have to be discharged."

The Æolus (Dutch barque), de Vries, from Rotterdam to Sourabaya, slipped from an anchor and chain Jan. 17, in the Downs, but would be supplied from Deal.

A barque (supposed the Deerhound, Carlin, from London to Shanghai) passed Deal for Margate Roads Jan. 17, having, it is reported, slipped from an anchor and chain off Kingsdown.

MISCELLANEOUS.

The Nebula, Fishwick, arrived at New York, Dec. 29, from Simon's Bay, with cargo ex Aldebaran, which latter vessel was condemned there.

At PORT SAID.—Dec. 30, Buenaventura (str.), and sailed for Manila.

At ST. HELENA.—Dec. 14, Maiden Queen, from Foochow, and sailed, 15, for London; 15, Insulinde, from Batavia.

Off ST. HELENA.—Dec. 15, Peveril of the Peak, from Colombo, for London.

The Lodore, Fisher, which vessel sailed from Newcastle, for Colombo, Dec. 18, put back to Deal, Jan. 14.

Orders have been given for the construction on the Clyde of a composite sailing racing boat, which will be shipped out to Shanghai on completion.

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Salle-à-Manger, 70 ft. by 50 ft., large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d'Hote at Five and Seven.

SEGESSER FRERES and Co., Proprietor.

CAUTION.

STEEDMAN'S SOOTHING POWDERS for Children Cutting their Teeth.—Purchasers are requested to BEWARE OF IMITATIONS of this Medicine, and to observe in every case that the words "John Steedman, Chemist, Walworth, Surrey," are engraved on the Government Stamp affixed to each packet, without which none are genuine. Sold by all Chemists and Druggists, in packets at 1s. 1½d. each

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COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 29th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £8,200,000.

Reserved Fund ... ... .90,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigo (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

ORIENTAL BANK CORPORATION

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Karrachee, Agra, Lahore, Shangha, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.

Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

UNIVERSAL MARINE INSURANCE COMPANY (LIMITED).

NOTICE IS HEREBY GIVEN, that the TWELFTH ORDINARY GENERAL MEETING of this Company will be held at the City Terminus Hotel, Cannon-street, in the City of London, on THURSDAY, the 1st day of February, 1872, at Two o'Clock in the Afternoon.

The TRANSFER BOOKS will be CLOSED from Monday, the 22nd day of January, to Saturday, the 3rd day of February, 1872, both days inclusive.

Dated this 18th day of January, 1872.

By order,

ALFRED TOZER, Secretary.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS,

AMSTERDAM.

THE

NAVAL AND MILITARY GAZETTE,

PUBLISHED EVERY SATURDAY,

ESTABLISHED FEB. 9, 1833,

Now under new Editorship, contains all the Naval and Military News of the Week, and the latest Special Information.

Price THREEPENCE.

THE ELLIPTICAL MAP OF THE WORLD FOR 1872

COMPRISES FOLLOWING DETAILS OR CHARACTERISTICS:—

1. The Greenwich Meridian bisects the Map equally, the Parallels of Latitude right lines, Meridians of Longitude equidistant as to latitude, converging to the Poles, and length of every Tenth Degree in English Miles.
   International Voyaging, Travelling, Exploring, and Telegraphic and Railway Routes, with distances in English Miles.
2. Oceanic Currents and Trade Winds, &c., indicated by a series of darts and arrows of direction.
4. Magnetic Variations, illustrated by a system of circular signs, and lines of no variation of compass.
5. Various Geographical Notes—
   Antipodes of certain localities determined—Sites of Ancient Cities and Land of Eden—Last Voyage of Sir J. Franklin—Farthest points reached by Navigators towards the Poles, &c.
6. A Reference Table and Traversing Lines eastward and westward, and Notes to elucidate periodical action of Solar Light and Heat, and Mean Temperature of Various Climates.
7. Maps of Arctic and Antarctic Regions.
8. Maps of Celestial Hemispheres and Sun's Course.
9. Method of Colouring indicates the Territorial Extent of Races, Languages, or Religions, as English, Spanish, Mohammedan, &c.

DESIGNED BY G. T. EDKINS, LONDON.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

FINE FLAVOURED STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness. Excellent economical stock for Soups, Sauces, &c.

HOLLOWAY'S PILLS

A CERTAIN CURE FOR HEADACHES, BILIOUSNESS, loss of appetite, and lowness of spirits. Persons engaged in literary pursuits or commerce are informed that these Pills can be taken without danger from wet or cold, and require no interruption of business or pleasure. They act mildly on the bowels, strengthen the stomach, and promote a healthy action of the liver whereby they purify the blood, cleanse the skin, brace the nerves, and invigorate the whole system. They effect a wonderful change in a debilitated constitution as they create a healthy appetite, correct indigestion, inspissated bile, giddiness, headaches, and palpitation of the heart. Plain directions, at once so mild and efficacious, are affixed to each box.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

CHANDELIERS IN BRONZE AND ORMOLU.

MODERATOR LAMPS AND LAMPS FOR INDIA.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.

BIRMINGHAM—Manufactory and Show Rooms, Broad-street.

ESTABLISHED 1807.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

ALEXANDER BROWN, ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

CEYLON.

COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 1,500 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B. — Fifty-seven estates now on the register. Thirty-eight have been sold.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB,

YOKOHAMA.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January 1872. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram.
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
" Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS BUTTERY, & Co.
Saigon	VON BARGEN and Co.
Batavia	HOUGHTON & Co.
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.

(Over the JERUSALEM.)

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at he above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR MALTA	Every Thursday at 2 P.M.	—
ALEXANDRIA. ADEN BOMBAY	,, ,,	Every Monday at 5 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Thursday, Jan. 4, at 2 P.M. And every alternate Thursday thereafter.	Monday, Jan. 15, at 5 A.M. and every alternate Monday thereafter.
AUSTRALIA NW. ZEALAND	Thursday, Jan. 18, at 2 P.M, And every fourth Thursday thereafter.	Monday, Jan. 29, at 5 A.M. And every fourth Monday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL

STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

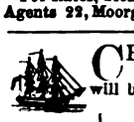
UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days rom England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 42 ,, ,,
Australia ..... in 47 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by he magn ficent steamers of the United States, New Zealand, nd Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents 22, Moorgate-street, London.



CHINA and JAPAN.—

The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Sir Lancelot	A1 16 yr.	E.I.D.	With des.
Hong Kong.	Guinevere ...	A1 16 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

December 10
December 24
January 7
January 21
February 4
February 18
} For Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The steamers of the 24th Dec., 21st Jan., and 18th Feb. connect at Aden with the steamers for Seychelles, Reunion, and Mauritius.

The steamers of the 10th Dec., 7th Jan., and 4th Feb. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... ... Every Saturday
,, Constantinople ... ... ,,
,, Algiers ... ... ,,

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Births in London are entitled to the conveyance of their luggage free to Marseilles.

CHINA AND JAPAN.

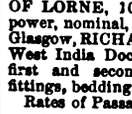
ROBERTSON and CO.

will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong.	Jessie Isabel	A1 13 yr.	SWID	With des.
Hong Kong.	Everest	A1 14 yr.	SWID	With des.
Amoy, Newchwang, & Chefoo.	Yarra	A in A1	SWID	With des.
Shanghai ...	Aracan	A1 14 yr.	SWID	With des.
Yokohama...	Leander	A1 16 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

Steam via the Suez Canal.
To sail on the 31st January.



FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for JAVA and JAPAN, the splendid new full-powered screw steamer GALLEY OF LORNE, 100 A 1, 1,389 tons register, 240-horse power, nominal, built by Messrs R. Napier and Sons, Glasgow, RICHARD ROBINSON, Commander; South West India Docks. Has elegant accommodation for first and second-class passengers, including cabin fittings, bedding, and linen; carries a surgeon.

Rates of Passage as follows:—

To Singapore ... 50 gs. first- class, 35 gs. second-class.
,, Hong Kong... 60 ,, 40 ,,
,, Shanghai ... 70 ,, 45 ,,

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange Buildings, London, E.C.

STEAM from LONDON,

via Suez Canal, or PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java and Japan. The following magnificent STEAMERS will be despatched as under, from the South-West India Docks:—

Steamer.	Class.	Tons.	H.p.	To be despatched.
Galley of Lorne (new)	100 A1	1500	240	Jan. 31.
Lord of the Isles ...	100 A1	1846	240	Feb. 17.
Macgregor (new) ...	100 A1	1500	300	March 5.
Cyphrenes (new) ...	A1 20 years	1500	250	March 20.
Cheops	100 A1	984	150	April 5.

The accommodation for passengers is replete with every comfort, including bedding and linen.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, E.C

CHINA, JAPAN, AND JAVA.

The following high-classed CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Tns	Class.	Dock.	To sail.
Shanghai..	Cutty Sark	921	A1 16 yr.	E.I.D.	Jan. 25
Yoko. & Hiogo...	Albuera ...	774	A1 17 yr.	E.I.D.	Jan. 25
Ditto	Whiteaddr	915	A1 10 yr.	E.I.D.	To follw
Bat &Sour via S.C.	Vider, s.s.	450	3-3rds A1	E.I.D.	Jan. 24

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

STEAM, via the SUEZ CANAL.—

To sail 24th January, 1872, direct for BATAVIA and SOURABAYA, proceeding to other ports in Java if sufficient inducement offer, the splendid new full-powered screw-steam VIDER, 3-3rds A1, 350 tons register, 280-horse power effective; East India Docks. This fine vessel is confidently expected to make a very rapid passage, and is specially recommended to shippers, as, by proceeding direct, transhipment and consequent delay and damage are avoided. Has excellent accommodation for passengers.

For Freight or Passage, apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

FOR SHANGHAI direct, with

very quick despatch, the Clyde-built clipper ship CUTTY-SARK, A1 16 years (owned by Messrs. John Willis and Son), 921 tons register, G. MOODIE, Commander; East India Docks. This fine vessel has just been re-metalled, and is confidently recommended to shippers. First voyage —104 days, Gravesend to Shanghai; 106 days, Shanghai to Gravesend. Second voyage—97 days, Downs to Shanghai; 108 days, Shanghai to Docks.

For Freight apply to J. D. WILLIS and Co., 115 Leadenhall-street, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Brokers.	Tons	To Sail
Alcestis, A1.....	Mills & Milne.....	898	Jan. —
Glengyle, s.s. A1 100	Thos. Skinner & Co.	1,266	Jan. 30
YangTsze, s.s., A1 100.....	Norris and Joyner...	1,000	Jan. 20
Pasithea A1	Wright Bros. & Co.	587	Feb. 15
LIVERPOOL.			
Priam, s.s.	Alfred Holt.....	1,572	Jan. 27
Hector, s.s.	Alfred Holt.....	1,522	Feb. 10
GLASGOW.			
Rosedale, A1 10 yrs.	Thos. Skinner & Co.	459	Jan. 21

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

PENANG, SINGAPORE CHINA, & JAPAN—The following high-classed SCREW and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock	Last Shppng Day
Pen., Sing. Hg.Kg.,& Shanghai, via S.C...	Yangtsze (s.s.)	A1 18 yrs Lpool Bk	1220	SWID	Jan. 27
Shanghai..	Langstone	A1.....	746	EID	With des
Do. ..	Irvine	A1.....	655	EID	With des
Chefoo & Tientsin	Sing-Tai ...	A1 10 yrs	320	EID	With des

Excellent accommodation for passengers.

For Freight or Passage apply to NORRIS and JOYNER 60, Cornhill, E.C.

STEAM VIA THE SUEZ CANAL.—To PENANG, SINGAPORE, HONG KONG, AND SHANGHAI, taking cargo for transhipment to Java, Japan, &c, at through rates at shippers' risk (last shipping day 27th January, unless previously full), the splendid new full-powered Screw Steamer YANGTSZE, A1 18 years, Liverpool bark, 1,220 tons gross 780 tons net register, 160-horse power nominal; ——Commander; South West India Docks. This magnificent steamer, built this year by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, is expected, from her large proportionate power, to make a very quick passage. Has splendid accommodation for passengers.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

"Castle" Line of Steam Packets.
Via the Suez Canal.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java and Japan.—Packet for 31st January.—The magnificent Clyde-built Steamship GLENGYLE, 100 A1, 1,266 tons register, 1,000-horse power effective, G. S. McBAIN, Commander; now actively loading in the South West India Docks. This ship has superior saloon accommodation for passengers.—To be followed by the new s.s. Drummond Castle, sister ship to the Gordon Castle.

For Freight or Passage apply to THOS. SKINNER and Co., 5, East India Avenue, London, E.C.

THE CHINA & JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kind to Ports in China, Japan, the Straits Settlements, &c Orders for Furniture, Stores, Books, and Persona Requirements of every description promptly executed either by Overland Route or Clipper Sailing Vessels The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addresse , and remittances made payable, to

THE MANAGER,
CHINA & JAPAN AGENCY
2, COWPER'S COURT, CORNHILL, LONDON, E.C.

W. L. H. SKEEN AND CO.

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FRENCH MAIL EDITION.

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 439.] LONDON, MONDAY, JAN. 29, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Jan. 26.
JAPAN — Yokohama	Oct. 13	Dec. 3	Dec. 10
Yedo			
Osaka and Hiogo	—	—	„ 6
Hakodadi			
Nagasaki	„ 6	Nov. 27	„ 7
CHINA — Peking	—	—	„ 3
Tien-tsin	—	—	„ 3
Chefoo	—	—	„ 5
New-chwang	—	—	„ 5
Hankow	„ 6	„ 27	„ 6
Kiu-kiang	—	—	„ 5
Chin-kiang			
Shanghai	„ 20	Dec. 10	„ 14
Ningpo	—	—	„ 11
Foochow	„ 13	„ 3	„ 12
Formosa			
Amoy	—	—	„ 13
Swatow	—	—	„ 14
Hong Kong	Nov. 3	„ 18	„ 20
Canton	—	—	„ 19
Macao	—	—	„ 17
PHILIPPINES— Manilla			
COCHIN-CHINA— Saigon	„ 10	„ 18	„ 24
SIAM — Bangkok	—	—	„ 19
BORNEO—Labuan	—	—	„ 23
Sarawak	—	—	„ 22
JAVA — Batavia	—	—	„ 23
Samarang	—	—	„ 21
Sourabaya	—	—	„ 20
MALACCA STRAITS— Singapore	„ 17	„ 22	„ 26
Penang			
CEYLON—Galle	—	—	Jan. 7
Colombo	—	—	„ 5

THE MAILS, &c.

The French mail, bringing the above dates, was delivered, *via* Marseilles, on the 26th inst., three days in advance of due date. The next inward mail (P. and O.), with dates, Yokohama Dec. 19, Shanghai Dec. 22, Hong Kong Dec. 28, Singapore Jan. 4, is due, *via* Brindisi, on Monday next, the 5th proximo.

Telegrams by the China Submarine and Red Sea Lines are being received, allowing for difference of time, in about five to six hours.

List of Passengers.

PASSENGERS INWARD.

By this (French) mail, to Marseilles, per Messageries steamer *Donnai*, arrived Jan. 24.—From Shanghai: Mr. Chalmers, Mr. F. R. Gamwell, Madame Pezzerati. From Hong Kong: Messrs. Hutchings, Pouvier, Hammelin, Tessonneau, Melzer, Periner, Berdos, Lawse, Fernandini, Madame Melzer. From Saigon: Messrs. Casareal, Belarringa, Flachaire. From Batavia: Messrs. Schmilau, Kleeberg, Lelienjain, Rubin, Colkoen, Haar, Madame Schmilau. From Galle: Sir Hercules and Lady Robinson, Captain Chapman (aide-de-camp to Sir H. Robinson).

PASSENGERS OUTWARD.

Per P. and O. steamer *Nyanza*, from Southampton, Jan. 18.—To Yokohama: Mr. W. McDonald, Mr. McNeil, and one second-class passenger. To Hong Kong: Mr. C. Stokes, Mr. C. J. Noble. To Singapore: Mr. F. Tolmine. To Ceylon: Mr. Leisching, Mr. and Mrs. Douglas, servant, and one second-class passenger.

Per P. and O. steamer *Ceylon*, from Brindisi, Jan. 29.—To Yokohama: Mr. von Knoblanch, Mr. A. S. Aldrich. To Shanghai: Mr. and Mrs. J. Smith, Mr. E. Morriss. To Singapore: Mr. and Mrs. Tidmarsh, Mr. Balfour. To Ceylon: Mr Webster.

Per P. and O. steamer *Poonah*, from Southampton, Feb. 1.—To Singapore: Mrs. Martin and two children, Miss Niven and sister.

Per P. and O. steamer *Malta*, from Brindisi, Feb. 12.—To Singapore: Mr. Armstrong. To Ceylon: Mr. Keppel Jones.

Per P. and O. steamer from Suez, Feb. 16.—To Ceylon: Mr. W. H. Gregory (Governor of Ceylon), Mrs. Gregory, Capt. Maxwell.

Per P. and O. steamer *Nyanza*, from Brindisi, Feb. 19.—To Bombay: General Sir Harry Ord, Lady Ord, and secretary (*en route* for Penang).

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present mail brings advices from this port to the 10th Dec.; the French mail, with London dates Oct. 13, arrived out Dec. 3. The following summary is from the *Japan Mail* and the *Japan Herald*:—

The naval review, for which great preparations have been made, has been postponed times out of number, and but scant information can be gleaned from the authorities as to when it will actually take place. According to present advices, it is said it will come off this day (Dec. 10). The operations will be confined to Japanese men-of-war.

The visit of the Mikado to this place has likewise been postponed, and no definite time has as yet been fixed for the intended visit. By some accounts he is said to have been already here and at Yokoska *incognito*.

By the next American mail, on the 22nd Dec., a mission, composed of five of the principal officers of State, leaves for America and Europe for the purpose of conferring with the various Governments on the subject of the revision of the treaties. It will be accompanied as far as Washington by Mr. De Long, who goes home to consult his Government on the subject. As most of the foreign representatives are now at the seats of their several Governments, a favourable opportunity is presented to the embassy for the completion of projects. The names at present connected with it are Iwakura, Ito, Okubo, and Yamagochi; and by the Government sending such men as these it is clearly apparent that they are fully alive to the importance of the mission. Two Japanese men-of-war are being placed in readiness to proceed to Europe to be availed of by the Ambassadors. Okuma, together with some other officers of the Finance Department, shortly leave for Europe and America with the object of gathering information respecting the financial systems adopted by other countries. Iwakura, who is to be the head of the mission, has lately been raised to the rank of second member of the Cabinet, taking precedence immediately after Sanjio, the Prime Minister.

As regards the right of exporting native rice, it can hardly be said to have been accomplished yet, as the authorities will only permit it on foreigners paying export duty. To this foreign Ministers demur, and questions respecting it are likely to arise, as, according to the Treaties, rice comes in duty free.

A serious case of forgery of native kinsats has been lately heard in the U.S. Consular Court. It appears that the prisoner, John Rogers, some fifteen months ago induced two Japanese to engrave a block assimilating to the rio paper money. This was done, and shortly afterwards the natives were caught, together with two other men, passing the bad sats. They were imprisoned and tortured to confess, thus leading to the arrest of the man Rogers, who was put upon his trial, but, owing to the miserable appearance of the tortured witnesses, the then Consul would not accept their testimony, and Rogers was released on bail, which he forfeited by escaping to Shanghai. He was arrested there and brought back, and two of the witnesses who had somewhat recovered (the other two in the meantime dying from the effects of ill-treatment in prison) gave evidence against him which led to his conviction and sentence of one year's imprisonment with hard labour, at the expiration of which he is to be deported.

Mr. De Long, the American Minister, has had his farewell interview of the Mikado, and has presented as his successor Colonel C. O. Shepard, who will act as Charge d'Affaires during the Minister's temporary absence.

A case reflecting discredit on two missionaries has just been heard in the Court of the United States. It was between two American missionaries, one of whom made a claim for superintending the erection of a building during the absence of the other,

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who stated that the services so rendered were to be gratuitous. It has caused a great scandal, and the Court in pronouncing judgment severely reprimanded the parties concerned.

At Yedo a destructive fire, in which some six hundred houses were burned, has taken place. The want of proper fire-engines was greatly felt.

The railway authorities, we learn, hope to be enabled by the close of the year to open the line from Yokohama to Sinagawa, the rails being already laid, and engines daily traverse through. Having been led to believe that railways in Japan were impossible without the services of an engineer-in-chief, it is now, we believe, discovered that such an appointment is so far superfluous that the vacancy created by the death of Mr. Morel need not be filled up at all, and that consequently there is no present intention entertained of appointing another engineer to that office.

It is announced that the land line of telegraph is to be forthwith begun between Yedo and the north. There will be, as a matter of course, a cable laid across the Straits to Hakodadi. There is reason to suppose that within the next fifteen months Hakodadi, Yedo, Yokohoma, Kobe, and Nagasaki and several intermediate places will be in telegraphic communication. The line, however, between this place and Nagasaki (connecting with China, Europe, and America) is by far the most important, and efforts should be concentrated upon that to have it completed as rapidly as circumstances will permit.

The silver *yen*, after having reached 11 per cent. premium, declined to 2 per cent, and subsequently rallied to 4½, at which they now stand. Of course foreigners will not touch these coins on such preposterous terms; Japanese, who are foolish enough to buy them to hoard, and Chinamen who have made contracts to deliver them to Japanese, are the only purchasers. It is a pity that the new coins should have been made an object of traffic, as it makes their value fluctuate from day to day. The sooner the Government restores the proper equilibrium by flooding the market the better it will be. The coining of silver bullion at the Imperial Mint has been stopped for a time for repairs of machinery, necessitated by overwork.

The Autumn Race Meeting was held on the 8th Dec. The Yokohama Cup was carried off by Chanticleer, which also won the Shamrock Cup, presented by Mr. W. J. Alt, and the American Cup, given by the American community. The Maiden Stakes, for Japan ponies that had never won a race, were taken by Typhoon, and the Netherlands Cup was carried off by the same pony.

To distinguish them from the retainers of the several princes, the following dress has been decided on for the soldiers of the newly-formed Imperial Army at Yedo, viz., grey trowsers with a yellow stripe, a blue jacket, a peaked red cap, black braided, with the Mikado's crest in gold lace over the peak, and foreign boots. Rather a strange mixture, but it is a fact worth remarking that the tailors have given the men, in this instance, a good though not a perfect fit, which is more than can be said of the dress of the soldiers of the ex-Daimios.

The Yokohama Amateur Dramatic Corps have given their first performance for the winter season, the pieces being *Cool as a Cucumber*, and *Ici on parle Francais*. These farces, threadbare as they are, served well as a *lever de rideau* for the coming season.

Preparations are being made to plant shrubs and trees in the public gardens, and improve the land adjoining. With proper care and attention a beautiful place of recreation can be made, gratifying to both natives and foreigners. There will be a plat laid down in grass for cricket.

The Mikado has visited the foreign circus at Yedo, and appeared surprised at the wonderful training of the animals and their performances.

Another native newspaper has been started in Yedo, in friendly rivalry with the *Budget of News*, from which we have several times given extracts.

A charge of perjury brought before the Acting Assistant Judge by Mr. Campbell against Mr. Marks has been dismissed.

CHINA.

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TIENTSIN.

At the date of last advices the only vessel in harbour at this port was the British schooner *Seabird*, which was under immediate despatch for Hong Kong. The British gunboats *Midge* and *Leven*, two French, one American, and one Chinese gunboat have been laid up for the winter, and a Russian gunboat was expected before the closing of the river. The plains had from six to eight feet of water on them and were covered with thin ice, though the river was not yet frozen. As the plains are low, and have such very small outlets, grave apprehensions were entertained lest they should remain flooded a great part of the coming year.

The inhabitants who have been ruined by the flood are suffering terribly from cold and hunger, in the country, beyond the range of Tientsin charities.

SHANGHAI.

Dates from this port extend to the 14th December; the P. and O. mail with London advices to the 20th Oct. arrived out Dec. 10. The following items are from the *North China Herald*:—

The British Government has sent out orders to re-erect the Consular buildings destroyed last Christmas. The old foundations are to be used, so the old arrangement of rooms will be retained; the portion of the building adjoining the new Supreme Court being set apart for the officers of that institution.

A meeting of the Treaty Consuls was held on the 8th December. The principal questions brought forward were those of lotteries, and of proxies at ratepayers' meetings. An opinion was expressed that lotteries should be regarded as nuisances, and suppressed by a prohibitive system of licences. The question whether proxies should be admitted at ratepayers' meetings, for resident landrenters or ratepayers absent from the meeting, was decided in the affirmative.

A meeting of the Yacht Club has been held, to give an opportunity of reconsidering the decision in the Hoyen Cup race, by which five yachts out of nine were then disqualified for not crossing the line, on a flying start, within a given time. Mr. G. B. Hill said that though he felt aggrieved at the time he was now of opinion that the matter should rest; and no one else supporting the protest other business was proceeded with. The chairman brought forward a proposition that they should, instead of renting a piece of ground at $120 a year and spending $200 in the erection of a slip, give Tls. 200 a year for a double slip, shed for housing spare stores, and the use generally of a lot of land lying immediately below Gibb's Wharf, Honkew. In the event of the club resolving to do so, a company, with a capital of Tls. 2,000, subscribed principally, if not wholly, by members of the Yacht Club, would buy the lot, erect the works required, rent it to the club for one year, at the sum abovenamed, and give them the option of buying it at the end of that term. After considerable discussion the committee were authorised to carry out the arrangement with the Slip Company.

A meeting of No. 4 "Deluge" company of the Fire Brigade has been held. The report stated that the company had consisted of thirty-one members at date of last year's report, to which two were added in March, making thirty three. Retirements, departures, and two losses by death had reduced that number to twenty-one. The number of fires had been four, and of false alarms three.

On the 12th December, when the tide was making flood, the M.M. (str.) *Donnai*, moored abreast of Olyphant's Wharf, parted her cable and was carried by the current and the pressure of the wind to the Pootung shore. A tugboat was soon in attendance and towed her back to her moorings, without any damage save the breaking of the chain.

For the following we are indebted to the *Shanghai Budget*:—

The yacht *Eureka*, so unique in her model, but which has so conspicuously failed to fulfil the hopes which her sanguine inventor made public when he conferred on her her histrionic name, has been transferred to a new owner, Mr C. P. Blethen being named as the purchaser.

At the monthly missionary meeting, held in Union Chapel, special notice was taken of the life and labours of Mrs. Bridgman, a lady who has lately passed from among us. The Rev. Robert Nelson, of the Church of our Saviour, Hongkew, who, in Mr. Syles's absence at Japan, was most constantly with Mrs. Bridgman in her last illness, gave some interesting particulars of the closing scene.

HONG KONG.

Our advices by this mail extend to the 20th December; the P. and O. steamer *Mirzapore* arrived on the 18th December with the London Mail of November 3rd. The following items of news are from the *Daily Press* and *China Mail*:—

Yet another defection (says the *Mail*) from common sense, on the part of *The Times*, in writing about China. The great leader of public opinion has made a discovery, viz., that all our troubles in China have been brought about by the clause in the Treaty which tolerates the teaching of the Christian religion. An analysis of, and reply to, the article based on the said discovery may appear anon; but we now feel bound to say that a more disingenious and false piece of special pleading was never written on the basis of more wilfully misstated premises than this carefully-prepared political "hash" which serves as a leader in the London *Times* of October 31st. It is plain that the journalistic essay in question is a Foreign Office leader, and has been written and printed for a special purpose, viz, that of justifying the errroneous but convenient policy of the present Government. For the sake of those interested, therefore, it is unfortunate that the falsehoods it contains are so patent. Everyone who knows the first elements of Chinese history and foreign relations with the Empire is perfectly well aware that in every movement a missionary in China may make he is regarded as a foreign subject, pure and simple; and that, as a missionary possesses no more rights than any other class of foreign subjects residing in Treaty limits, we do *not* "place ourselves in the position of the protectors and encouragers of proselytism." By the clause objected to, the Chinese Government entered into an obligation to protect "all teachers and professors" of Christianity, with an evident application to native teachers and professors of the new doctrine. The real harm calculated to be done by such unprincipled writing, however, is the support which it gives to scheming tricksters at Peking, who are ever ready to make political capital out of erroneous impressions of China in England.

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The Hertha case came before Mr. Justice Ball on the 18th Dec. The Attorney-General, for the Crown, prosecuted three sailors for wounding Bridgwater, a coloured policeman, and another person in a street row. After hearing Mr. Drummond, for the prisoners, the jury acquitted them by a majority of six to one.

We have received a copy of the Chinese and English Vocabulary in the Peking dialect, which has just been published by Mr. Stent, of the Imperial Maritime Customs Service, and have much pleasure in congratulating him upon having produced a work which is likely to prove of the greatest value to students of Chinese, by supplying the want which is constantly felt of some means of finding combinations of characters, heard in conversation, from the sound.

An armed attack on the village of Sowkewan has been averted by the judicious, discriminating, and prompt action of the police officer in charge there. As it appears, the affair might have assumed proportions and produced results as serious as those of the fatal affair of April 1869, out of which came the death of a police constable, and all the unfortunate circumstances and revelations arising therefrom, historically known as the Sowkewan Murder Case.

An inquest has been held on the body of Mr. Antonia Christensen, of the Great Northern Telegraph Company, who died from taking an overdose of laudanum. A verdict was returned to the effect that deceased died from taking an overdose of opium, but there was no evidence to show from what motive he took it.

Captain Sinnett, of the British ship *Khandersh*, from San Francisco, has had nine men taken from on board by the water police and brought up before the harbour-master, charged with mutiny. The case having been investigated, they were sentenced to a month's imprisonment. Their statement was that the captain had used every effort to cause them to mutiny, on account of their having been engaged in San Francisco at £5 per month, while wages here are only £2 10s.

A meeting of the shareholders in the Hong Kong Pier and Godown Company was announced to be held, but, probably in consequence of the Canton Races, no quorum arrived at the office, and the meeting was adjourned for a week.

THE ABDOOL MOUSSA CASE.

On the 15th Dec. Mr. Chief Justice Smale delivered judgment in the case of Abdool Moussa and another, who were convicted, after a trial (protracted through seven days), of conspiring with a third native, since deceased, to defraud by false representations of their and their alleged principals' commercial relations, on two counts. The conspiracy charged on the first count was to cause it to be believed that one Jamal had purchased certain goods from Leong-a-kum and not for F.M. Esa and Co., and with that purpose to have altered the labels of certain books kept by Jamal. The conspiracy charged on the second count was to defraud the same Leong-a-kum, and that with that object they furnished to a solicitor an account purporting to show certain debts as debts of Jamal, when the accused knew that such debts were not due by him, but by F. M. Esa and Co. The prisoners were acquitted on the other, the second and third counts.

The condition of the Hong Kong Bar is vividly described in the following account of the hearing on the 11th December :—"Mr. Hayllar, having become Acting Attorney-General, retired from the defence, and Mr. Francis, in the absence of other counsel, argued the case for the prisoners. Mr. Ball, having resigned the office of Acting Attorney-General, retired from the prosecution, and Mr. Drummond appeared alone."

The following extract from Mr. Smale's judgment is equally characteristic :—"I do not think it the duty of the judge to state the grounds why he does not accede to each point separately taken by the advocate. *I incline to think that I have been in the habit of doing so to too great an extent.* It should perhaps be done only where the case is likely to go to a larger tribunal. In the present case I abstain from stating my reasons at length as to each point taken for the prisoners, whether by Mr. Hayllar or Mr. Francis. I have considered them all with anxious attention, and I am clearly of opinion that not one of the objections can be sustained, and that the verdict is as good in law as I hold it to be certainly good on the facts proved."

Mr. Francis, as there might be an appeal, moved an arrest of judgment on various new grounds, one of which was that the verdict of the jury was in effect a verdict of not guilty. His Lordship said he would fix a day by-and-by for the argument, but it has since been postponed indefinitely, in consequence of his illness. The whole proceedings in this case, as well as that of Kwok-a-Sing, are described by a correspondent as so unsatisfactory that law and justice may be said to have come to a standstill in Hong Kong for the present.

COCHIN CHINA.

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SAIGON.

Advices are to the 24th December; the French mail, with London dates Nov. 10, arrived out Dec. 18.

The Governor has, by decree, granted a subvention of f.8,000 to the Agricultural Society.

All apprehension that the rice harvest might suffer from too great rain and the exceptional inundation of the present season is now at an end; and an unusually good crop is being gathered in with great activity.

The timber trade has very greatly increased this year. The Governor's tour through the new provinces has been attended with the cordial sympathy of the natives.

A very destructive storm raged on the 6th December. Many houses—and even whole villages—were destroyed, and two pilots, Messrs. Foyer and Rion, unfortunately lost their lives.

SIAM.

—o—

BANGKOK.

The following items are from the *Advertiser* :—

His Royal Highness the late Kroma Luang Wongsa Dhirat Snidh has long and favourably been known as a genial Siamese Prince, holding for years a prominent place in the Siamese political horizon. During his long official career he gave unmistakable and persistent evidence of being a staunch friend to foreigners. The cremation ceremonies of his Royal Highness occupied four days. His Royal Highness was uncle to the present first and second Kings.

On December 8th Werner von Bergen, the new German Consul for Siam, had the honour of an audience with his Majesty the First King. Mr. Lessler's resignation of the office, and the regular installation of his successor, will now enable Mr. Lessler to avail himself of a long-needed respite, to visit home, with the pleasing assurance that German interests are committed to the care of an apparently vigilant and able successor. We hear that Mr. T. Haussman has been invited to fill, temporarily, the post of Acting Assistant.

We learn that the steamer *Bangkok*, which was some time since purchased from our Indian British merchants has been elaborately and commodiously fitted up, and is to be used as the Royal Steam Yacht.

Dr. C. Vrooman, the medical missionary, who has been appointed by the American Presbyterian Missionary Board to labour at Chiengmai, the capital of a Laos state under the protectorate of Siam, has left this city for his destination.

SIAM CONSULAR REPORT.

The report of H.M. Consul in Bangkok, Mr. J. G. Knox, for 1870, has just been published. The value of exports was in excess of all previous years, because the rice, which forms the bulk of the trade, was shipped to China, not to Europe. When the demand occurs in China it is frequently followed by a rush of shipping to this port. The European firms here, being the owners of the steam cleaning rice-mills, which yield them large profits, are now confining their business principally to cleaning rice. As they likewise hold bank and insurance agencies, they, in many instances, are content to receive 25 per cent. of the value of the cargo here the remainder being covered by the usual documents. The rates for cleaning rice, viz., 10 cents per picul, are, however, considered high, and the Chinese and native shippers have ordered several small mills from England for their own use.

The Indo-Chinese Sugar Company applied to the Siamese Government for a grant of land for the erection of mills and cultivation of cane, and have had their application responded to on very liberal terms. The Siamese Government granted a very fine site of 3,000 acres at a yearly rent of 2s. 3d. per acre for the land put under cultivation. They likewise reduced the inland duty upon sugar one-half, and it now stands at 9d. per picul of 133 lbs. weight of white, and 4½d. for the same quantity of brown. Having met with this encouragement, the manager of the company imported and set up large sugar-mills on the newest principle, and put a large amount of land under cultivation.

Imports as well as exports showed a promising increase.

Copper exists in large quantities throughout an extensive range of hills to the north of Aguthia, and there is water carriage within reasonable distance. In the Malay Peninsular again, the greater part of which either belongs or is tributary to Siam, tin and lead are to be found in all directions. The former has hitherto been worked by Chinese, and considerable quantities are yearly exported. The lead mines have not been worked, because no one has yet been found who properly understood the process. From reports of the ore it contains a large percentage of silver.

There is reason to believe that the Siamese Government would willingly grant permission to British subjects to open and work mines in their possession, provided they felt convinced that the applicants were in possession of the necessary capital to carry on such an undertaking in a proper manner. The royalty hitherto paid by the Chinese has been 10 per cent. on the metal extracted, and I understand that large profits have been made.

THE STRAITS SETTLEMENTS.

(To the Editor of the *London and China Telegraph.*)

SIR,—The *Straits Times* of the 2nd December complains that the Colonial Estimates for the ensuing year were not made public until they had been actually passed by the Legislative Council

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I do not wonder at this. It is a piece of practice entirely characteristic of the Colonial "Executive" with which the Straits Settlements have been blessed since they were transferred from the Indian Government; its object being the very obvious one of withholding doubtful expenditure from public criticism until public criticism is too late. If there were no other objection to it, it would be enough to point out that it is contrary to the regulations of the Colonial-office. Those regulations direct that the estimates should be ready as early as June; but I believe that they have never been laid before the Council until October; and then they are hurried through with all possible speed, owing to the late period of the session! It is very easy to say that the public interests are sufficiently protected by the unofficial members; but have they time? However zealous those gentlemen may be, they cannot devote all their time and thoughts to the public service, and they need all the help that the editors and correspondents of the public papers can give them to exercise proper control over the purse-strings of the colony. Another practice for getting money without attracting attention to the purpose for which it is wanted is to include in the estimates a vote for "unforeseen expenses," though this also is expressly forbidden by the Colonial-office. I am told that the vote for "unforeseen contingencies" passed in 1869, just after the Governor shifted his quarters from the old to the New Government-house, was exactly double what it was in 1868!

The local officials clearly care little for the regulations of the Colonial-office, and it seems that the Colonial-office cares as little to see them obeyed. If they had been observed when the Government-house was undertaken, the colony would have been spared no little cost and scandal; for they require that before any work of importance is undertaken the Governor should submit the scheme, with plans, estimates, and specifications, before he consults the Legislative Council about it, and should also lay the same details before them after he has the Secretary of State's sanction to his work. And yet all these rules were set at naught.

The Colonial-office has a higher duty to perform than to pronounce tardy reproofs upon its subordinates who violate its rules. To shut the stable door after the steed is stolen is of little avail—except to give a laugh to the horsestealer.—Yours, &c.,

London, Jan. 22. A STRAITSMAN.

Commercial Report.

(*For dates see first page.*)

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IMPORTS.

YOKOHAMA.—The market had been extremely dull. In Woollens scarcely anything has been done, and quotations remained as last advised. For Grey Shirtings but a slight demand was exhibited, and rates for 8 lbs. and 9 lbs. ruled rather easier. In Yarns operations had been chiefly confined to Nos. 28 to 32, and a few transactions were noted. A large quantity of Blankets had been settled for at very good rates. Velvets were saleable, but prices were somewhat lower.

SHANGHAI.—Piece Goods: Only a small business transacted during the week, and prices of the chief staples had been against importers. 8.4 lbs. Shirtings 2 cands. lower. In White Shirtings there were no sales to advise. T-Cloths asked for, but at too low a figure to induce business; a small parcel of 6 lbs. changed hands at Tls. 1.14 for commonest chops. Drills: Holders firm, but American declined, owing to weakness of second hands; resales at Tls. 3.12; about 100 bales of Cotton Yarn sold at Tls. 103 to 104½; in other Cottons there was nothing fresh to advise. In Woollens there is little doing; one parcel of assorted C.P.H. Long Ells changed hands at Tls. 5.50, and a few figured Orleans at Tls. 4.15 to 4.40; the native demand for all kinds of goods was of a retail character.

HONG KONG.—There had been no change in the market calling for remark.

SAIGON.—The current quotations were:—Grey Shirtings, 8¼ lbs., $2.57½ per piece; 7 lbs., $2.20. Supers, No. 1, $2.10; No. 2, $2.15; T-Cloths, 7 lbs., $1.80 to 1.85; 6 lbs., $1.70 to 1.75; 5 lbs., $1.37½ to 1.40; 4½ lbs., $1.20 to $1.25; 4 lbs., $1.10 to 1.15. Irish Linen, No. 150, $1.75; No. 120, $1.65.

EXPORTS.

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TEA.

YOKOHAMA.—Business in this market had been less active, and settlements since the 20th Nov. were estimated at about 4,500 piculs only, of which a large portion had been of common leaf, the remainder consisting of medium kinds. Prices have remained much the same as last quoted, but at the close for this mail, dealers being somewhat anxious to realise, an easier tendency was apparent, and some reduction was looked for. Stocks were unchanged, supplies having been about on a par with settlements; the quality continued to deteriorate, and the finer grades were very scarce. The export to date was 300,000 lbs. over that at the same time last year.

SHANGHAI.—There had been but little done in Black; the stock consisted for the most part of very common parcels, and the season was almost at an end. Teamen had been firm, and Tls. 13½ to Tls. 14 had been paid for common Shongtams, for which Tls. 12½ would have been accepted six weeks before. Settlements, 5,200 chests; stock, 11,500 chests. In Green there had been much activity, and prices were fully maintained. There was no reason to doubt that the total supply would be deficient, and, indeed, it seemed as though the shipments of was of good quality to England would fall considerably short of the requirements of that market. Settlements, 15,000 half-chests; stock, 40,000 half-chests.

SILK.

YOKOHAMA.—A considerable amount of business had been done in this staple since Nov. 22, and settlements amounted to about 1,300 bales. Prices for Hanks at one time had fallen fully $20 per picul, but the decline was only temporary, and at the close no change was quoted with the exception of an advance of about $20 per picul in inferior sorts. Oshus and other Brick Silks had again advanced about $20 to 30 per picul and were in good demand. Silkworm Eggs: The season had closed with a total export of 1,250,000 to 1,300,000 cards, being exactly the same quantity as estimated last season.

SHANGHAI.—Since the departure of the English mail the settlements had been 500 bales, viz: 300 bales for America, and 200 bales for Europe, making total settlements to date 40,400 bales. The market was quiet, and prices unaltered, Elephant chop being purchased at Tls. 520, and Red Peacock at Tls. 512½. Chop No. 3 Tsatlees nominal at same quotations as last mail. The unsold stock was estimated at 3,000 bales.

TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Daylight	Aug. 7	Shanghai	818,600
Sarah Scott	— 15	Do.	815,500
Avon	— 26	Do.	841,900
Derwent	Sept. 14	Do.	851,300
Avona	— 14	Do.	960,500
Amoor	— 26	Do.	402,800
Seatoller	— 26	Do.	654,000
Hope	Oct. 2	Do.	585,200
Elizabeth Graham	— 20	Do.	820,300
Centurion	— 23	Do.	1,283,400
Constantia	— 23	Do.	581,600
Celestial Queen	— 23	Do.	990,100
Fort Regent	— 23	Do.	799,700
Her Majesty	Nov. 8	Do.	519,400
Victoria Nyanza	— 13	Do.	1,470,000
Ailsa	— 18	Do.	1,477,600
Hopewell	Oct. 21	Foochow	791,800
Florence Nightingale	— 21	Do.	625,500
Falke	— 26	Do.	127,100
Carmelita and Ida	— 30	Do.	451,400
Devana	Nov. 2	Do.	1,100,400
Killarney	— 3	Do.	618,500
Columbus	— 3	Do.	1,012,500
Ino	— 10	Do.	406,000
Brockham	— 20	Do.	1,371,800
Reigate	— 22	Do.	1,318,800
Allandale	— 22	Do.	591,200
Beemah	— 29	Do.	1,215,200
Lord of the Isles (str.)	Dec. 3	Do.	1,456,100
Ottercaps	Sept. 26	Canton	541,800
Veronica	— 27	Do.	418 000
Chanticleer	Oct. 9	Do.	73,600
Burdwan	— 30	Do.	971,500
Onward	Nov. 4	Do.	415,000
Corea	— 4	Do.	581,100
Crest of the Wave	— 21	Do.	678,500
Rollo	— 30	Do.	783,800

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 5¾d.	4s. 6d.	4s. 6d.
Shanghai " "	6s. 0¾d. to 6s. 1d.	6s. 1¼d. to 6s. 1½d.	6s. 1¼d.
Canton " "	4s. 5d.	4s. 5½d.	4s. 5⅝d.
Hong Kong " "			
Macao " "			
Singapore " "	4s. 5d. to 4s. 5⅛d.	4s. 5⅛d. to 4s. 5⅜d.	4s. 5⅛d.
Manila " "	—	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	304½	220 to 220½
" Hong Kong	27½ to 28 dis.	—
Bar silver	111.3.0	Nominal.
Mexican dollars	74.6.0	2 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 60; Old, 62 per cent. prem.
Hong Kong Gas Company, 64 dols. per share.
Hong Kong and Whampoa Dock, 26 per cent. discount.
China Traders' Insurance, 2,500 dols. premium.
Hotel shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 40 per cent. premium.
Hong Kong Fire Insurance Company, $575 per share.
Union Insurance Company, $1,500 premium.
China and Japan Marine Insurance Company, Tls. 205 to 207½ premium.
China Fire Insurance Company, $70 premium.
Victoria Fire Insurance Company, $75 premium.
China Sea, Saigon, and Straits Steamship Company, 5 per cent. dis.
China and Straits Steam Navigation Company, $25 dis.
Indo-Chinese Sugar Company, $18 dis.
North China Insurance Company, Tls. 300 premium; new office Tls. 50 prem.
Shanghai Steam Navigation Company, Tls. 97½ premium, nominal.
Hong Kong Distillery Company, $10 prem.
Hong Kong Pier and Godown Company, $10 dis.

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SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company ...	500 ...	500 ..	200 ...	4 p.c
Shanghai Gas Company ...	100 ...	100 ..	144 ...	12 p.c
Shanghai S.N. Company ...	100 ...	100 ...	197 ...	12 p.c
S. Tug and Lighter Company ...	850 ...	850 ...	400 ...	5 p.c
French Gas Company	50 ...	50 ...	63 ...	10 p.c
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$570 ...	12 p.c
North China Insurance Co. ...	Tls.1,000	Tls.200 ...	Tls.500 ...	trien.
North China Steamer Company	100 ...	100 ...	75 ...	
Union S.N. Company	100 ...	100 ...	114 ...	10 p.c
Yangtsze Ins. Association ...	500 ...	500 ...	[illegible] ...	15 p.c
Union Insurance Society ...	$5,000 ...	$1,000 ...	$2,500 ...	trien.
China Traders Co. (Limited) ...	$1,000 ...	$1,000 ...	500	$475p.s
China and Straits S. N. Co. ...	$100 ...	$25 ...	25 ...	
Hong Kong and China Gas Co.	£10 ...	£10 ...	nom. ...	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100 ...	Tls.210 ...	12 p.c
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$175 ...	12 p.c
China Fire Insurance Co. ...	500 ...	100 ...	164 ...	12 p.c
Hongkew Wharf Co.	Tls. 100	Tls. 100 ...	Tls.150 ...	

LATEST TELEGRAMS.

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THE KING OF SIAM.

CALCUTTA, JAN. 23.—The King of Siam has left for Delhi.

COMMERCIAL.

CHINA.

HONG KONG, JAN. 24.—Piece goods in better demand. Tea season closed; total export, China and Japan, from commencement of the season, 135,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 5d.

SHANGHAI, JAN. 24.—Piece goods quiet and unchanged. Tea quiet; freight, £3 10s. Silk: fair demand; No. 3 Tsatlee Tls. 595; total export, China and Japan, from commencement of the season, 16,000 bales. Exchange on London: Bank bills, six m.s., 6s. 1d.

STRAITS SETTLEMENTS.

SINGAPORE, JAN. 23.—Grey Shirtings, 7 lbs., $2.17½, 8¼ lbs., $2.55; T-Cloths, 6 lbs., $1.65; Cotton Yarn, 40's, $118; Gambier $3.85; Tin $35½. Exchange on London: Bank bills, six m.s., 4s. 5½d.

PENANG, JAN. 16.—Grey Shirtings, 8¼ lbs., $2.45; Cotton Yarn, 30's, $107, 40's, $116. Pepper, black, $11, white, $18; Sugar, No. 2, $5.10, No. 3, $3.50; Tin $34.50. Exchange on London: Bank bills, six m.s., 4s. 5½d.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SHANGHAI, FOOCHOW, HONG KONG, SINGAPORE, and PENANG, to LONDON (via S. C.), per Ulysses, entered Jan. 19.—From Shanghai: 71 bales waste silk—Drake, Kleinwort, and Co.; 45 chests tea—Forbes, Forbes, and Co.; 297 chests 177 half-chests 1344 boxes tea—C. Shaw and Co.; 6 packages merchandise—A. Robinson; 2 packages merchandise—Fearon and Co.; 9 packages merchandise—J. P. Hertz; 10 packages merchandise, 54 packages tea—A. Thompson; 39 packages merchandise, 766 bales hemp, 174 bales silk, 14 cases 55 boxes rhubarb, 22 bales Japan silk, 12 bales waste silk, 4 bales wool, 120 chests 3947 half-chests 1932 boxes 108 cases 6 packages tea—Order. From Foochow: 3149 chests 10,814 half-chests 4882 boxes tea, 4 packages merchandise—Order. From Hong Kong: 2700 boxes tea—E. and A. Deacon; 9410 boxes 745 packages 1436 half-chests tea, 114 packages merchandise, 4 cases 2 boxes ink, 11 cases preserves, 49 bales cotton, 1 case seeds, 13 cases ginger, 3 cases bulbs, 7 bales 1 case silk—Order. From Singapore: 1 case tiger skins—W. and R. Graham; 24 cases mace—Caldwell and Watson; 1 package merchandise—H. Lea; 1 box elephants' tusks, 9 cases merchandise, 7 cases mace, 1 box ginger, 1 case cigars, 5 cases tortoiseshell, 470 slabs tin, 1038 bags pepper, 11 cases 8 bags gamboge, 1 case stuffed birds, 7 bags fish maws, 229 bags gutta susa, 1 box sweets—Order. From Penang: 10 packages merchandise—H. S. King and Co.; 1531 slabs tin, 3 cases essential oil, 29 cases nutmegs, 10 cases mace, 6 packages merchandise—Order.

From FOOCHOW to LONDON, per Holmsdale, entered Jan. 19.—4 packages tea, 2 packages lychees—W. Walkinshaw; 1 package tea—E. W. Braine; 8 packages tea—Master; 611 half-chests 1678 chests tea in transit, 3 packages lychees, 4 packages merchandise, 10,859 chests 11,739 half-chests 3873 boxes 128 packages tea—Order.

Shipping Intelligence.

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ARRIVALS.

At YOKOHAMA.—From Sunderland, Dec. 7, Argonaut.

At SHANGHAI.—From London, Dec. 6, Albert Victor; 11, Glendarroch (str.); Jan. 24, Dilpussund (by telegram).

At HONG KONG and CANTON.—From London, Jan. 24, Northfleet, Ornate; from Plymouth, 19, Aline; from Cardiff, 13, Cecrops (reported by telegram).

At SINGAPORE.—From London, Jan. 23, Gordon Castle (str.), Hong Kong (str.), Sarpedon (str.) (reported by telegram).

At SAIGON.—From Newcastle, Dec. 22, Mohican.

At BATAVIA.—From Rotterdam, Jan. 23, Lichtstraal; 20, Maria and Sarah (reported by telegram).

DEPARTURES.

From SHANGHAI.—For New York, Dec. 7, Adam Sedgwick.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—Jan. 25, at London, from Penang, James Livesay; at Queenstown, from Rangoon, Southern Cross; 23, at Texel, from Batavia, Ivalo, Louis August Constantine; at New York, from Japan, Flying Spur; 26, at London, from Colombo, &c., City of Vienna; from Galle, &c., Twilight; 25, in the Clyde from Singapore, Archos.

DEPARTURES.—Jan. 26, from London, for Hong Kong, Jessie Isabel; for Galle (via Cardiff), Cockburn; from Liverpool, for Yokohama, Wood Hall; 25, from Troon, for Cardiff and Hong Kong, Sea Mew; from Liverpool, for Penang, Singapore, China, &c. (via S.C.), Priam (str.).

SPOKEN.—Sisters, Batavia to Dordt, Dec. 15, 35 S., 23 E.; Aleppo (barque), Liverpool to Singapore, Dec. 21, 3 N, 24 W., with main-topgallant-mast carried away, and mizzen-mast sprung; Tinnivelly (barque), Shields to Galle, Dec. 26, 2 N., 25 W.; Pegasus, Cardiff to Hong Kong, 21 days out, Dec. 24, 2 N., 3 W.: Holland (barque), of Rotterdam, for Hong Kong, Dec. 3, 10 S., 32 W.

LAID ON.—At London, for Batavia and Sourabaya, Samuel; for Hong Kong, Guinevere.

CASUALTIES.—The Roslin Castle, Alexander, which sailed from London, Jan. 3, for Singapore, with a general cargo, put into Falmouth, 25, with head-rails started, and leaky in fore compartment. Advices from Bahia, dated Jan. 9, received at Lisbon the 24th, state that the Baron v. Pallandt v. Rosendaal, which sailed from Penarth, Nov. 11 for Singapore, had put in there dismasted; cargo not damaged.

BIRTHS, MARRIAGES, AND DEATHS,

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BIRTHS.

BOURNE—On the 3rd Dec., at Yokohama, Mrs. W. Bourne, of a son.

ELLISSEN—On the 20th Jan., at 28, Maida-hill west, the wife of A. Ellissen, Esq., of a son.

JOHNSTON—On the 21st Dec., at Penang, the wife of Alexander Johnston, Esq., of a daughter.

UPWARD—On the 18th Jan., at 4, Robertson-terrace, Hastings, the wife of G. Forbes Upward, Esq., of Calcutta, of a son, prematurely, who survived his birth only twenty-three hours.

WILSON—On the 19th Dec, at Hong Kong, the wife of Mr. Wilberforce Wilson, C.E., of a son.

MARRIAGES.

GILMAN—SEABORN.—On the 23rd Nov., 1871, at St. John's Church, Young, New South Wales, by the Rev. Hugh S. Seaborn, father of the bride, assisted by the Rev. Frederick R Seaborn, brother of the bride, Richard James Gilman, junior, of Mittagong, third son of Ellis James Gilman, of The Boltons London, to Mary Mercy, second surviving daughter of the Rev. Hugh S. Seaborn, of Young.

LEIGH—BOTTS.—On the 20th Jan., at Martock, Somersetshire, by the Rev. E. A. Salmon, vicar, Albert Leigh, Esq., of Amoy, China, to Nicolata, second daughter of Sebastian Botts, Esq., of Martock. No cards.

DEATHS.

CAMERON—On the 25th Jan, at 4, Chichester-road, Westbourne-terrace, John Cameron, of the P. and O. S.N. Company's Service, London.

CROOK—On the 5th Dec, drowned (from off the barque *Rollo*, Hong Kong to London), in the China Sea, during a typhoon, George Hill Crook, third son of John Crook, 10, Mount-place, Whitechapel-road, E., aged 20.

DUFOUR—On the 21st Jan., at The Villa Bruyère, Golf Juan, Cannes, Monsieur Aries Dufour, of Lyons, in the 76th year of his age, much loved and deeply regretted.

HOWLETT—On the 20th Jan., at his residence, Bowthorpe-hall, Norfolk, John Howlett, aged 70.

TARRANT—On the 26th Jan., in London, Mr. William Tarrant, late of China.

MISCELLANEOUS.

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THE DUKE OF EDINBURGH'S CURIOSITIES.

The collection of water-colour sketches and drawings illustrative of the cruise of the Duke of Edinburgh round the world in H.M.S. *Galatea* in the years 1867-1871, together with selections from the objects of science and art collected by his Royal Highness, is now being arranged in the South Kensington Museum for public exhibition, prior to removal to Clarence-house. The collection comprises upwards of 700 articles from the Australian colonies, Tasmania, Japan, China, Malacca, Singapore, India, Ceylon, Cape of Good Hope, New Zealand, Mauritius, Sandwich Islands, Tahiti, and Manila; and in addition to these there are thirty-seven sketches by Mr. Oswald W. Brierley, forming part of a series illustrating the cruise of the *Galatea* in 1867, 1868, and 1869, and water-colour drawings by Mr. Nicholas Chevalier, which illustrate the cruise from March, 1869, to April, 1870. A portion of the museum is set apart exclusively for the reception of these articles, and the arrangements are so far advanced that the opening for private view has taken place. The unusual opportunities which his Royal Highness has enjoyed of bringing together such a collection have rendered it of extreme value both as regards intrinsic worth and artistic merit; and even those articles which are generally regarded as being of purely personal interest, from the associations with which they are connected, have in this case many features worthy of public notice. The presentation trowels, and caskets containing congratulatory addresses, are very numerous, and for the most part of great value. The majority of these were presented in New South Wales, South Australia, and Victoria; but from Ceylon also there are several addresses inscribed on leaves, reeds, and silver plates, and mounted with ivory and gold. From South Aus-

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tralia and Victoria there are numerous specimens of gold in nuggets and quartz, and various articles of gold and silver manufacture, including a very fine set of five epergnes, mounted in frosted silver, with representations of the aborigines, flora, and fauna of the colony.

The Japanese collection includes numerous articles presented by the Mikado, the most prominent of which is a large ornamental bronze incense burner in three stages, each with representations, in high relief or in detached pieces, of rock work, with cascades, trees, flowers, and birds; in the middle stage is a man, standing on the shore, invoking or deprecating a dragon, on a wooden stand carved to represent waves. This piece, which is of the finest design and workmanship, is said to be 300 years old. The lacquered work of Japan is also well represented by a large collection of boxes, swords, and trays, and lacquered porcelain vases. In articles of porcelain, however, the Chinese cases are especially rich. Many of the articles are of the famous crackle pattern, and are said to have been made in the fifteenth century. A porcelain bowl, "clair-de lune," glazed with Kaolin greyish-blue, claims even greater antiquity, for it is represented to be 1,000 years old. The Indian cases are resplendent with objects of native manufacture in gold and silver; and there are also to be found some magnificent carved and inlaid sandal and ivory cases. Trophies of arms from various districts of India, and sets of chain and plate armour, form a special feature in this collection. Native weapons from New Zealand, feather necklaces and tippet presented by the King and Queen of the Sandwich Islands, the head of a bontebok from the Cape, cases of rare Australian and other birds, several articles of gold and silver workmanship from Singapore and Malacca, some splendid specimens of Indian, Chinese, and Japanese textile fabrics, and other miscellaneous articles serve to complete a collection which, during two months' stay at South Kensington, will form one of the most attractive portions of the Museum.

THE SUEZ CANAL.

M. de Lesseps, replying to a number of shareholders in the Suez Canal who have asked for information relative to the proposed international purchase of the Canal, says, with regard to any future proposals by the Powers interested, they will be laid before the shareholders, with whom rests the exclusive power of disposing of a most valuable property, which is increasing in value every day. M. de Lesseps refers them to the answer which he made to the Italian Minister of Foreign Affairs on the 7th of November last, which was as follows:—"I caused to be delivered to the Khedive of Egypt a note on the subject of the proposed purchase of the Suez Canal, which had been mentioned in the Italian Parliament. The company does not invite offers, but it is disposed, in the interest of its shareholders and of commerce, to entertain any proposals which the Powers interested may make in the event of their coming to any agreement on the subject. The Khedive is of opinion that the solution of this question presents great difficulties; but, without pronouncing a decided opinion, answers that he must first take that of the Grand Vizier. The Italian Government must, therefore, judge whether it will take any further steps in the matter."

JAPANESE STUDENTS IN AMERICA.

The *New York Times* of the 10th inst., says the committee on foreign relations in the Senate have reported a Bill providing for the admission of six Japanese young men, to be selected by the Government of Japan, to the Military Academy at West Point. It received brief consideration, and then was laid over for future consideration. There is some objection to its passage, but not enough probably to prevent it. Mr. Thurman objects to our training in the art of war the youth of other nations, which may employ that knowledge in the future against us, and he seems to think this would be regarded as a precedent for admitting to the same school students from the South American Republics and the nations of Europe, from which there would be a great rush immediately on the promulgation of this action of our Government. Mr. Carpenter also objects to the Bill. Messrs. Cameron, Morton, Sumner, and Cole all favour it. Mr. Mori, the Japanese Charge d'Affairs, is exceedingly anxious for its passage.

LECTURE ON CHINA.—A lecture was delivered last night at the Assembly Rooms, Blackheath, by Mr. Herbert Lawrence, on the subject of "China and the Chinese." The lecturer divided his subject into two sections, the first of which treated upon the geographical features of the "Flowery Land," and some of the peculiar manners and customs of its people contrasted with those of Western nations. The second part of the lecture was devoted to a brief notice in detail of the religion and literature of the Chinese, including some telling remarks upon the foreign policy pursued from time immemorial by the Government. On the whole, so far as could be done in the brief space of time at the lecturer's disposal, he gave a tolerably comprehensive description of the country and its people, and his efforts met with the appreciation they deserved from the audience assembled. It should be mentioned that the lecture was illustrated by dissolving views, of native Chinese design, and in many instances of execution also, which served to render Mr. Lawrence's descriptive remarks much clearer than they otherwise would have been. Among the best of the pictures shown waa a portrait of Chung How. Mr. Fittock, H.B.M.'s Consul at Ningpo, occupied the chair.

M. JEAN BARTHELEMY ARLES-DUFOUR died a few days since at Lyons. His name will be familiar to our readers as the head of an old established silk trading firm, having its head quarters in Lyons, and branches in Paris and London. In France, however, he was universally known as one of the originators, and among the chief supporters of free trade principles, and as having exerted himself to establish the Anglo-French Commercial Treaty. M. Arles was born at Lyons in 1805, and was consequently sixty-seven years of age at the time of his death. He assumed the name of Dufour on his marriage with a lady of that name, belonging to a well-known mercantile family at Lyons. M. Arles-Dufour was attached to the juries at the International Exhibitions of Paris and London in 1849, 1851, and 1855. He received the decoration of the Legion of Honour in 1837, was made officer of the Order in 1854, and commander in 1860.

IN the report which appeared in our last issue of the case of Lane *v.* Lay, in the Court of Exchequer, the closing paragraph was by mistake omitted. It should have run as follows:—Sir John Karslake, Q.C., moved for a rule *nisi* to set aside the verdict, or to enter it for the defendant, on the ground that the plaintiff had committed a breach of insubordination in acting in a manner utterly contrary to the letter and spirit of the contract he had signed, and had really dismissed himself. The Court, consisting of the Lord Chief Baron, and Barons Martin, Channell, and Cleasby, granted the rule.

A TELEGRAM has been received at the Admiralty stating that some cases of small-pox had occurred on board H.M.S. *Orontes*, which vessel is conveying the 80th Foot to Singapore. The *Orontes* has accordingly been detained at Gibraltar.

The California Assembly has adopted a resolution in favour of a petition being sent to Congress restricting Chinese immigration.

BARON OUTREY, the French Minister in Japan, is now in Paris.

Foreign Intelligence.

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GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Jan. 23.

After the magnificent projects for establishing new steam companies here, the promoters of these schemes have discovered that they were going ahead rather too fast, and that though competition is a very good thing in its way, it is still possible to overshoot the mark. The two companies mentioned in my last have therefore somewhat drawn in their horns and amalgamated themselves into one company under the style and title of "The German Transatlantic Steamship Company," which has just issued its prospectus, with the names of the following gentlemen and financial institutions as the promoters and directors for the first five years:—The Anglo-German Bank, August Behn, Berkfeld and Michahelles, Rudolph Brach, Des Arts and Co., Hundelker and Abegg, F. Laeisz, Carl Meister and Co., J. F. Reimers, Ross Vidal and Co., Adolph Schön, Siemssen and Co., Benedict Schonfeld, Robert Miles Slowman, A. Tesdorff and Co., and Vorwerk Brothers, and Co.—all of Hamburg; J. H. and G. F. Bauer, and M. Mathieson and Co., of Altona; and the Berlin Handelsgesellschaft, the Deutsche Bank, Mendelssohn and Co., and Schickler Brothers, all of Berlin. The capital of the company is fixed at twelve million thalers, in 60,000 shares of 200 thalers each; but only one half will be issued at present, and o that half 40 per cent. will be required to be paid up as a first instalment The above-named firms have subscribed for all the shares; but nevertheless a certain amount will be offered to the public at par to try the feeling of the money market; and as an inducement to capitalists they are to receive interest at the rate of five per cent. per annum during the two years that are required for building the steamers and making the needful preparations for the organisation of the service. In the prospectus great stress is laid on the alleged fact that the number of passengers and quantity of goods from this port to New York have increased so much of late that the Hamburg-American Company, with all the means at their command, are unable to forward them and are obliged to leave a great many behind. The truth of this statement, however, is emphatically denied by that company, who explain that of the fifty-one steamers that left for New York last year thirty-one could have taken far more passengers and freight had it been offered them, and that on only twenty occasions were the vessels full. It is not to be expected that that company will sit quietly and let their new competitors take the profits out of their hands after having had all the trouble and risk of developing the trade with America and other parts, and now beginning to reap the fruits of their energy and patience, for though it is perfectly true, as stated in the prospectus, that during the four or five last years they have been able to declare large dividends, the directors of the new company take care not to say anything about the first ten years of their existence, when they had to struggle against many difficulties, and paid no dividend at all. This would have discouraged most people, and indeed it is said that on several occasions the directors were so disgusted with the results that they were on the point of liquidating the concern. As the affairs now stand it will be no easy matter to lift them out of the saddle, as they have many advantages in their favour.

Just before Christmas the new gold coins that are in future to be the currency of Germany were seen here and there at Berlin, as some were struck off for the use of the Emperor and Empress, who paid for their purchases of presents for the members of the Imperial family, the Court officials, and other persons of distinction, in the new coinage. Since then, larger quantities have been put in circulation, and find great favour with the public as being so much more handy and convenient, as well as portable, than the great, heavy, massive silver thalers now in use. But with regard to the workmanship displayed the complaints are loud and general. I have not as yet had an opportunity of seeing any, but the Berlin press is unanimous in condemning them as a failure. Take for instance the judgment of the Berlin *Borsen Courier*, one of the great financial organs of the Stock Exchange and the banks in that city, which is as follows:—"We regret to state that the new gold twenty-mark pieces are of such a nature that Prussia has every reason to feel ashamed before all Germany that the Berlin Mint is not able to turn out a more impressive-looking coin. We will pass over without comment the fact that the Emperor's head is a very poor likeness, as the engraving was done in a hurry, though the rough appearance of the hair of the head and beard exceeds perhaps the limits of justification. But the unfinished state of the edges of the coins can admit of no excuse, and the three last letters of the impressed legend *Gott mitt uns* are not visible at all. We can fancy such to be the production of a common iron-smith, unaccustomed to do fine work. If we send out coins of such very inferior and even wretched workmanship to preach the gospel of the newly-resuscitated German Empire, we shall excite more laughter, ridicule, and scorn than respect. The French will again

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call us barbarians—and this time not without reason—when they see our new coinage, as it is certainly not adapted to give any one a favourable idea of an advanced state of art or our progress in metallurgy."

A great zoological curiosity has just been received here, and creates a great sensation. It is a double-horned rhinoceros (*R. bicornis Sumatranus*) from Sumatra, shipped *via* Singapore and England. It is a young female, only two years old, but she appears to be quite tame, and arrived in excellent condition, enjoying herself much, after her long confinement in a cage on board ship, in the roomy park at her disposal in the Zoological Gardens.

Siamese orders have arrived at Berlin for the Emperor, the Crown Prince, Prince Frederick Charles, Prince Bismark, Count Moltke, and Count Eulenburg.

The Emperor has made the following appointments:—Herr Heinrich Ebell, hitherto Prussian Consular Agent at Macao, to be Vice-Consul for Germany at that port; and Herr Otto Sielken, Acting Consul at Batavia for the North-German Confederation, to be Consul at that port for the German Empire.

Among the new directors of the Danish Amalgamated Telegraph Companies is Mr. Consul Helland, of the firm of Messrs. John Burd and Co., Hong Kong.

COMMERCIAL.

The tea market is firm, but business is slack. Two cargoes of table rice have arrived from Java, which came to a good market, and were sold at high prices in the absence of better descriptions. For Cassia Lignea there is no demand, and the article is dull, and might be bought lower, say at 11 to 11¼ sch. bco. On the other hand, Flores is firm and looking up There is a rise in the value of Camphor, both refined and rough, the former selling easily at 13 sch. bco. Pepper is stronger than it was, and there has been a fair amount of business done, Singapore fetching 6⅞ and 6⅞ sch. bco. It is now not to be had under 7 sch, bco. Spelter is rising, and the following sales are reported:—1,000 centners loco at 14½ marks banco per centner; 1,000 do., also loco, at 14¾ marks banco, and 2,500 do., for spring delivery, at 14⅝ marks banco.

SHIPPING.

ARRIVALS.—Mathilde, from Hong Kong and Whampoa; Dan, from Batavia and Indramayo.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Jan. 24.

The First Chamber of the States General has approved of the Bill ratifying the treaty with England respecting the transfer of our colonies on the West Coast of Africa by a majority much larger than in the Second Chamber, viz., 29 against 6 votes. Despite the opposition of the leading paper of the Conservative party, most of the Tory Lords voted in favour of the Bill; but, nevertheless, one of the *adorateurs* of Mr. Heemskerk, Professor Vreede, has endeavoured to prevent the treaties being finally ratified by the King. He organised a monster petition, and reckoned upon a host of signatures, because the whole press, without distinction of politics, had condemned the transfer as being derogatory to our national honour. The document accuses the Government of keeping secret some important papers when the members of the Second Chamber dealt with the subject, and that they only permitted the Upper House access to them. It is the general opinion that these papers have exercised a great influence upon the decision of the First Chamber, and many rumours are circulating with regard to their contents. The endeavours of Mr. Vreede were unavailing; the King has ratified the treaty, and the transfer is *un fait accompli*.

In my last letter I stated briefly that the treaty referring to the trade of Sumatra had been approved of unanimously by the First Chamber. The discussions which preceded this decision were short but interesting. Mr. Duymaer van Twist made an admirable speech, in which he stated that the treaty afforded the best proof that it was no longer our policy to extend our territory to "squeeze" the natives and to exclude other nations. That system has been given up a long time ago. In 1824 we concluded a treaty with England about Sumatra, but with no other intention than to monopolise all the advantages ourselves. Many complaints from English residents resulted from the stipulations of that treaty, and it was necessary that it should be altered according to more modern principles. The Government has succeeded, and he thought that the present treaty will tend to establish a closer alliance and friendship between England and Holland. Mr. Hartsen, a *pur sang* Conservative, was not at all satisfied with the treaty. He would have wished that that of 1824 had been maintained; our rights in Sumatra were well secured by it, and we should not have listened to the complaints of English residents and the Government of Great Britain. We have now not only to protect our own trade and shipping, but also foreign residents and their possessions, and many difficulties will arise. Holland will have all the trouble, and foreigners all the benefit. How can—he asked—this treaty be regarded as any compensation for the transfer of our Settlements on the West Coast of Africa to England? The Minister of the Colonial Department replied in a very able speech to the objections against the treaty. He demonstrated that it was a great advantage that the limits of our possessions in Sumatra were now marked out in such a way that no differences or misunderstandings could arise, which was not the case with the treaty of 1824. Holland is no longer bound to respect the independence of the Empire of Atsjin, and the obligations with which we charge ourselves we are well able to fulfil. Of course—the Minister said—we shall not make any costly extensions of our territory. He defended the principle (Art. 3) that England and Holland should communicate to each other any treaties they may conclude with the Inland Princes, and the objection that England might not act fairly in this respect he stigmatised as an unfounded insinuation. He acknowledged that to maintain our authority in Sumatra would henceforth cost more than hitherto; but, on the other hand, he was of opinion that the extra outlay should be more than covered by the extension of trade and industry which must take place. That the admission of foreigners will be hurtful to our interests the Minister denied, and his final conclusion was that the treaty would forward the interest of all parties. These are the principal topics of the debate, which would fill several pages, were I to attempt to translate it in its entirety. The members of the First Chamber have since left the Hague, and the Second Chamber will not meet until the last week in February.

Much sensation has been caused here by a Batavia telegram through Reuter's office, dated the 18th inst., and reporting that much damage had been done by inundations. It is somewhat reassuring that not one word in allusion to this disaster appears in a despatch received to-day by the Dutch Java Trading Bank. Nevertheless, a committee has been organised to raise money on behalf of the sufferers if the news should prove to be true.

The Second Chamber has received further petitions against the revision of the East India tariff. They were forwarded by the Chamber of Trade of Oldenzaal and by Mr. Petrus Regout.

The steamer *Prins van Oranje* will leave Texel on the 3rd prox. for Batavia. The number of passengers is already very large.

PRODUCE MARKETS.

A quiet tone continues to prevail in business generally, but the apprehensions of a renewed interruption of our navigation by frost are disappearing in the same ratio as the season is advancing, so that a more general resumption of the export trade may be looked forward to. Meanwhile, a favourable tone continues to prevail in most of our leading articles of produce, and prices remain upon the whole unaltered. In Sugar and Coffee a fair amount of business has been doing.

COFFEE.—Prices continue to be well maintained, in the proportion of 43c. for good ordinary Company's Java, without, however, the demand being active, and transactions from second hands are on a limited scale. Sales have been closed since my last of the following shipments of private importation, viz., 2,785 bags Java, ex Voorlichter; 500 bags Passaroean, ex Rotterdam; 2,000 bags Java, ex Batavia; 590 bags, ex Prins van Oranje (str.); 2,030 bags, ex Maria Diederika; 700 bags, ex Voorlichter.

TEA remains in a firm position, without, however, any sales taking place to afford a criterion of the market.

RICE.—No transactions from first hands, but the recent arrivals of Java table may soon be expected to be placed on the market, which will probably lead to business.

SPICES.—A good demand had manifested itself for Nutmegs and Mace, of which the following shipments were disposed of at full rates:—63 casks, 2 barrels, and 17 chests Nutmegs, 31 casks, 38 barrels, and 35 chests Mace, ex Vier Gebroeders, Noach II., and Stad Middelburg, and by public auction 68 casks Nutmegs, of which A, 47 casks, at 190c. to 193c.; and B, 21 casks, at 188c. to 189c.—all ex Vier Gebroeders.

INDIGO.—Forty-eight chests Java placed on the market last Tuesday for sale by secret tender have been disposed of at very full rates. No further business has since been doing, but as soon as the remaining parcels, lately arrived, make their appearance in the market, more activity will no doubt prevail, as a good demand continues to be shown for the article.

TIN.—The demand remains dormant. Banca has sold for usual prompt at f.85, and for delivery ex the coming spring's sale at f.86 to f.86½, whilst Billiton has changed hands afloat at f.84½, f.84¾, and f.85¼.

SUGAR has been in brisk demand, and several shipments of Java have changed hands, mostly in barter against refined. At Amsterdam 14,500 piculs Java No. 19/20 found buyers at f.1 above November prices. Yellow sorts are readily sold at the parity of November.

TOBACCO (Java).—Sales have been closed of 1,171 bales Java (Scrubs), mark K. and K. K.; 610 bales Java, mark V. L. Kedirie; 425 bales Java, mark B. L. C.; 560 bales Java, mark H. L.; 1,014 bales Java, mark B. O. and B. O. S.; 931 bales Java, mark C./Blitar; 627 bales Java, mark C.; 75 bales Java, mark H.; 961 bales Java, mark C./Blitar; 415 bales Java, mark N.P., P.E., and P.K.; 300 bales Java, mark P. S. Blitar, ex County of Berwick; 170 bales Java, mark P. S. Blitar, ex Jacob van Lennep; and 290 bales Java, mark P. S. Blitar, ex H. W. M., all afloat.

TORTOISE-SHELL.—Three chests, about 3½ cwt., of recent direct importation from Macassar, ex Vier Gebroeders, changed hands at full prices.

TERRA JAPONICA.—Prime Pegu Cutch in chests sold at f.16½ for favourite brands. Gambier is held for f.12¼.

RATTANS.—Sales have been closed of 90 piculs, ex Yokohama.

COCOA NUT OIL.—Out of about 73 tons prime white Cochin, ex Lancashire Witch, put up at public auction here on the 18th inst., about 20 tons passed the hammer at f.27. The remaining 53 tons were bought in at f.27¼.

HIDES.—Sales have been closed by private contract as follows, viz., 1,328 Batavia Buffaloes, over weight 8½ to 8¾ kilos., ex Yokohama, at 32½c. to 34c., and by secret tender on account of damage of several parcels, ex the same vessel. About 15,143 Samarang cows, marked MN, ex China, more or less damaged, have been realised at Amsterdam at very full prices, even much in excess of the valuations.

SHIPPING.

ARRIVALS.—Jan. 19, at Texel, from Batavia, Elizabeth, Regina Maris, Aurora; from Samarang, Fair Wind; 21, at Texel, from Batavia, Staatsraad van Ewyck; 22, at Brouwershaven, from Batavia, Zes Gezusters, Amazon; 23, at Texel, from Batavia, Ivalo, Louis August Constantia.

DEPARTURES.—Jan. 20, from Brouwershaven, for Batavia, Princes Amalia; from Texel, for Padang, Waalstroom; for Batavia, Gysbert Karel Graaf van Hogendorp; 22, from Texel, for Macassar, Batoe Bassie; for Hong Kong, Cornelia and Geertruida; for Samarang, Batavia; 23, from Texel, for Batavia (via West Coast of Africa), Robertus Hendrikus.

PASSENGERS INWARD.—From Java, per Maasnymph: Mr. J. H. W. Roeby and family. Per Elizabeth: Mrs. H. Koch and family, Messrs. F. Termenless, A. Homswyk and family. Per Aurora: Messrs. F. I. N. Brouwer and family, W. H. Lux and family. Per Staatsraad van Ewyck: Mr. de Jongh and family.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, JAN. 29, 1872.

THE CHINA COOLIE TRADE.

THE Appeal of the Attorney-General of Hong Kong *v.* KWOK-A-SING has been published. It sets forth that the French ship *La Nouvelle Pénélope* sailed from Macao in September, 1870, with 310 coolie emigrants, under a charter-party for Peru, and having complied with all the formalities of the law. Five days afterwards KWOK-A-SING and others of the emigrants rose, and murdered the officers, and sailed back to China, with some money which they were said to have appropriated on the occasion of the rising. The 21st Article of the Treaty of Tientsin provides that "If criminals, subjects of China, shall take refuge in Hong Kong, "or on board British ships there, they shall, upon due requisition by the Chinese authorities, be searched for, and, "on proof of their guilt, be delivered up." KWOK-A-SING who had been committed by the magistrate, was discharged by the Hon. Chief Justice SMALE, on the ground that the Ordinance passed to give effect to extradition treaties did not apply to the above article; that the crime charged was, if anything, piracy *jure gentium*, and justiciable by the Supreme Court of Hong Kong; that the *Nouvelle Pénélope* was in effect a slave ship; and that the depositions disclosed no offence whatever on the part of KWOK-A-SING. The rendition of KWOK-A-SING was first demanded on behalf of the French Government, but their claim was abandoned when the Chief Justice's decision was published. When the French Consul withdrew his claim the Attorney-General arrested KWOK-A-SING with the view to his trial before the Supreme Court in Hong Kong, but he was again discharged by the Chief Justice, who ruled that the offence charged in the second warrant of commitment was the same as that in the first, and that the prisoner could not be committed twice for the same offence, notwithstanding that a majority of the jury dissented from his Lordship's direction—which we may remark, by the way, they had no right to do.

On the 5th of April last Mr. Chief Justice SMALE, after taking occasion to state that "he had thought the mat- "ter over till his health had more than once become un- "equal to the occasion," confirmed his decision that the *Nouvelle Pénélope* was fitted up as a slaver, and that the Chinamen shipped in her were not "emigrants" within the Act. The Chief Justice also found that the captain had robbed KWOK A-SING and others of his companions of valuable property on the high seas, and that he was therefore a pirate. Within a short period (added the Chief Justice) six or seven ships, carrying about 3,000 coolies, had been burned or otherwise destroyed, with immense loss of life, in consequence of practices like those which prevailed on the *Nouvelle Pénélope*. For example, sixteen coolies, charged with the same offence as KWOK-A-SING had been beheaded under the order of the French Consul at Canton, and "men sickened at the scene." In the case of KWOK-A-SING the Chief Justice said it was not really the Chinese mandarins who demanded the rendition of the prisoner, but the French Consul —who, although the alleged crime was committed on board French ship, knew that in the eye of French as of English law the prisoner had been guilty of no crime. Such was the basis of the judgment against which the Attorney-General appealed, and we cannot see anything in it to shake our confidence in its propriety, or to account for the subsequent vacillation of the Chief Justice.

THE HONG KONG EMIGRATION ORDINANCE.

WE have received the full text of the Ordinance (No. 8 for 1871) modifying the regulations of the Chinese Passengers' Act of 1855. The application of this ordinance is expressly limited to Chinese passenger ships, being British vessels, clearing out on a voyage of not more than thirty days, and Chinese ships, of whatever nationality, proceeding to sea with passengers from Hong Kong. By the present Ordinance it is required that nine superficial and fifty-four cubical feet of space shall be reserved for every adult on board; that the height between decks shall be at least six feet; that a proper space shall be set apart and fitted up as a sick ward; that awnings shall be provided on deck; and that deck passengers shall have a space exclusive of others. Provisions, fuel, and water are to be at the rate of 1⅓lb. of rice or bread stuffs per passenger per diem, with ⅓lb. of fish, one ounce of curry stuff, 1⅓lb. of fresh vegetables, 2lbs. of firewood, and one gallon of water. The owners or charterers of the ship are to pay the fees of the emigration officer—$25 on both the application for, and the granting of, the necessary certificate; and the commander is liable to a fine of $500 if he neglects to show his papers within twenty-four hours after his arrival at any port. It is also required that the exact number of emigrants "under contracts of service" shall be stated in the certificate, and that their contracts shall be inspected by the emigration officer at the port of departure.

THE lengthened review of China trade by the Count de ROCHECHOUART has naturally attracted much attention, and will be read with interest by all who have the cause of civilisation and the extension of commerce in China at heart. The French Minister's paper is not only lengthy, but exhaustive; every sentence exhibits the result of acute observation and far-seeing prudence. Some allowance must be made for the imperfect and cramped style of the translation—which we reprint in another column—but these blemishes do not in any material sense detract from the value of a document which bears in its every sentence the impress of being composed by the thoughtful representative of an ally who has too long mistrusted her own powers of colonisation and improvement. If France can now be brought to co-operate in earnest with England, Germany, and America in the development of the Far East, there is no reason why her honourable rivalry in this direction should not put the other Powers we have named fairly on their mettle to the benefit of all.

AT a meeting of the Straits Association, held last week, the discussion of the Treaty with reference to Sumatra was postponed, as there was no copy of the document before the meeting. We learn that a telegram has been received from the Straits Association at Penang, expressing fear that the third article of the Treaty will greatly interfere with the freedom of trade with Sumatra. Resolutions were passed recognising the necessity for improved means of communication between Singapore and New Harbour, and that a railway is essential for that purpose. There was a difference of opinion as to whether it would be advisable for the Government to construct the line, and whether it would not be better carried out by a private company, looking to the excessive cost of Government House and other works as compared with the estimate formed by the Colonial staff.

IN another column we publish a letter of "A Straitsman," to which we should not have drawn especial attention if it did not reflect, so faithfully as it does, public opinion in the Settlements to which it refers. There is no need to accumulate evidence of the gross mismanagement on which our correspondent animadverts so justly. It remains for the residents themselves to insist on a better state of things than the present; and all we can do is to point to "A Straitsman's" letter as a fair commentary on a system, as disgraceful to the Home, as it is scandalous to the Local Government.

THE new Governor of Ceylon, the Right Hon. W. H. GREGORY, with Mrs. GREGORY and Captain MAXWELL, his *aide-de-camp*, left London on Monday last, the 22nd inst. He will proceed to Ceylon by the P. and O. steamer, which is due at Galle on the 3rd March. Sir HERCULES ROBINSON,

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the late Governor, has returned home by the present mail. The telegram published a fortnight since stating that Sir HERCULES had proceeded to Hong Kong proves to have been erroneous.

THE *Gazette* contains the appointment of Mr. W. H. LAY as Her MAJESTY'S Consul at Chefoo, consequent on the death of Mr. MARKHAM. Mr. JAMES MONGAN, Consul at Tientsin, has received an extension of leave, and will not return to his post until April or May next. Mr. LAY will therefore probably remain for the present at Tientsin, and Mr. MAYERS at Chefoo.

A REPLY has been received by the Chairman of the Straits Association from the Foreign-office, on the subject of the Sumatra treaty, to the effect that until the final ratification has been concluded with the Dutch Government a copy of the treaty cannot be supplied.

THE fourteen young Chinese who were sent from Canton to Paris to be educated have been placed at the colleges of St. Louis and Louis le Grand. They have all adopted the European dress with the exception of their guardian, who retains his native costume.

THE appointments of Senor JOAS JOAQUIM REMEDIOS as Consul-General, and of Senor AGOSTINHO GUILHERME ROMANO as Vice-Consul at Hong Kong for the Portuguese Government, have been approved of by Her MAJESTY.

WE learn that the King of HOLLAND has ratified the Treaty concluded with the British Government referring to the trade of Sumatra, which was lately approved of by the Dutch Parliament.

THE FRENCH MINISTER ON THE CHINA TRADE.

Count de Rochechouart, Chargé d'Affaires for France at Peking, publishes in the *Journal des Economistes* a paper of some length on the commerce of China, with the view of directing the attention of his countrymen to the immense field for trade open to them in the Far East, but in which they have hitherto taken so small a part, not only from a want of spirit of enterprise, but also from a lack of information as to the chief centres of affairs, the system of exchanges in those parts, and the kind of goods which are chiefly required for the consumption of the native population. Of the northern ports Tientsin and Chefoo are those which appear to the writer to present the greatest promise of future development. The Customs revenues of the former during the first quarter of 1871 amounted to Tls. 43,398, against Tls. 27,332 in the same period of 1869, or an increase of over Tls. 16,000 in two years. At Chefoo the extension is still more remarkable, the amount having increased from Tls. 40,091 to Tls. 79,216. As Peking and the Korea are destined sooner or later to be open to foreign trade, those two ports will become important markets—Tientsin for articles of luxury, of which Peking may be expected to make a large consumption; the other for the trade of the Korea, which has yet to be created. The three ports on the Yangtsze Kiang are little frequented by Europeans; the trade of Kiukiang is rapidly decreasing, notwithstanding the facility of introducing merchandise in the heart of the Empire by Lake Poyang and its affluents; Chinkiang is recovering, and has again become the seat of trade with the provinces of Shantung; at Hankow, which place enjoyed a momentary prosperity during the Taiping rebellion, the greater part of the European houses are closed. Several Russian tea houses are, however, thriving, and now export direct to Odessa without passing by way of Shanghai, as formerly. The decay of Ningpo has been so rapid that no one can be found to occupy gratuitously the residence of the Consul, who is now transferred to Foochow. This latter port, although occupying a prominent position as a centre of exports, is one of the least important for its imports. While 48,000 pieces of cotton goods entered the port of Kiukiang, one of the smallest, in the first quarter of 1871, the imports of the same article at Foochow were 2,650 only. This situation is owing to the transit dues imposed in the province of Fohkien for the creation of an arsenal and other causes, and which have driven the imports to take a less costly route.

Shanghai is the Empress port of the extreme East and the chief seat of the foreign trade. It is the place of export for the silk sent from China, but a considerable quantity of the teas formerly shipped from there are now exported direct from Kiukiang and Hankow. The towns on the Blue River and even Ningpo derive their chief supplies from there. The climate is agreeable, and the great epidemics which formerly ravaged the town have now become rare. Swatow is important for the cultivation of sugar, and a large refinery recently established there promises magnificent results. Canton lives on its former renown, but has in reality ceased to be a commercial centre, but it is still the port where smuggling is most largely practised.

The statistics given by Count de Rochechouart refer only to the first quarter of 1871. In that period the import and export duties amounted to Tls. 1,812,576, but the first quarter of the year is the dead season in China, as the tea and silk, which are the chief articles of export, only make their appearance on the markets at the end of May. Moreover, navigation is completely interrupted by ice between Shanghai and the northern ports during the months of January and February, and partially so on the Blue River by an insufficiency of water. The returns for the previous years give the total revenue for twelve months as £3,200 000, which sum, being calculated as an *ad valorem* duty of five per cent., represents a trade of £64,000,000. As, however, many of the articles are estimated below their value, are exempt from duty, or enter contraband, the total commerce of China is probably not less than £80 000,000. Of the sum of Tls. 1,812,576, received during the first quarter of 1871, the imports produced Tls. 416,090, and the opium tax Tls. 379.502. The largest sum, Tls. 290,636, was received at Shanghai, and the smallest, Tls. 31, at Kiukiang. Next to the grey and white shirtings, of which 2,955,311 pieces were imported in those three months, the stuffs most in demand are T-cloths, prints, and drills. The Customs tables also show a considerable trade in cotton, damask, muslin, cambric, cotton-velvet, and handkerchiefs. The Chinese prefer to buy these plain and dye them themselves. The colours usually worn by the working classes in the south are white or blue, but in the north they are more varied and it is the fashion to adopt a new one every year. Burnt ochre, black and bottle green have been successively worn. The colder climate of the north also requires a change of clothing according to the season, and that opens a market for a greater variety of productions. The woollen stuffs imported are camlets, lastings, lustrine, long cells, and Spanish stripes. The supremacy of England on the market is incontestable, but the Germans and Russians furnish a large share of the lower woollen goods. According to the writer the English and the Germans are almost the only European nations which trade in opium; the Americans and French only deal in it accidentally on speculation. This commerce is rather the speciality of the Parsee houses established in China, and some Jewish firms.

Notwithstanding the mineral wealth of China, the metals form a large part of the import trade. In the environs of Peking six or seven kinds of coal are to be found, varying from anthracite to a coal so ligneous and impregnated with sulphur that it will burn on applying a lighted match. Traces of iron, copper, lead, and silver are also found everywhere, yet the native manufacture is quite insignificant. Count de Rochechouart remarks that the Chinese Customs returns are very incomplete, excepting where the English trade is concerned. No special mention is made of French wines, preserves, clocks, or Paris articles, yet there are dozens of wine merchants at Shanghai, and five or six houses trade only in Paris articles, with Swiss and Belgian imitations. At Peking one is astonished at the quantity of European fancy goods that are found in the shops, and everything may be purchased, from toilet-soap and pomatum to chimney clocks and jewellery. One Swiss house imports hundreds of thousands of watches, yet no mention is made of them in the Customs returns.

All the attempts to introduce Lyonnese silks into China have hitherto failed. Negotiations were, however, opened about three years back between an English house at Chefoo and a company at Lyons, and samples were sent, but without result. There was a slight difference between the cost price named by the manufacturer and that at which the merchant declared a sale to be possible; moreover, according to the French system, the former would only deliver on a complete sale, while the latter wished only to act as commission agent. There is, nevertheless, an opening for European silks of handsome kinds which the native industry cannot produce, and which might find a sale among the wealthy classes, but competition is hopeless for light qualities of general use. Tientsin, from its proximity to Peking, offers the best chance of success for an enterprise of this kind; the manufacturer must not, however, count on orders for sale, but must be satisfied with finding honest and intelligent agents. In fine, the chief foreign import trade in China is from England, which possesses 87 per cent. of the total. The United States have little more than drills as an article of import. The Germans have no speciality, and trade on smaller rates of profits than the English or Americans. As for the French, their share is very insignificant, and there are scarcely a dozen houses on the whole coast of China; and this notwithstanding the bi-monthly service of the Messageries steamers, the establishment of a branch of the Comptoir d'Escompte, and the presence of Consuls and Consular agents, whose constant efforts aim at increasing the commercial relations of France in this country. French merchants, it is said, do not like speculative ventures, but there is nothing less uncertain than the trade with China.

The direct export trade of France from China is still less important, and among the firms which export silk are only to be found one French house and two Swiss. Yet of the 45,000 bales produced in China annually from 30,000 to 35,000 bales are taken for France. With such a consumption it is difficult to understand why recourse should be had to foreign intermediaries,

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and that the market for silk should be at London instead of Lyons or Marseilles. The northern ports of China are deficient in articles of export. At Tientsin, while the import duties in the three months of 1871 amounted to Tls. 29,000, the export dues did not exceed Tls. 5,000. Most of the steamers return to Shanghai in ballast, and the only freight they find is gensing, liquorice, drugs, bean-flour, oil-cake, and leather of a common kind. The wool of Mongolia at one moment had been counted on to furnish an article of export, but the absence of rivers does not permit the washing of the sheep before the shearing time, and consequently renders impossible the exportation of wool gathered in such conditions. Coal might furnish the desired freight, but the Chinese Government has so far given little encouragement to the working of the mines.

The competition between the steam companies has brought about a large diminution in the rates of freight from Europe, which have fallen from f.600 per ton to f.150 or f.175. A Liverpool company was also started after the opening of the Suez Canal to convey goods at £3 per ton, and first-class passengers for £60. The sailing navigation, although diminishing each year, is still of a certain importance. Thus, of 351 vessels which entered the port of Shanghai during the first quarter of 1871, forming a total of 194,775 tons, there were 138 sailing vessels, 127 sea-going steamers, 59 river steamers, and 29 Chinese junks. Of the sailing vessels 102 were from the Coast, 15 from England, 2 from America, 8 from Australia, 3 from Hong Kong, 27 from Japan, and one each from Holland, Manila, and Siam. Of the steamers 133 were from the Coast or the Yangtsze, 34 from Europe or Hong Kong, and 17 from Japan.

The banking operations are shared by a few large establishments at Shanghai and Hong Kong; these are the Comptoir d'Estompte of Paris, the Oriental Bank, the Mercantile Bank, the Chartered Bank, and, lastly, the most recent of all, but not the least important, the Hong Kong and Shanghai Bank. Each of them enjoys an almost unlimited credit, and together can meet all the requirements of trade whatever development it may attain.

Monetary and Commercial.

At a meeting of the directors of the India-Rubber, Gutta-Percha and Telegraph Works Company it was resolved to recommend a dividend of £2 5s. per share, making, with the interim dividend paid in August last, a distribution at the rate of 10 per cent. for the year, to write off £30,000 from the patents, goodwill, and depreciation account, and to carry forward £16,519.

The provisional official liquidators of the European Assurance Society have received directions to notify that a winding-up order having been made, it is not necessary for a policy-holder to pay his renewal premium in order to keep alive his claim against the company in liquidation.

Notice has been given that the firm of Hall and Holtz, of St. Benet's-place, Gracechurch-street, has ceased to exist. The business will be carried on for the future by Messrs. Thomas Alexander Cowderoy and Mr. Henry Powell Rainbow, at 5, New London-street, under the style of Cowderoy and Rainbow.

At a meeting of the creditors of Mr. John Howells, of Bradford, near Manchester, iron and mineral merchant, the creditors agreed to accept a composition of 2s. 6d. in the pound, payable in three instalments, at one, six, and twelve months, and further resolved that the debtor was entitled to his discharge.

A first dividend of 1s. 6d. in the pound is payable on the estates of Messrs. John Stewart and Co., of Liverpool, and Messrs. Macdonald, Tweedie, and Co., of Bombay, whose failure was reported some eighteen months since.

The demand for Bar Silver for the East has almost ceased; prices have therefore declined, and may now be quoted as about 5s. 0¼d. to 5s. 1d. per oz. standard. For Mexican Dollars the demand is inactive, and prices are quite nominal at the rates last quoted, viz., new coinage 4s. 11⅜d, old 5s. 1d.

The *Produce Markets Review* publishes the following remarks on the subject of the mixing and packing of Teas:—

The quality of a good deal of the Tea that is sold as superior and best is little superior to fair common Congou, and the tea is besides largely mixed with dust. The unfair manner in which most of the recently imported Kaisows are packed (some of the parcels containing nearly 50 per cent. of dust) is most unsatisfactory, and the practice has been, very properly, severely condemned by the trade. We regret to say, too, that many chops of Black leaf are little better. The demand at present is so large that it almost exceeds the supply; the consequence is that the wholesale dealers are at the moment practically powerless to show their feeling in an effective and wholesome manner, but with seasons of large and perhaps excessive, imports, such as are certain to follow a temporary scarcity, the dealers will have opportunities which they will know how to employ. It is the large operators in China to whom we must mainly look for support to check the present objectionable practices; they are at least as much interested in the matter as the dealers, and being on the spot have opportunities for making Teamen feel in a practical manner that it is not to their interest to pack tea unfairly. The systematic admixture of dust with the leaf was unknown in former years, and the early importations this season were in this respect satisfactory, and led us to hope that a general improvement had at last taken place, but recent importations show the reverse to be the case.

ARTICLES OF IMPORT.

TEA.

There has been a steady business done during the past week in nearly all kinds of Tea at full prices; the trade have been the chief buyers, but there have also been a few speculative purchases.

Black.—Red-leaf Congou siftings have sold at full prices to ½d. per lb. advance. Broken-leaf kinds show a rise of ½d. per lb. Fair to good common have sold from 1s. 0½d. to 1s. 1½d. per lb., being ½d. per lb. dearer than last week. Fair to good Kaisows have sold at rather better prices. In fine to finest there have been but few transactions. Pak Lin kinds remain in good demand. Black-leaf kinds: The low qualities show no improvement. Fair to good common have been more saleable, and prices have ruled slightly higher. Fair to good medium have been steady at last week's prices. In fine to finest there has been no change to notice. Common Amoy kinds have been inquired for at recent very low rates, but holders require an advance. Fair quality is saleable. New-make Canton kinds have been in fair demand at fully previous prices. Oolongs: Fair to good have sold from 1s. 3d. to 1s. 6d., fine from 1s. 8d. to 1s. 10d., and finest from 2s. 2d., to 2s. 10d., the latter in boxes. Souchongs: Some sales of good quality have been made from 1s. 6d. to 1s. 8d.; fair from 1s. 2d. to 1s. 5d. Flowery Pekoes show no change. Scented Teas: Canton Capers show no alteration. Foo Chow kinds have sold rather lower, from 1s. 3d. to 1s. 5d. Canton Orange Pekoes remain as before. Foo Chow kinds have sold at rather lower prices, from 1s. 3d. to 1s. 5d. for fair, and from 1s. 6d. to 1s. 8d. for good. In uncoloured Japans not much has been done. *Green:* The market remains steady, prices generally showing rather more firmness. On the 24th inst. 1,428 packages Ping Suey were offered in public sale, and all sold at full prices. Canton kinds show no alteration.

SILK.

There is no change to report during the week; prices keep very firm, although there is rather less business doing generally. Deliveries are very good; say from 1st to 24th inst.: China, 2,415; Canton, 1,401; Japan, 1,084; Bengal, 409.—Total, 5,309 Bales.

COFFEE.

Only moderate quantities have been placed on offer at the public sales of the past week, for which a steady demand has been shown, without the display of any great activity, and sales to a moderate extent have been effected at the prices current for last mail, which have throughout been firmly maintained. The rates realised for Ceylon have been—*Plantation:* Triage and ordinary, 64s. to 72s. small grey to coloury, 73s. to 76s. 6d.; low middling grey, 76s. to 78s.; bold ditto, 77s. 6d. to 81s.; middling coloury, 78s. 6d. to 81s. bold, 87s. 6d.; pea-berry, 86s. to 88s. 6d. *Native:* Triage, 65s. 6d.; good ordinary, 69s. 6d.; bold, 72s.; pea-berry, 73s., Privately, 150 tons and 1,000 bags *Native* have been sold for arrival at 70s., guaranteed good ordinary. Also on the spot 250 bags good ordinary Ouvah *Native* at 70s., and 400 bags at 69s. 6d. Other sales have been—405 bags damaged *Java* of indirect import (from Cape Town), ordinary pale at 74s. 6d. to 75s. 6d.; superior brown at 91s., 51 bags pale (subsequently) at 73s., and 52 bags damaged *Singapore* at 66s. to 68s. 6d. An offer of 74 bags *Penang* was bought in at 72s. per cwt.

SUGAR.

A fair demand has been exhibited for brown refining West India kinds, but all other descriptions and floating cargoes have been comparatively neglected, and scarcely any sales have been made. Of 540 bags *Penang* offered only 150 bags good and fine brown (duty 4s. 9d.) were sold, at 30s. to 30s. 6d.; 378 bags fine coloury soft *Siam* (duty 5s. 3d.) have been sold, at 35s.; 323 bags unclayed *Manila* (from Mauritius), at 26s., and 23 bags 895 pockets good clayed ditto at 30s., and 200 bags fine *Java* (duty 6s.) at 37s. per cwt.

CAMPHOR.—*China:* A moderate business has been done at previously ruling rates, viz., on the spot £4 4s., afloat £4 5s., but at the close a quieter tone prevails, and there is little doing, but prices show no signs of giving way. *Japan* continues scarce, and the small stock is held for high prices.

CANES.—At auction 20,000 China sold, yellow Bamboo at 1½d., black ¾d., Tonkin ¼d., Partridge 3d., and 1,984 Malacca at 4½d., 1,630 bundles Borneo bought in at 1d. to 2d., except 150 bundles, which sold at ¾d., 16,417 Pimento Sticks chiefly sold at 3d. to 5¾d. each.

COPRA.—No supply of Penang.

CUBEBS.—A small speculative business was done recently at 27s. 6d. to 29s. per cwt., but the demand very shortly subsided, and 230 bags at auction were retired.

CHINA ROOT.—Very scarce, and a small trade has been done up to 26s.; a parcel sold afloat at 20s.; on the spot holders are asking 25s.

COLOMBO ROOT.—Firm and scarce; 18 bales medium quality sold at 39s. to 41s. 6d. per cwt.

COIR GOODS.—A heavy supply of Yarn has been brought to auction, but with a generally good demand the greater part was disposed of at full rates. Fibre consisted chiefly of second-hand parcels, which were bought in. Rope sold steadily. Of 414 bales Ceylon Yarn one-half sold, ordinary and low middling, £29 5s. to £30 10s.; middling to good middling, £32 10s. to £36; fine, £40; 73 tons ditto in dholls nearly all sold, good ordinary to medium, £30 to £32 15s.; good medium to good, £33 15s. to £36 10s. Of Fibre 11 tons Ceylon sold at £19, and 119 bundles bristles at £34 15s.

COCOA NUT OIL.—There has been an improved demand for floating parcels of Ceylon, and a fair business has been done at 38s. to 38s. 6d. for November-December, and 38s. 6d. for January shipments. At auction 356 casks Ceylon chiefly sold at 35s. to 37s. 3d. for low to fine, of 466 casks Cochin offered only part sold, low to good at 38s. to 44s. 6d. per cwt. At the close Ceylon is dull at £37 15s. to £38.

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CUTCH.—The demand during the week has shown considerable improvement, and a larger amount of business has been done than for some time past, rates showing a slight advance. At auction sales of fine Pegu have been effected at 26s. to 26s. 6d., while privately Pegu (Elephant mark) in boxes has realised 27s. to 27s. 3d. per cwt.

DRAGON'S-BLOOD.—Market quiet; of 34 cases lump offered at auction a few only sold at £7 per cwt.

GAMBIER.—There has again been an active demand displayed, and prices at the close show an advance of about 6d. per cwt. upon rates current for last mail. The bulk of the transactions has again been in floating parcels; about 1,200 tons have been sold. December to March shipment at 20s. 6d. to 21s. ex ship, including 150 tons since arrived per Star of the South. Privately 50 tons have been sold on the spot at 21s., 200 bales pressed cubes at 23s., and 1,500 bags free cubes at 24s. to 24s. 3d. per cwt.

GALLS.—*China* have been in considerable demand, and about 1,000 cases have been sold on the spot at 60s. to 62s. per cwt.; afloat a fair trade has been done at 61s., and there are buyers now at that quotation. At public sale 164 cases chiefly sold at 61s. to 62s. *Japan:* No transactions.

GUMS.—*Benjamin.—Siam:* Rather easier; 44 cases brown sold at £9 10s. to £10 per cwt., and 1 case good £21 10s. *Sumatra:* Steady; of 63 cases one-third sold at £8 2s. 6d. fair seconds, £7 15s. to £7 17s. 6d. middling. *Copal:* Steady; of 1,389 cases at auction, half sold—very good hard, 38s. 6d., good ditto, 36s. to 37s., rather coated 31s. 6d. to 33s. 6d., ordinary drossy, 23s. *Damar* continues quiet, with small sales of fine Batavia at 57s. 6d. per cwt., part of 193 cases rather dusty, at auction, sold at 55s. *Gamboge:* Quiet; of 29 cases offered, half sold at £11 12s. 6d. to £12 2s. 6d. per cwt. for middling to fair, part rather run.

GUTTA-PERCHA.—There has been a very large business at 6d. to 1s. per lb. advance on fine, and 2d. to 4d. on common white, and market nearly cleared. In public sale 1,221 baskets partly sold; privately about 450 tons fine at 2s. 9d. up to 3s. 4d., fair 2s. to 2s. 7d., white and common 1s. to 1s. 6d.

HIDES.—At the fortnightly sales on the 25th Buffalo Hides sold readily, and both Singapore and Penang brought an advance of ¼d. to ½d. per lb.; 4,656 *Singapore* and *Penang* Hides nearly all sold, first heavy 42¾ to 30¼ lb. at 5d. to 5½d., better qualities 31¼ to 26 lb. at 5⅝d. to 6d., seconds 4⅞d. to 5⅛d., first light 11 to 14¾ lb. at 7d. to 7⅜d., seconds 6¾d. to 7d., 1,412 *Batavia* were bought in at 7¼d. to 8d.

HEMP.—The market for Manila has been, and still is, steady but not active, quotations being—good fair £48 5s., fair roping £47, brown £38 10s. to £40 per ton.

ISINGLASS.—The first monthly auctions of the year presented 97 packages *Penang* and *Manila*, of which barely half sold at previous value for desirable qualities, and at lower rates for inferior. Leaf, very good pale 3s. 10d.; fair 2s. 11d. to 3s. 1d.; dark thin to middling 1s. 6d. to 2s. 3d.; tongue, low to fair 1s. 4d. to 2s. 1d.; inferior pickings 4d. to 6d.

INDIA-RUBBER.—Good qualities are scarce and of ready sale, and there are buyers of Borneo afloat at 1s. 7½d. Singapore is dearer, and rather more than half of 77 baskets offered at auction realised 2s. 1d. to 2s. 1½d. per lb. for fine quality.

JAPAN WAX.—There is a full supply, and prices are about 8s. per cwt. lower; of 1,026 boxes at auction, about one-third sold; fine saucer at 87s. 6d. to 88s. 6d.; good, part softish 85s. to 87s.; the bulk of the remainder has since been quitted privately at fully relative rates. An offer of 5 cases from Borneo sold at 23s. 6d. to 24s. per cwt.

MUSK.—The market is very firm, the import being scarcer; of 26 caddies at public sale three-fourths sold, selected fairly shaped pods 33s. to 35s., rough and bally 18s. to 18s. 6d.

OILS.—*Anniseed:* About 250 cases have been sold afloat at 11s. to 11s. 6d., and at the close the market is dull at the lower figure. On the spot the nominal price in a quiet market is 11s. 6d. to 12s. *Cassia:* Cheaper on the spot, but dearer afloat, and some 200 cases were sold and re-sold at 5s. 6d. to 5s. 9d., but the market is now quiet, spot price 5s. 9d. *Nutmeg:* Three cases good sold at public sale at 10d. per oz. *Cinnamon* is very scarce and wanted; 4 bottles sold at 2s. 6d. for middling; 8 cases, low to ordinary leaf, sold at 6d. to 1s. 1½d. *Citronelle:* Much advanced; 48 cases at auction sold at 2d. to 2⅛d. per oz., and since 250 cases spot and afloat at 3d. to 3⅛d. *Lemon Grass:* Also in speculative request; 280 cases sold at 2⅜d. to 2⅝d., and up to 4d. and 4¼d. has since been paid.

PLUMBAGO.—The improvement noted in our report of last week is well maintained, and a fair business has been done.

PEPPER.—*Black:* Has slightly improved in value, notwithstanding recent heavy arrivals; very little business done afloat, but on the spot there has been a moderate trade. Singapore 6¼d. to 6½d., Penang 5¼d. to 5⅝d., Trang 5⅜d. *White:* Has been very firmly held, and speculators drove prices up to 1s. 0¾d. for Singapore and 1s. for Penang, but in sale 2,103 bags have been offered, when the price obtained for Singapore was 11⅛d. to 1s., and Penang 11¼d. to 11⅜d.

RATTANS.—Scarce, and extreme rates have been obtained; 2,400 bundles Singapore sold at auction at 6s. 11d. to 7s. 5d. per 100 canes for good.

RHUBARB.—Both privately and at auction a good business has been done at steadier rates, viz., very bold pinky fracture, 3s. 1d.; medium fairly-trimmed grey and pinky, 1s. 11d. to 2s. 4d.; high dried, 1s. 8d. to 1s. 11d.; ditto dull and horny, 1s. 1d. to 1s. 4¼d. per lb.

RICE.—The market has continued to exhibit great quietude. In auction of 5,189 bags Rangoon offered the sound portion was bought in at 10s. 3d., but 2,580 bags sea-damaged sold, first-class at 9s. 6d., sound heated 9s. 3d. Privately there has been a moderate inquiry for yellow Bengal, and on the spot about 250 tons Ballam have been sold at 8s. 9d. ex quay; also 1,500 bags Madras at 10s. 3d, ex quay, and 9,300 bags fine Rangoon at 10s. 9d. For arrival 200 tons Ballam have been sold at 8s. 10½d. ex quay.

SPICES.—*Cassia Lignea* is about 5s. per cwt. lower, as more offers; of 780 boxes offered about one-third sold at 109s. per cwt. for middling unworked. *Buds:* Steady, and firmly held; 185 cases at auction retired. *Cloves:* Unchanged; 3 cases Penang and 60 cases Amboyna retired. *Cinnamon:* Ceylon is dull, and has sold at auction at 2d. per lb. decline. *Chips* have continued in great speculative request, and more than 10,000 bags have been sold and resold at a further advance on both middling and common bark; prices for shavings being at the close for good quality:—Shaving Chips, 6½d.; Bark, 3½d. *Mace* is quiet, and of 278 cases at auction only a small portion was sold at 3s. 9d. to 4s. 6d. for ordinary to very good. *Nutmegs* have been dealt in to a fair extent, and prices are unchanged. At public sale of 384 cases offered a fair proportion sold. The market closes flat.

SAPANWOOD.—*Ceylon* is steady but quiet, with few transactions. For *Manila* and *Siam* a good inquiry prevails, but there is scarcely any on offer.

SAGO has been largely dealt in, and prices have advanced 1s. to 1s. 6d. per cwt.; at the close, however, the market is quieter. Of 761 boxes, and 9,753 bags at auction, a fair proportion of the latter sold, large 18s. 6d. to 19s.; small, 18s. to 18s. 6d. *Flour* is also dearer by 6d. per cwt., with considerable trade in Singapore at 16s. to 16s. 3d., and Borneo 16s. 9d. A large parcel of the latter has sold afloat at 16s. 6d. A good inquiry still prevails.

SOY—STAR ANNISEEDS.—The supply of both these imports is very limited, and extreme prices are demanded for all parcels which are offered. No transactions are reported.

STICKLAC is also scarce; an offer of 117 cases Siam was retired at £4 5s. per cwt.

SHELLS.—The monthly sales will take place on the 30th inst., when 230 cases *Mother-o'-Pearl* will be offered.

TAPIOCA.—Animation has again been apparent in this article, a very large business having been done in both *Singapore* and *Penang* up to 2¾d. per lb. for fine on spot, and in the former afloat up to 2⅞d. At the close the market is steady. *Flour* is ¼d. per lb. dearer, and of 1,320 bags offered part brought 2¼d. per lb. for good quality.

TOBACCO.—In auction on the 25th 89 bales *Manila* sea-damaged chiefly sold—Ysabella 1a, 39½d. to 40d.; 2a, 11¾d. to 14d.; Cagayan 2a, 11¾d. to 13½d.; also 5 bales *Java* sea-damaged at 6½d.

TURMERIC.—Java is unsaleable.

TIN.—On the 23rd inst. there was a strong reaction in the market, considerable excitement prevailed, and an extensive business was done in Straits at an important advance, about 450 tons having changed hands on the spot at from £142 to £147 cash fourteen days; 80 tons February prompt at £148, 40 tons March prompt £147, while the floating sales began at £143 by sailing vessel, and closed at £148 by steamer. Since the date named prices have been very irregular, and at the close the quotations are—Straits, on the spot and afloat, £146; Billiton, £145; Banca, £147 to £148.

VERMILION.—There is no supply of China.

NEW YORK MARKET REPORT.—JAN. 13.

TEA.

The market has shown no change during the week which has elapsed since our last report. There has been a good demand for Green and Japan, at steady prices. Black has been rather quiet, but rates are without change.

COFFEE.—The quiet tone displayed in the market for Brazil since the opening of the new year has continued; there is very little demand, and prices are ¼c. lower. Other descriptions are in active inquiry on the part of both traders and speculators, and an advance of from ¼c. to 1c. per lb. has been established. In Java there have been some resales of parcels already in second hands, amounting to 21,476 mats, tending towards a further concentration of the stock, but the particulars are of no special interest, except to the parties more immediately concerned. We notice 6,358 mats per Mars, &c., from first hands, and 11,015 bags Government, both parcels being quitted on private terms.

CORDAGE.—The market for Manila is steady at the decline noted in our last report.

CAMPHOR.—China is quoted 16c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $3; Cassia, $2.25 gold (duty paid).

GUNNY CLOTH.—Market quiet at 16c. to 17c. for Borneo.

HEMP.—The market for Manila continues very quiet at the last quoted rates, viz., 13¼c. to 13½c. gold; no transactions are reported.

INDIGO.—Manila is dull at $1.05 to 1.12½ currency.

PRESERVED GINGER.—China is quoted $9.50 currency (duty paid).

RHUBARB.—The quotation for China is 70c. to 100c. currency (duty free).

RICE continues without change; about 1,000 bags Rangoon have been quitted at $6.80 to 7 currency, and 600 bags in bond at $3.25 gold

SUGAR.—The business continues on a very moderate scale, neither buyers for refining, nor sellers being disposed to operate largely at present; the former on account of the low prices of their goods as well as the stoppage of several houses since last month, by which their wants are restricted to very moderate proportions, but more particularly to the extreme firmness of holders.

SPICES.—With but a very moderate distributing demand, dealers are not in the market for invoices, and prices are in a measure nominal. The result of the late auction sale of China Cassia, noticed below, has weakened this description, and we reduce our quotation. Batavia Cassia is unchanged. Mace is a shade lower, and Cloves are scarcely as firm as they have been. Pepper is steady. Nutmegs sell pretty freely at previous figures. Sales have been made in lots to the trade of Mace, at $1.37½ to 1.40; Penang Nutmegs, $1; China Cassia, 31c. to 31½c.; prime Batavia, 33c. to 34c.; Pepper, 17¼c. to 17½c. for Sumatra, and 18¼c. to 18½c. for Singapore, all gold, and Cassia Vera, 25 currency. By auction, 1,000 bales, containing 20,000 mats China Cassia, sold at 29½c. to 30½c. gold, cash.

TIN.—The stagnation in the market continues, and in the absence of business prices are wholly nominal. Straits is quoted 37½c. to 38c. and Banca 41½c. to 42c. gold.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass	Brandy.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.
				Tns.	Tons.	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£
Roslin Castle	Singapore	London.	Jan. 3	13	1	20	150	6	720	2462	520600	517	...	...	860	360	210	3200	...	168	88	822	180	57	1250	201	520	161	247	195	14	470	33	23	1008
Deerhound	Shanghai	,,	,, 3	110	...	...	150	5	...	212	1260500	37500	...	...	...	510	...	...	...	...	136	...	...	112	575	1278	...	144	...	...	...	14	...	7	132
Zeno, str., via S.C.	Colombo	,,	,, 4	1	...	...	...	...	150	821	804579	69928	...	...	...	169	...	10192	...	65	...	...	...	14	258	565	...	14	1210	...	...	60	27	7	31
Copernic, str.	Eastern Ports	,,	,, 5	...	...	...	...	...	292	2231	1828205	119932	160	1280	564	10407	...	20000	24	...	33	19	...	154	26	271	335	626	3054	...	26	183	8	2	962
Glenroy, str., via S.C.	Singapore and Penang	,,	,, 5	...	...	...	...	...	1147	1733	1482321	344846	167	...	...	1198	230	52800	25	...	...	...	...	4	...	...	£20	665	560	...	30	109	...	...	...
Do. do.	Java	,,	,, 5	...	...	...	...	...	...	...	17624	26525	...	...	...	...	...	4200	...	...	...	...	...	...	...	...	...	...	185	...	...	...	...	...	...
Do. do.	Hong Kong	,,	,, 5	...	2	78	50	...	350	996	952600	9514	...	..	650	11954	70	63600	...	...	...	300	...	2	...	200	...	1200	1486	190	...	...	6	17	27
Do. do.	Shanghai	,,	,, 5	...	...	...	100	2001	23	454	2560923	79922	550	...	...	24794	55	...	...	...	...	...	...	107	...	131	...	80	858	73	...	496	69	17	190
Do. do.	Japan	,,	,, 5	...	...	...	...	...	...	150	109860	7500	...	...	...	1755	...	75090	99	...	...	...	...	...	...	24	...	...	300	88	...	...	...	...	59
Duke of Abercorn	Shanghai	,,	,, 10	50	...	...	286	4	1490	457	5352815	124834	...	...	...	3205	250	...	...	18	54	1158	...	265	4430	999	425	129	...	...	...	830	71	...	23
Leucadia	Do.	,,	,, 12	87	28	...	340	...	...	16	3299225	40656	...	...	...	630	480	...	...	7	54	111	...	24	8948	364	...	30	80	...	...	12	...	2	68
Kingdom of Italy	Colombo	,,	,, 15	156	18	...	...	2	400	1530	35450	...	...	...	...	...	...	318	55	707	43	1463	2078	1432	1032	2156	756	50	106	90	...	732	29	10	94
Matilde	Manila	Livrpool	,, 3	...	...	...	10	...	850	2515	25350	12032	...	254	546	150	...	14200	17	...	...	946	...	...	280	246	...	558	165	361	...	2640	...	6	10
Ajax, str., via S.C.	Singapore and Penang	,,	,, 10	...	...	...	...	...	45	210	587088	115658	...	...	370	2100	...	...	...	...	...	2	...	...	1ck.	56	...	...	350	...	...	...	...	1cs.	10
Do. do.	Java	,,	,, 10	...	...	...	...	...	...	...	16950	9600	...	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	51	...	...	...	...	...	...
Do. do.	Manila	,,	,, 10	...	...	...	...	...	...	115	136780	77880	...	...	347	...	...	18120	...	...	...	...	...	...	...	...	...	...	415	...	...	...	...	...	...
Do. do.	Hong Kong	,,	,, 10	...	...	...	...	...	...	50	806580	33883	...	...	170	3101	...	186400	37	...	...	...	...	6	...	45cs	...	48cs	360	...	...	24	...	...	11
Do. do.	Amoy	,,	,, 10	...	...	...	...	...	...	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. do.	Shanghai	,,	,, 10	26	1	...	...	...	3064	1205	2434813	21643	...	...	...	12374	...	10300	157	...	...	...	...	...	...	27	...	...	1cs.	...	...	...	£330	2cs.	22
Do. do.	Japan	,,	,, 19	7	...	...	...	...	...	40	29350	27000	...	...	61	1350	...	20800	190	...	...	...	...	...	...	...	...	4cs.	2cs.	...	...	...	9	2	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	Cwt.	£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Roslin Castle	Singapore	43	16	...	186	70	...	15	...	103	6cs.	40	450	1052	...	...	...
Deerhound	Shanghai	5cs.	...	...	158	...	4	...	...	30	...	...	69	...	...	...	...
Zeno, str., via S.C.	Colombo	158	...	661	220	60	469	284	130	...	69	...	...	27	27	989	120
Copernic, str.	Eastern Pts.	394	...	276	634	100	2663	4051	375	24	62	46	25	110	1032	...	...
Glenroy, str., via S.C.	Singapore & Penang	90	...	20	79	10	125	499	56	...	288	...	40	1321	570	...	135
Do. do.	Java	25	...	...	...	...	10	...	...	...	...	...	...	...	...	...	...
Do. do.	Hong Kong	103	3	147	138	96	1435	...	167	...	85	227	...	...	...	...	100
Do. do.	Shanghai	49	...	38	334	20	48	521	52	...	72	146	1cs.	10	476	...	...
Do. do.	Japan	18	...	...	205	...	519	256	...	...	112	163	...	...	25	...	...
Duke of Abercorn	Shanghai	15	2	8	29	...	70	34	...	16	...	160	106	...	...	...	40
Leucadia	Do.	22	£21	...	142	...	16	62	...	...	...	186	...	...	...	...	...
Kingdom of Italy	Colombo	...	...	190	462	366	166	166	...	100	130	616	348	50	...	...	...
Matilde	Manila	60	...	1cs.	154	...	47	...	...	...	40	...	110	...	...	...	50
Ajax, str., via S.C.	Singapore & Penang	67	...	10cs	2cs.	...	...	20	903	135	...	...	...	...	33	...	20
Do. do.	Java	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. do.	Manila	...	...	...	206	...	...	...	50	1cs.	...	...	...	...	...	...	...
Do. do.	Hong Kong	30	160bx.	127	7cs.	7cs.	3cs.	1cs.	...	...	6cs.	...	1cs.	7cs.	2cs.	...	
Do. do.	Amoy	...	...	...	30	...	60	...	...	245	...	...	...	...	...	...	38
Do. do.	Shanghai	2010	...	26	152	1cs.	...	...	...	...	...	...	...	20	...	...	...
Do. do.	Japan	...	...	5cs.	2cs.	1cs.	7cs.	1cs.	105	...	...	...	...	10	...	...	...

ADDITIONAL.—Per ROSLIN CASTLE.—Cottons, £950; corks, £16; cement, £25; confectionery, 33 cases; effects, £460; firearms, £25; goods, manufactured, £85; matches, £140; coals and coke, 354 tons; tar and pitch, 120 barrels.

Per DEERHOUND.—Cottons, £3,000; cement, £100; effects, £150; mineral waters, £75; coals and coke, 203 tons.

Per ZENO (str.).—Effects, £189; goods, manufactured, £133; photographic materials, £100; plants, £10; gold lace, £600.

Per COPERNIC (str.).—Cards, 1 case; clocks, £175; cottons, £1,295; confectionery, 2 cases; effects, £572; goods, manufactured, £578; oil, £1,705; oilman's stores, 100 cases; tortoiseshell, £75; thread, £18; tarpauling, £170; tea, 1,200 lbs.

Per GLENROY (str.).—To Singapore and Penang: Cottons, £1,932; confectionery, 7 cases; carriage, £40; effects, £85; stationery, 11 cases; watches, £110. To Hong Kong: Cottons, £627 and 17 bales; effects, £150. To Shanghai: Cottons, £24,860; effects, £438; goods, manufactured, £110; india-rubber manufactures, £41; grindstones, £41; scientific instruments, £127. To Japan: Cottons, £200; oilman's stores, 4 cases; optical instruments, £100.

Per DUKE OF ABERCORN.—Cottons, £3,840; mineral waters, £20; matches, £626; coals and coke, 157 tons; tin plates, 500 boxes.

Per LEUCADIA.—India-rubber manufactures, £36; matches, £240; mineral waters, £187; sugar, 29 cwt.; coals and coke, 150 tons.

Per KINGDOM OF ITALY.—Cement, 40 packages, £36; effects, £55; felt, £20; goods, manufactured, £20; shot, £10; tar and pitch, 40 barrels.

Per MATILDE.—Cottons, £500; clocks, £50; hams, 4 cases; matches, £105; merchandise, £1,200; paper, 11 cases; toys, 6 cases; coals and coke, 261 tons.

Per AJAX (str.).—To Singapore and Penang: Clocks, £143; cottons, £400 and 17 cases; effects, £8; goods, manufactured, £50; ironware, 17 cases; smallwares, 7 cases; umbrellas, 7 cases; woollens, 1 case; beef and pork, 1 keg. To Java: Clocks, £70. To Manila: Cottons, £460; feathers, 1 case; hardware, 1 case; india-rubber, £100. To Hong Kong: Apparel, 1 case; cottons, 2 cases; china, 2 cases; hardware, 4 cases; provisions, 2 cases; thread, £500. To Foochow: Paper, £70. To Shanghai: Apparel, 1 case; cement, 5 cases; grindstones, £13; hardware, 1 case; merchandise, £4,100; paper, 1 case; woollens, 6 cases. To Japan: Merchandise, 2 cases; woollens, 11 cases.

Per HERMON, Liverpool to Hong Kong, cleared Jan. 6.—Coals, 637 tons.

Per ADOLPHO.—Woollens, £360. Per THRACIAN.—Provisions, £242; hardware, £270; hats, £14; soda-water, £52; cards, £15; shirts, £80 (short shipped); telegraph materials, £750; boiler tubes, £1,040; rod iron, 90 tons. Per TANAH MERAH (str.).—Plain cottons, 120,000 yards; saddlery, £140; hardware, £200; woollens, £100; linens, £370; mirrors, £80; plate glass, £72.

Per BLACK ADDER.—Fireclay, £6; oilman's stores, £63; earthenware, £12; hardware, £57; boots. £266; yarn, 2,240 lbs.; cordage, £179; paint, £45; mineral waters, £52; bar and rod iron, 64 tons; stationery, £9.

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Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Jan.24	Zanzibar	Gilmore	Batavia	Bristol
16	Maasnymph	Vogelsang	Do.	Brouwershaven
19	Perl	Westwater	Penang	London
19	Star of the South	Smith	Singapore	Do
16	Johanne	Bunje	Hong Kong	Bremerhaven
19	Caranja	—	Rangoon	Liverpool
20	Onglebert	Ballehr	Nagasaki	London
21	Diadem	Crowell	Batavia	Plymouth
21	Vale of Doon	Cartmer	Manila	London
22	Lake Constance	Patten	Ilo Ilo	Queenstown
19	Elizabeth	Feenstra	Batavia	Texel
19	Regina Maris	Ouwehand	Do.	Do.
19	Veritas	Spolander	Do.	Do.
10	Kedron	Howitt	Shanghai	New York
	Fontenaye	—	Manila	Do.
20	Amazon	—	Batavia, for Roterdm.	Off Seaford
21	Connemara	Hughes	Rangoon	Falmouth
23	Joshua	Stewart	Maulmain	Do.
23	Martha	Steere	Rangoon	Do.
21	Staatsraad v. Ewyck	Ham	Batavia	Texel
21	Marie Louise	Brechar	Sumatra	St. Nazaire
	G. H. Betz	—	Batavia	Painbœuf
11	Escort	Nichols	Singapore	Boston
24	Art Union	Huntley	Rangoon	Deal
22	Zes Gezusters	—	Batavia	Off Brouwershvn
12	Annie Bow	McLean	Shanghai	New York
25	Malden Queen	—	China	London
10	Scoloo	Hutchinson	Manila	Boston
12	L'Imperatrice	Forbes	Do.	Off do.
24	Merse	Tipstaff	Pasaroeang	Falmouth
25	Zulette	—	Maulmain	Deal
25	Guinevere	—	Shanghai	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan.16	Thomas Blythe	Trenery	Batavia & Sourabaya	London
19	St. Hilda	Kennedy	Cardiff & Singapore	Do.
18	Douglas Castle	Roche	Hong Kong	Cardiff
20	William Fruing	Chevlaier	Do.	London
20	Alcestis	Richards	Singapore & Sarawak	Do.
19	Alhambra	—	Hong Kg., via Cardiff	Liverpool
	Ceres	Cooper	Galle	London*
21	Glenduror	—	Manila	Liverpool
23	Winestead (s.)	Shetliff	Colombo, &c., via S.C.	London
	Prinses Amalia	Timmermann	Batavia	Brouwershaven
	Ulva	McIntosh	Singapore & Penang	Glasgow†
	L. C. B. G. (Russ. s.)	—	River Amoor	Cronstadt
24	Eliza Shaw	Gaye	Shanghai	London
24	Bacchus	Jerman	Cardiff and Galle	Do.
24	Creswell	White	Cardiff & Hong Kng.	Do.
23	Kate Covert	—	Yokohama	Liverpool

* After repairing. † After lightening.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Glengyle, Galley of Lorne. For Singapore, Hong Kong, and Shanghai: Africa. For Colombo, &c.: Strathclyde.

SAILING VESSELS.—For Yokohama and Hiogo: Albuera, Whiteadder. For Yokohama: Leander, Velocity. For Shanghai: Aracan, Cutty Sark, Sir Lancelot, Langstone. For Amoy, Chefoo, and Tientsin: Yarra. For Chefoo and Tientsin: Sing Tai, Fanny. For Hong Kong: Woodlark, Irvine, Jessie Isabel, Everest, William Ritson. For Manila: Maria. For Batavia and Sourabaya: Alerte. For Singapore: Pasithea, Janet Ferguson. For Penang: Peri, Rifleman. For Colombo: Southern Belle, Caroline Hutchings, Caldera.

At LIVERPOOL.—For Yokohama and Hiogo: Wood Hall. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Priam (str.), Hector (str.). For Hong Kong: Houri, Clymene, Cavalier. For Manila: Alejandro, Victoria. For Batavia and Sourabaya: Bothwell Castle. For Amboyna and Sourabaya: Soembing. For Singapore (via Tyne): Northern Light. For Aden and Colombo (via Cardiff and Suez): Stephensons (str.).

At GLASGOW.—For Batavia and Sourabaya: County of Bute. For Singapore: Rosedale.

SPOKEN.

921, 1st d.p. (Dutch), Batavia to Amsterdam, Nov. 22, 35 S., 22 E.
TELANAK, Batavia to Amsterdam Dec. 8, 14 S., 8 W.
MARIA DIEDRIKA, Cardiff to Batavia, Dec. 21, 2 N., 25 W.
AZOV (ship), from Hong Kong, Dec. 27, 29 N., 40 W.
PERUVIAN (American barque), Batavia to Boston, Nov. 23, 35 S., 18 W.
REDIE (?) (ship), Shanghai, to London, 85 d. out, Nov. 17, 33 S., 29 W.
INCONSTANT, Singapore to London, Jan. 2, 32 N., 34 W.
FLYING SPUR, Japan to New York, Dec. 21, 3 N., 20 W.
FLORENCE NIGHTINGALE, Bonny to Singapore, Jan. 9, 34 N., 37 W.
DUISBERG, Batavia to Amsterdam, Dec. 17, 13 S., 32 E.
SCHARNHORST (Ger. ship), Padang to New York, Dec. 12, 35 S., 22 E.
NIEUWLAND, Rotterdam to Padang, Nov. 20, 25 S., 33 W.
AQUILA, Sarawak to London, Nov. 8, 22 S., 68 E.
JAN V. BRAKEL, Padang to Cape May, Nov. 12, 25 S., 57 E.
VANGUARD, London to Penang, Dec. 20, 3 N., 23 W.
VICTORIA NYANZA (ship), from Shanghai, Dec. 1, in Lucipara Passage.
CANAAN, for Canton, Nov. 18, 21 S., 31 W.
AURORA (Dutch ship), Batavia to Amsterdam, Jan. 10, 50 N., 5 W.
JODAACOF (?) (Russ. barq.), Bat. to Fal., 110 d. out, Dec. 29, 31 N., 40 W.
YENESSE, Ceylon to London, 65 days out, Dec. 12, 7 N., 15 W.
FALCON (barq.), London to Foochow, Dec. 17, 3 N., 24 W.
WYKAAN ZEE (Dutch), Batavia to Amsterdam, Nov. 25, 34 S., 17 E.
ISTAPA, London to Singapore, Dec. 19, 3 N., 25 W.
ALEPPO (barq.), Liverpool to Singapore, Dec. 19, 4 N., 24 W.
H.M.F.V. (ship), for Batavia.

FREIGHTS AND CHARTERS.

We cannot report any improvement in outward freights, and the demand for ships for the Eastern berths does not increase. In coal freights we have to note a further advance, and current rates are firmly maintained.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. to 100s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Yokohama: 35s. to 40s. weight, 30s. meast. To Nagasaki: 45s. weight, 40s. meast. To Shanghai: 40s. weight, 30s. to 37s. 6d. meast. To Hong Kong: 32s. 6d. weight, 25s. to 27s. 6d. meast. To Amoy: 40s. weight. To Batavia: 20s. weight or meast. To Singapore: 20s. weight or meast. To Ceylon: 20s. weight, 17s. 6d. meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £47. To Hong Kong: £37 to £38. To Penang: £24. To Singapore: £27. To Batavia: £21. To Galle: £20. From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 42s. To Chefoo: 37s. 6d. To Shanghai: 47s. 6d. To Hong Kong: 38s. to 39s. To Manila: 25s. To Colombo: 21s. to 22s. To Galle, 21s. To Singapore: 27s. To Batavia: 22s. To Cheribon, 21s.

From Birkenhead, per ton.—To Shanghai: 36s. To Hong Kong: 30s. To Singapore, 20s. to 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 40s., ship 45s.; to Shanghai, steamer 35s., ship 40s.; to Hong Kong, steamer, 30s., ship 35s.; to Singapore, steamer 25s., ship 25s. to 27s. 6d.

CASUALTIES.

The Arbutus, which vessel sailed Dec. 28 from Shields for Galle, put back to the Downs Jan. 17, with loss of anchor and part of chain, but was supplied from Deal, and proceeded 22 for her destination.

The Atma, Watson, which vessel sailed Jan. 10 from Cardiff for Singapore, has put back to the former port damaged and leaky, having struck on a rock; she will have to discharge.

Advices from Rotterdam, dated Jan. 19, state that the County of Berwick, from Java to that port, was aground in the Hellegat, and would have to be lightened before she could be got off; later advices, dated 22nd, state that the vessel had been got aflost, after discharging several lighter loads, and had arrived at Rotterdam.

The Springfield (ship), Dwight, which vessel sailed from Newport for Singapore, Jan. 14, put back to Cardiff, 20th, with boats stove, cargo shifted, sundry other damage, and four men washed overboard.

Advices from Nexo, dated Jan. 17, state that the L. N. Hvidt (str.), had left that day for Pillau, with the remainder of the tea saved, ex Saida (str.), from London to Konigsberg, which vessel was stranded at Vang.

The Inverary, from Yokohama, which vessel arrived at New York, Jan. 3, reported that when she was coming up the bay she went ashore on the west bank, striking heavily and starting forefoot, windlass, bitts, &c, and opening her seams throughout; she has been docked for repairs.

The Matador, Kimme, from Ilo Ilo to London, which vessel put into St. Helena leaky, Nov. 5, proceeded Dec. 23, after undergoing repairs, and reshipping part of the cargo landed; about 41 tons of sugar in broken packages were sold for £416, and about 250 tons would remain stored until a vessel could be procured to convey the same to its destination.

The Francisco Calderon (str.), of Callao, Perks, which vessel sailed from Shields Jan. 8, for Macao and Hong Kong, with coals and pig iron, was abandoned 19th, about 340 miles S.W. of the Lizard, in a sinking state, having encountered a gale from S.W. on the previous day in lat. 46 N. long. 10 W.; the crew were landed at Dartmouth.

MISCELLANEOUS.

The Wistaria, Miller, which vessel sailed from London for Batavia, Dec. 19, put back to Weymouth, Jan. 23.

The Margaret Falconer, Scott, arrived at Falmouth, Jan. 22, from Mauritius, with sugar, ex Priam, Jamieson, from Ilo Ilo, which vessel had been sold there.

At PORT SAID.—Jan. 21, Parana (str.); 20, Glenroy (str.); 23, Vixen (str.), all three from London for Singapore, China, &c.

At SUEZ.—Jan. 21, Achilles (str.), from Singapore, China, &c.

At ST. HELENA.—Dec. 18, Brunette, Webb, from Hong Kong, and sailed, 19, for New York; Amitie, Ferrandy, from Singapore, and sailed, 20, for Marseilles; 25, St. Roch, Grivel, from Singapore, and sailed, 27, for Marseilles; 26, Daylight, Pearce, from Shanghai, and sailed for London.

Off ST. HELENA.—Dec. 24, Robert Fletcher, from Canton, for New York.

At ALGOA BAY.—Dec. 10, Tavistock, McConnell, from Colombo, and sailed for New York; 11, Anne Laity Banfield, Sherries, from Hong Kong, and sailed, 13, for New York.

At TABLE BAY.—Dec. 15, Blanche, Buhot; 17, Rene, Herve, both from Macao, for Havana (for supplies).

THE LOSS OF THE "TAEPING."—The Board of Trade have awarded a gold watch and chain to Captain P. Sabatier, of the French ship Omer

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et Julie, in acknowledgment of his humanity and kindness to the first officer and seven seamen of the ship Taeping, of Glasgow, whom he picked up at sea on the 29th of September, in lon. 110.59 E., and lat. 9.41 N. The Taeping was lost on the Ladd's Reef, in the China Sea, on the 26th of September, being then bound from Amoy to New York with a cargo of tea. The crew left her in three boats. The master, with his boat's crew, arrived at Saigon on the 15th October; the second officer and his crew were picked up by the Serica; and the first officer and his crew were picked up by the Omer et Julie on the 29th September. Captain Sabatier treated them with the greatest kindness, and although he subsisted them for fifty days on board his vessel he refused to accept any payment. The crew were landed at Batavia on the 17th November from the Omer et Julie.

AMERICAN SEAMEN IN CHINESE PORTS.—We learn from New York that a Bill is being prepared in the United States Senate Committee of Commerce to prevent what is called "running out crews" in Chinese ports. Ships leave the States with crews answering the requisition of law, but on their arrival at Hong Kong or some other Chinese port these crews are so abused that the men desert, and Malays or Chinese are shipped at merely nominal wages. The American Consuls at these ports connive at this, in order that they may receive the fee of $10 for a certificate of desertion.

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By order,

ALFRED TOZER, Secretary.

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

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1. The Greenwich Meridian bisects the Map equally, the Parallels of Latitude right lines, Meridians of Longitude equidistant as to latitude, converging to the Poles, and length of every Tenth Degree in English Miles.
   International Voyaging, Travelling, Exploring, and Telegraphic and Railway Routes, with distances in English Miles.
3. Oceanic Currents and Trade Winds, &c., indicated by a series of darts and arrows of direction.
4. Magnetic Variations, illustrated by a system of circular signs, and lines of no variation of compass.
5. Various Geographical Notes—
   Antipodes of certain localities determined—Sites of Ancient Cities and Land of Eden—Last Voyage of Sir J. Franklin—Farthest points reached by Navigators towards the Poles, &c.
6. A Reference Table and Traversing Lines eastward and westward, and Notes to elucidate periodical action of Solar Light and Heat, and Mean Temperature of Various Climates.
7. Maps of Arctic and Antarctic Regions.
8. Maps of Celestial Hemispheres and Sun's Course.
9. Method of Colouring indicates the Territorial Extent of Races, Languages, or Religions, as English, Spanish, Mohammedan, &c.

DESIGNED BY G. T. EDKINS, LONDON.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

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JOHN GOSNELL and Co.'s La Noblesse Perfume.

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FINE FLAVOURED STRONG BEEF TEA

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Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness. Excellent economical stock for Soups, Sauces, &c.

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AND PILLS.—The little attacks of illness attending childhood, though apparently trifling and evanescent, leave marks behind them when they recur frequently. The temper becomes irritable and the complexion soon grows murky. It is the duty of all having the care of children to attend instantly to their trivial maladies, for the radical removal of which Holloway's remedies have received the most encouraging and constant praise for the third of a century. These invaluable medicaments are safe and certain—they are mild in operation, yet effective in purpose, and readily applied by any attentive nurse. In all skin diseases—tetter, ringworm, toothrash, and every kind of eruption—the soothing power of Holloway's Ointment is most gratifying.

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PARENTS residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

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VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

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C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

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Close to the Landing Place, Depot of

EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

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Drawing and Reading-room free to Passengers.

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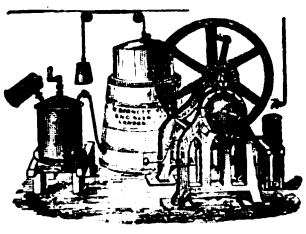
THE ONLY PRIZE MEDAL FOR SODA-WATER MACHINES.



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Soda, Potass Seltzer, Carrara, Lithia Magnesia, and Tonic Waters. Lemonade, Ginger Beer, Orangeade, Gingerade, Nectar, & Champagne Cider.

Full directions for preparing all the above drinks sent with each Machine.

Machines to make doz. bottles per day		Price		
No. 1 .. .. 300	...	£65	0	0
,, 2 ... ... 200	...	60	0	0
,, 3 ... ... 150	...	55	0	0
,, 4 ... ... 100	...	50	0	0
,, 5 ... ... 60	...	45	0	0
Prize Medal Bottling Apparatus ...		9	0	0

The above Machines are all packed entire, and can be set to work immediately on arrival.

The illustrated book of Advice before purchasing sent to any part of the World, or can be obtained at the Office of this Paper, and of the Agents abroad, through whom orders can be sent to the Manufacturer.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at he above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR MALTA ALEXANDRIA. ADEN BOMBAY	Every Thursday at 2 P.M.	—
	,, ,,	Every Monday at 5 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Thursday, Jan. 4, at 2 P.M. And every alternate Thursday thereafter.	Monday, Jan. 15. at 5 A.M. and every alternate Monday thereafter.
AUSTRALIA NW. ZEALAND	Thursday, Jan 18, at 2 P.M, And every fourth Thursday thereafter.	Monday, Jan. 29, at 5 A.M. And every fourth Monday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

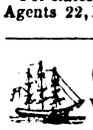
H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	in 18 days	rom England.
Japan	in 38	,, ,,
China	in 44	,, ,,
New Zealand	in 42	,, ,,
Australia	in 47	,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by he magn ficent steamers of the United States, New Zealand, nd Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents 22, Moorgate-street, London.



CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Sir Lancelot	A1 16 yr.	E.I.D.	With des.
Hong Kong.	Guinevere ...	A1 16 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

December 10
December 24
January 7
January 21
February 4
February 18
} For { Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The steamers of the 24th Dec., 21st Jan., and 18th Feb. connect at Aden with the steamers for Seychelles, Reunion, and Mauritius.

The steamers of the 10th Dec., 7th Jan., and 4th Feb. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
,, Constantinople .. ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,, ,,

For Passage, Freight and Information, apply to the Company's Agent, 97, Cannon-street, E.C; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Births in London are entitled to the conveyance of their luggage free to Marseilles.

CHINA AND JAPAN.

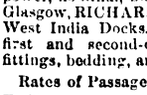
ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong	Everest	A1 14 yr	SWID	With des.
Amoy, Newchwang, & Chefoo.	Yarra	A in A1	SWID	With des.
Shanghai ...	Aracan	A1 14 yr.	SWID	With des.
Yokohama...	Leander	A1 16 yr	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

Steam via the Suez Canal.

To sail on the 31st January.

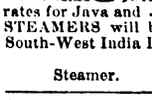


FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for JAVA and JAPAN, the splendid new full-powered screw steamer GALLEY OF LORNE, 100 A1, 1,389 tons register 240-horse power, nominal, built by Messrs R Napier and Sons, Glasgow, RICHARD ROBINSON, Commander; South West India Docks. Has elegant accommodation for first and second-class passengers, including cabin fittings, bedding, and linen; carries a surgeon.

Rates of Passage as follows:—

To Singapore ...	50 gs. first-class,	35 gs. second-class.
,, Hong Kong...	60 ,,	40 ,,
,, Shanghai ...	70 ,,	45 ,,

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange Buildings, London, E.C.

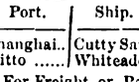


STEAM from LONDON, via Suez Canal, or PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java and Japan. The following magnificent STEAMERS will be despatched as under, from the South-West India Docks:—

Steamer.	Class.	Tons.	H.p.	To be despatched.
Galley of Lorne (new)	100 A1	1389	240	Jan. 31.
Lord of the Isles ...	100 A1	1846	240	Feb. 17.
Macgregor (new) ...	100 A1	1500	300	March 5.
Cyphrenes (new) ...	A1 20 years	1500	250	March 20.
Cheops	100 A1	984	150	April 5.

The accommodation for passengers is replete with every comfort, including bedding and linen.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, E.C



CHINA, JAPAN, AND JAVA. The following high-classed CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Tns	Class.	Dock.	To sail.
Shanghai..	Cutty Sark	921	A1 16 yr	E.I.D.	Jan. 30
Ditto	Whiteaddr	915	A1 10 yr.	E.I.D.	To follw

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

FOR SHANGHAI direct, with very quick despatch, the Clyde-built clipper ship CUTTY-SARK, A1 16 years (owned by Messrs. John Willis and Son), 921 tons register. G. MOODIE, Commander; East India Docks. This fine vessel has just been re-metalled, and is confidently recommended to shippers. First voyage—104 days, Gravesend to Shanghai; 108 days, Shanghai to Gravesend. Second voyage—97 days, Downs to Shanghai; 108 days, Shanghai to Docks.

For Freight apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Brokers.	Tons	To Sail
Glengyle, s.s. A1 100	Thos. Skinner & Co.	1,266	Jan. 30
YangTszè, s.s., A1 100.....	Norris and Joyner...	1,000	Feb. 10
Pasithea A1	Wright Bros. & Co.	587	Feb. 15
LIVERPOOL.			
Priam, s.s.	Alfred Holt.....	1,572	Jan. 27
Hector, s.s.	Alfred Holt.....	1,522	Feb. 10
GLASGOW.			
Rosedale, A1 10 yrs.	Thos. Skinner & Co.	459	Jan. —

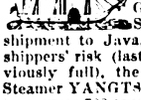
Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

PENANG, SINGAPORE, CHINA, & JAPAN—The following high-classed SCREW and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock	Last Shpping Day
Pen., Sing. Hg Kg., & Shanghai, via S.C...	Yangtsze (s.s.)	A1 18 yrs Lpool Bk	1220	SWID	Feb. 10
Shanghai..	Langstone	A1.....	746	EID	With des
Do. ..	Irvine	A1.....	655	EID	With des
Chefoo & Tientsin	Sing-Tai ...	A1 10 yrs	320	EID	With deg
De. ...	Fanny	A1 10 yrs	398	EID	With des

Excellent accommodation for passengers.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.



STEAM VIA THE SUEZ CANAL.—To PENANG, SINGAPORE, HONG KONG, AND SHANGHAI, taking cargo for transhipment to Java, Japan, &c., at through rates at shippers' risk (last shipping day Feb. 10, unless previously full), the splendid new full-powered Screw Steamer YANGTSZE, A1 18 years. Liverpool bark. 1 220 tons gross 780 tons net rezister. 160-horse power nominal, A. CORNER Commander; South West India Docks. This magnificent steamer, built this year by Messrs. C Mitchell and Co., Walker-on-Tyne, expressly for the China trade, is expected, from her large proportionate power, to make a very quick passage. Has splendid accommodation for passengers.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

"Castle" Line of Steam Packets.

Via the Suez Canal.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java and Japan—Packet for 31st January. The magnificent Clyde-built Steamship GLENGYLE, 100 A1, 1,266 tons register, 1 000-horse power effective, G. S. MCBAIN, Commander; now actively loading in the South West India Docks. This ship has superior saloon accommodation for passengers.—To be followed by the new s.s. Drummond Castle, sister ship to the Gordon Castle.

For Freight or Passage apply to THOS. SKINNER and Co., 5, East India Avenue, London, E.C.

THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January 1872. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

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Bremen	G. STEINMEYER.
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Suez	S. W. HOSPASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
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Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL & Co.
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OFFICE, 2, COWPER'S-COURT, CORNHILL. (Over the JERUSALEM.)

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Jan. 29, 1872.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 440.] LONDON, MONDAY, FEB. 5, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Feb. 5.
JAPAN — Yokohama	Oct. 20	Dec. 12	Dec. 19
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki	—	—	,, 14
CHINA — Peking			
Tien-tsin			
Chefoo	—	—	,, 13
New-chwang			
Hankow	,, 13	,, 4	,, 17
Kiu-kiang	—	—	,, 14
Chin-kiang			
Shanghai	,, 27	,, 15	,, 22
Ningpo	—	—	,, 20
Foochow	,, 27	,, 13	,, 22
Formosa			
Amoy	—	—	,, 23
Swatow	—	—	,, 24
Hong Kong	Nov. 10	,, 24	,, 28
Canton			
Macao			
PHILIPPINES— Manila	,, 3	,, 22	,, 23
COCHIN-CHINA— Saigon	,, 10	,, 18	,, 24
SIAM — Bangkok	—	—	,, 26
BORNEO—Labuan	—	—	,, 30
Sarawak	—	—	,, 29
JAVA — Batavia	—	—	,, 30
Samarang	—	—	,, 29
Sourabaya	—	—	,, 28
MALACCA STRAITS— Singapore	,, 24	,, 26	Jan. 4
Penang	Dec. 1	Jan. 4	,, 5
CEYLON—Galle	,, 13	,, 5	,, 13
Colombo	,, 13	,, 10	,, 11

THE MAILS, &c.

The French mail, bringing the above dates, was delivered, *via* Brindisi, this morning, its due date. The next inward mail (French), with dates, Yokohama Dec. 26, Shanghai Dec. 29, Hong Kong Jan. 4, Singapore Jan. 12, due, *via* Marseilles, on Monday, the 12th inst., will probably be delivered on the 9th. The Pacific mail, with Yokohama advices to the 22 Dec. may be expected in the course of the present week.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Brindisi, per P. and O. steamer *Malta*, arrived Feb. 1.—From Hong Kong: Mr. Pearson and servant, Master de la Rosa, Dr. Morris.

To Southampton, per P. and O. steamer *Ceylon*, expected to arrive Feb. 10.—From Yokohama: Mr. William Roper. From Hong Kong: Assistant-Surgeon Weir, and two second-class passengers. From Singapore: Captain Peterson, Captain Kuhn. From Ceylon: Mr. Sinclair, Dr. Thompson.

To Suez, per P. and O. steamer *Sumatra*, arrived Jan. 27.—From Singapore: Mr. J. W. Van Laer. From Galle: Mr. and Mrs. Wise, Miss Wise. From Hong Kong: Captain J. Roskell. From Singapore: Mr. G. H. Telfer and servant, Mr. Telfer and two children.

To Malta.—From Galle: Mr. W. Bower.

PASSENGERS OUTWARD.

Per French mail steamer *Tigre*, from Marseilles, Feb. 4 (booked from London).—To Yokohama: Mr. Canegashina Negski, Mr. K. Turwkawa, Mr. Flikawa, Mr. J. van Down, Mr. J. A. Lindo, Mr. Bonaquet. To Shanghai: Mr. and Mrs. J. Smith, Mr. and Mrs. James Jones. To Hong Kong: Captain Mann. To Singapore: Mr. Goris Wakefield and wife, Mr. J. C. Vyler, Mr. Alex. Duff. To Batavia: Mr. H. van Schelle, Mr. van Rappard, Mr. J. Eilers, Mr. L. Wynschenk, Mr. C. Wynschenk. To Galle: Mr. M. Newbiggen, Mr. Mackenzie, Mr. Sanders.

Per P. and O. steamer *Poonah*, from Southampton, Feb. 1.—To Singapore: Mrs. Martin and two children, Miss Niven and sister, Mr. G. W. Brown.

Per P. and O. steamer *Malta*, from Brindisi, Feb. 12.—To Singapore: Mr. Armstrong. To Ceylon: Mr. Keppel Jones.

Per P. and O. steamer from Suez, Feb. 16.—To Ceylon: Mr. W. H. Gregory (Governor of Ceylon), Mrs. Gregory, Capt. Maxwell.

Per P. and O. steamer *Delta*, from Southampton, Feb. 15.—To Hong Kong: Mr A. Drew, Mr. Ottley. To Singapore: Mr. T. J. Rose.

Per P. and O. steamer *Nyanza*, from Brindisi, Feb. 26.—To Shanghai: Mr. J. H. Anderson. To Penang: Mr. F. C. Bishop.

Per P. and O. steamer *Nyanza*, from Brindisi, Feb. 19.—To Bombay: General Sir Harry Ord, Lady Ord, and secretary (*en route* for Penang).

Per P. and O. steamer *Ceylon*, from Southampton, Feb. 29.—To Shanghai: Mr. W. G. Herdman. To Hong Kong: Mrs. Pyke, Mr. G. H. Woollatt, Mr. R. M. Gray. To Singapore: Captain Innes. To Ceylon: Mr. J. V. Tippet.

Per P. and O. steamer *Nyanza*, from Brindisi, March 11.—To Shanghai: Mr. R. H. Percival. To Hong Kong: Mr. N. C. Stevens.

Per Messageries Maritimes steamer, from Marseilles, Feb. 18.—To Shanghai: Mr. and Mrs. Leonard. To Hong Kong: Captain Patridge, Messrs. J. H. May, John Wilson, M. Cornes. To Batavia: Messrs. Boschadt, Oosting.

Per Messageries Maritimes steamer, from Marseilles, March 3.—To Shanghai: Mr. and Mrs. Rowley Miller, Mr. and Mrs. Brand. To Saigon: M. Hamonic.

Per steamer, *Galley of Lorne*, from London, Feb. 4.—For Singapore: Messrs. Ravenkilde, Cummings, Peachey. For Shanghai: Messrs. Stickler, Jacques, Cunningham Carroni.

Per steamer *Priam* (Holt's line), from Liverpool, Jan. 27. To Singapore: Mr. and Mrs. J. W. Gillespie, infant, and servant, Miss Laing. To Hong Kong: Mr J. Brenner, R.N. To Shanghai: Mr. and Mrs. Mc'Millan, Mr. A. T. Bauer, Mr. J. W. Mielenhauser, Mr. W. Fowler.

Per Pacific mail steamer *Great Republic*, from San Francisco, Jan. 5.—For Yokohama: Messrs. Geo. W. Brown, M. Yanagiya, F. H. Ohusted, G. Tonchi, J. Nourmoura, S. L. Murchi. For Hong Kong: Messrs. Alex. Manacho, Wm. Linod, A. H. Benning, Frederick Skinner, and 419 Chinese. For Shanghai: M. Petercochino, Mr. Samuel Johnson.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The distinguished Japanese party, headed by Iwakura, Prime Minister of Japan, coming as Envoy Extraordinary and Minister Plenipotentiary to the treaty Powers; Kedo, member of his Imperial Majesty's Privy Council and Assistant Ambassador; Akabo, Chief Minister of Finance and Assistant Ambassador; Ito, Assistant Minister of Public Works and Ambassador of the second rank, and Hama Guehi, Assistant Minister of Foreign Affairs and Ambassador of the second rank, left Yokohama 22nd Dec., and arrived in San Francisco on the 15th Jan. They were received with much respect, and a committee was formed to escort them from the wharf. It was expected that the party, numbering 105 persons, would leave here in eight or ten days for New York, accompanied by Mr. Charles E. De Long, American Minister, and Mr. Charles W. Brooks, Japanese Consul resident at San Francisco, by the Central and Union Pacific Railroad to Omaha; thence by special Pullman Hotel train, *via* Burlington and Missouri and Pennsylvania Central Railroad, through to New York without change. In addition to the above, the following passengers are reported:—For New York: David King, jun., George Hurlbut, Lieutenant Commander Abbot, United States Navy; also the Japanese Embassy, together with twenty-six attachés, sixteen secretaries and interpreters, sixteen servants and twenty-three Japanese students. Passengers for Boston: Captain C. P. Hawes, G. Farley, jun. For Chicago: G. Holmes. For Baltimore: G. Gill, Mr. Legawa, Mr. Mureta. For Omaha: G. Muller. For Europe: Captain A. D. Currie, L. R. Goldsmith and six Japanese students.

FATAL FIRE.

A fire at the Oshiwara tea houses destroyed 400 houses, and eighty women were burned or drowned in the surrounding ditch. Fires at Yedo are reported, all caused by the careless use of kerosene.

NATIVE NAVAL TACTICS.

A naval review took place at Yedo, the Mikado being present, and apparently much interested. The United States frigate *Colorado* went up to be shown to the Mikado, but as the native naval review was soon to occur the Japanese begged the Minister

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to send her away, as she was entirely too neat looking, and the Mikado might decide to have no fleet at all, if not as well kept as the American, so the *Colorado* departed for China, avoiding the Korean coast.

THE MIKADO ON NATIONAL PROGRESS.

A late edict of the Mikado says :—

My country is now undergoing a complete change from old to new ideas, which I sincerely desire, therefore I call upon all the wise and strong-minded to appear and become good guides to the Government. During youth-time it is positively necessary to view foreign countries, so as to become enlightened as to the ideas of the world, and boys as well as girls, who will themselves become men and women, should be allowed to go abroad, and my country will be benefited by their knowledge so acquired. Females heretofore have had no position socially, because it was considered they were without understanding, but if educated and intelligent they should have due respect. Six young Japanese women of rank go to America in care of Mrs. De Long, to be sent to some seminary of learning at the expense of the Government.

RELATIONS WITH HAWAII.

The Consul-Generalship of the Hawaiian Islands has again been accepted by Mr. E. M. Vanseed, and his *exequatur* has therefore been issued by the Japanese Government.

MARKETS.

Imports dull, the price of silk fully maintained. The average amount of teas is settled without change. Exchange 4s. 6d.

CHINA.

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SHANGHAI.

Advices from this port extend to the 22nd December; the French mail with London dates Oct. 27 arrived out Dec. 15. The following summary of news is from the *North China Herald* :—

We are at present experiencing exceptionally cold weather, the thermometer having marked as low as 19 degrees. Ice in the neighbourhood has been "bearing," and numbers have been out on ponds behind Hongkew. The ice bears without much risk, though some few fell in, from accident or incautiousness. The ponds, however, being seldom more than six inches in depth, there is nothing more serious to be apprehended than wet and muddy feet; but the ice-farmer's interest interferes with the skater's pleasure. Such a store of the luxury is being laid up in this productive weather that we should expect next hot season to see it cheaper and better than usual. Several houseboats are coming back, badly damaged by ice in the creeks up country. The Paper Hunts have had to be suspended on account of the frost.

The public have had thrown open to them a new route for through telegrams *via* Russia. The international correspondence is attended to by Danish employes of the Russian Government, and so complete has the system proved that messages have been received here from London in nineteen hours, time which it is hoped will be surpassed considerably after a few months' working. But the first consideration for the public is, that the opening of the Russian line lowers rates very considerably. The advantage of having two telegraphic routes to Europe, as a precaution against stoppage, is sufficiently great; but the projectors can scarcely have anticipated the extremity to which that advantage would be pushed. We are informed, however, that in the absence of direct communication, a telegram has been sent to, and an answer received from, Hong Kong *via* London, thus doubling the whole of the Old World to obtain information from a place only 800 miles away.

A fire has occurred among the Chinese houses at the corner of Foochow and Shantung-roads. The first alarm was from a tailor's shop there, which was immediately wrapped in flames inside, and threatened a large conflagration among the houses adjoining and in rear. Time had not elapsed for appliances to arrive ere the flames had become very fierce, thoroughly enveloping the house and communicating with the foreign hong alongside by the roof. The wind was fortunately very slight, but drew in rather an unfavourable direction, north east, and the fire seized with startling swiftness on the continuation of the row in which it appeared. The first check offered to it was by extincteurs, which, ineffective from the distance at which the operator was obliged to work owing to the great heat, proved more useful when taken inside the houses next the fire and played from under the shelter of the walls. The hooks and ladders at once began to cut off the connection at about the fourth house from the corner; but when the engines got into play it became apparent that they would be quite able to keep the fire from spreading further in that direction, and this was therefore given up. Besides the French and English truck companies, the engines were on the ground with creditable speed, and quickly disposed themselves wherever water was to be found. The native householders cleared their houses of movables as fast as possible, and many of them must have passed the night in a miserable plight. The fire department did good service, but the interior of the foreign hong was difficult to get at, and could not be extinguished for several hours. We must not omit to mention the presence of two parties of men-of-war's-men—from H.M.S. *Curlew* and *Juno*—who were active in helping to work the engines, or in doing whatever else they could to second the efforts of the fire brigade. A child three years old, belonging to the occupant of the house first burnt down, was killed. The whole of the Chinaman's property—a valuable stock, which he had accumulated as tailor for foreigners chiefly—was destroyed. Mr. Burjorjee, tenant of the foreign-house, loses about $250.

A Chinkiang junk, bound for Shanghai, with a cargo of 450 bags of rice to the order of a foreign firm, has been wrecked outside Woosung. Her position was no sooner discovered than a number of native boats went off to her and began to plunder the cargo. One of the junkmen succeeded in getting ashore, and brought information of the loss to this port, when a sufficient police force was sent down to protect the wreck. Six people were arrested and are now in custody, and their three boats have also been detained.

In exercise of the power given them by Article XX. of the Land Regulations, the Municipal Council have elected Messrs. Krauss and Zimmern to the vacancies caused by the retirement of Messrs. Blydenburg and Jellicoe. The chairman also notifies that Mr. E. B. Souper will officiate as Secretary to the Council, in the stead of Mr. Johnson, who goes home on a well-earned leave of absence.

The Amateur Dramatic Corps and the Concordia Amateurs have both given very successful performances at the German Theatre. We hear, also, that the Chefoo Amateur Dramatic Corps have given their third performance for the season, the performance being followed by a ball, at which eight ladies were present. The winter has set in early at Chefoo, with an unusual amount of snow.

A Tientsin correspondent writes, on the 8th December, that the river was still open, and a large quantity of water coming down. Li is reported to be on the point of departure for Pao-ting-foo, his provincial capital. He sent away his family more than a month back, and was to have followed immediately, but has put it off. A Ningpo correspondent says that frost has continued for several days, and threatens to interrupt traffic by closing the canals. Thermometer during the day, 35.

We understand that a challenge has been given by the Singapore volunteers to the Shanghai corps for a shooting contest. The proposal is that the volunteers at each place should shoot on a particular day, a naval officer acting as umpire, here and at Singapore, and that the risk of bad weather should be accepted at both ends. Considering the prevalent weather at Singapore, this risk is rather onesided.

Instructions have been received at the P. and O. and Messageries agencies, in accordance with which the departure of the mail steamers will be delayed one day till further notice, making the time of the trip home one day less. The present mail steamer leaves under the new *régime*.

The annual parade of the Shanghai Fire Department has taken place in front of the Astor-house. Several of the principal streets were paraded, and the brigade was halted for practice on the English Bund.

The stock and goodwill of the Bank Exchange Billiard Rooms have been sold by auction, and bought by Mr. J. S. Baron for 3,400 taels.

A correspondent, who signs himself "X.Y.Z." complains of the lecture by the Rev. Griffith John, reported in our issue of the 27th October. The writer says :—"Mr. John mentions two of the difficulties with which he and his brother missionaries have to contend against in China,—the opium traffic, and the immoral lives of many foreigners resident in China. As regards the special kind of immorality to which Mr. John perhaps refers, I have only to say that it exists in various forms all over the world, and that the minds of abler men than Mr. John have long, but in vain, sought a remedy. The opium question comes next, but an argument to be good should not be one-sided, and I think that Mr. John, in bringing forward his figures to a provincial audience, has slightly erred in this respect. I accept his figures *cum grano*, and say that the Chinese *do* pay £15,000,000 per annum for the cost of Indian opium imported into the Flowery Land. But "what is this among so many," or what proportion does it bear to the cost of dram-drinking in England?

At the annual meeting of the Chamber of Commerce, held on the 18th December, F. Porter, Esq., in the chair, the report was unanimously adopted. Resolutions to the effect that the agents of mail steamers should have the option of mooring their vessels to swing to the tide in the Upper Reach; that no brokerage be paid, except on goods actually delivered; and that the charge for fire insurance be fixed at ¼ per cent. per mensem; and that, in addition to the commissions already passed, a charge of 5 per cent. be introduced for taking up bottomry bonds were also passed.

The Chairman then drew attention to the existing dissatisfaction with the Chamber's telegrams, and it was resolved that the Committee be empowered to enter into arrangements with Reuter's Telegram Company for obtaining commercial messages as suggested in the 5th proposal in the circular attached to the report, and to make a call upon the members to provide funds for the expenses for the six months ending 30th June, 1872. The Chairman said it was intended to increase the subscription from Tls. 50 by Tls. 72—making it Tls. 122.

After a resolution to urge on the authorities the necessity of dredging the bar, the meeting separated.

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HONG KONG.

We have advices from this port to the 28th December; the Messageries Maritimes steamer *Cambodge* arrived out on Dec. 24 with the London mail of Nov. 10.

The Chief Justice has refused a new trial in the action of Kwok-a-Sing *v.* Paunceforte, the Attorney-General. A telegram to this effect was read out in the Privy Council Court on 1st inst., as reported in another column.

We are indebted to the *China Mail* for the following items of intelligence:—

A preliminary meeting of the members of the Commission appointed to inquire into the state of the police force has taken place at the office of the Acting Attorney-General. It has been decided not to publish the proceedings until the investigation has been completed, as it is considered that this would involve the issue of partial statements, in which the reputations, if not the characters, of individuals might be concerned, and which it would not be correct to publish until the full particulars, one part of which might explain the other, can be obtained. We understand that the business transacted at the meeting was of a merely formal nature. There will be a vast amount of evidence, documentary and other, to go through, and the proceedings may probably extend over one or two months. The Commission consists of the Hon. T. C. Hayllar, Hon. W. Keswick, Messrs. F. W. Mitchell, F. Stewart, H. Lowcock, W. Lemann, and G. Falconer, and Mr. A. Lister is to act as secretary. The selection is in every way satisfactory; and, though we should of course prefer to give an account of the proceedings, we cannot deny the cogency of the reason for refraining from opening the doors to the public until the investigation is ended.

It has been admitted by the oldest residents that this is the coldest winter season experienced by foreigners in Hong Kong. There have been many sharply cold days during former winter seasons here, and numerous vague traditions float about concerning wonderful tiny scales of ice and lumps of hoar frost discovered in somewhat mythical corners of the island; but this season the colony has established its reputation as an ice-field. There has been a *bona fide* piece of ice discovered on the high road of the thickness of a dollar and the hardy consistency of the real article; while hoar frost has been gathered in pieces or scales from the vegetable gardens up the hill. An attempt was made by an enthusiastic colonist to preserve this icy memory of Dec. 1871, but the pleasant sunshine thwarted the laudable purpose, and the meteorological marvel has passed away, to reappear again, possibly, once or twice during the present century. The cold has not been unpleasantly severe, and certainly if such weather were only to last, for say six months, Hong Kong would be the finest and most bracing climate under the sun. The thermometer at the Civil Hospital, west, has stood at 36½. Snow has been observed on the top of the mountain behind Stonecutter's Island (Tai-mo-shan), and icicles have been visible on the windows of the buildings there. It is said that the weather is even colder in Canton than on the island.

An application has been made at Judges' Chambers, before the Hon. the Chief Justice, by Messrs. Jardine, Matheson and Co., to take over Lot No. 64, on which the premises known as the offices of Messrs. Lyall, Still and Co. stand, and some other property which had been mortgaged to them. His Lordship directed the official assignee to make over the property to the applicants on condition of the mortgagees paying twice the amount of the mortgage.

Further robberies have been committed, the victims being Messrs. Pustau and Co.'s senior mess, and Colonel Norman, houses Nos. 1 and 2, Praya East. From former robberies and this latest annexation, the burglars must have quite a godown-full of plate stowed away somewhere. Will H. E. inspire an endeavour to find out the hidden treasure?

Captain Gilman, of the American three-masted schooner *Emma Augusta*, which arrived here Dec. 19th in a damaged condition, speaks in the very highest terms of the services rendered to him by the captain and officers of the Messageries Maritimes steamer *Godavery*. Such friendly consideration is only what might be expected from a body of gentlemen hitherto and always celebrated for their unexceptionable kindness and courtesy, but we gladly avail ourselves of the opportunity of conveying to them and to the public Captain Gilman's acknowledgments.

An extraordinary meeting of the shareholders in the Indo-Chinese Sugar Company was held on the 13th Dec., to confirm the resolution passed at the last meeting concerning the ratification by the shareholders of the sale to Mr. V. Kresser of the Bienhoa property and of the Lak-han estate. Mr. Geary occupied the chair, and the resolution referred to, having been read over, put to the meeting, and seconded by Mr. Nicaise, was confirmed by an unanimous vote. This closed the business, and the meeting separated.

An extraordinary general meeting of the Canton Insurance Company was held the same day. The Chairman proposed the following resolutions, relating to certain proposed changes, viz.:—First—That in order to extend the business of the office, the shares be increased by one hundred, thereby making the number three hundred, instead of two hundred as at present. Second—That the nett profits of the office be divided as follows:—Two thirds among contributing shareholders, calculated *pro rata* on premium contributed, and one half amongst shareholders generally as dividend. Third—That the funds of the office be deposited with banks on such terms as the general agents may find most advantageous. These resolutions were carried unanimously.

The postponed meeting of the Hong Kong Pier and Godown Company was held on the 22nd Dec. The chairman, Mr. W. Lemann, remarked that this meeting had been called for a special purpose, it being necessary to confirm by resolution the rules drawn up by their solicitor for their guidance. They wanted their own regulations, and not those imposed by the Ordinance of 1865, which were not suitable, as they had seen by the difficulty of calling a meeting under them. A document containing the articles of association was then submitted to the meeting and adopted.

A meeting of the China Traders' Insurance Company was held on the 27th Dec. The report showed that the amount of premia collected in Hong Kong and China between the 1st of November, 1870, and the 31st October, 1871, after deducting all sums paid as bonus and commissions, and adding interest, amounted to $307,071.82. After making the necessary deductions there remained a sum of $180,000, to be appropriated as follows:—$45,000 to be carried to reserve fund, $45,000 to be divided *pro rata* among contributing shareholders, and $90,000, or $450 per share, to be paid to shareholders as general dividend. At the meeting the report was adopted and the above named dividend declared, payable on the 30th Dec.

The Hong Kong Choral Society intend giving a concert in aid of the Chicago Relief Fund early in January, and, though somewhat late in the day, will doubtless show to those concerned that Hong Kong has not been altogether unmindful of the common principles of benevolence and of kindly international feeling.

SIAM.

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BANGKOK.

The following items are from the *Advertiser*:—

The remains of H.R.H. the late Krom Looang Wongsa T'iratsanit were committed to the flames on Dec. 7 with the usual ceremonies. The pyre was ignited by H.M. the Wang Looang, and then each according to the rank laid his quantum of fragrant wood upon the pile. Formerly the foreign residents who were present at these cremation ceremonies had to stand at the right hand after crossing the bridge, exposed to the full blaze of the sun, but this time they stood on the left of the King, and in the rear of H.G. the Regent, H.E. the Kalahome, and H.E. the Praklang, under an awning, with the Mahatleks on their left facing the King.

We learn that the Loas prince who arrived on the 6th Dec. from Cheangmai had received an express command from H. M. the King of Laos to convey Dr. Vrooman to the capital of his kingdom at the Government expense. This speaks well for the friendly feelings of the Laosian king towards the missionaries, and gives to them an assurance that they need be under no anxiety, as far as the King and his Government are concerned.

It appears that we made a slight mistake in the title conferred by H. M. on Capt. Ames; it should read, Looang Ratt'a-ya T'eeban Bancha with the grade of 600 na.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates extend to the 4th January. The P. and O. Mail, with London letters to the 17th November, arrived on the 22nd December; and the French mail, with London advices to the 24th November, came in on the 26th December.

The following items are from the *Straits Times*:—

The principal event has been the visit of his Majesty the King of Siam, on his way to Calcutta to visit the Viceroy of India. His Majesty arrived on the morning of the 21st December, in his private yacht *Bangkok*, accompanied by the Siamese war steamers *Regent* and *Siam Supporter*. Mr. Knox, H. B. M.'s Consul General at Siam, accompanies the expedition. His Majesty landed in state, under royal salutes from his own vessels and from Fort Canning, and was received by the Colonial Secretary and Government officials, and escorted to the Hotel de l'Europe, one building of which had been devoted exclusively to the use of his Majesty and suite. He left on the afternoon of the 23rd for Penang, where he was entertained by H.E. the Administrator, and met with a public reception by the residents. Admiral Shadwell, with H.M.S. *Iron Duke*, also went down to Penang to aid in his Majesty's reception. H.M.S. *Ocean* was here during his stay at Singapore, and his Majesty paid a visit to both her and the *Iron Duke*, and was gratified by a practical illustration of the working of the guns during an engagement. The *Ocean's* broadsides, fired while he was on board, excited his astonishment, as did also the discipline of the crews of both vessels, and it is not improbable his Majesty will seek to make some improvement in his own fleet, which he must see is out of date. The *Ocean* also left for Trincomalie, on her homeward cruise, on the 24th December.

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The Christmas and New Year's holidays passed off very quietly. The banks and mercantile community observed the 23rd and 25th Dec., and the Government offices the 25th and 26th. New Year's day was marked, as it always is here, by sports on the Esplanade and a regatta for native boats in the harbour, both of which were highly successful, and kept the native community, ashore and afloat, in the best of humour. The only event worthy of note was the fruit and flower show of the Agri-Horticultural Society at the Botanical Gardens, held on the afternoon of New Year's day. The floral display was very effective, and it is gratifying to observe that a few Chinese gardeners exhibited specimens of their skill in the culture of fruits and vegetables, a fact that may in future years have good effect, in inducing a spirit of emulation among them to improve the size and quality of their productions, of which the entire community will reap the benefit.

The subscriptions to the Chicago relief fund, together with the proceeds of the amateur concert, amounted to $1,739, which has been forwarded to the United States Minister at London. The Armenian and Parsee community are exerting themselves in swelling the fund for the relief of the sufferers by the famine in Persia, with very encouraging results. His Majesty the King of Siam, on his visit to Singapore, expressed his hearty sympathy with the unfortunate people, and contributed $200.

The approaching criminal session will be one of the heaviest that has been tried here for a number of years.

There are a large number of cases arising out of the late riots, besides the trial of Captain Sachsze for shooting one of his seamen on board the barque *Burlington*, while lying at anchor outside the bar at Bangkok, and the prosecution against Moh Choon, head of the Ghee Hok Society, for the alleged abduction of a woman. The new Chief Justice, who is expected by the next English mail, will find plenty of work.

His Excellency the Administrator returned to Singapore on the 4th January from his visit to the other Settlements, which has extended over some three weeks. The Honourable J. W. W. Birch, Colonial Secretary, left for China by the last French mail, on a short leave of absence, during which he intends making a tour of China and Japan. The Hon. C. J. Irving, Auditor-General, has been appointed Acting Colonial Secretary during his absence. It is rumoured that his Excellency Captain Shaw, R.N., Lieutenant-Governor of Malacca, intends availing himself of leave of absence shortly; and it is also expected that his Excellency the Administrator will go on leave after the return of Governor Ord. The reported appointment of Captain Walshe, a military officer holding a civil appointment at Sierra Leone, to the police magistracy at Singapore, has occasioned surprise here, and we need scarcely say is viewed with considerable apprehension.

The work of repairing all the roads in the northern division of the town appears to have come to a dead lock. The road along the Esplanade has been encumbered for days with piles of broken granite on both sides of the way, and there they are left, while the few coolies the Municipal Commissioners have in their employ seem to be all engaged in patching elsewhere. Surely, they ought to be able to procure a larger staff, and not allow a work so badly needed, and which ought to have been completed in two or three months, to be extended over a period of six or eight months—perhaps altogether abandoned.

Five seamen who deserted from the American ship *John Clark*, in one of the ship's boats, were found near one of the islands known as The Two Brothers, brought back to Singapore, and sentenced to three months' imprisonment. They had been ten days at sea.

PENANG.

Dates are to the 5th January; the P. and O. mail of December 1st arrived out on January 4th. The news by this opportunity is unimportant. The King of Siam during his progress through the settlement was presented with an address from twenty-four Chinese merchants, to which his Majesty returned a reply the next day.

Commercial Report.

(*For dates see first page.*)

IMPORTS.

HANKOW.—The position of the market had slightly improved during the fortnight, holders of Cottons being supported by firm Home advices and higher rates quoted at Shanghai, but there was only a small demand; advices from the inland marts were still discouraging and the business since last mail had been confined to local requirements. Grey Shirtings had advanced 2 candareens, closing rates being Tls. 1.70 to 1.73 for 7 lbs., Tls. 1.82 to 1.84 for ordinary, and Tls. 1.91 to 1.92 for best 8¼ lbs. No sales of heavy weights. White Shirtings: Inferior counts lower, best 64 to 66 reed were the only goods which found buyers. T-Cloths: Fair demand for fine Mexican 7 lbs., realising Tls. 1.52 to 1.58; a few 8 lbs. taken at Tls. 1.81 to 1.83. Drills improved about 5 candareens, sales of best English at Tls. 3.10 per piece. Woollens and Worsteds: Prices slightly weaker. Metals: Lead, nothing doing, prices at last advised. Quicksilver, Tls. 73.60 per picul.

SHANGHAI.—Grey Shirtings: Sales had been to a moderate extent, and chiefly in small parcels for immediate delivery. The current rates for all classes of 8¼ lbs. showed a slight decline on those ruling for last mail, but 7 lbs. were without change, and in good demand. Heavy goods of very best chops had been sold up to Tls. 2.65. The reported sales were 21,000 pieces 8¼ lbs., at Tls. 1.81½ to 1.88; 20,300 pieces 7 lbs., at Tls. 1.66½ to 1.68½; 3,500 pieces 9.10 lbs., at Tls. 2.60 to 2.65. Stocks were increasing, with deliveries on a limited scale. White Shirtings remained dull; best chop, 64 reed, Tls. 2.15. T-Cloths: Buyers had advanced about 2 cands., resulting in the settlements of 6½lbs. at Tls. 1.14 to 1.36 for commonest up to best Mexican; 7 lbs. at Tls. 1.33 to 1.51 ordinary to good Mexican. Chop dollar 7 lb. worth Tls. 1.60; 8 lbs. 36-in. inferior, Tls. 1.75 to 1.80. Drills: Demand chiefly for Dutch 14 lbs., at Tls. 2.92½ to 2.96; 15 to 15½ lbs. English met buyers at Tls. 3 to 3.05 best chop of full weight. American, Tls. 3.12. Jeans: English 8 lbs., Tls. 2.25 to 2.26; fair enquiry. In other makes no transactions to report. Sheetings: 14 to 16 lbs. English placed at Tls. 3.20. In Dutch and American no change. Cotton Yarn: About 165 bales sold at Tls. 103 to 105½. Fancy Cottons: Small demand for White Spots at Tls. 2.20, and for Black Velvets at 19 to 21 cands.; best goods held for higher figures; Chintzes (assorted) sold at Tls. 1.50 per piece; good White Brocades at Tls. 2.25; Damasks at Tls. 4.80, and Gentian Shirtings at Tls. 2.45. Woollens: Scarlet Long Ells, fair chop, Tls. 6; C.P.H, assorted, Tls. 5.50; Figured Orleans, Tls. 3.80 to 4.40 ordinary assortments up to best spot. Medium Cloths, 81 cents to Tls. 1.1.5, according to width; Black Plain Orleans, Tls. 4 to 4.15; Black Lastings, Tls. 9.55. Metals.—Nail Rod Iron: About 4,000 bundles disposed of at Tls. 2.65 and 2.75. Lead in small inquiry at Tls. 4.60 for L B.

HONG KONG.—The business done had continued to be on a retail scale, but at the close for this mail there were signs of more activity, which would probably lead to an improvement both in price and demand. For the time the approaching holidays induced native dealers to reduce their operations to the smallest possible extent, and confine purchases to actual requirements. Grey Shirtings were still in an unsatisfactory position; holders were firm in the face of an advance in values in Manchester, and as the dealers' supplies were small, as soon as a good demand was shown quotations would advance. White Shirtings declined 5 cents per piece. T-Cloths: 6 lbs., best would only command $1.61; Mexicans unsaleable; 7 lbs. common, in large stock; small demand met by holders at former values; Mexicans neglected; 8 lbs. not asked for. Drills and Fancy and Dyed Cottons unchanged. Woollens and Worsteds: All more or less neglected, although holders were willing to accept lower prices than those previously ruling. Metals: Nail Rod Iron firm, but an advance asked by holders had checked business. Bar Iron unaltered. Hoop advanced 10 to 15 cents per picul. Round also risen in value. Quicksilver: In small supply, the best brand commanded $98.50 per picul. Lead: Dull of sale and nominally unchanged.

BATAVIA.—Owing to the occurrence of the native holidays, and the prevalence of stormy weather, but little has been done in the import market.

MANILA.—A steady and fairly active business had been doing during the fortnight, at previously ruling rates.

SINGAPORE.—There had been very little change in the import market during the fortnight preceding the departure of the mail. The tone had been quiet throughout, and business consequently limited.

PENANG.—The only arrival had been the steamer Patroclus, and the supplies brought by that vessel had been trifling. Business, both in the import and export markets, had been greatly interfered with by the Christmas holidays and the visit of the King of Siam. Prices showed no alteration.

EXPORTS.

TEA.

HANKOW.—A few chops of Siangtam Tea had been taken at last mail's rates. The season was almost closed. Quotations: Oonams, common, 10d. to 10½d. per lb.

KIUKIANG.—Black, eight chops shipped on native account. Prices purely nominal. No Ningchows had come forward. Green, eight chops shipped on native account.

SHANGHAI.—The following is from Messrs. Drysdale, Ringer, and Co.'s Report:—The present Tea season is now so far advanced that the business which will transpire from date, to close of season 1871 and 1872, must necessarily be of such a limited character as to call for but few, if any, remarks thereon. We therefore shall not again have this pleasure till the operations of the following season become of interest. *Black:* We consider current rates for Black extremely high, and quite Tls. 1 to 2 over rates current at home, for the same class of Tea, per latest advices. Stock is 11,000 chests against 13,300 same time last year. Export to England shows an increase of 8¾ millions, and to America it is one million pounds in excess of quantity sent to corresponding date of last year. *Green Tea:* We have no change in rates to report. The supply sent to the United States shows an increase of one million pounds, whilst to England the shipments are about equal to what they were at same time last year. Stock is now only 33,000 half-chests against 66,000 half-chests, which counterbalances the excess in export. Supplies are coming down slowly, and it confidently asserted that the total will not be larger than it was last season. Prices range from Tls. 22.7.5 to 29, for common to medium, Tls. 30 to 40 for medium to fine, Tls. 40 to 48, for fine to finest Fychows, Teenkais and Moyunes, one or two chops, of fine lines only, having realized Tls. 58.5. Pingsueys: A chop of low proportion has been sold at Tls. 20, medium to fine at Tls. 38 to 45, fine to finest of fair proportion at Tls. 46 to 50, some fine lines bringing Tls. 58 to 68 per picul.

FOOCHOW.—Only a moderate business had been transacted. Congou: Dust and broken leaf purchased to some extent at former rates. Other kinds unchanged. Settlements 3,691 chests at Tls. 3.6 to 18, arrivals 2,955 chests. Quotations:—Dust and siftings, Tls. 3½ to 8; broken leaf to ordinary, Tls. 8½ to 13; fair to good common, Tls. 13½ to 16½; and flavoury, Tls. 17. Souchong: No arrivals, settlements 325 chests at Tls. 25. Oolong: Settlements 4,500 half-chests at Tls. 13 to 23, arrivals 3,000 half-chests. Scented Teas: About 850 boxes taken at Tls. 15 to 18. Flowery Pekoes: 30 chests settled at Tls. 21.

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AMOY.—The fortnight had been quiet, settlements amounting to only 6,000 packages. Rates declined about $2, and the market was cleared of all but a few parcels of common and inferior grade. Supplies from the country had ceased, and the season was considered as practically at an end.

CANTON.—The transactions had been very trifling in extent. Prices were unchanged.

SILK.

SHANGHAI.—Messrs. Skeggs and Co. report as follows:—Business has been carried on quietly but steadily throughout the fortnight, and owing to frequent shipping opportunities aggregates a larger total than was anticipated. The purchases comprise nearly every description except chops which are in very small stocks and held for higher rates. whilst in other grades prices are much the same as quoted in our last circular. Dealers are firmer at the close, but exchange is in favour of buyers. The following are a few of the leading quotations: Chinsue Gold Lion, 28s. 10d.; Chinlu, 27s. 10d.; Eukefong Blue Elephant, 27s. 5d.; Chunling Red Peacocks, 26s, 11d.; Yokwha Phenix and Cloud, 26s. 11d.; Tingfong Green Elephant, 25s. 9d. to 26s.; Choeyling Cock and Worm 4, 27s. 10d.; Fatmow Hainan, No. 2, 26s. to 26s. 3d.; Re-reeled Tsatlee, 28s. 4d. to 31s. 8d.; Re-reeled Hainin, 28s. 10d. to 32s. 2d.; Kahfok Gnanling Kahing, 26. 3d.; Fookong Taysaam, 23s. 2d. to 24s. 2d.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5⅞d.	4s. 6d.	4s. 6d.
Shanghai ,, ,, ...	6s. 0¼d.	6s. 1d.	6s. 1⅛d.
Canton ,, ,, } Hong Kong ,, ,, } Macao ,, ,, }	4s. 4⅞d.	4s. 5d.	4s. 5⅛d.
Singapore ,, ,, ...	4s. 5⅛d. to 4s. 5⅛d.	4s. 5⅛d. to 4s. 5⅛d.	4s. 5⅛d.
Manila ,, ,, ...	4s. 5d.	—	—

MISCELLANEOUS.

	At Shanghai.	At Hong Kong.
Bills on India	304½	221 to 221½
,, Hong Kong...	27½ to 27⅝ dis.	—
Bar silver	111.5.0	9½ prem.
Mexican dollars	75.1.0	2 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 61 to 62; Old, 64 per cent. prem.
Hong Kong Gas Company, $64 per share.
Hong Kong and Whampoa Dock, 26 per cent. discount.
China Traders' Insurance, $2,500 premium.
Hotel shares, 62 per cent. discount.
Hong Kong and Macao Steamboat Company, $40 premium.
Hong Kong Fire Insurance Company, $380 prem.
Union Insurance Company, $1,500 premium.
China and Japan Marine Insurance Company, Tls. 106 premium.
China Fire Insurance Company, $69 premium.
Victoria Fire Insurance Company, $72½ premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, $25 dis.
Indo-Chinese Sugar Company, $15 dis.
North China Insurance Company, Tls. 260 premium; new office Tls. 500 per share.
Shanghai Steam Navigation Company, Tls. 82 to 85 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $10 dis.

TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Daylight	Aug. 7 ...	Shanghai ...	818,600
Sarah Scott	— 15 ...	Do. ...	815,500
Avon	— 26 ...	Do. ...	841,900
Avona	Sept. 14 ...	Do. ...	960,500
Amoor	— 26 ...	Do. ...	402,800
Seatoller	— 26 ...	Do. ...	654,000
Hope	Oct. 2 ...	Do. ...	585,200
Elizabeth Graham ...	— 20 ...	Do. ...	820,300
Centurion	— 23 ...	Do. ...	1,283,400
Constantia	— 23 ...	Do. ...	581,600
Celestial Queen ...	— 23 ...	Do. ...	990,100
Fort Regent ...	— 23 ...	Do. ...	799,700
Her Majesty ...	Nov. 8 ...	Do. ...	519,400
Victoria Nyanza ...	— 13 ...	Do. ...	1,470,000
Ailsa...	— 18 ...	Do. ...	1,477,600
Hopewell	Oct. 21 ...	Foochow ...	791,800
Florence Nightingale	— 21 ...	Do. ...	625,500
Falke	— 26 ...	Do. ...	127,100
Carmelita and Ida...	— 30 ...	Do. ...	451,400
Devana	Nov. 2 ...	Do. ...	1,100,400
Killarney	— 3 ...	Do. ...	618,500
Columbus	— 3 ...	Do. ...	1,012,500
Ino	— 10 ...	Do. ...	406,000
Brockham	— 20 ...	Do. ...	1,371,300
Reigate	— 22 ...	Do. ...	1,318,800
Allandale	— 22 ...	Do. ...	591;200
Beemah	— 29 ...	Do. ...	1,215,200
Ottercaps	Sept. 26 ...	Canton ...	541,800
Veronica	— 27 ...	Do. ...	418,000
Chanticleer... ...	Oct. 9 ...	Do. ...	73,600
Burdwan	— 30 ...	Do. ...	971,500
Onward	Nov. 4 ...	Do. ...	415,000
Corea	— 4 ...	Do. ...	581,100
Crest of the Wave ...	— 21 ...	Do. ...	678,500
Rollo	— 30 ...	Do. ...	783,800

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company ...	500 ...	500 ..	200 ...	4 p.c
Shanghai Gas Company ...	100 ...	100 ...	145 ...	12 p.c
Shanghai S.N. Company ...	100 ...	100 ...	188 ...	12 p.c
S. Tug and Lighter Company ...	850 ...	850 ...	400 ...	5 p.c
French Gas Company	50 ...	50 ...	63 ...	10 p.c
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$580 ...	12 p.c
North China Insurance Co. ...	Tls.1,000	Tls.200	Tls.480 ...	trien.
North China Steamer Company	100 ...	100 ...	75 ...	
Union S.N. Company	100 ...	100 ...	114 ...	10 p.c
Yangtsze Ins. Association ...	500 ...	500 ...	950 ...	15 p.c
Union Insurance Society ...	$5,000 ...	$1,000 ...	$2,500 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	500	$475p.s
China and Straits S. N. Co. ...	100 ...	25 ...	25 ...	
Hong Kong and China Gas Co.	£10 ...	£10 ...	nom. ...	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100 ...	Tls.220 ...	12 p.c
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$175 ...	12 p.c
China Fire Insurance Co. ...	500 ...	100 ...	167 ...	12 p.c
Hongkew Wharf Co. ...	... Tls. 100	Tls. 100	...Tls.160 ...	

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Dec. 17, Canton (str.); from Liverpool, 12, Diomed (str.); from London, Jan. 31, Wylo, Danube (str.), (reported by telegam).

At HONG KONG AND CANTON.—From London, Dec. 13, Bombay, Cheops (str.); from Cardiff, 12, Cecrops; from Southampton, 18, Mirzapore; from Newport, 24, Meteor; from Hamburg, 26, Canton; from New York, 17, Gemsbok; from Callao, 11, Clotilde; from Cardiff, Canaan; from London, Gordon Castle (reported by telegraph).

At MANILA.—From Liverpool, Dec. 10, Emiliano (str.), 11, Maria Fidela.

At SINGAPORE.—From London, Jan. 2, Teviot (str.); from Cardiff, Dec. 25, Ottolina; 26, G. T. Ray; from Sunderland, 25, Belle of Southesk; from Glasgow, 26, Kinfauns Castle; from Liverpool, 28, Patroclus; Jan. 3, River Eden; from Newcastle, 3, Nimrod.

At BATAVIA.—From Liverpool, Dec. 22, A. E. Vidal; from Newcastle, 23, Jesmona; 26, Padang Packet; from Brouwersbaven, Dec. 14, Henriette Geertruida; from Texel, 23, Vice-Admiral May; 25, Nicholas Witsen.; from Bordeaux, 23, Alphonse Nelie; from New York, 25, Argonaut; from Liverpool, Jan. 25, Batavia (reported by telegram).

At PENANG.—From Liverpool, 25, Patroclus (str.).

DEPARTURES.

From SHANGHAI.—For London, Dec. 12, Borealis; 14, Achilles (str.); for New York, 17, Miako.

From FOOCHOW.—None.

From HONG KONG and CANTON.—For London, Dec. 22, Achilles (str.); for Hamburg, 11, Ellida; for New York, 31, Ilione; 21, Armin.

From MANILA.—None.

From SINGAPORE.—For London, Dec. 22, Sree Singapura (via Penang); 27, Commander (str.), Wallace; 29, Achilles (str.); for Liverpool, Jan. 2, Emiliano (str.).

From BATAVIA.—For Holland, Dec. 13, Louise; 14, Willem Poolman; for America, 17, Nevada.

From PENANG.—For London, Jan. 2, Commander (str.); for Plymouth, Dec. 29, H.M.S. Ocean; for London, 31, Achilles (str.), Nola (cleared).

VESSELS LOADING.

At YOKOHAMA.—For London, Walton, Lizzie Iredale.

At SHANGHAI.—For London, Diomed (str.), Canton (str.), Albert Victor; for New York, Hampton Court (full), Lelia M. Long (full), Omba (full), Samuel G. Reed.

At FOOCHOW.—For London, expected: Achilles (str.), Canton (str.); for New York, none.

At AMOY.—For New York, Clementia.

At HONG KONG and CANTON.—For London, Carricks (full), Cathaya (full); for New York, Johann Carl, Ringleader, Competitor, Ellen Munroe, Puritan; from London (reported by telegram), Feb. 2, Jesmona, Matilda Atheling, Osaka.

At MANILA.—For Liverpool, &c., Emiliano (str.); for Channel (f.o.) (via Ilo Ilo), Moss Glen, Maria Fidela, Cornuvia; for New York, Clytie, Highlander, Belvidere, Sea Flower, Anahuac, Fred. Warren.

At SINGAPORE.—For London, Blanche, Belle of Southesk, Edmond Wolfram, Fitzroy; for Liverpool, Hibernia (str.), Jacoba Helena, Jorgen Bruhn, Kinfauns Castle, Martin Luther, Min; for Glasgow, British Constitution; for Rotterdam, Accra; for Hamburg, Friso; for Boston, John Clark; from London, previous to Feb. 1, Eleanor; from Liverpool, Jan. 26, Mongul (reported by telegram).

At PENANG.—For London, Alice, Sree Singapura.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, steamers and sailing vessels are on the berth at £3 10s. per ton of 40 and 50 ft.; to New York the rate is £3 10s. to £3 15s. per ton of 40ft.

At FOOCHOW.—To London, steamer £3; to New York, £3 15s. per ton of 40ft. nominal.

At HONG KONG AND CANTON.—To London, £3 per steamer; to New York, £3 10s. per ton nominal.

At MANILA.—There is a scarcity of tonnage, and an advance on present rates is expected. The Maria Fidela is taking a full cargo dry sugar for United Kingdom at £3 10s., and the Moss Glen £4 per ton.

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At SINGAPORE.—To London, tin, sago, gambier, £3 per ton; sago in boxes, £3 10s.; pepper, £3 10s.; coffee, £3 10s.; hides, £3 15s.
At PENANG.—To London, £3 10s. to £3 15s. per ton.
At BATAVIA.—To London, sugar, £3 10s.; to Amsterdam, f.75.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Dec. 9	Beneduc	Manila	—
,, 10	Moorhil	London	Singapore
,, —	Victory	Cardiff	Do.
,, 11	Azetecs	Batavia	New York
,, 12	Mary Emmid	Newcastle	Singapore
,, —	Laurens Costet	Batavia	Rotterdam
,, 13	Eric	Zebu	Liverpool
,, —	Hoek van Holland	Batavia	Rotterdam
,, —	Allendale	Foochow	Falmouth
,, 16	Galatea	Manila	Boston
,, 19	Pipillon	Macao	Havana
,, —	Maruat	—	—
,, 20	Josefina	Cebu	Spain
,, —	A. E. Vidal	Liverpool	Batavia
,, —	Lesmora	Newcastle	Do.
,, —	Vice-Admi. May	Amsterdam	Do.
,, —	Petronella	Rotterdam	Samarang
,, 22	Argonaut	New York	Batavia
,, 25	s'Gravenhage	Brouwershaven	Do.
,, —	Padang Packet	Texel	Do.

LATEST TELEGRAMS.

MILITARY INSURRECTION IN THE PHILIPPINE ISLANDS.

MADRID, FEB. 1.—A despatch has been received from the Captain-General of the Philippine Islands announcing that 200 native artillerymen have risen in insurrection. The troops carried by assault the fort where they had taken refuge, and the whole body of insurgents were killed.

THE FLOODS IN JAVA.

SINGAPORE, JAN. 31.—The floods in Java have entirely subsided.

COMMERCIAL.

CHINA.

(RECEIVED FEB. 2.)

HONG KONG, FEB. 1.—Demand for Piece Goods improving; Grey Shirtings, 6½ catties, 8¼ lbs.; $2.60; Cotton Yarn, 16-24, $125. Exchange on London: Bank bills, six m.s., 4s. 5¼d.

SHANGHAI, FEB.1.—Cotton, Shanghai, Tls. 106; Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 1.9.9. Tea quiet; freight, £3 10s. Silk: Market less active: prices slightly lower; No. 3 Tsatlee Tls. 590; No. 4 Tls. 540. Exchange on London: Bank bills, six m.s., 6s. 1¼d. Mexican dollars Tls. 75⅞.

STRAITS SETTLEMENTS.

SINGAPORE, JAN. 30.—Grey Shirtings, 7 lbs. $2.20, 8¼ lbs., $2.55; T-Cloths, 6 lbs., $1.67½; Cotton Yarn, 40's, $121; Gambier, $4.05; Tin, $36½. Exchange on London: Bank bills, six m.s., 4s. 5¼d.

PENANG, JAN. 30.—Grey Shirtings, 8¼ lbs., $2.60.; Cotton Yarn, 30's, $108, 40's, $119. Pepper, black, $10½, white, $18; Sugar, No. 2, $5.10, No. 3, $3.25; Tin, $35. Exchange on London: Bank bills six m.s., 4s. 5¼d.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BOURNE—On the 3rd Dec., at Yokohama, Mrs. W. Bourne, of a son.
GORDON—On the 1st Feb., at Durrant's Hotel, George-street, Portman-square, the wife of W. G. Gordon, Esq., of Hankow, China, of a son.
HOLLMANN—On the 30th Dec., at Bunker Hill, Singapore, the wife of G. Hollmann, Esq., of a daughter.
JOHNSTON—On the 21st Dec., at Penang, the wife of Alexander Johnston, Esq., of a daughter.
MALCOLM—On the 2nd Feb., at 15, Powis-square, W., the wife of W. A. Malcolm, of a daughter.
MULHOLLAND—On the 23rd Dec., at Singapore, the wife of William Mulholland, Esq., of a daughter.
SOLOMON—On the 22nd Dec., at Hong Kong, the wife of Reuben Solomon, of a son.
VOGEL.—On the 3rd Feb., at Hong Kong, Mrs. Emil Vogel, of a daughter.
WILSON—On the 19th Dec, at Hong Kong, the wife of Mr. Wilberforce Wilson, C.E., of a son.

MARRIAGES.

COMRIE—DE MORNAY.—On the 30th Dec., at Penang, by the Rev. W. H. Gomes, M.A., acting colonial chaplain, assisted by the Rev. J. Cox Edwards, of H.M.S. *Iron Duke*, David Comrie, Esq., to Maria Elizabeth, eldest daughter of Henry de Mornay, Esq., of Province Wellesley.

DEATHS.

BLAKE—On the 3rd Dec., at Kobé, suddenly, of apoplexy, Franklin Blake, a native of Boston, Mass., aged 32.
BOOKER—On the 1st Feb., at Edmonton, Ann, the beloved wife of Edward John Booker, aged 51.
JONES—On the 23rd Dec., at Hong Kong, Edward Jones, of Manila, aged 27.
LAWLEE—On the 8th Dec., at Chefoo, of erysipelas, John Lawlee, constable to H.B.M. Consulate, formerly lance sergeant of H.M.'s 31st Regt., aged 33.
TARRANT—On the 26th Jan., in London, Mr. William Tarrant, late of China.

SHIPPING POSTCRIPT.

ARRIVALS NOT IN THE TABLES.—Feb. 1, at London, from Colombo, Sooloo; from Ilo Ilo, Matador; Jan. 30, at Texel, from Batavia, Wyk-aan-Zee; at Brouwershaven, from Batavia, Landbouw; 18, at New York, from Hong Kong, Rockwood; Feb. 2, at Deal, from Manila, Marlborough; 2, at Havre, from Akyab, President Oursel; 3, at Deal, from Colombo, Stirling Castle; at London, from Singapore, China, &c. (via S.C.) Lord of the Isles (str.).

DEPARTURES.—Jan. 31, from Cardiff, for Singapore, Edinburgh Castle; 19, from New York, for Hong Kong and Shanghai, C. C. Leary; 29, for Liverpool, for Hong Kong, Houri; Feb. 2, from London, for Cardiff and Shanghai, Caller Ou; from Cardiff, for Singapore, Robin; 3, from London, for Batavia and Sourabaya, Vidas; for Singapore, China, &c., (via Suez Canal), Galley of Lorne's; for Cardiff and Hong, Landsborough.

SPOKEN.—Heros (Dutch), Cardiff to Ceylon, Dec. 23, 2 N., 24 W. (A Dutch barqe), showing 2nd d. p. 2946, Holland to Batavia, Dec. 22; Lenesco (?) (barque), London to Hong Kong, Dec. 23, 20 S., 31 W.; Estella, Manila to Spain, Dec. 6, 31 S., 40 E.; Sarah Scott, Shanghai to London, Dec. 10, 34 S., 32 E.; Seatoller, Shanghai to London, Jan. 9, 2 N., 27 W.

LAID ON.—At London, for Hong Kong, Maiden Queen.

MISCELLANEOUS.—The Activ, Rasmussen, sailed from Ronne for Swinemunde Jan. 25, with damaged tea, ex Saida (str.), from London to Konigsberg, which vessel stranded south of Vang. At Port Said, Feb. 1, Canton (str.), from Singapore, China, &c.

CASUALTIES.—The Sea Mew (barque), Cowan, of London, which vessel sailed from Troon for Hong Kong, Jan. 25, was in collision with a German brig, and sustained slight damage to her stern; she has been docked at Cardiff for repairs. The Matador, Kimme, from Ilo Ilo, with jute and sugar, went ashore, Feb. 1, on the upper part of the Tongue sand near Margate, but with the assistance of tugs was got off, and has arrived at London.

Advices from Rotterdam, dated Feb. 1, state that the Baron v Pallandt v. Rosendaal, (Dut.), which sailed from Penarth, Nov. 11, for Singapore, with coals, and was towed into Bahia, Jan. 6, dismasted, encountered a rain squall, Dec. 25 in lat. 6, S. lon. 29 W., during which a water spout went quite over the vessel, breaking main and foremasts; the topmasts and topgallantmasts hanging, caused much damage to other spars and gear.

Advices from Nieuwe, dated 31 Jan., received at Rotterdam, state that the Wykaan-Zee, de Looper, from Batavia, which arrived at Texel on that day, had encountered a heavy gale off the Western Islands, lasting from the 9th to the 24th Jan.; on the latter date she was in the centre of a hurricane, during which she laboured heavily and sustained damage.

The Hermon, Duthie, which sailed from Liverpool, Jan. 6, for Hong Kong with a general cargo, put into Queenstown, Feb. 3, with decks swept.

The County of Lanark, McFarlane, which sailed from Belfast January 27th (after repairing) for Batavia, put back to Greenock 2nd February, and reported that during a hurricane when off Dublin, she was struck by a heavy sea in a violent squall, and had mainmast, mizen-topmast, &c, carried away, and sustained damage to steering gear, covering boards, and chain plates.

LATER ACCOUNTS FROM THE JAPANESE PARTY AT SAN FRANCISCO.

We learn that the distinguished party under the guidance of the Governor visited the public schools on the 23rd January. A banquet was held at the Grand Hotel the same evening. Covers were laid for 200, and tickets sold at $25 each. Iwakura occupied the centre of the table, with Minister De Long, and the State, federal, and civil officers grouped around him. After toasts to the President of the United States and the Tenno of Japan, Iwakura made a short address in the Japanese language. The most important speech of the evening, as foreshadowing the future policy of Japan, was made in English by Governor Ito, in response to the toast "Our distinguished guests." He said, "Railroads are being built both in the eastern and western portions of the empire; telegraph wires are stretching over many hundreds of miles of our territory, and nearly one thousand miles will be completed within a few months. Lighthouses line our coasts, and our ship yards are active. All these assist our civilisation, and we fully acknowledge our indebtedness to you and other nations. As Ambassadors and as men our greatest hope is to return from this mission laden with results valuable to our beloved country, and calculated to advance permanently her material and intellectual condition. While in duty bound to protect the rights and privileges of our people, we shall aim to increase our commerce, and by a corresponding increase of our population hope to create a healthy basis for this greater activity."

The telegraph authorities having liberally placed the lines at the service of the distinguished party, the Japanese visited the Western Union Telegraph Office in San Francisco, and were enabled to communicate direct with the Secretary of State at Washington with Professor Morse, President Orton, and others in the city, and with the sons of the chief Ambassador, Prince Iwakura, now attending school at New Brunswick, N.J. The wires were connected through, and friendly and congratulatory messages passed between San Francisco, Washington, New York, Chicago, &c.

THE Lords Justices presiding at the Judicial Committee of the Privy Council on the 1st inst. granted the appeal of Mr. PAUNCEFOTE, the Attorney-General of Hong Kong, against the decision of Chief Justice SMALE in the case of KWOK-A-SING. Instructions will therefore be issued for his arrest and trial.

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JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.

In this Court, on the 1st inst., the case of the Attorney-General for Hong Kong against Kwok-a-Sing, the coolie, was heard before Justices Colvile, Mellish, Napier, Montague Smith, and Phillimore. The Solicitor-General (Mr. Jessel), with whom were Sir Travers Twiss and Mr. Archibald, Q.C., appeared for the appellant, and explained his case as clearly as he could in the face of a continual cross-fire of interrogatories and remarks, chiefly proceeding from Mr. Justice Mellish. Mr. Mellish's impression seemed to be that Kwok-a-Sing should have been delivered up to the *French* Government. On the completion of the argument of the Solicitor-General, the Lords Justices granted the appeal to annul the two orders of discharge which the Chief Justice of Hong Kong had made under the Habeas Corpus Act.

The Solicitor-General read a telegram which had been received by Lord Kimberley, the Secretary of State for the Colonies, from the Governor of Hong Kong, dated 30th January, "That the Chief Justice will discharge the rule *nisi* for a new trial in the action against Mr Pauncefote.

WILLIAM TARRANT.—Few persons have passed through a more eventful career than William Tarrant, who died in London on the 26th ult. Arriving in China in 1837 he was for a few years in the coasting trade. On the cession of Hong Kong he obtained an appointment under Government in the Land-office, and superintended the cutting of that well-known pass into the Wongnei chung valley, and many other of the early roads and works of Hong Kong. From this he passed to the office of Registrar of Deeds, including the drawing up of the leases and superintendence of sales of Crown lands in the town, at that time very onerous work. He was a most faithful and indefatigable servant of the Crown, and much appreciated by his superiors. His career of usefulness in this way was cut short in 1847 by his denunciations of the conduct of the late Colonel Caine—then Colonial Secretary—in certain transactions with the Chinese in the farming out of market licences, in which Mr. Tarrant asserted that bribery had been accepted by this official. He was arraigned before the Supreme Court for conspiracy and dismissed from the Government service. He then, with the aid of friends, purchased the *Friend of China* newspaper, which he conducted in Hong Kong up to 1859, when he was sentenced to twelve months' imprisonment in a libel case against the same Colonel Caine. Shortly after he removed his paper to Canton, and in 1862 to Shanghai. In 1869 he sold the *Friend of China*, which shortly afterwards succumbed. He arrived in London in 1870 much debilitated, and has suffered more or less since to the time of his death. He possessed indomitable perseverance and versatility of talent, but sadly lacked steadfastness of purpose, and through life was his own enemy.

The Foreign-office List, and Diplomatic and Consular Handbook for 1872, just published by Mr. Harrison, of Pall Mall, fully sustains the reputation of the compiler, Mr. Edward Hertslet, for the completeness and reliability of his information. Let the list of Foreign Diplomatic and Consular Representatives of the Crown extend as it will, Mr. Hertslet seems determined to keep pace with it, and consequently the volume before us—the fortieth of annual publication—bears such evidence of industry and accuracy in the arrangement of names, facts, and dates, which makes it not only invaluable, but indispensable to every one interested presently or prospectively in the service. The getting-up of the *Foreign-office List* (it should be added) does as much credit to the publisher as its contents do to the compiler.

THE *Colonial Office List*, published by Messrs. Harrison, of Pall Mall, is a very valuable epitome of information concerning He Majesty's dependencies in all parts of the World, and the officers enr gaged in the administration of them. Besides a historical sketch of each place, which is simply invaluable; the present volume contains a list of the officials in each, and statistics of pensions, Colonial and Imperial, and a mass of other information. The arrangement of the contents is also a great improvement on preceding volumes. For instance, considerable additions have been introduced under the head of New South Wales; the Leeward and the Windward Islands have been grouped, &c., &c. Altogether the present volume does great credit to the authors.

WE observe that the first list of subscriptions to the Stanhope Memorial Fund—for the purpose of recording the high esteem in which the late commander of H.M.S. *Ocean* was held alike in his own profession and among the general public—amounts to about £200. Admiral Sir Henry Keppell is president of the committee, among which we notice the names of many distinguished naval officers, including Admiral Sir Henry Kellett, who has lately retired from the China station, and under whom Captain Stanhope served. Having regard both to the great services of the late officer, and the influential position of the friends who have set on foot the present subscription, we cannot doubt that the proposed memorial will be worthy of its object.

THE screw troopship Tamar, Captain Hickley, has arrived at Portsmouth. The vessel sailed from England on the 11th April, 1871, with reliefs for vessels on the China station, and has since been occupied in carrying out changes of troops between Japan, China, Singapore, Mauritius, and the Cape of Good Hope.

THE troopship Orontes, which left England on the 12th ult., with the 80th Regiment of Infantry, for China, and was detained a few days at Gibraltar, in consequence of a case of small-pox having occurred on board, proceeded on the 19th ult. We learn that the vessel reached Malta on the 22nd ult., all well.

THE steamer *Chih-li*, built by Messrs. A. and J. Inglis, on the Clyde, under the superintendence of Captain Lewes, for the Shanghai Steam Navigation Company, which we described some months since, was launched on the 30th ult., the ceremony of christening being performed by Miss Landers.

WE understand that the Lords of the Admiralty have approved of the application for a new trial made on behalf of the Crown at the request of Admiral Kellett in the collision case of H.M.S. *Ocean*. If the verdict stands we believe the "little bill" would amount to about £7,000.

THE directors of the London Missionary Society have invited their eloquent Chinese missionary, the Rev. Griffith John, to preach the annual sermon at Surrey Chapel in May, and he has accepted their invitation.

THE steamer *Canton*, which left Foochow for London on 3rd Jan., arrived at Port Said on the 1st Feb., after an excellent run of twenty-eight days.

THE business of the Hong Kong and Shanghai Banking Corporation has been removed from No. 24 to No. 32, Lombard-street.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Feb. 1.

I have already told you that the Second Chamber will meet in the third week of this month. The members will have much to do after their recess—so much that probably but little will be done. That they do not intend to make much haste is proved by the fact that political affairs seem to have come to a complete standstill. The important East India Railway Bill has not advanced any further than the Sections of the Second Chamber, and the same fate has befallen the East India tariff, against the revision of which the opposition increases daily, so that it is really doubtful whether the Bill, as proposed by the Minister, will be carried by a majority of the Lower House; but, of course, it is very difficult to predict its definitive fate, as we have not yet even received the section reports upon either of those important matters—the tariff and the railways. There is further ground for complaint in the fact that no endeavours have been made by the Minister of the Colonial Department to give better effect to the Agrarian Law than that which was prescribed by the Royal Decree of July 20, 1870. If these three important questions should be decided in the coming session I think Java will have reason to be content; but yet there is still another important subject to deal with, the Government Coffee Cultivation, from which the Dutch treasury derives so much money. It is nearly forty years since this system was introduced into Java, namely, that all the coffee cultivated there should not belong to the planter, but to the Sovereign of Holland. The planter is obliged to sell his produce at a fixed price, invariably a good deal lower than the market rate, and which is additionally reduced by two-fifths for taxes and cost of transport. The Government does not ask if the population like this system; the natives have to obey, and they have done it with good results for us—the sale of coffee having produced eighteen to twenty millions a year. At last nobler feelings carried the victory. Multatuli wrote his eminent work—"Max Havelaar"—and the first blow was given to the squeezing system. Furthermore, it was shown that the policy was thoroughly rotten, by the fact that the production of coffee in our East Indian colonies remained stationary, whilst that of Ceylon increased year after year. What was to be done? It was Mr. Fransen van de Putte, then Liberal Minister of the Colonial Department, who, in 1863, endeavoured to answer that question. A Royal commissary—Mr. Steinmetz—was appointed to examine the state of the culture, but he died, and Mr. Bosch was appointed his successor. Five years elapsed before his inquiry was brought to an end. The report was examined by several commissions and authorities, and at last by the Governor-General, Mr. Myer, who forwarded a voluminous report to the Minister of the Colonial Department, and this document was laid before the members of Parliament, who, of course, will have their opinion also. It thus becomes very possible that many years will elapse before a final answer is given to the question, "What must be done to improve our system of coffee cultivation?" The report of Mr. Myer—it was published some days ago—is most remarkable, from the fact that he is a warm promoter of the existing system. The report of Mr. Bosch, he says, is of no avail, because six years have elapsed since it was published, and great changes have occurred in the interval. This may be true, but the late Governor-General forgets that the natives are still obliged to sell the coffee to the State at a price which is arbitrarily fixed by the buyer, and that the State can still dispose of the time and labour of the native planter. Mr. Myer's report is *couleur de rose*. He even states that the cultivation in plantations is going on admirably, and has augmented in six years, from 1863 to 1869, by 3 9-10ths per cent.; the plantings in the woods, however, are declining. The number of trees decreased in the same period from 22,365,110 to 22,042,078, but the Governor-General thinks it may now be regarded as stationary. It is a pity that he cannot deny that the total production has decreased, but nevertheless he says that this is not of much importance, because some years are more productive than others. His conclusion is that the coffee culture system must be maintained; in other words, the natives must continue to be squeezed. Will the Minister and the Parliamentary majority agree to this; shall we wait until the Javanese themselves rise in opposition? Much discontent already prevails because nothing has been.

A man-of-war, the *Het Loo*, left Nieuwe Diep some days ago, bound for the West Coast of Africa, to bring home our functionaries and military forces. The African soldiers who volunteer to enter our East India army will proceed to Java by the *Robertus Herdrikus*, which is now on her way to Elmina. I am astonished that your Foreign-office has not granted a copy of the Sumatra Treaty (which was voted at the same time as that of the transfer) to the Straits Settlements Association. You will, however, remember that I gave in my letter of Nov. 29 (*Vide London and China Telegraph* of Dec. 4) the full and official text of the treaty. The *Official Gazette* of yesterday contains the laws sanctioning the treaties with England, both with regard to Sumatra and the Coast of Guinea.

I have stated above that the opposition against the Liberal revision of the East India tariff increases daily. The number of addresses forwarded to the Second Chamber by manufacturers and Chambers of trade, in Twenthe—the Dutch Manchester—augments every day, and all protest against the project of the Minister to annul at once the differential duties, and they think it of the greatest urgency that the abolition of these duties should be applied gradually, if the Government wishes to maintain our cotton industry. Of more importance still are the "advices" of the Dutch Trading Company about the measure. This

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document, although lengthy, is well worthy of perusal. The conclusions drawn are as follows:—1. Abolition of the differential import duties after six years have elapsed. 2. A gradual decrease, during these years, of the export duties, which are finally to be fixed at 6 per cent. 3. Repeal of the differential export duties. 4. To levy, if necessary, an unvariable export duty, under conditions, however, that therefrom no new charges are to arise upon the manufacture of sugar. 5. Maintenance of free trade in Celebes. 6. To levy the import duties upon cotton goods *ad valorem*.

I regret to state that Mr. F. van Heukelom, director of the Dutch-India Trading Bank—the shares of which are quoted at 73½—has retired, owing to ill health. The shareholders have given power to Mr. Js. Martens, a commissary, to sign with one of the remaining directors. Our banking institutions are generally doing an excellent business. A good demand prevails for the shares, and especially for those of the Rotterdam Bank, which are quoted at 99¾ per cent.

It creates much astonishment that up to this moment no commission has been appointed by the Government to promote the interests of Holland and her colonies at the next Vienna International Exposition. It seems that the same error as in 1866 will be committed, preventing our East Indian industrials from forwarding their produce.

The paper war between the Ultramontanes and the Liberal press regarding the national festival on the 1st of April goes on sharply. The Ultramontanes are, however, losing ground and making a somewhat miserable figure. But little money for the monument in Brielle has been collected, and I am quite convinced that if Mr. Alberdingh Thym, C.S., had not published pamphlets against this festival the plan would have proved a failure. The storm which the Ultramontanes endeavoured to raise, in consequence of the fact that our ambassador at the Papal Court cannot remain there, now that the Parliament has refused the necessary credit to maintain the Legation, has been somewhat appeased; the Archbishop and bishops have fired their final shot by forwarding an address to Pius IX.

A rumour circulates in the Hague that the Secretary-General of the Colonial Department will shortly retire.

A Royal decree has been issued, appointing Major-General Delprat to the Ministry of War. The General enters on the functions of his office on the 5th inst.

PRODUCE MARKETS.

The general aspect of our Produce Market remains unaltered, although rather more activity begins to prevail in business generally. Sugar has been in active demand, and sales have been making at full prices.

COFFEE.—A fair amount of business has been doing in Java, of private importation, which imparts a firm tone to the market, and induces holders to raise their demands, so that good ordinary Java is now held for 43½c. Sales have been closed from first hands of the following shipments of private importation, viz. :—2,257, 748, 4,116, and 806 bags Java, ex Voorlichter; 1,100 b. ditto, ex Sophia Koningin der Nederlanden; 339 b. ditto, ex Medea; 56 and 900 b. ditto, ex Prins van Oranje; 554 b. ditto, ex Otto; 1,200 b. ditto, ex Rotterdam; 1,800 b. Moco Moco, ex sundry vessels.

SUGAR.—Both raw and refined continue to be firmly supported, but the elevated pretensions of holders, which buyers are not yet inclined to submit to, cause transactions from first hands to remain on a limited scale. The business done from second hands at advanced rates has been of greater importance; at the closing of the market 2,250 piculs Java, No. 19/20, floating per Ranee, changed hands at f.1¼ above November prices.

SPICES are firm; 9 casks and 21 chests Mace, besides 12 casks Nutmegs, have been sold by secret tender, in addition to which 300 bales Black Pepper, ex Batavia, changed hands by private treaty. Sales have also been closed at Amsterdam of 139 chests Mace, ex Kobé, at steady prices.

TEA.—Sales have been closed at Amsterdam of about 2,740 chests Java, mark Kalimaas, being the balance of the quantity bought in at public auction on the 13th Oct., 1871. A public auction is advertised at Amsterdam on the 7th March on private account, comprising 14,894/4, 378/8, 307/12, and 60/16 chests Java, in addition to which 460/4 chests China Congou, ex Hindostan, from Shanghai, *via* London, will also be brought to the hammer on the same day.

RICE.—5,343 bags Java, ex L. J. Enthoven, found buyers at secret prices, and also 4,663 bags Java, Table quality, ex Kaishow.

TOBACCO.—Several parcels of Java changed hands, viz. :—330 bales Java, headmark ETB/Malang; 149 bales do., ETB/Kedirie, both afloat, 300 bales do., PS/Blitar, 170 and 290 bales do. afloat.

RATTANS.—Sales have been closed of 120 piculs, ex Otto.

COCO-NUT OIL.—About 15 tons fine prime Cochin found buyers at f.26, which continues the quotation for parcels of at least 5 tons.

MOTHER-O'-PEARL SHELLS.—Sales have been closed of 23 piculs Macassar, ex Vier Gebroeders, at a steady price.

TIN.—A firmer tone prevailed for this article last week. Banca sold at f.85, f.85½ to f.86, and for delivery ex the coming spring sale at f.86, f.86½ to f.87. Sales have been closed of Billiton, ex the October sale at Batavia, at f.84, and ex the December sale at f.87.

HIDES continue to meet ready buyers, and prices are fully maintained. Parcels ex Yokohama and Questembert changed hands.

GUM COPAL.—140 chests Borneo ex Vier Gebroeders found buyers a a full price.

INDIGO.—Hardly any business has been doing in this article; 123 chests are placed in the market to-day. The article looks firm.

JAVA MANILA.—Offers by secret tender are invited here on the first proximo for 17 chests ex steamer Prins van Oranje.

ARRACK.—50/2 casks Sourabaya ex Yokohama, and 200 casks Batavia ex China found buyers at prices not named.

SHIPPING.

ARRIVALS.—Jan. 25, at Brouwershaven, from Batavia, Philips van Marnix; at Texel, from Batavia, Telanak, India Packet; 29, at Brouwershaven, from Batavia, Jonge Cornelis; from Bantam, Jonge Jan; at Texel, from Batavia, Insulinde; 30, at Brouwershaven, from Batavia, Landbouw; at Texel, from Batavia, Wyk aan Zee; at Flushing, from Akyab, Buenos Ayres.

DEPARTURES.—Jan. 27, from Texel, for Batavia, Kitty, Kandanghauer, Johanna, Jacoba Christina; for Sourabaya, Zeebloem.

PASSENGERS OUTWARD.—For Java: per Kitty, Messrs. G. T. Putman, Cramer, and Th. Rieslade; per Kandanghauer, Messrs. J. J. A. Vermeulen and family, B. H. N. van Reyn and family, C. G. Willer, F. van Loonbrock, R. F. Loomeyer, Mrs. A van Slooten, Miss W. Reusekamp Gillis.

PASSENGERS INWARD.—From Java, per Telanak, Mr. J. G. Frech; per India Packet, Messrs. W. A. Cambier, C. J. de Jong Tz, M. T. Tydeman, H. H. Boelhouwer and family, C. Fuhri and family; from Java, per Landbouw, Mr. Vasbinder and family, Mrs. Hofland and family, Mr. Beer, Miss J. M. Rant, Mr. Mulders; per Insulinde, Messrs. C. Vereburgt, A. Rothé and family, H. Hyman; per Wykaan Ze, Miss C. J. Meyer.

UNITED STATES.

In the Senate on the 16th ult. Mr. Nye introduced a Bill empowering the Postmaster-General to contract with the Pacific Mail Steamship Company for carrying a semi-monthly mail between San Francisco and China at a compensation not to exceed the rate now paid for the monthly service, and upon the same conditions and limitations as now in force; provided that all steamships hereafter accepted for said service shall be of not less than 4,000 tons register each. The Bill was referred to a committee.

The New York papers contain long telegrams from San Francisco reporting the arrival there of the members of the Japanese embassy and the pupils (including a number of princesses) whom the Mikado has sent to the United States to be educated. One of the princesses, who is to go to Vassar College, the *New York Times* says, is "exquisitely beautiful, and will make a sensation." The Embassy was serenaded on the 16th ult. by a large number of San Francisco citizens. Prince Iwakura made a response in Japanese, which was translated as follows:—"It is now a recognised fact in Japan, since the conclusion of the treaty between the United States and our country, that our true prosperity has greatly increased with our new commercial intercourse. Our advancement in the arts and sciences of Western nations we now consider a substantial benefit to our nation, and desire that with every increase of national intercourse there shall be an increase of international friendship. With a view of hastening those results, and further facilitating the instruction of our people in the civilisation of the Western nations, his Imperial Majesty of Japan has commissioned us to visit all those countries having treaties with Japan, in the capacity of Ambassadors Plenipotentiary, first visiting your country. The warmth of our reception is unquestionable proof to us of the friendship of America, and I assure you it is more than echoed in the hearts of our people. Your expression of feeling when announced to his Imperial Majesty will be known throughout Japan, and assist in cementing a mutual friendship between our countries, which it is the wish of the Japanese people should instantly increase as by intercourse we get to know each other better."

AMERICAN SHIPPING IN CHINA.

On the 17th ult. there was a debate in the House of Representatives upon the bad effect of a high protective tariff upon American shipping, in which some new views of the subject were announced. It came up upon a Bill, reported by the Committee of Foreign Affairs, creating an American Consulate at Tientsin, at a salary of $3,500 a year, which Bill was passed. Mr. Brooks (Democrat), of New York city, who has just returned from a tour around the world, made some remarks, in which he referred to the only American steam vessel plying between Shanghai and Tientsin, and said he deeply regretted that the line of steamers, which hitherto had been chiefly built in Massachusetts and Connecticut, and which had done so much for American commerce and credit throughout North China, could no longer have vessels built in either of those States, or in any part of the United States, in consequence of the enormous taxation on iron, copper, and cordage; and that the whole of that great manufacture of shipbuilding had been lost to New England. The building of those ships had been transferred from Massachusetts, Connecticut, and Maine to Glasgow and the Clyde. Another interesting fact was that the Glasgow ship-carpenters were unable to construct the light class of river steamers which did so much credit to the United States. The ships that had hitherto been built in America for the great rivers of China, and had contributed so much to American wealth, had now to be built at Glasgow, or some other British port, where the carpenters were unwilling to adopt that light style of shipbuilding which prevailed in this country, and which was preferred for traffic on the great rivers and waters of China, so that they had been importing into Great Britain ship carpenters from New York and Connecticut, who were alone able to construct that desirable class of vessels. He mentioned these facts to show the necessity for an American Consulate at Tientsin. General Farnsworth (Republican), of Illinois, asked if this was what was meant by the claim that the high tariff improves the condition of American mechanics. Mr. Brooks replied that the question answers itself. General Farnsworth said he supposed the American mechanic was improved by being exported. Genetal Banks (Republican), of Massachusetts, regretted that American commerce had suffered so much in the past ten or twelve years, but said many causes had contributed to the prostration besides the one alluded to by Mr. Brooks. No one regretted the fact more than he did, and no one would be more heartily in accord with any general movement which would lead to the restoration of American commerce as it existed prior to 1861. This,

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however, he thought, was not the time to discuss the question. It would be before the House for discussion at this session, and he believed and hoped that measures would be adopted which would re-establish American commerce in all its prosperity and power.

Mr. Kelley (Republican), of Philadelphia, said that Mr. Brooks had seized upon this Bill as an occasion to speak upon the tariff, and to say that American shipbuilders were now drawn to the Clyde to build vessels for Chinese waters. Three years ago 5,000 skilled shipbuilders of wooden ships had been on the poor-rates at one time in London, and those who had not gone on the poor-rates had been employed in breaking stones on Government works one year afterwards. The wooden shipbuilders at Quebec had made bread riots, by reason of want of employment. The change from wooden vessels to iron and from sail to steam had reduced to pauperism more Britons than any other recent change. Under these circumstances it could not be that the shipbuilders of the Clyde were importing American carpenters to do this work. Mr. Brooks explained that the work for which American carpenters were employed in Scotland was that light ship joiner work erected over the hulls of steamboats on American rivers. Mr. Kelley asked whether iron vessels had not been built in America for Chinese waters. Mr. Brooks answered that iron vessels were built here now for the coastwise trade, and would be built also for the Chinese trade if they could be constructed as cheaply as in Great Britain, but the American coastwise trade was exclusively in American hands. No vessel built outside the United States could enter our coastwise trade, and hence such ships were built in America for that trade because there could be no competition with them, but ships could not be built here for the Chinese trade because of the competition of England and other countries. Mr. Kelley asked whether it was possible to build iron ships in this country, and depend on British rolling mills for the plates with which to build them. Mr. Brooks said, remove the duties on iron, copper, cordage, glass, and everything that enters into the construction of ships, and forthwith the American flag on ships built in New England will be floating on all seas. Mr. Myers (Republican), of Philadelphia, asked Mr. Brooks whether he advocated the doctrine that American mechanics and shipbuilders should be paid no better than such mechanics were paid on the Clyde. Mr. Brooks said he declined to go into that branch of the subject, but remarked that previously to the passage of the high tariff of 1860, American ships were built in New England and New York that carried the American flag round the world. Mr. Myers asked whether they were not wooden ships entirely. Mr. Brooks said they were, and added that in competition with English labour and prices the skill, genius, and industry of New England men had given them prior to the war their superiority in building wooden ships. He was not to be told that American skill had failed when this country was the first to introduce Monitors and iron ships of war, and when as workers in iron they had not been inferior to any people on earth. He was not to be told that, with an equally cheap price for the raw materials, American mechanics, with an education far superior to the mechanics of other countries, and who could do more skilful work in two-thirds of a day than even Scotchmen could do in a whole day, were not able to compete with them in iron shipbuilding. The discussion was then closed.

THE SINGAPORE RAILWAY.

(To the Editor of the *London and China Telegraph.*)

SIR,—Will you allow me to lay before such of your readers as are interested in Straits affairs some considerations bearing on the question, lately discussed in your columns, of the construction of the Singapore and New Harbour Railway by the Colonial Government? To others these may not appear so conclusive as they do to myself, but at least they may assist in the elucidation of an important question.

I do not touch the question of the extension of the line beyond New Harbour, for few persons can be found familiar with the place who believe such a proposal can have any practical bearing. It is a proposition only fit for discussion in Laputa—the feat of "extracting sunbeams from cucumbers" is child's play compared to that of developing railway traffic out of the jungle and mangrove swamps forming the "country" this extension would open up. But at present only the line to New Harbour is proposed, and to that I address myself.

This Railway is intended, as its name implies, to run between the town of Singapore and the wharves and docks lining New Harbour, its total length being about three miles. Each of these wharves and docks is already connected by a branch road with the main road between New Harbour and the town, and this road being one of the best in the island, all the Railway can do is to facilitate, and perhaps quicken, the transport of goods and of a few passengers between these wharves and docks and the town of Singapore. On the face of it this would seem to be a work to be best carried out by private enterprise, by combination among the proprietors of the wharves and docks, who will benefit by the improved communication—or by an independent company, making a profit out of those who benefit by, and will pay for, the accommodation. And it appears the more expedient that the work should be left to private enterprise, when it is borne in mind that the first effect of its completion would be to redress the inequality at present existing, in point of distance from the town, between the different wharves and docks. At present the one nearest the town has the most traffic, the one most distant has the least, and is for that reason the less valuable property.

It is clearly inexpedient that Government influence and money should be used for the benefit of a number of proprietors, and the proceeding becomes yet more objectionable when the action of the Government must of necessity benefit one set of proprietors more than others, and in a measure at the expense of those others. But even this seeming injustice would have to be faced in pursuit of a great public advantage. No such overmastering reason can, however, be alleged in favour of this scheme. The Railway would be serviceable *only* to the docks and wharves, and to those who use them. It would perhaps allow merchants to get their goods delivered in town a little sooner, and enable those who resort to the docks or wharves to make the journey to town in five minutes instead of fifteen; but to attain these ends with public money would be a subtle form of protection, compelling the many to pay taxes for the benefit of a few.

"But," say the advocates of Government interference, "it has been decided that in future all Indian Railways are to be the property of the Government," and this reason may have had weight in the decision of the Colonial-office. But there are railways and railways, and we must distinguish. Cogent reasons doubtless exist to determine the Government to such a conclusion in regard to Indian railways generally, but they can hardly apply to a work such as this, which is as much an appliance for the convenience of the wharves and docks, and of those who frequent them, as would be a tug steamer for their common use, a steam crane to expedite the discharge of vessels, or a fourhorse omnibus to carry passengers who now make the journey in "gharries" painfully drawn by one poor pony. I make no question that railways should be owned by the State; but, if the railways of England were to-morrow to be taken over by the nation, the Government would probably pause before undertaking the construction and working of little lines connecting collieries and other private properties with the lines of public utility. Such little lines afford the nearest analogy to this Singapore and New Harbour Railway which it is proposed that the Straits Government shall construct and work, with a host of officials, and, perhaps, a "Department" to itself.

Another argument is that the line will pay, and why should not the Government get the profit? "It will pay 6 per cent. with perfect security," say some enthusiastic supporters, "and with such a result who can say that public money is misused?" It is true that invested in local discounts the same money might as surely yield 10 per cent. or more, and various modes of investment might be suggested which would give a handsome return to the Government, and not without benefit to certain classes. But we have yet to learn that the Straits Government has spare funds which it does not know what to do with; and, if such were the case, there would be little difficulty in applying these resources to works of general public utility; and, when no such works remain to be undertaken, some remission of taxation will be preferable to thus laying out public money for private advantage. Granting (what seems highly improbable) that the Railway will give this brilliant result, still the reply is obvious. But the usual and would-be conclusive answer to all arguments against the Government undertaking this Railway is "that the opposition is interested"—that it comes chiefly from the shareholders in the Tanjong Pagar Dock Company, which, as the nearest of these establishments to the town of Singapore, and the one already possessing the greatest traffic, has least to gain from a railway which would put its rivals upon a closer equality, in respect to accessibility to the town, than they are at present. I admit that my opposition to the formation of the Railway by the Government bears this taint—my sense of the impolicy and injustice of such a step may have been awakened by the fact that its first effect on the company in which I am interested would not be beneficial. But what of that? Some of us are none the worse for having our wits sharpened by contact with our interests, and these personal arguments are the refuge of the logically destitute. Let those who would judge of the question allow for some bias, perhaps on both sides, but remember that the important point is not whether the opposition is interested, but whether it is just and well grounded. By that test I am willing to be judged.

There is an obvious danger that if the Straits Government take in hand this Railway it may prove only the first of a series of applications to get public money applied to purposes of an essentially private character, but which may be represented to have in them, as in this case, some colour of public benefit. If the Government is to make a railway to connect a number of wharves and docks with the town of Singapore, for stronger reasons it may be called upon to construct the next docks and wharves that promise to be of public convenience. Penang may want wharves, Malacca docks, or what not, and the Government may be pestered with solicitations for grants of public money for various purposes, which have hitherto in English colonies been left beneficially to private enterprise, and to the sure test of payment by results.

We have heard of guarantees *by* Government, and of subsidies *from* Government, but this seems to be an undertaking which can be carried out by the Government, with justice to the taxpayers, only by a somewhat novel application of those inventions. A guarantee of a minimum dividend should be given to the Government by the proprietors of the docks and wharves, and the owners of property along the line, with a promise of a subsidy in case of need, to be contributed by them in direct proportion to their distance from the town, which the Railway will practically diminish, or in inverse proportion to their present traffic, which, if now insignificant, will be indebted for its growth to a Railway made with public money.—I am, Sir, your obedient servant,

Jan. 31st, 1872. S. GILFILLAN.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, FEB. 5, 1872.

THE CHINA CONSULAR REPORTS.

THE Consular Reports of the China trade for 1870—of which we give a *résumé* in another column—appear opportunely at the commencement of a session in which our relations with and interests in the Far East seem likely to receive a share of the attention they have so long demanded, but which has been so long withheld from them. Last session saw most of the vexed questions of the day settled—whether satisfactorily or not we leave political journalists to discuss—so far as home politics were concerned; and there is now an opportunity of bringing the state of affairs in China prominently before Parliament. Whichever party is destined to win the day in the approaching political conflict, it may be safely said that at no previous time has there appeared so much promise of a disposition on both sides to encourage the expansion of trade—which means, at once, the cementing of peace and the reduction of taxation. With Protection—effete as is its theory and impotent its pretensions—"giving an authoritative knock" at the doors of the senate of our French neighbours, it is more than ever incumbent on us to prove not only the truthfulness and good working of our own system, but also to insist on its claims to the support of whatever Government may be in power. It is with great satisfaction that we perceive the eminently practical, promising, and not exaggerated tone of the reports of the various British Consuls before us in the present volume. The facts which we have extracted, and the views which our representatives have so well enunciated, show the absolute necessity of straining every nerve to prove what is yet too little understood—the vast importance of extending our trade in the Far East. Our readers will perceive that in every one of the reports before us our Consuls describe the general population of China as not only favourable, but absolutely anxious for extended intercourse with us. The great bulk of the 400 millions are crying out for our manufactures; or, what is the same thing, for a reduction of the duties on them, and appealing to our engineers, and other pioneers of knowledge, to work their mines and develop the resources which have so long slumbered under their feet. One small class alone opposes the movement which agitates the whole population, and which is believed to be favourably viewed by the Chinese Government itself. It remains with us to urge on our Government the necessity of completing the revision of the treaties. No further shuffling or paltering about the question of the Emperor's minority by the Mandarins should be permitted. "Time's up," and the treaty must be revised out of hand. Regarding the matter from a purely cynical point of view, the Reports before us show the magnitude of the interests we have at stake in this question with a truthfulness and simplicity that make the statistics given positively startling, and which reflect the highest credit on the several gentlemen who have compiled them. Let but the facts disclosed in these Reports be brought fairly before Parliament and the public and we shall soon cease to hear the cuckoo cry about the apathy of the English with regard to their interests in the Far East.

THE NEW GOVERNOR OF HONG KONG.

WE will not venture to hazard a guess whether our friends in Hong Kong, or the new Governor of that settlement, are mostto be congratulated on the appointment of Sir ARTHUR KENNEDY to that eminent and responsible office. But, when we look a little farther, we see that Sir ARTHUR KENNEDY has so greatly distinguished himself—has proved such thoroughly English and estimable qualities—by not only undertaking but fulfilling the duties of Governor of our West African possessions, that the acquisition of a governor of so much personal courage and administrative ability is a gain which our friends in Hong Kong will cordially appreciate, especially at a time when their retiring Governor, Sir RICHARD MACDONNELL, has been separated from them, by reason of ill-health, in the zenith of the services he has so zealously and conscientiously rendered them. All who know him will join in the hope that Sir RICHARD MACDONNELL may be speedily restored to health, and appointed to some other office in which he may distinguish himself as he did in the one he now resigns. Hong Kong will now have a new start. With a new Chief Justice and Colonial Secretary, and the return of the Attorney-General (Mr. PAUNCEFOTE), Sir ARTHUR KENNEDY will have a fair chance of administering a creditable Government. The following account of the career of the new Governor, who arrived at Liverpool from Sierra Leone on the 2nd inst., will, no doubt, interest our readers:—

Sir Arthur E. Kennedy, C.B., K.C.M.G. Educated at Trinity College, Dublin. Entered the army as ensign in the 11th Regiment in 1827; lieutenant, 1832; captain, 68th Light Infantry, 1840; retired from the army in 1848 to accept civil employment; was selected (while serving in the army) in 1846 to fill the office of county inspector under the Board of Works; and served uninterruptedly during the Irish famine as inspector under Sir John Burgoyne's relief commissioner; and subsequently as inspector of poor laws till the office was abolished in 1851; appointed Governor of the "Gambia" and transferred to Sierra Leone in 1852; consul-general of the adjoining Sherbro country in 1854, and removed in the same year to the government of Western Australia; administered the latter government without interruption till February, 1862; created Companion of the Bath in 1862; appointed Governor of Vancouver's Island November, 1863; and Governor of the West African Settlements November, 1867.

MILITARY INSTRUCTORS FOR JAPAN.

WE understand that the Japanese Government have invited the services of German military instructors, as we reported some time ago they had availed themselves of French experience in the art of war. If the officers to whom the duty of instructing the Japanese is confided will be true to the reputation of their countrymen and themselves, there can be no doubt that this latest step in the development of the science of war will tend to the advancement of that general peace which must be the result of mutual instruction in a game in which neither antagonist can play without losing. We are not very sanguine, however, having seen too many instances of officers who have been employed on service like that solicited by the Japanese Government, who have scarcely fulfilled the routine of their office, thoroughly neglected the responsible duties of their engagement, and left the natives not only in ignorance of the science they had paid highly to be taught, but also inclined to undervalue very grossly the strategic abilities of the country which sent them such indolent or incompetent instructors. Asiatics, when disposed to avail themselves of the discoveries and inventions of Western nations, have been but too often cruelly deceived and, it may be feared, disheartened by the conduct of parties whose services they have retained at very great expense, but whose engagements have resulted—like those of the railway engineers in Japan recently reported.

WE perceive by the Dutch papers that a scheme is proposed to form a society on the joint-stock principle, with the view of founding a new colony in California or some other part of the American territory. In a newly-published pamphlet we find the West Indies recommended as the most promising locality for the purpose. How is it that so very few Dutchmen can be persuaded to establish themselves in Java, notwithstanding that the advantages of communication opened by the Suez Canal must ultimately vastly add to the wealth and enterprise of Java? The evil is, we think, the inertness of the Government in bringing the fertile lands of the old Dutch settlement under cultivation. Shipowners are discouraged because produce is scarcer than it should be—and would be, if the law of land tenure were reformed, or interpreted in a more

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liberal sense. The Cabinet at the Hague may not have much confidence in the enterprise of their colonists. but they cannot shut their eyes to the fact that Dutch East Indiamen are constantly being advertised for sale. Within the last month thirty vessels were thus disposed of, and in the last decade the mercantile marine of Holland has decreased not less than fifty per cent.

IN another column we give an account of the arrival and welcome of the Japanese travellers at San Francisco. Our information is derived from the New York papers, and must therefore be taken—like all other news from our trans-Atlantic friends—*cum grano salis*. We understand, however, from a private source on which we can rely, that IWAKURA, the leader of the party, once filled the position of Prime Minister, and that many of his companions are persons of high rank and great distinction—a circumstance which shows the importance which the Japanese Government attaches to the objects sought to be gained by the present expedition.

IN our United States intelligence will be found an account of an interesting debate in the House of Representatives on the evil effects of a high Protective tariff, as shown in the check sustained by American shipbuilders, whose trade would seem, from circumstances wholly beyond their control, to have been transferred from Massachusetts, Connecticut, and Maine, to Glasgow and the Clyde, notwithstanding the fact that the Scotch shipwrights will not willingly turn out the light style of vessel so much needed in river navigation.

WE understand that Admiral SERGIO DE SOUZA, the present Governor of Macao, has been relieved at his own request, and that Baron SAO JANAARIO, late Governor of the Portuguese Possessions in India, is appointed Minister Plenipotentiary for China, Japan, and Siam, and also Governor of Macao and Timor, with powers to revise the treaty with Japan, and obtain the ratification of the treaty with China.

VICE-ADMIRAL SIR HENRY KELLETT, K.C.B., arrived home by the last P. and O. steamer, *via* Southampton, accompanied by his secretary, Mr. LISHMAN. Sir HENRY was appointed to the command of the China squadron in July, 1869, in succession to Admiral the Hon. Sir HARRY KEPPEL, K.C.B. We are glad to say that the gallant Admiral is in excellent health.

SOME ACCOUNT OF AN EXCURSION TOWARDS THE LEU SAN:—THE KIUKIANG LANES.

(FROM A CORRESPONDENT.)

Leaving Kiukiang by boat at three P.M. on the 14th November we proceeded towards the one-arched bridge. Thence we intended walking to the bungalow and passing the night, commencing the ascent early the following morning. It was a fine afternoon, with a certain touch of frost in the air, nothing more. We scared innumerable flocks of wild-fowl on our way, and witnessed with great pleasure the elegant walk of a small species of heron over some half-floating, half-decaying beds of lacustrive weeds in search of its food. A flock of wood-pigeons flew overhead, and lapwings in numbers, ever and anon uttering their peculiar cry, were observed to haunt the muddy margin of the lake. The water having subsided some twelve or fifteen feet we could not get near the above-named bridge, and, taking the wrong path, were obliged to cross an artificial dam or causeway in the stream on all fours, at the imminent risk of a wetting and a tumble into the pool below. It fell dark about 5.30 P.M., and we were still no more than half-way to the bungalow. Twice the coolies stumbled and came bump to the ground with the mountain chair in which my companion preferred to ride. At the village of Szeleaonpoo we had a cup of tea—native fashion—and told the boy to get a lantern and carry it before us to light the way. In following us (for he took a long time to execute the commission, and we had gone on before) he took the wrong road, and went on some distance towards Tung-Ling Sze, so that we had to make our way as we best could under the starlight, over narrow bridle paths, with wet paddy fields on either hand, or over a natural pavement of rough round boulders, here and there diversified with huge granitic and porphyritic blocks, which threatened destruction to our shins. The want of perspective, with deficient light, was at this point painfully felt, for it was extremely difficult to distinguish between the boulder-paved footpath by the side of the torrent and the boulder bestrewn bed of the torrent itself. The coolie with his lantern, however, overtook us here, and a most romantic light it cast on the moss-grown and lichen-covered stone dykes, the empurpled leaves and snow-white berries of the tallow-tree twittering recognition overhead: the purple, brown and yellow-tinted foliage of the liquid amber (Fung-shoo), and the steadfast dark green of the sturdy pine. The pathway itself was regularly littered with fallen leaves.

We reached the bungalow at 7.30 P.M., but neither friendly light nor recognition apparently awaited us, for our friends had long since given up expecting us, and after their day's rambles and supper had turned in for the night. A thundering rattle at the outer gate, loud enough to waken the Dragon King, whose temple is within the enclosure, not to speak of ordinary mortals, and lo! the startled coolies have thrown open the gates and ushered us darkling into the presence of our friends. "Entertainment wanted for man and beast" is the word. No sooner said than done; a light is struck; friendly salvoes exchanged; a fire made, and supper prepared. "Only one trouble," said my companion, "can't convince B— that Judas Iscariot was an estimable character." "Judas Iscariot," said D—, "he was Governor of Judea, wasn't he?" "To be sure, he was," said A—, "on the same principle by which Judas Iscariot is made a Saint—a very little *suppressio veri*, and a very little *suggestio falsi*—that is all By which means you may whitewash the Devil!" At 9 P.M. we "doused the glim," and turned in for the night.

Rose between 5 and 6 A.M., one of the party taking a plunge in the Dragon's-pool, though the wind blew keen and cold, and the temperature of the water could not be many degrees above freezing-point. It had rained heavily during the night, though we heard nothing of it, the noise being drowned in the rumble of the waterfall. About 9 A.M. the rain changed to sleet, and by 10 to regular snowflakes, the hills becoming whitened to their summits, and every green thing set in frostwork of silver, as if by enchantment. To climb to the summit of the Leu San in such weather was, of course, out of all question; and rather than remain pent up and idle at the bungalow we resolved to return to Kiukiang through the driving sleet and snow, leaving behind one of our number—being something of an invalid—to return on the morrow if it should set in fine.

We made the descent in two hours and ten minutes, being at the rate of four miles an hour, against a perfect hurricane of wind right in our teeth, over paths such as no nation in the world but the Chinese would call by the name of roads The hard baked smooth clay was here slippy as glass—there it had turned into soft tenacious mud—that added many pounds weight to every step. Once and again we found ourselves blown into paddy fields; one had his hat carried of, another his umbrella turned outside in; we were drenched to the skin, and benumbed with the cold. The lake was thrown into a state of wild agitation; the rainstorm sweeping like a fall of grey vapour across the whitening surge, while regular waves like those of the ocean itself loudly beat the shore. We ran, not walked, taking the lead by turns, and arrived in town about 1.30 P.M.

I found the waves beating violently against the bund and sending their spray right across it, though the river had subsided a dozen feet or more; a sleet-storm drifting across the settlement from northwards, and a huge pine raft from Hoonan, valued at Tls. 17,000, with fifty souls on board, drifting slowly down river towards the pontoons of Russell and Co. It was fortunately arrested just in time by the energetic efforts of the constable attached to the British Consulate—the natives, according to their wont, being entirely passive in the matter. The storm appears to have taken twenty-four hours to travel 500 miles in a north-easterly direction.

The intramural lanes of Kiukiang in the pleasant autumn months are the glory and beauty of the place The autumnal glories are, however, fast disappearing under the depredations of the feathered tribes, which feed upon the berries, and the nipping wintry winds which lay "their leafy honours low." The mulberry, bamboo, bramble, privet, wild orange, and medicinal pepper of the Chinese still retain their foliage, but the tallow-tree and mountain ash, and trailing rose are leafless and bare, and the wild profusion of climbing plants and creepers which seemed to weave fresh glories around their supports as autumn advanced are now like so much rotting seaweed stranded high upon the beach—a withering, decaying mass of grey fibres, lingering on, as would appear, merely for the final liberation of the seeds from their investing capsules. Thus in their mourning weeds hang the erewhile splendid convolvulus and fragrant parasitic dodder, and convolvulus-leaved polygonum, which lately poured out its bounteous efflorescence of tiny white flowers equally over high edge and city wall like spray from the top of the broken wave. The torch-like flowers of the so-called tree-mallow (a sterculiad) have long since withered and fallen, while the bush stripped of its leaves seems but a shadow of its former self; but the stately rasp, attaining a height of eight or ten feet, continues to throw out its pensile branches with stout array of spines, handsome orbate leaves, and racemes of tempting fruit, sweeping the ground.

The palma christi (castor-oil plant) stalwart and handsome, with mighty palmate leaves and fast ripening capsules, still stands sentinel-like by every cottage door. From the ample shade which it affords it might be mistaken for Jonah's gourd. A hundred tiny bushes of bittersweet diversify the promenade upon the city wall, their superb crimson drapaceous fruit hanging forth from each rosette-like cluster of green leaves, rivalling in pose and lustre the coral pendants from a lady's ear. The glory, we say, is departed, yet we cannot help recalling something of the vanished witching and enchantment of the scene.

It is early morning, and the rippled bosom of the lake never

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looked more blue, nor the general aspect of the country more monotonously sere and brown. The wild cormorant is diving successfully on his own account for fish in the margin of the lake, and its silvery scales glance again ere they descend into the living tomb; white gulls pounce upon them from a height; arrow flights of wild geese from the north sweep with peculiar clangour overhead, and a flock or two of wild ducks may be seen resting lightly on the water towards the middle of the lake. The level beams of the morning are reflected back from myriads of the linear channelled polished leaves of the giant grass (maou tsaon), which abounds in every hedge, whose edges cut like a knife if drawn against the skin, and whose inflorescence, resembling a warrior's plumes, seem thus to wave over a forest of spears glittering to the sun. Here through the tortuous lane winds a procession, single file, twenty to thirty strong, of woodmen, fresh from the hills with their burden of brushwood, and there a string of water-bullocks, like so many tamed behemoths, ridden out to pasture by little boys in close-fitting skull-caps, with ear pieces and wadded jackets, without bridle, string, or tether. The young bullocks—one or two-year-olds, frolicsome and skittish for such stolid creatures, keep close to their mothers without breaking the solemn line of procession. It appears they do not attain their full size till between three and four years old, and are never employed under this age except in the lightest work.

A month ago all was life and beauty in these lanes and hedges Festoons of what seemed white currants were woven on high amidst the topmost twigs; below appeared a low thorny bush, with large, glossy, parallel, veined leaves, tendrils, and holly-like berries, the genuine holly itself with dark green spinous leaves might be seen at rare intervals, together with a profusion of hips and hawes of rose and hawthorn, for rose and hawthorn are here. Here is a soft, crimson fruit set as it were in golden salvers formed of the adhering valves of the yellow capsule; therean elegant twining shrub with cordate leaves and purple tubular flowers, gladdening the hedges with its bright berries—amber green; and there a climbing leguminous plant with ternate leaves and copper coloured pods, the jet-black shining seeds adhering to the everted edges of the legume. There the ambitious clematis (traveller's joy) scatters its star-clustered seeds with feathery arms to the breeze and the familiar hop, with vine-shaped leaves and scaly cone-like fruit, clambers up amongst the very highest shrubs. Glorious pink and white masses of the greater dodder (cuscuta Europæa) hang trailing downwards from the lower branches of some trees of size, such as the mountain ash (or its Chinese congener) and the melia—it is found parasitic also upon the mulberry and other fruit trees, and even upon the lowly boxwood creeper; it is highly fragrant, though not so sweet as to compare with the heliotrope, or otto of roses. Of ferns, not less than a dozen different species (asplenium, cystopteris, hymenophyllum, &c) may still be seen flourishing in all their pride under the hedges, or within the green shade of bamboo plantations, sacred, in the ideas of Chinese sages, to the spirit of contemplation, or rooted in niches and crannies in the moss-grown wall.

On the grassy slope of the embankment, at one particular spot, might be seen little parterres of marvel of Peru, a thick, low-set shrub, with scrambling branches, ample foliage, and elegant trumpet-shaped crimson flowers, "to mark where a garden," and yamun, "had been." Amongst the bluffs flourish the golden-eyed agrimony, drooping hare bell and stalwart rampion, a species of elder flower, with tiny pink berries on a spreading cyme; golden-rods, and starworts, and worm-wood, emblazoning with yellow and gold the rifts and rents in the city wall, which is elsewhere adorned by the close clinging, dark green, box-leaved creeper. The cotton crop and tall sorghum (Barbadoes millet), beans and sweet potatoe, have long since been garnered, but the low fields of capsicum are still richly bright with unripe green and scarlet pods. The industrious native has already gathered from the soil dues of wheat, rice, millet, cotton, vegetables and condiments, three crops in rotation within the year, and lo! there he is again, turning up the soil anew, harrowing, torturing, and manuring it, and to-morrow's sun will see him casting seed corn into the furrow, the third time within nine months! Their faith in the power and patience of the great Earth Mother is equal to their diligence in soliciting her gifts, as the inscriptions on the neighbouring Joss-house sufficiently testify:—

"The Spirit's Power begets all things."
"Through the virtues of the Earth-God wealth abounds."

While I write the scene changes, and the fields which a month ago I left trim and neat from the husbandman's hand, ready sown with winter wheat, are already, many of them, bright with the vivid green of the new sprung braird. In the hedges the most striking object now is the orbicular, shield-shaped creeper, which hangs in long, dangling, golden-yellow chains, like necklaces of flowers, on the skeleton hedge.

The tea-oil shrub (camelia oleifera) is again in flower on the hillsides—almost the only flower visible. It would seem as if the Genius of the Spring had paid a flying visit to the melancholy autumnal scene, and this her especial favourite, and where she lighted it and the scene together smiled.

It is truly interesting and delightful to observe the preparations made for the approaching winter in the vegetable kingdom. Take the oak or chestnut for example. Every internode is provided with twin-buds wrapped in overlapping coloured bracts resembling parchment, and enclosing, I suppose, not less than twenty to forty miniature leaves of a delicate green, clothed with fine silky hairs on the outer surface and grouped, one over the other, in alternate layers around a central green axis which ultimately becomes the young branch. The interval between each leaf, at present represented by the fractional part of a line linear, elongates to an inch or more, and the leaves expand proportionally. The silky down is meant for the protection of the tender leaf during its period of hybernation, and they gradually drop off and disappear with the growth of the leaf. In many shrubs there are terminal and auxiliary leaf-buds, with clusters of flower-buds at the bases of the leaf-buds. In some of the camellia family the tiny flower beds are already prepared and housed against the coming spring. They are clustered thick on every leaf stalk, and in every leaf axil, in bunches of two and three from any given point. Many of these must fall and perish, for nature always produces more lives than she ever brings to perfection; but the majority will slumber and swing securely through the frosts and storms of winter, and then unfold their charms and develop rapidly into the perfect type at the first touch of spring. The thick dark green bracts, imbricated like the tiles of a roof, are all the protection given to the tender flower wrapped up in miniature within, duodecimo size, corolline, staminal, pistilline whorls all complete, if we except the *vital force*, without which, no matter how many wrappings may surround the amputated bud, it quickly dies in the frosty air.

To me all this provision and preparation is most wonderful, and I cannot conceive any rightly constituted mind *resting in the fact*, call it by what name you will—law of evolution, order of natural succession, or what you please. The bare discovery of such admirable arrangements and contrivances leads me instinctively and at once in wondering love and homage to the foot of the Eternal Throne: I recognise in it the omnipotent and omniprescent energy of God.

"That delicate forest flower,
With scented breath, and look so like a smile,
Seems, as it issues from the shapeless mould,
An emanation of the indwelling Life,
A visible token of the upholding love,
That are the soul of this wide universe."

THE CHINA CONSULS' REPORTS FOR 1870.

The Reports of Her Majesty's Consuls in China for 1870 have just been published. The following is a *résumé* of the trade of the nine ports given:—

TIENTSIN.

Mr. Acting Consul Lay reports the total value of foreign trade as Tls. 25.524.577, exhibiting a decrease on the previous year, which showed Tls 26.941,653. There was a general decrease of the trade in 1870, the export of goods to Russia alone contributing to it the large sum of Tls. 1,031,874. The causes of the decrease were exceptional—the massacre and drought—and the wonder is that, under all circumstances, it was not larger. The value of the business of this port would undoubtedly be increased were the Chinese Government to make some effort to improve the navigability of the river. The bar might be dredged and the channel deepened.

CHEFOO.

Mr. Acting Consul Mayers reports a slight increase on the average of previous years in both imports and exports, and the growing proportion of British, British Colonial, and Indian imports unabated. The total estimated value of imports was Tls. 6,165.117, against Tls 6,549,571 in 1869. Exports showed Tls. 2,278,925, against Tls. 1,885,536 in the previous year. The remarkable increase in the import of opium from Tls. 1,708,541 to Tls. 2,023,952 was owing to the low rates of freight, but it had the effect of seriously depressing prices. In T-cloths a four-fold importation was made, the amount exceeding 400,000 pieces; the import of grey shirtings consequently fell off, but there was a largely increased importation of jeans, which was encouraged by their cheapness at Shanghai, owing to the accumulation of stocks. Woollens remain a very insignificant item in the imports of Chefoo, garments wadded with cotton, and furs or sheep-skins being preferred by the Chinese for winter clothing. Metals show a considerable falling off, the market having been flooded during the previous year; the demand for lead in particular had almost ceased.

Seaweed imported from Russian Manchuria employs a great deal of tonnage during the summer months. The trade is conducted almost exclusively by barter, and is almost wholly in the hands of the Chinese traders of Hwên-ch'un. This seaweed is used as food, and with better harvests the demand would probably fall off.

An attempt was made to send sixty natives to Russian Manchuria under a two years' engagement, which they readily accepted. The business, however, appears to have been mismanaged, and the major part of them absconded. On the other hand, great numbers of Koreans were driven by famine to seek employment in Russia, and are likely to prove valuable agricultural colonists if the Russian Government encourages them, as it is said they will, though the rendition of the refugees was demanded by the Korean authorities.

It is understood to be the settled intention of the Russian

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Government to remove its naval and military station from Nicolaieffsk to one of the ports on the southern coast, where open and safe harbours, practicable for navigation during the greater part of the year, offer a much more eligible site than the semi-Arctic and difficult waters of the Amoor. Port May, it is said, will probably be adopted as the most advantageous spot.

The export trade was beneficially affected by the Japanese demand for peas and oil. Raw silk showed a great increase, the amount being 415 piculs or more than the total aggregate of the three preceding years. This branch of business is now passing from the experimental stage, and bids fair to add a much-needed item to the list of exports from the north of China. The average prices of raw silk were Tls. 350 per picul for the yellow and Tls. 150 for the wild raw, or brown.

Straw braid, an entirely new article of export developed within the last few years, continued to be exported in increasing quantities to the United States. In addition to the foreign demand a great quantity is made into enormous straw hats, sent principally to Hankow. The above is only one among the many developments of trade for which this province has to thank the foreigner, notwithstanding the theory or pretence enunciated of late by the literary classes that foreign trade is *per se* an evil, and its extension a danger to Chinese industry which should be opposed at all hazards.

The greatest obstacle to any rapid development in the trade of this province lies in its want of means of communication. Many Chinese owners of property among the mountains are anxious to see the well-known mineral resources of the province developed. One European was, in fact, engaged by a Chinese at Tientsin to go into the interior for the purpose of improving the works of a native coal mine; but on this coming to the ears of the Governor of the Province, Ting Pdo-cheng, he at once ordered the district magistrate to arrest and punish the Chinese employer, and the European was sent down to this port.

Washing for gold by Chinese continues to be observed by travellers in different directions within fifty miles of this port. It has not yet been very encouraging in its results, but it seems very probable that veins exist in the rock which the Chinese have never possessed the means to lay bare and work.

Mr. Mayers concludes his very interesting and exhaustive report by reminding the reader that it is precisely ten years since the port of Che-foo was first declared open to trade, and a British Consulate and Chinese Custom-house established at what was then the small village lying at the foot of Yentai Hill. Since then the prosperity of the province has been marked and increasing. The settlement now numbers 149 Europeans and Americans, besides ten missionaries from the United States. Additions are continually being made to the number of European houses or bungalows; and a large hotel has been built for the accommodation of the numerous visitors who resort to Che-foo for the sake of its cool climate and sea air in the summer months, and regard it as the sanitarium of the province.

HANKOW.

Mr. Consul Caine reports the total value of the import trade for 1870 as Tls. 19,323,325, or an increase of Tls. 2,930,872 over the previous year. Sugar, shirtings, T-cloths, English drills, chintzes, lustres, and opium showed a large increase; American drills and Turkey reds a falling off. The trade was, however, unsatisfactory, in consequence of the low prices ruling for Yorkshire and Manchester fabrics. The year was politically bad, and flood and famine exercised their influence on trade generally. The exports amounted to Tls. 14,780,433—Tls. 59,604 less than the previous year. Black tea was almost the only article that showed a marked increase; brick tea, coals, tallow, and tobacco falling off considerably.

During the year, however, more piece goods were disposed of than in any other since the opening of the port, and the low rates have admitted their transport to more western markets—which may eventually have a beneficial effect on the trade of Hankow. Looking at the highway to Central Asia, it is most important—and especially so to Yorkshire manufacturers—that provinces such as Kansuh and Shensi should be opened up to trade. In nearly every large town in China the Shensi bankers have established agencies, and would no doubt do their utmost to restore the prosperity of their native province if permitted. From ten to twenty years ago Shensi took the greater portion of drills in this market, and during the Taeping rebellion immense stocks were sent for safety into this province and Sze-chuen, where they realised a fair profit. This explains why drills were then selling here lower than in Shanghai; native merchants say that low duties and two or three years' freedom from rebellion would so increase trade that Kansuh alone would be able to take over a million pieces of cotton and woollen fabrics per annum. At present the *leking*, or war taxes, amount to fifty per cent. *ad valorem* on cottons—in woollens it is so high as to be really prohibitory. Notwithstanding the obstacles placed in its way, it will be seen that commerce has expanded beyond all expectation, and its steady yearly increase will no doubt soon induce the establishment of more foreign firms.

KIUKIANG.

Mr. Consul Hughes reports a considerable increase in the tonnage of vessels employed in the river—due to the carrying trade in cotton, which assumed unprecedented proportions, in consequence of a dearth in that staple in the central provinces and an unusually large crop on the seaboard.

The total value of the import trade, after deducting re-export was £1,030,113, nearly one-third of which was opium. Native opium is not sold here in any quantity; it is, in fact, not much used in the valley of the Lower Yangtsze. In cotton piece goods there was an increase compared with 1869 in all kinds excepting T-Cloths, and of woollen goods the imports exceeded those of any previous year. Almost the only article in which a considerable falling off appeared was lead—possibly by reason of the European war.

The value of the tea exported was £1,734,942, and of the total exports £1,915,764. The opening of the Suez Canal gave a new impetus to the Hankow tea market, which is likely to be fully maintained.

The mercantile community of Kiukiang was reduced to five persons only, and three of these were almost exclusively engaged with steamer agencies. The reason of this decline is to be found in the natural preference for larger markets, which attracts both buyers and sellers to Hankow and Shanghai, and in the inability of the foreign commission agent to compete in the sale of imports with the native wholesale dealer.

NINGPO.

Mr. Consul Fittock reports an increase in imports of Tls. 552,544, chiefly in cottons, woollens, and metals. Exports also show an increase of Tls. 283,089. The large increase is the more satisfactory, as it is solely attributable to the annually increasing favour foreign goods are receiving. Ningpo occupied the sixth position in respect to the value of its trade out of the fourteen ports over which the foreign inspectorate extends. In illustration of the successful development of the trade in foreign bottoms, it may be mentioned that the revenue derived from it by the Chinese Government at the present day is considerably more than half of the estimated value of the whole of the merchandise imported and exported in 1859, exclusive of opium, which was then a prohibited article, although 2,305 chests admittedly found their way into the port in that year without hindrance from the authorities.

FOOCHOW.

Mr. Consul Sinclair reports undisturbed tranquillity throughout the year. Friendly exertions were spontaneously made by the Chinese officials to protect foreign property and save unnecessary alarm after the Tientsin Massacre—which Mr. Sinclair, it must be remarked, calls a "disaster"—and Mr. Sinclair avows the opinion that the subsequent warlike preparations made by the Chinese arose from no motives of hostility, but from a "fixed determination for the future to be in readiness to oppose force to force whenever attacked by foreign forces." The arsenal, under the direction of officers of the French navy, progressed with wonderful activity, and turned out five or six gunboats, which will eventually be placed under the command of Chinese officers now undergoing, as pupils, a special training under the instruction of a lieutenant of the English navy. The authorities on various occasions contributed with some of their steam war-vessels to assist vessels in distress outside the port. The arsenal was providing itself with implements of the newest make, and an officer on the Direction was sent to France for the express purpose of procuring mitrailleuse guns. "It is not, however, to be inferred from these vast preparations that the Government has in contemplation a resort to active hostilities against foreigners." The province was free from rebellion, harvests favourable, rice low, and the population peaceful and contented.

Imports decreased in grey shirtings, woollens, metal, and opium; in white shirtings and T-cloths they showed a fractional improvement. Nankeens continued a formidable competition to Manchester goods. Native opium was believed to be increasing in consumption. The export of tea suffered from the weather and the European war. The commercial relations of the port, however, extended more and more with Australia and New Zealand. The year was unfavourable to the owners of tea-ships, owing to their vessels having been brought into competition with steamers by the opening of the Suez Canal. The neglect of the Chinese Government to light and buoy the river Min was much deplored.

In June of the year a Chamber of Commerce was established at this port, and a weekly market report isssued from its offices.

AMOY.

Mr. Phillips, Interpreter in Charge, reports a decrease in imports of £46,522, and in exports of £92,459. Among the latter tea alone fell off £34,731. Opium showed a decline of £109,521, and cotton and other imports decreased £30,854. The reason of the decreased exportation of tea was owing to a great part of the tea that should have been shipped in 1868 not being despatched till the beginning of 1869. The tea shipped from Amoy is principally for the American market. Seven British ships left this for New York with tea in 1870. The decrease in the import of opium is owing to the excessive leking duties. In treasure imported there was an increase of £93,853, and in treasure exported a decrease of £40,375.

British shipping cleared and entered shows an increase of eighty-seven vessels of 57,351 tons; but of these fifty-three vessels entered and cleared in ballast. The small and handy tonnage of the German vessels enables them to compete favourably

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with British ships. The lighthouse commenced on Chapel Island this year will be a great boon to mariners; but, as will be seen by the above report, the prospects of Amoy as a port of trade are not encouraging, and, so long as the heavy leking taxes continue to be levied, all hopes of a flourishing trade are crushed.

SWATOW.

Mr. Acting-Consul Cooper reports a considerable increase of trade, especially in European cotton goods. Grey and white shirtings, T-cloths, and drills have advanced steadily for the last four years; in the two latter articles the increase on the previous year was enormous. Fancy and dyed goods are not very saleable at this port. Imports of woollen goods as compared with cottons are insignificant. English camlets and Spanish stripes, however, arrived to the value of £25,000. The import of cotton showed a decrease of 2,000,000 lbs., owing to the large import of yarns and piece goods. The import of tin steadily increased from 2,361 cwts. in 1867, to 5,505 cwts. in 1870. The number and tonnage of the shipping in harbour during 1870 was unprecedented, and in consequence of the European war the proportionate number of British sailing vessels was larger than usual—222 being the number of their entrances and clearances. The employment of steamers, which is on the increase, however, abolishes any hope of sailing vessels earning high freights.

Upwards of 20,000 free emigrants in 1869, and 22,000 in 1870, men and youths, left this port for Singapore, Bangkok, and Saigon, for the most part in vessels under British colours.

CANTON.

Mr. Consul Robertson reports a net improvement on the trade of the previous year of $412,632, the imports having advanced $565,715, and the exports declined $153,083. There is very little to be said regarding the prospects, past or present, of the foreign trade in Canton. There was a falling off of 20,681 piculs of tea in the exports of 1870. Silk showed an increase of 3,732 piculs in raw and thrown; but sugar fell off 37,832 piculs. Imports, such as piece goods, are entirely in Chinese hands. The foreign merchandise is brought from Hong Kong by native traders, but not a tithe of it passes through the foreign Customhouse, nor is a single piece imported by foreign merchants.

In woollens the trade was much on a par with that of the preceding year; shirtings and other fabrics showed an increase of about 5 per cent. Opium fell off 376 piculs. For some time fears were entertained of the intention of the Chinese Government to drive the foreign drug from the market by the cultivation of the native article, but if it had ever any such idea it would take years to accomplish it, and there are no important signs of diminution, either in demand or price, at present.

The value of the trade at the port of Canton in 1870 was:—imports, £2,561,346; exports, £4,219,727. Representing the total value of the foreign trade, and taking the value of imports as one-eighth, the actual amount of the import trade in the port of Canton stands at £20,490,768. The duties amount to £274,022.

In shipping a change is very apparent, steamers fast replacing sailing vessels, and the probability is that the latter will all but disappear.

That the city of Canton is prospering by foreign intercourse is evident from the numerous junks of the largest size bearing the number in English characters in accordance with the harbour regulations of the colony of Hong Kong, and the rapid growth of the suburb adjoining the river. It only requires greater facilities for interior communication, such as railways would afford, to make it probably the shipping port for all the tea and silk exported from China.

THE SIAM CONSULAR REPORT.

The *Pall Mall Gazette* prints the following remarks upon this report:—

We have already borrowed the system of competitive examinations from the Chinese, and it is our habit to regard them as singularly prudent and economical in all matters of business, public or private. It appears, however, that with the Chinese, as with ourselves, economy at one end does not always prove economy at the other. In the Commercial Report from Mr. Thomas George Knox, Her Majesty's Consul in Siam, for the year 1870, which has lately been printed, he says that from what he has seen of the competition between European and Chinese or native merchants, it appears to him that as long as the business carried on by a Chinese or Siamese firm is such as the heads of the firm can personally attend to they can compete on favourable terms with their European rivals. Their information of the state of the markets is usually more correct, and they receive it earlier. Their establishments are also much more economically managed. When, however, they exceed these limits and have to trust to others, whom they invariably underpay, then the European firms have the advantage. The amount of speculation that is carried on in a large Chinese or Siamese firm is immense. It is considered a matter of course, and when the firm is small is kept within bounds, but when large this can seldom be the case. The fault lies principally in the system of underpaying their clerks and servants, and is not, Mr. Knox considers, owing to any peculiar deficiency in trustworthiness. Foreign firms are likewise losers by the same system, for they invariably have attached to them Chinese *compradors*, or brokers, who really do the greatest part of their buying and selling, and through whose hands consequently large sums must pass. As they are paid a salary of about a quarter of that given to a European clerk, who fills a much less responsible situation, it is not very surprising that they are not so honest as they ought to be. The curious part, adds Mr. Knox, of the business is that, where the remedy is so plain, it is yet never applied.

Promoters of mining companies and brass-work manufacturers will find some useful hints in Mr. Knox's report. He has, he says, reason to believe that the Siamese Government would willingly grant permission to British subjects to open and work mines in their dominions, provided they felt convinced that the applicants were in possession of the necessary capital to carry on such undertaking in a proper manner. The royalty hitherto paid by the Chinese has been 10 per cent. on the metal extracted, and Mr. Knox understands that large profits have been made. As regards brass-work he calls attention to the large amount of this ware imported from China to Siam. It consists principally of large cups, basins, trays, &c. As these are very badly made and sold at high prices, there is every reason to believe that similar articles made in England would compete successfully with them in the Siamese market. It would, however, be necessary, at least in the first instance, to keep to the same patterns as those at present in use in that country.

MR. MITFORD ON JAPAN.

The current number of the *Cornhill Magazine* contains a very thoughtful and suggestive paper, by Mr. A. B. Mitford, entitled "Wanderings in Japan," which displays, in a very strong light, "the reverse of the medal," as shown in most of the accounts we have lately received of that country. "All is not gold that glitters" is an adage which can never be trite while it continues to be true. It is, however, only due to him to state that besides the hard disillusion of his account of the climate, the author's narrative contains a great deal of interesting historical (or traditional) information, indicating considerable research, and expressed in a plain, unaffected style, which commends it irresistibly to the reader's attention. It contains also a modicum of drollery gathered from the "window-pane wit" of some of the European tourist class—"monkeys who think they have seen the world," because they happen to have been taken to some odd corners of it, and stayed there just long enough to enable them to insult the religion of the people, and vaunt their own independence. We must content ourselves here with commending Mr. Mitford's delightful paper to our readers at their leisure, when we have no doubt they will derive as much gratification from it as we confess to owing him. The only extract we can find space for is one which describes the climate in anything but the attractive colours in which it has been hitherto painted:—

The rainy season was over, but not the rain. It had been an unusually wet year, even for Japan, and we, the inhabitants of the plain of Yedo, had been living in the midst of mire and slosh not be described. Stewed for weeks in a moist, unhealthy heat, shaving-tackle, knives, and guns were covered with rust unpleasant to the touch; boots and shoes bore a rich crop of unwholesome fungus; and such portions of our crazy wood-and-paper built cottages as had been spared by the violence of a recent typhoon smelt of mould and damp; the very people one met in the streets looked mildewed and sodden, as if being hung out to dry would have done them, as well as their clothes, a world of good. It was evident that, for health's sake, a trip to the hills had become necessary, and accordingly I determined to make a start of it.

Monetary and Commercial.

In anticipation of difficulties arising out of the *Alabama* claims, war risks have been taken on American vessels homeward bound, from Manila and other ports, the premium charged being 5s.

The twelfth ordinary meeting of the shareholders of the Universal Marine Insurance Company was held on the 1st inst., Sir John Lubbock, Bart., M.P., presiding.

The directors' report having been taken as read, the chairman said he should not go fully into the accounts, as they had been made up in the usual manner, and he congratulated the company on their position and prospects. The balance to the credit of income was £262,438, as against £266,422; the total amount underwritten was £21,380,000, against a slightly smaller amount for last year. The total amount underwritten for the year was £21,340,000, of which £16,716,000 had run off during the year, leaving £4,800,000. They had been making arrangements with a Liverpool office to underwrite for them in London, and he expected that if the details could be arranged it would be very advantageous for them. The foreign agencies were giving satisfactory results, and in no one case had the directors regretted their establishment.

The report and accounts were unanimously passed, and votes of thanks were given to Mr. Fisk, the company's underwriter Mr. Tozer, the secretary, and to the chairman and directors. The dividend declared was at the rate of 15 per cent. per annum.

At the meeting on the 1st of the London and County Bank—the acceptors for the Hong Kong and Shanghai Bank—Mr. W. C. Jones in the chair, the report showed an available total of £102,548, including a previous balance of £4,449, and a dividend was declared of 6 per cent., with a bonus of 3½ per cent. (together £1 18s. per share), making, with the June distribution, 18½ per cent. for the year. For the previous year the distribution was 17½ per cent. The deposits held are £16,116,730—an in-

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crease of £2,720,479; and the acceptances are £2,778,016—a decrease of £332,105. The paid-up capital is £1,000,000, and the reserve £500,000.

The Falmouth, Gibraltar, and Malta and British Indian Submarine Telegraph Companies announce interim dividends of 2 per cent. for the year ending the 31st December last.

M. de Lesseps has published an official statement showing that from this year the Suez Canal Company will be enabled to pay its debenture interest with regularity, in consequence of the increase in its revenue. The general receipts of the company in December (exclusive of sales of plant to the amount of £50,000 or thereabouts), were £52,984, as compared with £33,519 in December, 1870. The number of ships which passed through the Canal in December was eighty, as compared with sixty-nine in December, 1870. The aggregate revenue of the company in 1871 was £520,091, as compared with £255,488 in 1870, showing an increase of £264,603 last year. The number of ships passing through the Canal last year was 765, as compared with 486 in 1870, showing an increase of 279 ships last year. The committee appointed by the company to consider the best mode of measurement for calculating the toll of f.10 a ton, has sent in the result of its deliberations to the board of directors, which will have the subject under consideration at its meeting on the 20th inst. All the documents on the subject will be printed and submitted to the shareholders, in order that they may pronounce definitively on the plans which will be laid before them in a general meeting.

Notwithstanding the publicity given to the importation of spurious tea from China, chests of the most abominable rubbish still occasionally find their way to this country, as appears from the following in the *Pharmaceutical Journal*:—

"A few days since a sample was submitted to us of a small quantity that had recently arrived and been offered for sale at three-halfpence per pound and duty. It was composed, for the most part, of spent leaves, closely matted together in small lumps, thick pieces of twigs, immature tea fruits, pieces of straw, and dust and dirt in large quantity. This rubbish did not find a customer; but are we sure that it will not be offered again, and perchance fall into the hands of some unscrupulous dealer, who, by mixing it in judicious quantities with good tea, may retail it in the poorer districts of this great city at a sufficiently low price to realise a handsome profit to himself?"

The market for fine Bar Silver has been active, in consequence of the demand for the East, and prices have somewhat advanced, being now quoted at 61d. to 61⅛d. per oz. standard. Mexican Dollars of old coinage maintain their value in consequence of scarcity, and are quoted at 5s. 1d.; the new coinage has also advanced in price, and is quoted 4s. 11½d., both descriptions being taken for the East.

The amount of bullion, per P. and O. Company's steamer *Poonah*, from Southampton on the 1st inst., was, in gold—to Madras, £12,800; to Bombay, £50,000; to Ceylon, £10,000; to Malta, £50,000; in silver—to Shanghai, £6,610; to Hong Kong, £17,708; to Singagore, £20,000; to Penang, £107; to Calcutta, £167,000; to Bombay, £125,000; total, in gold £122,800; in silver, £336,425.

The export of Grey Shirtings for the month of January is estimated at 30,000,000 yards.

SUNDRIES PER "CASHMERE," FROM NEW YORK, FOR SHANGHAI.—DEC. 28, 1871.

PEABODY, WILLIS, & Co.
25 bls. drills 15,000 yds.
13 cs. edge tools
145 do. soap 3,000 lbs.
250 tons coal
570 feet plank
7 pumps
Iron ship frame
Engine pumps, &c.

G. A. POTTER.
10 brls. butter 1,000 lbs.

E. W. CARLIES.
1 refrigerator

SUNDRIES PER "MORRO CASTLE," FROM NEW YORK, FOR HONG KONG.—JAN. 5, 1872.

YOUNGS & Co.
15 cs. carriages.
1 do. harness
12 do. duck 4,020 yds.
1 brl. hams 218 lbs.

LANMAN & KEMP.
3 bxs. druggists' articles
18 csks. drugs

ARCHER & BULL.
37 csks. ginseng 12,102 lbs.

U.S. GOVERNMENT.
100 brls. beef
200 do. pork
50 do. apples
34 do. butter 3,060 lbs.
133 bxs. soap 9,975 lbs.
7 pkgs. needles
2 bxs. buttons 120 doz.
2 do. forks 240 doz.
20 do. mustard 480 btls.
20 do. pepper 480 btls.

TUCKER, CARTER, & Co.
81 pkgs. glassware

SCUDDER & AVIS.
1 pkg. effects

J. E. WARD & Co.
10000 cs. refined oil 100,000 gls.
113 pkgs. tobacco 18,794 lbs.
25 bxs. chairs
4 pkgs. gas fixtures
15 do. old furniture
6 bxs. scales
400 cs. refined oil 4,000 gls.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From PENANG to LONDON, per Peri, entered Jan. 20.—50 puncheons rum—Stilterfoht and Co.; 9850 green snail shells, 550 bundles rattans—G. F. Dickinson; 1314 slabs tin, 2511 buffalo horns, 47 bales buffalo hides, 1302 bags tapioca, 101 bales cow hides, 1630 bags pepper, 40 bags coffee—Order.

From SINGAPORE to LONDON, per Star of the South, entered Jan. 20.—10 bales rags—Read, Bros., and Co.; 929 bags pepper—Chalmers and Co.; 459 baskets gutta-percha, 11,116 baskets rattans, 1200 buffalo hides, 4837 horns, 3936 bales gambier, 1761 bags pepper, 61 bundles Borneo canes, 1598 bags tapioca, 1 box merchandise, 485 bags sago, 923 bags sago plant, 35 bales tobacco, 218 packages merchandise, 59 cases gum damar, 16 cases dragon's blood, 16 bags betel nuts, 163 cases shells—Order.

From MANILA to LONDON, per Vale of Doon, entered Jan. 22.—1200 bales hemp—Baring Bros.; 11 cases essences—Mertens and Co.; 9 cases cigars—C. Shaw and Co.; 424 bales tobacco—Suse and Sibeth; 3 cases cheroots, 90 cases cigars, 773 bags coffee, 16,750 bags sugar, 201 bales hemp, 237 cases gum almaciga, 43 cases indigo, 2 cases straw hats, 165 cases gum, 106 bales tobacco—Order.

From PASAROEANG to LONDON, per Western Chief, entered Jan. 22.—4063 baskets sugar, 4 cases musters—Order.

From NAGASAKI to LONDON, per Onglebert, entered Jan. 22.—1723 bales tobacco, 38 cases merchandise, 106 pieces bronze, 6 bales waste silk, a quantity of shells—Order.

From FOOCHOW to LONDON, per Maiden Queen, entered Jan. 25.—4 boxes tea—J. Pook; 515 half-chests tea—Kenneth, Dowie and Co.; 3912 chests 10,000 half-chests 6808 boxes 1142 packages tea, 2 packages lychees—Order; 2 packages lychees—A. Andrews; 2 packages lychees—H. Dalrymple.

From SHANGHAI to LONDON, per Guinevere, entered Jan. 26.—5389 chests tea—L. Reiss, Brothers and Co.; 4720 chests 4949 half-chests 813 boxes tea—Order; 5 boxes tea, 1 case preserves—Master; 1 case silver plate—F. C. Baxter.

From SINGAPORE and PENANG to LONDON, per James Livesay, entered Jan 26.—From Singapore: 3017 bales gambier, 274 bags coffee, 2895 bags sago flour, 497 bags pearl sago, 8055 bundles rattans—Order. From Penang: 6336 bags pepper, 1487 baskets sugar, 31 bales buffalo hides, 131 bales cow hides, 1 case mace, 7 cases nutmegs, 3 cases fish maws, 1257 bundles rattans—Order.

From SINGAPORE to GLASGOW, per Archos, entered Jan. 26:—2096 bags gambier, 141 bags tapioca, 3566 bundles rattans, 479 buffalo hides, 265 bags pearl sago, 7770 bags sago flower—W. McEwan.

From ILO ILO to LONDON, per Lake Constance, entered Jan. 29:—40,492 bags 74 packages sugar—Order.

From ILO ILO to LIVERPOOL, per Elise, entered Jan. 27:—2517 baskets 4 barrels 10,230 bags sugar—Peele and Co.

From BATAVIA to BRISTOL, per Zanzibar, entered Jan. 29:—6564 baskets sugar—W. R. Stock; 4634 rattans—Order.

From SINGAPORE to GLASGOW, per Blenheim, entered Jan. 29.—9793 bags sago flour—Wm. McEwan; 400 buffalo hides, 206 bags tapioca, 2285 pieces sapan wood—A. Glen and Co.; 100 bags black pepper—Aitken and Waddell; 46 baskets gutta-percha—Order.

From ZEBU and YOKOHAMA to LIVERPOOL per Sarah Nicholson, entered Jan. 30.—From Zebu: 50 bags hemp—Peel and Co.; 53 bags coffee, 26,744 bags sugar, 1700 bales 21 bags hemp—Order. From Yokohama: 20 packages merchandise—Order.

From SHANGHAI to LONDON, per Derwent, entered Feb. 1.—5926 chests 3719 half-chests 1192 packages tea—Order.

From JAVA to GREENOCK, per Diadem, entered Jan. 31.—4875 baskets sugar—Jas. Richardson and Co.; 680 bundles rattans—Order.

From JAVA to GREENOCK, per Merse, entered Jan. 31.—3522 baskets sugar—A. Scott and Sons; 1435 bundles rattans—Order.

From MANILA to LIVERPOOL, per Gloria, entered Feb. 1.—770 bales hemp—Baring and Co.; 40 bales hemp—Shaw and Co.; 116 cases gum, 1019 bales hemp, 23,795 mats sugar, 10 cases cigars, 118 bags cowries, 6 barrels nails—Order.

ARTICLES OF IMPORT.

TEA.

An auction of 3,967 packages China was held on the 26th ult., the whole being printed on account of the importers, without reserve, and sold; the quantity being 1,629 half-chests Moyune Green, ex Ulysses, from Shanghai, 2,338 chests and half-chests Congou, ex Thyatira, from Foochow. The finest and choice qualities of Green met a good competition at full prices, but medium Moyune went with less spirit and rates were occasionally under those paid at the sales of 10th ult. The Congou sold irregularly, but on the whole prices were about equal to those ruling in the private market, viz., Fannings to leafy kinds 7d. to 8¾d., and good common to fair red leaf 11½d. to 1s. 1½d. per lb.

A further public sale was held on the 30th ult.; 6,632 packages were offered, 3,478 packages being without reserve, of which 1,400 boxes Scented Caper were sold before sale, and barely 2,000 packages thereat. Only unimportant parcels found buyers, the portion offered at reserved prices being all withdrawn. 313 half-chests red leaf Congou sold at 1s. 2d. to 1s. 2½d., and 350 boxes Pekoe Souchong at 1s. 6½d. to 1s. 6½d. Privately business has been done in red leaf Congou at 1s. 5d.

SILK.

There has been a steady daily business in Tsatlees, chiefly on home account, and the deliveries for the month of January have been very large; say 3,036 China, 1,600 Canton, and 1,201 Japan. Canton Tsatlees have been in much favour, and still command considerable attention, "good market" being in request at 17s. 6d., and superior qualities 18s. 6d. to 22s. 6d. Japans seem to be recovering a little from the depression in which they have long been, and good clean

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parcels of Mybash are now more readily saleable. The next periodical public sales are fixed to commence on the 21st inst. Arrivals in January: China, 1,703 bales; Japan, 853 bales; Canton, 282 bales.

COFFEE.

The market during the week has exhibited an animated tone, and the public sales—which have consisted chiefly of Plantation Ceylon—have gone off with spirit at an advance of 6d. to 9d. per cwt. The prices realised for *Plantation* Ceylon have been triage 66s. 6d. to 72s., small 74s. to 77s. 6d., low middling 77s. 6d. to 79s., bold grey and dull 80s. to 82s. 6d., middling coloury 79s. 6d. to 81s. 6d., pea-berry 86s. to 88s. 6d. A good demand has prevailed for *Native* Ceylon, and on the spot 2,500 bags good ordinary have been sold at 70s., also for arrival 300 tons, and about 2,000 bags at 70s., guaranteed good ordinary. The only other sale of East India has been 1,670 bags *Manila*, mixed brownish, at 69s. 6d. to 70s. per cwt.

SUGAR.

The market has continued extremely active; refiners and the trade still refrain from purchasing, and the business has been very limited in extent. Of *Penang* at auction of 2,466 bags offered, 1,550 bags sold, middling yellow (duty 4s. 9d.) at 31s. 6d. to 32s., soft yellow (duty 5s. 3d.) at 32s. 6d., good soft coloury (duty 5s. 3d.) at 34s., fine coloury at 35s., crystalised (duty 5s. 8d.) at 37s., 540 baskets date sort were bought in at 32s., but have since sold at 24s.; privately 450 baskets ditto have been sold at 23s. 9d. to 24s. Of *Manila* we note private sales of 50 tons Zebu unclayed at 24s. 6d., and 2,000 bags low quality at the same price. No other transactions in East India are reported.

COCOA-NUT OIL.—The market for Ceylon is quiet at last quoted rates, viz., £37 15s. to £38; at public sale 29 casks have been quitted, fine at £38, common at £36 per ton.

COIR GOODS.—At the last sales the supply of Yarn was less extensive, and ordinary qualities again sold readily at full rates; medium sold steadily, but fine went off slowly. Fibre and Rope brought steady rates. Of 313 bales *Ceylon Yarn* offered 90 bales sold, medium to good medium, £33 15s. to £35, fine well made £44 to £50 10s., 23 tons sold, common to medium at £29 to £31 5s.

CUTCH continues in demand at the recent improvement, but no important sales have been effected.

GAMBIER.—The activity in the demand for floating parcels continues, and a fair quantity has changed hands during the week at 20s. 9d. per cwt., Dec.-Jan. shipment. On the spot 50 tons pressed cubes have been sold (at auction) at 24s. 6d., and 130 mats cubes (privately) at 25s.

GUTTA-PERCHA has realised full rates, re-boiled 11¾d., ordinary white 1s. 3d. to 1s. 7¼d., middling to good kinds 1s. 8d. to 2s. 4¼d., fine 3s. per lb.

HEMP.—Although a fair demand has been shown for Manila, but few transactions have been effected, the stock being for the most part held for prices which buyers decline to pay; at auction 575 bales brown R.R. mark were bought in at £42.

HORNS.—At the periodical sales on the 26th ult. a good supply of various descriptions was offered, but the demand was quite equal, and prices are generally dearer. *Siam Buffalo* were slow of sale at rather low prices; 40,176 (46 tons) chiefly sold, 750 to 576 horns to a ton at 41s. to 42s. 6d. per cwt. *Ceylon Deer* met an active demand, and most kinds sold at 5s. to 7s. per cwt. above previous auctions; 26,388 horns (17 tons) chiefly sold, 1,745 to 1,946 horns to the cwt., at 71s. to 75s. 6d.

INDIA-RUBBER.—Borneo has been in active demand, for arrival at 1s. 8½d. to 1s. 8¾d., and at the close 1s. 9d. has been offered and refused.

PEPPER.—*Black* is steady—Penang at 5¼d. to 5⅝d.; Singapore at 6¼d. *White* has again been somewhat irregular; Singapore ordinary small to middling quality has sold at 11½d. to 1s., good fair and good fresh 1s. 0¼d. to 1s. 0⅜d., Penang at 10¾d. to 11½d.

RICE.—The market is quiet without change in prices.

SAGO.—Only small parcels have been offered by auction and chiefly bought in, small pearl at 17s. 6d., and boxes at 19s.

SPICES.—*Cinnamon:* Of 21 bales Ceylon 9 bales sold, second sort at 2s. 7d., third at 2s. 6d. *Chips:* 333 bags bought in above the value, ordinary at 6d. *Cloves:* Fine bold Penang has sold at 1s. 4d. *Nutmegs:* Penang have sold at 3s. 7d. *Mace:* 12 cases Penang sold, middling old 4s. 4d. to 4s. 5d., fresh mixed red 4s. 2d. to 4s. 3d., 12 cases ordinary dark and mouldy Singapore at 3s. 7d.

SHELLS.—The periodical sales were held on the 30th ult. *Mother-o'-Pearl:* There was good competition, and nearly the whole of the supply was disposed of at full prices to a further slight advance. Of 318 cases Macassar 250 cases sold—good bold clean, £12 10s.; medium and inferior, £10 17s. 6d. to £11 10s. *Green Snail:* Of 91,573 Penang 77,000 sold—large, 3½d. to 4d.; medium and large medium, 2¾d. to 3½d.; small, 1½d. to 2d. each. *Cowries:* Of 85 bags Ceylon 24 bags first-class sea-damaged sold at 24s. *Tortoise:* A good supply, amounting to about 10,000 lbs. of shell and hoof, offered went off with less animation at irregular and lower rates, except for common East India, which sold steadily; of 52 cases East India (including Singapore, 5,470 lbs.) nearly all sold—common and mixed, 9s. 6d. to 12s. 6d., one lot 7s. 6d.; middling to fair, 13s. to 18s. 6d.; good fair to good, 19s. to 24s.

TAPIOCA.—Of 678 bags Singapore 420 bags sold, dull 2½d., good 2⅝d., fine white 2¾d., 347 bags Penang chiefly sold at 2¼d. to 2½d., being cheaper. *Pearl:* Of 789 bags Singapore 680 bags sold at full rates, old import and dull medium and small at 20s. to 21s., good do. 22s. 6d. to 23s., fresh medium at 23s., fine fresh small at 23s. 6d. to 24s. *Flour:* 480 bags Penang were withdrawn.

TIN.—The market has again been very irregular, owing to the operations of speculators, and at the close prices show a considerable decline on the rates quoted for last mail, the current range being for Straits on the spot and afloat £141, Banca £144 to £146, Billiton £141 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Jan.25	James Livesay	Harvey	Penang, &c.	London
25	Southern Cross	M'Donald	Rangoon	Queenstown
23	Louis A. Constantine	Steur	Batavia	Texel
	Flying Spur	—	Japan	New York
26	City of Vienna	M'Donald	Colombo, &c.	London
26	Twilight	Cowley	Galle, &c.	Do.
25	Archos	Dunclew	Singapore	Glasgow
27	Elise	Lauritzen	Ilo Ilo	Liverpool
25	India Packet	Diepering	Batavia	Texel
25	Telenak	Lusink	Do.	Do.
25	Phillip van Marnix	Mulder	Do.	Brouwershaven
Dec.15	Maria Miles	Brandt	Hong Kong	Callao
22	Foreningen	Berglund	Yokohama	Do
	City of Agra	—	Manila	New York
Jan.26	P G.Q.T. (Jonge Jan)	—	Batavia, for Roterdm	Off Dungeness
29	Sarah Nicholson	Hefferman	Zebu, &c.	Liverpool
28	Blenheim	Cottier	Singapore	Glasgow
30	Peveril of the Peak	Nichols	Colombo	London
29	Benledi (s.)	Buchanan	Rangoon	Liverpool
31	Neversink	Gibson	Do.	Falmouth
31	Gloria	—	Manila	Liverpool
29	Insulinde	Jollie	Batavia	Texel
29	Jonge Cornelis	Grchoop	Do.	Brouwershaven
Feb. 1	Derwent	Gadd	Shanghai	London

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan.26	Jessie Isabel	Mills	Hong Kong	London
26	Cartsburn	Young	Galle, via Cardiff	Do.
26	Wood Hall	—	Yokohama	Liverpool
25	Sea Mew	Cowan	Cardiff & Hong Kng.	Troon
	Gysbert Karel Graaf v. Hogendorp	Horner	Sourabaya	Amsterdam
27	Priam (s.)	—	Sing., China, &c., S.C.	Liverpool
26	Hylton Castle	Scott	Hong Kong	Sunderland
25	Auro	Palin	Singapore	Shields
29	Endymion	Bannister	Cardiff and Shanghai	London
27	Vesta	—	Batavia	Do.
27	Anna	Jessen	River Amoor	Motherbank
27	County of Lanark	McFarlane	Java	Belfast*
27	Equator	Hockert	Batavia	Sunderland
26	Androklos	Reuter	Singapore	Hamburg
	Robertus Hendrikus	Hageraats	Java	Holland
28	Northern Light	—	Singapore, via Tyne	Liverpool
30	Cymbeline	Faye	Cardiff & Hong Kong	London
29	Jungfrau	Scotland	Hong Kong	Cardiff
27	Earl Dalhousie	Henderson	Do.	Penarth
27	Blackwall	Wilson	Do.	Do.
13	Eme	Sproul	Shanghai	New York
31	Sing-Tai	Beaglehol	Chefoo & Tientsin	London
31	Glengyle (s.)	McBain	Sing., China, &c. S.C.	Do.
31	Deerhound	Carling	Shanghai	Do.

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Galley of Lorne, Yangtzeze. For Singapore, Hong Kong, and Shanghai: Africa. For Colombo, &c.: Strathclyde, Fenella, Mont Cenis.

SAILING VESSELS.—For Yokohama and Hiogo: Albuera, Whiteadder. For Yokohama: Leander, Velocity. For Shanghai: Aracan, Cutty Sark, Sir Lancelot, Langstone. For Amoy, Chefoo, and Tientsin: Yarra. For Chefoo and Tientsin: Fanny. For Hong Kong: Irvine, Everest, William Ritson, Guinevere. For Manila: Maria. For Batavia and Sourabaya: Alerte, Samuel, Vidar. For Singapore: Pasithea, Janet Ferguson, Star of the South. For Penang: Peri, Rifleman. For Colombo: Southern Belle, Caroline Hutchings, Caldera.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Hector (str.). For Hong Kong: Houri, Clymene, Cavalier. For Manila: Alejandro, Victoria. For Batavia and Sourabaya: Bothwell Castle. For Amboyna and Sourabaya: Soembing. For Aden and Colombo (via Cardiff and Suez): Stephensons (str.).

At GLASGOW.—For Batavia and Sourabaya: County of Bute. For Singapore: Rosedale.

SPOKEN.

SISTERS, Batavia to Dordt, Dec. 15, 35 S., 23 E.

ALEPPO (barque), Liverpool to Singapore, Dec. 21, 3 N., 24 W.*

TINNIVELLY (barque), Shields to Galle, Dec. 26, 2 N., 25 W.

PEGASUS, Cardiff to Hong Kong, 21 days out, Dec. 24, 2 N., 3 W.

HOLLAND (barque), of Rotterdam, to Hong Kong, Dec. 3, 10 S., 32 W.

0928. 1st d.p. (Dut. ship), Batavia to Amsterdam, Jan. 6, 33 N., 41 W

GERTRUDE, Newport to Hong Kong, Dec. 28, 1 S., 31 W.

EMILIE CHARLOTTE, Sourabaya to Queenstown, Jan. 3, 33 N., 37 W.

DARTMOUTH, London to Shanghai, Dec. 24, 5 S., 29 W.

MARY NELSON, Singapore to New York, Dec. 27, 1 S., 29 W.

ITASKA, Newport to Yokohama, 25 days out, near the Cape de Verds.

* With maintopgallant-mast carried away and mizenmast sprung.

FREIGHTS AND CHARTERS.

Outward berth freights still continue dull. Coal freights from the outports have advanced 2s. 6d. on the quotations below.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 100s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Yokohama: 35s. weight, 30s. meast. To Shanghai: 37s. 6d. weight, 30s. meast. To Chefoo: 45s. weight or meast. To Tientsin: 50s. weight or meast. To Hong Kong: 35s. weight, 25s. meast. To Manila: 35s. weight, 50s. meast. To Amoy: 40s. weight or meast. To Sin-

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gapore: 20s. weight or meast. To Penang: 30s. weight, 35s. meast. To Ceylon: 15s. meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £47. To Hong Kong: £37. To Penang: £25. To Singapore: £27. To Galle: £20. From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 42s. To Chefoo: 42s. 6d. To Shanghai: 47s. To Hong Kong: 37s. To Manila: 25s. To Colombo: 22s. To Galle, 21s. To Singapore: 27s. To Cheribon, 21s.

From Birkenhead, per ton.—To Shanghai: 36s. To Hong Kong: 30s. To Singapore, 20s. to 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 40s., ship 45s.; to Shanghai, steamer 35s., ship 40s.; to Hong Kong, steamer, 30s., ship 35s.; to Singapore, steamer 25s., ship 25s. to 27s. 6d.

CASUALTIES.

The Swiftsure, Stace, from Cardiff to Kong Kong, which vessel put into Falmouth, Jan. 3, with side of deckhouse smashed, and crew refusing duty, was also found to be leaky; she has commenced landing her cargo for repairs.

NOTICES TO MARINERS.

JAPAN.

Fixed Light at Satano-Misaki (Cape Chichakoff).—The Japanese Government has given notice that a light is now exhibited from a lighthouse recently erected at Satano-Misaki (Cape Chichakoff), south point of Kiusiu. The light is a fixed white light, obscured landward from N.N.W. ⅓ W., to N.E. by E. ¾ E., elevated 200 feet above the level of the sea, and in clear weather it should be seen from a distance of twenty-one miles. The illuminating apparatus is of the first order. The lighthouse is 35 feet high, is constructed of iron, octagonal shaped, and painted white; it is situated on a small island lying about 300 yards from the mainland. Position, lat. 30 deg. 58 min. 30 sec. N., lon. 130 deg. 40 min. E. The temporary light hitherto used has been discontinued. Hydrographic-office, Admiralty, London, Jan. 1872.

JAVA.

Revolving Light on the Zwantyes or Koko Reef.—With reference to Notice to Mariners, No. 93, dated Dec. 4, 1871, respecting the establishment of a light on the Zwantyes or Koko reef, Madura strait, the Netherlands Government has given further notice that the light is now exhibited. The light is a revolving white light showing a fixed light for one and a-half minutes, followed by an eclipse of ten seconds, a flash of ten seconds, and a second eclipse of ten seconds, the revolution being completed in two minutes; it is elevated 54 feet above the level of high water, and in clear weather the fixed light should be seen twelve, and the flash fourteen, miles. Position, lat. 7 deg. 28 min. S., long. 113 deg. 7 min. E. In foggy weather, or if any interruption of the regular working of the light should occur, a bell will be sounded.—Hydrographic-office, Admiralty, London, Jan. 1872.

THERE has been launched from Earle's Shipbuilding Company's yard at Hull the largest steamer yet built on the Humber. The vessel is named the Othello, and is of the following dimensions:—Length between perpendiculars, 316ft.; breadth of beam, 36ft.; depth of hold, 27ft. 6in.; registered tonnage, 2,500. She will be engined by Earle and Co., with surface condensing compound engines of 300-horse power nominal. The Othello is intended for the Indian trade, *via* the Suez Canal.

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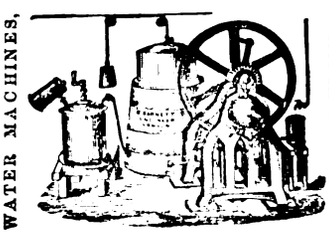

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J. THOMSON, Chairman.

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BANKERS—London and County Bank.

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THE

NAVAL AND MILITARY GAZETTE,

PUBLISHED EVERY SATURDAY,

ESTABLISHED FEB. 9, 1833,

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Price THREEPENCE.

THE ELLIPTICAL MAP OF THE WORLD FOR 1872

COMPRISES FOLLOWING DETAILS OR CHARACTERISTICS:—

1. The Greenwich Meridian bisects the Map equally, the Parallels of Latitude right lines, Meridians of Longitude equidistant as to latitude, converging to the Poles, and length of every Tenth Degree in English Miles.
   International Voyaging, Travelling, Exploring, and Telegraphic and Railway Routes, with distances in English Miles.
3. Oceanic Currents and Trade Winds, &c., indicated by a series of darts and arrows of direction.
4. Magnetic Variations, illustrated by a system of circular signs, and lines of no variation of compass.
5. Various Geographical Notes—
   Antipodes of certain localities determined—Sites of Ancient Cities and Land of Eden—Last Voyage of Sir J. Franklin—Farthest points reached by Navigators towards the Poles, &c.
6. A Reference Table and Traversing Lines eastward and westward, and Notes to elucidate periodical action of Solar Light and Heat, and Mean Temperature of Various Climates.
7. Maps of Arctic and Antarctic Regions.
8. Maps of Celestial Hemispheres and Sun's Course.
9. Method of Colouring indicates the Territorial Extent of Races, Languages, or Religions, as English, Spanish, Mohammedan, &c.

DESIGNED BY G. T. EDKINS, LONDON.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

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JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

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Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

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An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

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EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

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PARENTS residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

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VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

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IN all Districts, Ages, Conditions, varying in size from 40 to 1,500 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

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AT ABOUT 2½D. A PINT.

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Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness. Excellent economical stock for Soups, Sauces, &c.

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THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.

Salle-à-Manger, 70 ft. by 50 ft., large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d' Hote at Five and Seven.

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Teeth filled with Gold or Mr. B. L MOSELY'S White Enamel, the ONLY Permanent Stopping for FRONT TEETH retaining its colour.

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SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at he above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

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Spars, timber, and other Dockyard material kept in stock.

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	From Southampton.	From Brindisi.
GIBRALTAR, MALTA	Every Thursday at 2 P.M.	—
ALEXANDRIA, ADEN, BOMBAY	,, ,,	Every Monday at 5 A.M.
GALLE, MADRAS, CALCUTTA, PENANG, SINGAPORE, CHINA, JAPAN	Thursday, Feb. 1, at 2 P.M. And every alternate Thursday thereafter.	Monday, Feb. 12, at 5 A.M. And every alternate Monday thereafter.
AUSTRALIA, NW. ZEALAND (Cargo only.)	Thursday, Feb. 15, at 2 P.M. And every fourth Thursday thereafter.	Monday, Feb. 26, at 5 A.M. And every fourth Monday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

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Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

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WHICH HAVE BEEN MUCH REDUCED,

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THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

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San Francisco, in 18 days rom England.
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Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by he magn ficent steamers of the United States, New Zealand, nd Australian Mail Steamship Company.

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December 10, December 24, January 7, January 21, February 4, February 18 } For { Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The steamers of the 24th Dec., 21st Jan., and 18th Feb. connect at Aden with the steamers for Seychelles, Reunion, and Mauritius.

The steamers of the 10th Dec., 7th Jan., and 4th Feb. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
,, Constantinople... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,, ,,

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*** Passengers eastward of Suez securing their Births in London are entitled to the conveyance of their luggage free to Marseilles.

CHINA AND JAPAN.

THE following SPLENDID First-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Sir Lancelot	A1 16 yr.	E.I.D.	With des.
Hong Kong.	Guinevere ..	A1 16 yr.	E.I.D.	With des.
Ditto	Sir H. Parkes	A1 13 yr.	W.I.D.	With des

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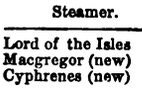
CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class steam and sailing CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Penang, Singapore, H. Kong, Shanghai, & Hankow	Russia, s.s.	A1 100	SWID	March
	Erl King...	AB 1	L'pool.	1st March
	New Stmr.	A1, 100	SWID	April
Hong Kong.	Everest	A1 14 yr.	SWID	With des.
Amoy, Newchwang, & Chefoo.	Yarra	A in A1	SWID	With des.
Shanghai ...	Aracan	A1 14 yr.	SWID	With des.
Shanghai ...	Ailsa	A1 16 yr.	SWID	With des.
Yokohama...	Leander	A1 16 yr.	SWID	With des.
Yokohama & Hiogo	Velocity ...	A1 14 yr.	SWID	With des.
	Devana ...	A1 13 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's court, Cornhill, London; 10, Orange-court, Liverpool; or York Chambers, 55, King-street, Manchester.



STEAM from LONDON, via Suez Canal, or PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java and Japan. The following magnificent STEAMERS will be despatched as under, from the South-West India Docks:—

Steamer.	Class.	Tons.	H.p.	To be despatched.
Lord of the Isles ...	100 A1	1846	240	Feb. 21.
Macgregor (new) ...	100 A1	1500	300	March 5.
Cyphrenes (new) ...	A1 20 years	1500	250	March 20.
Cheops...	100 A1	984	150	April 5.

The accommodation for passengers is replete with every comfort, including bedding and linen.

For Freight or Passage, apply to SHAW, MAXTON and Co., 2, Royal Exchange-buildings, E.C

Steam via the Suez Canal.

To sail on the 21st February.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for JAVA and JAPAN, the splendid full-powered screw steamer LORD OF THE ISLES, 100 A 1, 1,846 tons register, 240-horse power, nominal, JAMES BLOW, Commander; South West India Docks. Has elegant accommodation for passengers, including cabin fittings, bedding, and linen; carries a surgeon and stewardess.

Rates of Passage as follows:—

To Singapore ... ... 50 gs. first-class.
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,, Shanghai ... ... 70 ,,

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PENANG, SINGAPORE, CHINA, & JAPAN.—The following high-classed SCREW and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock	Last Shppng Day
Pen., Sing. Hg.Kg., & Shanghai, via S.C...	Yangtsze (s.s.)	Lpool Bk	1220	SWID	Feb. 10
Do. ...	Canton, s.s.	A1.....			To follw
Shanghai..	Langstone	A1.....	746	EID	Wth des
Hg. Kong.	Irvine	A1.....	655	EID	Wth des
Chefoo & Tientsin	Fanny	A1 10 yrs	398	EID	Wth des
Hiogo & Nagasaki	Zohrab.....	A1 9 yrs	412	EID	

Excellent accommodation for passengers.

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STEAM VIA THE SUEZ CANAL.—To PENANG, SINGAPORE, HONG KONG, AND SHANGHAI, taking cargo for transhipment to Java, Japan, &c., at through rates at shippers' risk (last shipping day Feb. 10, unless previously full), the splendid new full-powered Screw Steamer YANGTSZE, A1 18 years, Liverpool bark, 1,220 tons gross 780 tons net register, 160-horse power nominal, A. CORNER Commander; South West India Docks. This magnificent steamer, built this year by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, is expected, from her large proportionate power, to make a very quick passage. Has splendid accommodation for passengers.

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FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

	Tons	Brokers.	To Sail.
LONDON.			
J. Ferguson, A1 14yr	581	Mills & Milne.....	Feb. 20
Yang Tsze, s.s., A1 100.....	1,000	Norris and Joyner...	Feb. 10
Pasithea A1	587	Wright Bros. & Co.	Feb. 20
Star of the South, A1	665	Wright Bros. & Co.	March
LIVERPOOL.			
Hector, s.s.	1,522	Alfred Holt.....	Feb. 10
GLASGOW.			
Rosedale, A1 10 yrs.	459	Thos. Skinner & Co.	Feb. 10

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

The London Line of Packets for Japan.

FOR YOKOHAMA and HIOGO, with prompt despatch, the splendid Clipper Barque, ENGELBERT, 480 tons register, Captain D. BALLEHR; loading in London Dock. This fine vessel was built in 1870 under special survey, and classed 3-3rds L 1. 1. for nine years, being the highest class in the French Veritas; is coppered and copper-fastened. Has just discharged her cargo from Nagasaki in perfect order, and having proved herself to be one of the fastest clippers afloat is specially adapted for the conveyance of fine goods.

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THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January 1872. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

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Penang	SANDILANDS BUTTERY, & Co.
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Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
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Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo ...	K. DE PIOTROWSKI

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(Over the JERUSALEM.)

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Feb. 5, 1872.

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FRENCH MAIL EDITION.

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 441.] LONDON, MONDAY, FEB. 12, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Feb. 9.
JAPAN — Yokohama	Oct. 27	Dec. 19	Dec. 26
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki	—	—	„ 21
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	—	—	„ 22
Kiu-kiang	—	—	„ 20
Chin-kiang			
Shanghai	Nov. 3	Dec. 28	„ 29
Ningpo			
Foochow	„ 3	„ 27	„ 30
Formosa			
Amoy			
Swatow			
Hong Kong	„ 17	„ 31	Jan. 4
Canton			
Macao			
PHILIPPINES— Manila	„ 3	„ 22	Dec. 23
COCHIN-CHINA— Saigon	„ 24	„ 30	Jan. 8
SIAM — Bangkok	—	—	„ 1
BORNEO—Labuan			
Sarawak	—	—	„ 7
JAVA — Batavia	—	—	„ 6
Samarang	—	—	„ 5
Sourabaya	—	—	„ 4
MALACCA STRAITS— Singapore	Dec. 8	Jan. 9	„ 12
Penang			
CEYLON—Galle	„ 22	„ 16	„ 19
Colombo	—	—	„ 17

THE MAILS, &c.

The French mail, bringing the above dates, was delivered, *via* Marseilles, on the 9th inst., three days in advance of due date. The next inward mail (P. and O.), with dates, Yokohama Jan. 2, Shanghai Jan. 5, Hong Kong Jan. 11, Singapore Jan. 18, is due, *via* Brindisi, on Monday, the 19th inst.

Telegrams by the China Submarine and Red Sea Lines are being received, allowing for difference of time, in about five to six hours.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Ava*, arrived Feb. 7.—From Yokohama: Messrs. Kreitzer, Strauss (Belgian Consul), Bell, Gandaubert, Sisco, Talles, Oyama-Sialske (Japanese officer), Matzouda, Mitzoutami (Japanese students), M. and Madame Panckouke. From Shanghai: Messrs. J. Little, Cumine, Westall, Lacroix, Hernault, Lougelot, Salzman, Mr. and Mrs. Stamman. From Hong Kong: Messrs. John Forster, Samuel Hibb, Bertrand, Brun, Vassanary. From Saigon: Messrs. Vigneau, Legendre. From Batavia: H.E. M. Myer (Governor-General of Netherlands India), Messrs. Copernus, Van Amstel, Baudry. From Singapore: Messrs. Lombardini, Cammillo, Varquez, Salas, Brabo.

PASSENGERS OUTWARD.

Per P. and O. steamer *Poonah*, from Southampton, Feb. 1.—To Yokohama: Mr. T. Rose. To Hong Kong: Miss Ellen Hall and one second-class passenger. To Singapore: Mrs. Martin, two children, and servant, Miss Niven and sister, Mr. G. W. Brown.

Per P. and O. steamer *Malta*, from Brindisi, Feb. 12.—To Hong Kong: Mr. J. M. Reid. To Singapore: Mr. Armstrong and two second-class passengers. To Ceylon: Mr. Keppel Jones, Mr. W. H. Gregory (Governor of Ceylon), Mrs. Gregory, and two servants, Capt. Maxwell.

Per P. and O. steamer from Suez, Feb. 16.—To Ceylon: Mr. J. M. Gibson.

Per P. and O. steamer *Delta*, from Southampton, Feb. 15.—To Samarang: Mr. G. W. Winter. To Hong Kong: Mr. A. Drew, Mr. Ottley, Mr. A. W. Rothwell. To Singapore: Mr. T. J. Rose, Mr. C. W. Nicholson. To Ceylon: Lieut. Taylor, Lieut. Maybury.

Per P. and O. steamer *Nyanza*, from Brindisi, Feb. 26.—To Shanghai: Mr. J. H. Anderson. To Singapore: Mr. J. Black, Mr. S. M. Munro. To Penang: Mr. F. C. Bishop.

Per P. and O. steamer *Nyanza*, from Brindisi, Feb. 19.—To Bombay: General Sir Harry Ord, Lady Ord, and secretary (*en route* for Penang).

Per P. and O. steamer *Ceylon*, from Southampton, Feb. 29.—To Shanghai: Mr. W. G. Hardman. To Hong Kong: Mrs. Pyke, Mr. G. H. Woollatt, Mr. R. M. Gray, Mr. B. Layton, Mr. S. G. Bird. To Singapore: Captain Innes, Assistant-Commissary Hutton. To Ceylon: Mr. J. V. Tippet.

Per P. and O. steamer *Nyanza*, from Brindisi, March 11.—To Shanghai: Mr. R. H. Percival. To Hong Kong: Mr. N. C. Stevens, Mr. J. Manger.

Per Messageries Maritimes steamer, from Marseilles, Feb. 18.—To Shanghai: Mr. and Mrs. Leonard. To Hong Kong: Captain Patridge, Messrs. J. H. May, John Wilson, M. Corner. To Batavia: Messrs. Boschadt, Oosting.

Per Messageries Maritimes steamer, from Marseilles, March 3.—To Shanghai: Mr. and Mrs. Rowley Miller, Mr. and Mrs. Brand. To Saigon: M. Hamonic.

Per *Yangtsze*, from London, Feb. 10.—For Singapore: Mr. Dunman, Miss Dunman, Miss Gyddes, Mr. Guiver. For Hong Kong: Mr. John McIntyre, Mr. J. Robinson, Mr. Bandinel. To Shanghai: Mr. Wakfer, Mr. Green.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present (French) mail brings advices from this port to the 26th Dec.; the P. and O. mail, from London, Oct. 20, arrived out on the 11th, and the following French mail of Oct. 27 on the 18th Dec. The Pacific mail, *via* San Francisco, with advices to the 22nd Dec., has been delayed *en route*.

The appointment of Iwakura Tomomi as Ambassador to visit the United States and Europe has rendered vacant the post of Minister for Foreign Affairs. His Excellency is succeeded by Soyejima, formerly a Sangi or Councillor of State. Soyejima formerly belonged to the Hizen Clan.

It is rumoured that the expenses of the distinguished party in the conduct of Iwakura will not be much less than $200,000. The revision of the treaties will not be accomplished until after the return of the Embassy to Japan at the close of next year. Meanwhile the existing treaties will, of course, continue in force. A number of officers connected with the various State departments of Finance, War, Education, Justice, Public Works, Foreign, and ecclesiastical affairs have been ordered to join the mission, with the object of gleaning all possible information on subjects connected with their several departments, which they are especially charged to report upon to the Government.

The fishermen of Sinagawa have applied to Government to have the railroad removed from the shore, as the noise has driven away all the fish from their fishing ground.

It is reported that the Japanese Government has bought 200,000 chassepot guns from Prussia.

The Japanese Government has decided not to establish a National Bank before the return of the mission.

All the guards at the castle gates, and a great part of the guard-houses in the city have been done away with.

The village of Ashinoyu, where the celebrated sulphur springs are situate, has been entirely burnt down.

Soyoshima, who was sent up to Saghalien some time since to treat with the Russians, but without success, goes as Minister Resident to St. Petersburg.

Considerable apprehensions have been felt at Yedo with respect to the attitude of Kanga and Kishin, who were suspected, in consequence of their tardiness in obeying the Mikado's mandate, to attend him at Yedo, of entertaining feelings of hostility, arising out of the recent extensive changes by which they lose so much. It is understood, however, that both these powerful magnates have been in some way quieted.

Our old enemy of Satsuma, Shimadz Saburo, the same who attacked Richardson and party on the Tokaido, and was the cause of the battle of Kagosima, has at last been rewarded by the Government by an increase of revenue and rank. One hundred thousand kokus will enable him to bear with the presence of foreigners in the country.

Information has just been received by the Government of an unsuccessful assault on some three thousand Ronins, who have made the island of Sado, the gold mines, a rendezvous. The

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foreigners there have been removed to Ne-e-gata by the Ken in charge of Sado, and reinforcements are called for from the district of Etchigo, and cannon have been sent to quell the disturbance.

The Government are determined to introduce the silver yen, of which three millions have already been issued by the mint at Osaka, but notice has been given that all speculations in the nibooken are forbidden, and values shall exist as represented, and there shall be no difference between the yen, nibooken, and kinsatz.

The *Kiuyikujo* poor-house established at Yedo for the reception of vagrants and beggars is closed for want of money, and the inmates have been handed over to the officials of the several street departments, where there is much suffering and danger of crime. The order has been given to arrest all malefactors and bring them to Takanawa, when they will be shipped, together with the homeless and friendless, and those remaining unregistered at the Government office, to places in the Empire sparsely inhabited.

It is reported that the Customs are to be placed under foreign supervision. A gentleman who has held a position of a similar kind in America being now on his way here for that purpose.

A new comic periodical, entitled the *Japan Joe Miller*, has been issued.

We are happy to hear that the Japanese Government, duly appreciating the valuable and gratuitous services rendered to them by the late Dr. Newton, R.N., have placed one thousand silver *yen* at the disposal of H.B.M.'s Chargé d'Affaires to be forwarded to England for the benefit of the relations of the deceased.

The following is a list of Tea and Silk shipments, per the P.M.S.S. *America*, of Dec. 23:—

TEA.

From.	To.								
	S. Fran.	N. York.	Chfl.	Boston.	Balt.	Cinn.	St. Louis.	C. & S. Am.	Total.
Hong Kong	1,156	3,312	22	—	—	236	—	50	4,776
Shanghai	321	3,099	1,836	375	—	—	—	—	5,631
Nagasaki	—	143	—	—	—	—	—	—	143
Hiogo	451	2	—	—	195	—	—	—	648
Yokohama	4,621	4,044	211	—	385	150	100	50	9,561
Total	6,549	10,600	2,069	375	580	386	100	100	20,759

SILK.

	S. Fran.	N. York.	Lvrpl.	C. & S. Am.	Total.
Hong Kong	3	197	—	9	209
Shanghai	—	313	—	—	313
Hiogo	—	—	5	—	5
Total	3	510	5	9	527

SILKWORMS' EGGS.

	Liverpool.	Havre.	Total.
Yokohama	2	28	30

HIOGO.

It is said that the railway to Osaka is to have a double instead of a single line of rails A new steamer, the *Fuyo-maru*, for the Kobe Osaka traffic, of 115 tons and twenty-horse power has been launched. A smart earthquake occurred on Dec. 13, the most severe since the advent of foreigners in the place; three distinct shocks were felt. The native guards have been abolished in the settlement.

The Hiogo and Osaka General Chamber of Commerce held their annual meeting on Dec. 8. A resolution was passed expressive of regret at the sudden death of Mr. Franklin Blake, representative of Messrs. Augustine Heard and Co., and one of the founders of the Chamber; the only other business was the passing of the report and accounts. A new fire engine, costing $1,600, has been ordered out for the fire brigade.

NAGASAKI.

The following items are from the *Express*:—

The first step towards placing the fire insurance question on a more satisfactory basis has been commenced by the reduction of the premium on one class of risks to the current rate charged on those at Hiogo and Yokohama. Risks on stone godowns and their contents at this port can now be accepted by the agents representing the insurance companies at 2 per cent.

Once again the Japanese are disgracing themselves by persecuting Christians. On the 19th Dec. a Japanese steamer carried away from their families and their homes some sixty Christians, dwellers in the neighbourhood of this port. Whither they have been transported is not yet known.

CHINA.

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SHANGHAI.

Dates extend to Dec. 28. The outward P. and O. mail of the 3rd Nov. arrived on the 23rd Dec. The following summary is from the *North China Herald*:—

A meeting of the North China Insurance Company was held on the 22nd Dec., at which the former deed of settlement was accepted for the term 1872-74, subject to certain alterations. Messrs. Lavers, Anderson, Miller, Porter, Smith, and Schroers were elected directors.

Mr. A. R. Hewlett has been appointed acting British vice-Consul here.

There has been very little business done during the past week. The offices of H.B.M. Consulate, those of the Municipal Councils, the Customs, and the banks were closed for two days. Many residents are away up country shooting, and those who remain have been taking advantage of the fine weather and Christmas holidays to join in various outdoor amusements.

We hear that the *Fuh-li*, tug-boat, which has been plying at Foochow during the tea season, and which lately left for Shanghai, ran on a rock off the coast of Chusan while on her way up. The weather was very foggy, but the *Fuh-li* was running in deep water in the channel, and supposed to be well off the coast. The set of the tidal current, however, carried her broadside shorewards, and the fog was so thick that the danger was not detected. She went on the rock, driving a large hole in her bottom. She has since remained stationary, and there is not thought to be any fear of her slipping off while the weather continues quiet. Some of the crew remained by her, while Captain Gibbon reached Ningpo in a native fishing-boat, and came on to Shanghai. We understand he has returned to Ningpo, to proceed to the wreck in the gun-boat stationed there, with the view of doing what may be possible with the vessel, or of securing her machinery and tackle.

We hear that the American barque *Loch Lamar*, which was wrecked on the North Bank, and subsequently sold, for account of the underwriters, has been pillaged to some extent by junk people. The sternpost was taken clean away, so as to permit the cargo—timber—to be floated out; and a considerable quantity was removed in this way. The bad weather only prevented the depredations from being carried on much more extensively. There seems to be no chance of bringing the vessel off.

The collection on Christmas Day at Trinity Church, in aid of the building fund, amounted to $722.

The *Chinese Recorder* for December sets out with a brief paper by Mr. Baldwin, on the late annual meeting of the American Board Mission at Foochow, and the characteristics of the native preachers. Boomerang contributes a pithy article on the history of the Treaty Revision during 1867-8-9. The results are thus summarised:—"At last, after tedious delay and fruitless endeavour, the treaty was signed on the 23rd Oct., 1869. The three years' campaign was now ended. The foreigner was beaten—the Mongol had outmanœuvred the Saxon—the scow had got to the windward of the clipper—coolie muscle was exalted above steam—the paddle-wheels had to yield the way to the old fashioned scull—and foreign civilisation had to retire abashed from its vain endeavour to accept the invitation of Mr. Burlingame, and "graft itself on the ancient civilisation of China." Ossian contributes a paper on the connection between Gaelic and Chinese, which reads very like a squib. Mr. Edkins continues his examination into the connection of Chinese and Hebrew; and Dr. Dudgeon continues his interesting sketch of Russian intercourse, and the position and labour of the Greek Church in China. Sinensis, in a paper on Chinese Mythology, detects references to the Great Flood; and J. D., in a brief note, derives the Chinese word "Mi," explained by Mr. Wylie to mean Sunday, or the day sacred to the sun, from the Persian word Mithra, and the Sanscrit Mitra.

A Peking correspondent speaks of a violent attack by a mob on an American missionary. It seems that one of the American missionary societies had succeeded in planting a station in Yujok, a large city, about eighty miles west of Peking. If we mistake not there was some difficulty in getting possession of the premises after the lease had been drawn, and the advance money paid. There has been considerable opposition and persecution clearly traceable to the officials. On a recent Sunday the Rev. Mr. Pearson was interrupted, while preaching, and such a hostile spirit manifested that he thought it wise to withdraw. He was however, followed and waylaid, thrown down, beaten, and pelted with stones. When he reached home his clothes were soiled and torn, and the blood was running freely from the wounds in the face and head. What notice the American Government will take of this affair remains to be seen.

FOOCHOW.

A Foochow correspondent says there are but three vessels in port—the *Takosima*, loading poles for Shanghai; the *Gaviota* loading rice and fruit for Saigon—(which is rather strange, seeing that steamers are being chartered here to take rice to Foochow)—and the barque *Rifle*, discharging her cargo of poles preparatory to going into dock. The erection of the White Dog Islands lighthouse is about being commenced. The stones formerly intended for the work in connection with the blowing up of the rock at the Anchorage are to be taken to form part of the lighthouse material. This will be a real benefit to the harbour, as the immersion of these in the strong current caused a tremendous chow-chow water for some hundred yards, and required the harbour pilot to be careful not to anchor vessels within reach of its whirling eddies.

AMOY.

The weather at Amoy has been unusually cold. On the 12th Dec. there was a heavy hailstorm, and on the three following nights frost. Ice was found in jars and ponds about the thickness of a dollar, a most unusual occurrence in Amoy. The German barque *Japan* is loading with tea for New York.

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HONG KONG.

The present mail brings advices from this port to the 4th January; the P. and O. mail, with London dates Nov. 17, arrived out Dec. 31.

The following is from the *China Mail*:—

We understand that the Hon. Chief Justice Smale is compelled to take six months' leave of absence from his duties as Judge of the Supreme Court, his health not permitting him to remain at his post. The appointment consequent on this arrangement will be made known very shortly.

The Kellett's Island magazines seem to be progressing, the stonework of three being finished, though the whole, we believe, will not be finished for two or three years. The upper platform will have four guns mounted *en barbette*, two facing each way. It is, we believe, proposed to make the island take the place of the present hulk as the harbour depot of gunpowder.

The following judgment on the Abdool Moosa case has been delivered by the Chief Justice, who said:—"I think the crime of you, Abdool Moosa, is the worst shock to credit in mercantile transactions in China which this Criminal Court has brought to light, as it affects commercial dealings, especially by men who trade, as the masses do, on credit, and but for the recommendation of the jury I should have visited it with most exemplary severity; but I yield to that recommendation. The sentence of the Court on you on the 1st count on which you have been found guilty is that you be imprisoned and kept to hard labour for the period of one year and six calendar months, as and from the eigteenth day of this month; and that on your conviction on the 4th count, that you be imprisoned and kept to hard labour for the like period of one year and six calendar months, as and from the same 18th day of this month. As to you, Noor Mahomed Kamisa, the jury have very properly convicted you on the same counts. They have also recommended you to mercy. In your case it appears that you were less active than Abdool Moosa, although you were sufficiently participating to render it clear that you knew what was the object of your conspiracy, and that with your eyes open you concurred in the wicked acts of your co-conspirator; you will have the benefit, in your sentence, of this distinction in your case. The sentence of the Court on you, Noor Mahomed Kamisa, on the first count on which you have been convicted, is, that you be imprisoned and kept to hard labour for the period of one year, as and from the 18th day of this month, and that as to your conviction on the fourth count, that you be imprisoned and kept to hard labour for the like period of one year, as and from the 18th day of this month."

In the Vice-Admiralty Court the Acting Queen's Advocate applied for an order for the sale of sixty-eight pieces of timber, brought here derelict. He stated that all parties concurred that they ought to be sold. Mr. Brereton, who appeared for Messrs. Jardine, Matheson, and Co., consented, and the order was made.

We are glad to notice that the German Club building, which is now rapidly approaching completion, is likely to come fully up to the expectations formed of it. Its appearance is extremely attractive, and the arrangements inside are everything that could be wished. The Concert Hall is specially successful, both in appearance and in acoustic qualities.

Governor MacDonnell has ordered a commission of inquiry into the police organisation.

In the Supreme Court, on the 3rd Jan., an action, "The Official Assignee in Lyall, Still, and Co., *v.* Jardine, Matheson, and Co.," came on for hearing before Mr. Justice Ball. This was a claim for the accrued dividends of certain shares in the Canton Insurance and Triton Companies and the proceeds of the sale of certain iron barges which belonged to Lyall, Still, and Co., but which were held by Messrs. Jardine, Matheson, and Co. Several witnesses were examined, and the case appeared to present no unusual difficulty; but, as a matter of course, the learned Judge "reserved judgment." The Chief Justice of Hong Kong has set an example in this direction which pure etiquette compels his juniors to follow, however suitors may feel aggrieved.

The annual tea meeting of the members of the Union Congregation was held at the chapel, which was beautifully decorated with flags and evergreens. About one hundred sat down to tea, after which Dr. Legge, the pastor of the congregation, addressed the meeting, and was followed by the Rev. Mr. Selby, of Fatshan, Mr. J. W. Torry, of East Point, Captain Locke, of the *Carricks*, his Honour the Chief Justice, and other speakers, among whom the Rev. Mr. Whitehead, of Canton, was especially impressive in an earnest and eloquent address in which he took up the gauntlet that has lately been thrown down by officials and diplomats, in their attempted disparagement of the missionary movement in China, and defended the course of those "pioneers of civilisation," the soldiers of Christ, with an eloquence and power that carried the entire audience with him.

BORNEO.

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SARAWAK.

The following extracts are from the *Sarawak Gazette*:—

From the 1st Jan., 1872, any person imprisoned for debt may, with the permission of the Resident and consent of his creditors, be allowed to work at a monthly wage of $4 in payment of his debt.

The establishment of a Government school with a Chinese teacher and suitable buildings at Paku has done something to provide instruction for the many Chinese children who exist in Upper Sarawak.

The N.E. monsoon having set in, the fair-way buoy on the bar at the Santubong entrance of the Sarawak river has been removed, the channel being no longer safe for large vessels.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates extend to the 12th January. The French mail of 8th Dec. arrived on the 9th Jan. The following items are from the *Straits Times*:—

The average amount of notes in circulation by the several banks furnishes these figures:—Oriental Bank: notes issued, $309,285, the bullion in reserve is in accordance with the terms of the charter of incorporation. Chartered Bank of India, Australia, and China: notes issued $355,025; specie in reserve $150,000. Chartered Mercantile Bank of India, London, and China: notes issued, $337,680.

It is difficult to account for the bitter hostility towards the Honourable Mr. Birch, our Colonial Secretary, that has for some time been manifested by the *Penang Argus*. The sentiments that paper expresses find no echo at this end of the Colony.

We regret to learn of the death of Mr. George Cox, Acting Superintendent of Police at Penang.

We are happy to see that the new Chief Justice, Mr. Sidgreaves, arrived safely on the 5th January. Circulars were afterwards sent round to the grand and petty jurors, notifying that their attendance would not be required until the 15th.

The Messageries steamer *Newa*, of the Batavia line, having completed the repair of her broken shaft, has arrived here from Batavia, and after docking will resume her place on the line.

H.M.S. *Iron Duke*, Captain Arthur, with Admiral Shadwell on board, arrived from Penang.

H.M.S. *Teazer*, Captain Blomfield, from Malacca, 10th inst., has arrived.

An armed gang of about fifty Chinese, said to be Teo Chews, have made an attack upon a pawnbroker's shop in Orchard-road, opposite Oxley's-hill; they were resisted by the inmates of the shop, but these were quickly overpowered and badly wounded, while the master of the shop was disabled by a heavy blow on the ancle. The gang then plundered the place, carrying off a large quantity of jewellery, valuables, and money, to the amount of some $1,000. Part of the gang, numbering about fifteen, were met by a corporal of police and two peons who were going rounds, and the police attacked the gang, but were beaten off. One bundle of the stolen property was dropped in the *melee*, and taken charge of by the police. Captain Dunlop and Inspector Miller are inquiring into the matter, and every endeavour will be made to get hold of the depredators.

Commercial Report.

(*For dates see first page.*)

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IMPORTS.

YOKOHAMA.—There had been no improvement in the market. Although a few transactions had taken place in Yarns and Shirtings, yet anything but a satisfactory business had been done, and prices at the close exhibited a slight inclination to recede. A fair demand for Woollens, Cloth, and Alpacas had existed, and these were still saleable at quotations. For Cotton Yarn rates ruled weak, and only a small business had been done. A large inquiry had set in for Velvets, and prices had advanced fully $4 per piece. Blankets had had a fair sale. Quotations were as follows:—G.E. Grey Shirtings, 7 lbs., $2.20 to 2.25 per piece; do., 8½ lbs., $2.40 to 2.45; do., 9 lbs., $2.75 to 2.80; White Shirtings, $2.60 to 3.05; T-Cloths, 6 to 7 lbs., $1.70 to 2; Velvets, black, 35 yds. 22 in., $12.50 to 13.75; Taffachelass, 12 yds. 43 in., double weft, $2.60 to 3; do., single, $2.40 to 2.75; Cotton Yarns, Nos. 16-24, $37.75 to 38.25 per picul; 28-32, $45 to 46; 38-42, $40 to 41; Iron, bar, $3.50 to 4; do., nail-rod, $2.40 to 3.60; Camlets, SS, $11.50 per piece; do., SSS, $19 to 19.50; Long Ells, scarlet and black, $6 to 6.50; Blankets, $0.42½ to 0.47½ per lb.

SHANGHAI.—There had been no marked desire to do business either on the part of importers or dealers since last mail. Sales of the principal staples had been going on, but the aggregate was trifling—partly owing to the intervention of Christmas holidays, and partly because of the firmness of holders. Quotations remained unchanged for everything, excepting Mexican 7 lbs. T-Cloths and 22 in. Black Velvets, both which articles had improved in value—the former 1 to 2 cands. per piece, and the latter 2 to 3 cands. per yard.

HONG KONG.—There had been no change, the market having been steady but quiet since last mail.

SAIGON.—A slight advance had been established on 8¼ lbs. Grey Shirtings and the better qualities of Irishes; other descriptions were unchanged. Quotations were:—Grey Shirtings, 8¼ lbs., $2.57½ per piece; 7 lbs., $2.25. T-Cloths, 6 lbs., $1.70; 5 lbs., $1.40; 4½ lbs., $1.35; 4 lbs., $1.15. White Irishes, $1.77½.

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EXPORTS.

TEA.

YOKOHAMA.—Settlements for the month had amounted to 8,500 piculs, of which 4,000 piculs had been settled for during the last fortnight; a fair amount of business had been done at prices as last quoted. Stocks remained unchanged, as supplies had equalled settlements, which mostly consisted of lower grades. The Walton, with 476,893 lbs., had sailed for New York, and the Lizzie Iredale and Ada had been laid on, and were fully engaged.

SHANGHAI.—*Black:* A small business had been transacted at about previous rates, and Tls. 12 had been accepted for Shongtams of very low quality. Arrivals, though small, had kept pace with settlements, a stock remaining of 9,500 chests. *Green:* Business had been moderate, but prices for fine Teas were maintained, and an average of over Tls. 40 was still shown. Settlements, 9,000 half-chests; stocks, 24,000 half-chests.

SILK.

YOKOHAMA.—Transactions had been considerable, and a large amount had been settled for. Stocks were largely reduced, and settlements amounted to about 100 bales, consisting of various sorts. Prices had ruled firm, and but very little change had occurred in quotations.

SHANGHAI.—The market had been less active, owing to the interference of the Christmas festivals. About 350 bales had been purchased; 100 bales being Re-reels, and 200 bales market Silks bought at Tls. 490 to 515. The small stock of Chop No. 3 was held firmly at Tls. 585 to 590. Red Peacock was quoted Tls. 515 to 520. The unsold stock was estimated at about 3,000 bales. The present mail steamer was expected to take 500 bales, about 200 bales having been kept from last (English) mail.

COCHIN CHINA PRODUCE.

SAIGON.—Rice: A quiet feeling has been maintained during the greater part of the month. Old Rice was entirely exhausted, and new grain was not arriving as quick as was expected; at the close Chinese dealers were easier, and with increased arrivals of grain lower prices were expected in the course of the month. Current rates were:—Ready stock $1.88 f.o.b. per cwt., and twenty to thirty days delivery $1.80 per cwt. f.o.b. Cotton: There was no demand for uncleaned, although prices declined to $5.10 to 5.15; cleaned, No. 1, is held at $17, and of No. 2 nothing is on the market. Fish: Market entirely cleared. Hides: Buffalo obtainable at former rates, viz., $8 per picul; for Cowhides as high as $13½ had been offered, but very small lots only were arriving. Horns remained in their former position, middle-sized quality being quoted $8 per picul. Gamboge: Very little in the market, but there were no buyers at a higher rate than $55 for good average quality. Black Pepper: A lot of 800 piculs offered at $12.50; but there was no possibility of obtaining this price.

EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales & Cses
From June 1 to Nov. 30, 1871	—	71252845	41621385	—	12162001	125036231	41459
Corresponding period last season	10826	62095507	84444638	349447	3559729	105460147	25281

Shipments Since:

Dec. 9	Borealis	From Shanghai	1,201,160		
— 13	Orissa (str.)	Shanghai, &c.		793	275
— 19	Achilles (str.)	Shanghai	329,463	616	
	Do.	Foochow	692,400		
— 20	Donnai (str.)	Do.	49,941	545	415

TO THE CONTINENT.

	Bales.
From June 1 to Nov. 31, 1871	4346179	13852
Corresponding period last season	1038780	8430

TO UNITED STATES.

	Pcls.
From June 1 to Nov. 30, 1871	36648064	2148
Corresponding period last season	29530746	130

Shipments Since:

Dec. 3	Cleta	From Shanghai	588,279	0
	Evangeline	Foochow	431,300	
— 5	Catherine Fullarton	Amoy	179,022	
	Agnes	Do.	775,659	
— 6	Sirene	Canton	37,736	
— 7	Adam Sedgwick	Shanghai	390,514	
— 12	Oregonian (str.)	Do.	264,847	236
	America (str.)	Do.	—	12
— 14	Donnai (str.)	Do.	10,331	
— 17	Miako	Do.	647,201	
— 21	Armin	Canton	112,200	
— 22	Japan	Amoy	310,096	

TO AUSTRALIA.

From June 1 to Nov. 30, 1871	12,076,369 lbs
Corresponding period last year	9,730,293

Shipments Since:

Dec. 16	Sea Gull	Hong Kong	8,000

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844	51,022,600	...*	1862 to 1863	121,273,580	72,887
1845 to 1846	57,334,200	18,600	1863 to 1864	117,463,586	46,603
1850 to 1851	63,972,000	22,144	1864 to 1865	121,236,870	32,313
1853 to 1854	77,327,800	61,283	1865 to 1866	118,333,042	62,890
1855 to 1856	92,240,300	50,481	1866 to 1867	118,423,290	50,052
1857 to 1858	76,990,255	68,315	1867 to 1868	116,890,430	57,449
1858 to 1859	65,789,792	83,134	1868 to 1869	142,789,804	70,917
1859 to 1860	85,560,452	64,169	1869 to 1870	139,740,193	63,807
1860 to 1861	90,068,160	76,644	1870 to 1871	131,969,850	51,329
1861 to 1862	109,854,040	79,199			

* Including the Continent.

SHANGHAI SILK SHIPPERS.

June 1 to Dec. 24.

	Bales.		Bales.
Adamson, Bell, and Co.	1,151	Lindsay, Head, and Co.	67
Barnet and Co.	1,334	Maertens, A. H.	279
Birley, Worthington, & Co.	1,073	Milsom and Tod	1,245
Birt and Co.	427	Nachtrieb, A., and Co.	1,064
Blain and Co.	60	Pila and Co.	719
Borntraeger and Co.	197	Pustau, W., and Co.	113
Bourjau, Hubener, and Co.	255	Reiss and Co.	1,281
Bovet, Brothers and Co.	334	Robison, J. S.	56
Bower, Hanbury and Co.	1,535	Russell and Co.	636
Bull, Purdon and Co.	32	Sassoon, D., Sons, and Co.	1,611
Butterfield and Swire	593	Scheibler, Matthaei, and Co.	277
Brand Brothers, and Co.	1,306	Shaw Brothers and Co.	1,032
Essex and Co.	1,170	Siemssen and Co.	349
Findlay, Wade, and Co.	120	Skeggs, C. J. and Co.	4,425
Fogg, H., and Co.	187	Telge Nolting and Co.	201
Gamwell, F. R.	756	Texter and Co.	2,515
Gibb, Livingston, and Co.	1,263	Thorne Brothers and Co.	353
Gilman and Co.	2,519	Turner and Co.	297
Heard, A., and Co.	628	Vaucher Freres and Co.	18
Helbling, J. C., and Co.	375	Westall, Brand, and Co.	408
Hogg Brothers	795	Wright, Burkill and Co.	482
Jardine, Matheson, and Co.	719	Small Shippers & Chinese	3,807
Jarvie, J., and Co.	1,478		
Lacroix Cous. and Co.	1,393	Total bales	41,224

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company	500	500	195	4 p.c
Shanghai Gas Company	100	100	144	12 p.c
Shanghai S.N. Company	100	100	192	12 p.c
S. Tug and Lighter Company	850	850	400	5 p.c
French Gas Company	50	50	63	10 p.c
Hong K. Fire Insurance Co.	$1,000	$200	$875	12 p.c
North China Insurance Co.	Tls.1,000	Tls.200	Tls.460	trien.
North China Steamer Company	100	100	½75	
Union S.N. Company	100	100	116	10 p.c
Yangtsze Ins. Association	500	500	950	15 p.c
Union Insurance Society	$5,000	$1,000	$2,500	trien.
China Traders Co. (Limited)	1,000	1,000	500	$475p.s
China and Straits S. N. Co.	100	25	25	
Hong Kong and China Gas Co.	£10	£10	nom.	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100	Tls.205	12 p.c
Victoria Fire Insurance Co.	$500	$100	$172	12 p.c
China Fire Insurance Co.	500	100	167	12 p.c
Hongkew Wharf Co.	Tls. 100	Tls. 100	Tls.160	

TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Sarah Scott	Aug. 15	Shanghai	815,500
Avon	— 26	Do.	841,900
Avona	Sept. 14	Do.	960,500
Amoor	— 26	Do.	402,800
Seatoller	— 26	Do.	654,000
Hope	Oct. 2	Do.	585,200
Elizabeth Graham	— 20	Do.	820,300
Centurion	— 23	Do.	1,283,400
Constantia	— 23	Do.	581,600
Celestial Queen	— 23	Do.	990,100
Fort Regent	— 23	Do.	799,700
Her Majesty	Nov. 8	Do.	519,400
Victoria Nyanza	— 13	Do.	1,470,000
Ailsa	— 18	Do.	1,477,600
Borealis	Dec. 9	Do.	1,201,200
Achilles (str.)	— 13	Do.	1,062,000
Hopewell	Oct. 21	Foochow	791,800
Florence Nightingale	— 21	Do.	625,500
Falke	— 26	Do.	127,100
Carmelita and Ida	— 30	Do.	451,400
Devana	Nov. 2	Do.	1,100,400
Killarney	— 3	Do.	618,500
Columbus	— 3	Do.	1,012,500
Ino	— 10	Do.	406,000
Brockham	— 20	Do.	1,371,800
Reigate	— 22	Do.	1,318,800
Allandale	— 22	Do.	591,200
Beemah	— 29	Do.	1,215,200
Veronica	Sept. 27	Canton	418,000
Chanticleer	Oct. 9	Do.	73,600
Burdwan	— 30	Do.	971,500
Onward	Nov. 4	Do.	415,000
Corea	— 4	Do.	581,100
Crest of the Wave	— 21	Do.	678,500
Rollo	— 30	Do.	783,800

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 6d.	4s. 6⅛d.	4s. 6⅛d.
Shanghai ,, ,,	6s. 0¼d.	6s. 0⅜d. to 6s. 1d.	6s. 1d.
Canton ,, ,,	4s. 4¾d.	4s. 5d.	4s. 5⅛d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,,	4s. 5⅛d.	4s. 5⅛d.	4s. 5⅜d.
Manila ,, ,,		—	—

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MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	306½	221 to 221½
„ Hong Kong...	27½ to 27¾ dis.	—
Bar silver	111.3.0	9¼ prem.
Mexican dollars	75.0.0	2 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 61 to 62; Old, 63 to 64 per cent. prem.
Hong Kong Gas Company, $45 per share.
Hong Kong and Whampoa Dock, 27 per cent. discount.
China Traders' Insurance, $2,500 premium.
Hotel shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, $41 premium.
Hong Kong Fire Insurance Company, $360 to 362½ prem., ex interest.
Union Insurance Company, $1,500 premium.
China and Japan Marine Insurance Company, Tls. 205 premium.
China Fire Insurance Company, $62 premium, ex interest.
Victoria Fire Insurance Company, $67 premium. „
China Sea, Saigon, and Straits Steamship Company, 5 per cent. dis.
China and Straits Steam Navigation Company, $25 dis.
Indo-Chinese Sugar Company, $17 dis.
North China Insurance Company, Tls. 260 premium; new office Tls. 500 per share.
Shanghai Steam Navigation Company, Tls. 82 to 85 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $10 dis.

Shipping Intelligence.

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ARRIVALS.

At YOKOHAMA.—From London, Dec. 14, Ada; 18, John Milton; from Marseilles, Sidonie.

At SHANGHAI.—From London, Dec. 22, Cheops (str.); from London, Feb. 9, Titania (by telegram).

At HONG KONG AND CANTON.—From London, Dec. 30, Sea Belle; from Liverpool, 29, Nestor (str.); from Cardiff, 28, Nyassa; from Cardiff, previous to Feb. 3, James Lister, Canaan; previous to Feb. 9, Caroline Coventry; from Newport, Dec. 24, Meteor (reported by telegram).

At SINGAPORE.—From Liverpool, Jan. 3, River Eden; from Southampton, 6, Pekin (str.); from Cardiff, 4, Surrey; from Sunderland, 7, Ocean Belle; 11, Moorhill; from Newcastle, Mary Emma; from Rotterdam, Nederlanden Oranje; from Liverpool, Jan. 3, Buenaventura (str.); from Cardiff, Feb. 4, Glenaros; from Newcastle, Jan. 3, Nimrod (reported by telegram).

SAIGON.—From Newcastle, Dec. 22, Mohican.

DEPARTURES.

From YOKOHAMA.—For New York, Dec. 13, Walton.

From SHANGHAI.—For London, Dec. 24, Canton (str.); for New York, 23, Lelia M. Long; 25, Omba.

From FOOCHOW.—For Falmouth, f.o., Dec. 28, J.H. Jessen.

From HONG KONG and CANTON.—For London, Dec. 31, Diomed (str.); for New York (cleared), Jan. 3, Ringleader; Feb. 9, Cathaya.

From SINGAPORE.—For London, Jan. 3, Blanche, ; 6, Diomed (str.), Warrior (str.); for Liverpool, 3, Min; for Hamburg, 6, Triso.

From BANGKOK.—For Bordeaux, Nov. 16, Codan; for Marseilles, Dec. 1, Cecil and Marie.

CASUALTIES.

(REPORTED BY TELEGRAM.)

The British Admiral (official number, 55,071), from San Francisco, for Calcutta, in ballast, was abandoned, dismasted, on the 14th of January, in lat. 20 N., lon. 131 E.; crew arrived at Hong Kong.

The Suwonada (str.), has been totally lost in the China Seas; all hands saved.

The Olaguivel (Spanish barque), from Liverpool, for Manila, with a general cargo, was totally lost, on the 5th of January, on Heleda Thall; crew arrived at Hong Kong.

LATEST TELEGRAMS.

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COMMERCIAL.

CHINA.

(RECEIVED FEB. 9.)

HONG KONG, FEB. 8.—The market for Cotton Piece Goods and Woollens is steady and firm; Grey Shirtings, 6¼ catties, 8¼ lbs., $2.65; Cotton Yarn 16-24 $125. Tea market closed owing to holidays; total export to date (from China and Japan) from commencement of the season, 138,625,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 5⅜d.

SHANGHAI, FEB. 8.—Demand for Cotton Goods limited, owing to holders standing out for high prices; business also checked by Chinese New Year Holidays; Grey Shirtings, 6¼ catties, 8¼ lbs., Tls. 2.0.2.; 7 lbs., Tls. 1.7.3 Tea: Season for Black closed, and nothing doing in Green owing to the holidays; freight, £3 10s. Silk: Market continues quiet; No. 3 Tsatlee, Tls. 590; No. 4, Tls. 540; total export (from China and Japan) since the commencement of the season, 47,000 bales. Exchange on London: Bank bills, six m.s., 6s. 1⅛d. Mexican dollars, Tls. 75.

SHIPPING POSTCRIPT.

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ARRIVALS NOT IN THE TABLES.—At New York, from Hong Kong, Glance; Feb. 6, at Texel, from Tjilatjap, Petronella; at Brouwershaven, from Batavia, Noach III.; 9, at London, Daylight, from Shanghai; 9, off Queenstown, from Rangoon, William Mitchell; 10, off Deal, from China, Ottercaps.

DEPARTURES.—Feb. 8, from London, for Cardiff and Shanghai, Red Deer; 6, from Penarth, for Hong Kong and Benares, Alexandrina; from Shields, for Hong Kong, Fairy; 7, from Newcastle, for Yokohama, Seaforth (str.); from Amsterdam, for Batavia, Jacoba Christine; 8, from Cardiff, for Shanghai, Fanny Breslauer; from Glasgow, for Java, Trinidad; 6, from Hamburg, for Shanghai, Mathilde; From Liverpool, for Singapore, China, &c. (via S.C.), Hector (str.).

LAID ON.—At Liverpool, for Shanghai, Grasmere; for Singapore, Miranda, White Star; for Galle, Caranjah; at London, for Shanghai, John R. Worcester; for Hong Kong, Dragon.

MISCELLANEOUS.—Off Cape Point, Dec. 17, Susan, from Java, for Amsterdam.

CASUALTIES.—The Jonge Jan, Itz, from Batavia, before reported as aground in the Ventjagersgat, got off without damage, after discharging a portion of her cargo. The Jonge Cornelis, Greehoop, from Batavia, which arrived at Helvoet after being aground at the Ventjagersgat, Feb. 4, had sustained no damage; she discharged some cargo before being towed off.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

ARMSTRONG—On the 2nd Jan., at Hong Kong, the wife of Mr. J. M. Armstrong, of a daughter.

CREASY—On Twelfth Day, at Galle, Ceylon, the wife of E. Becket Creasy, of a son.

HAMPSHIRE—On the 30th Dec., 1871, at Malacca, Straits Settlements, the wife of Fred. Knowlton Hampshire, Esq., M.D., of a daughter.

MEADE—On the 30th Dec., at Foochow, the wife of H. I. Meade, Esq., H.I.C.M. Customs Service, of a son.

MARRIAGES.

ADDYMAN—MILLER.—On the 30th Dec., at St. John's Cathedral, Hong Kong, by the Rev H. Kydd, Robert Fawcett Addyman, of Leicester, England, to Annie, second daughter of the late T. Miller, Esq., London

BROWN—JOHNSON.—On the 21st Dec., at Trinity Church, Shanghai, by the Rev. Canon Butcher, M.A., British Consular Chaplain, William Brown, M.B., Cheefoo, to Maggie Tulloch, daughter of John Johnston, Merchant, Edinburgh.

BRUNEL—VISE.—On the 29th Dec., at Hong Kong, Mr. Justen Brunel to Miss Rosina Vise.

CAPP—BROWN.—On the 13th Dec., in the Presbyterian Church, Tungchow, Shantung, China, by the Rev. C. W. Mateer, assisted by the Rev. T. P. Crawford, the Rev. Edward P. Capp, of Philadelphia, Pennsylvania, to Miss Margaret J. Brown, of Delaware, Ohio.

THOMSON—STEVENSON.—On the 1st Feb., at Portobello, by the Rev. C. B. Coney, M.A., Thomas Alex. Gibsone Thomson, of Point de Galle, Ceylon, to Jean Margaret Alan, daughter of the late Alan Stevenson, C.E. No cards.

WESTON—HARMAN.—On the 6th Feb., at St. John's, Brixton, by the Rev. Dr. Mansfield, Joseph G. Weston, of Shanghai, to Agnes, youngest daughter of John Harman, Canterbury. No cards.

DEATHS.

BLAKE—On the 3rd Dec., at Kobe, Franklin Blake, Esq. (of Messrs. Augustine Heard and Co.), of Boston, U.S., Belgian Consul, suddenly, of apoplexy, aged 32

NOETZLI—On the 17th Dec., at Foochow, of bronchitis, Gustava Fanny Mathilde, infant daughter of G. H. Noetzli, aged 3 months and 23 days.

THE PERSECUTION OF NATIVE CHRISTIANS IN JAPAN.

On the 9th inst. a numerous deputation, consisting principally of members of the Evangelical Alliance and other missionary bodies, waited on Lord Granville, at his private residence, to memorialise his lordship on the subject of recent religious persecutions in Japan. The deputation was introduced by the Right Hon. Lord Ebury, President of the Council of the Evangelical Alliance; and among those present were Lord Alfred Churchill, Mr. R. A. Macfie, M.P., Mr. R. Maclure, M.P., Lieut.-Colonel Wilmot Brooke, General G. Walker, Samuel Gurney, Esq., Rev. Dr. Blackwood, Rev. Dr. Stean, Rev. J. R. Wolfe (of Foochow), Rev. G. T. Perks, Secretary of the Wesleyan Missionary Society; Dr. Underhill, Secretary of the Baptist Missionary Society; and Revs. James Davies and Dr. Schmettan, Secretaries of the Evangelical Alliance.

In introducing the subject, Lord Ebury acknowledged the assistance which the Alliance had always received from Her Majesty's Foreign Office, and disavowed, on the part of the society, all feelings of bigotry. In Japan Roman Catholics had suffered persecution as well as Protestants, and the Alliance made no difference between them. The secretary, having read letters from Lord Chichester and Lord Lawrence, regretting their inability to be present, proceeded to the memorial itself. This was a lengthy document, stating that since the overthrow of the Tycoon Government and the establishment of that of the Micado, the Christians had been systematically persecuted. Tablets bearing the inscription, "The Christian sect is strictly prohibited," had reappeared on the principal buildings; and, about three years ago, 4,000 native converts, mostly Roman Catholics, had been sent into exile under circumstances of great severity. The custom of trampling on the cross, which had been said to be abolished, was also still in existence. The memorialists concluded by expressing a hope that opportunity would be taken of calling the attention of the Japanese Government to these facts; and that, in the revision of existing treaties between Japan and other contracting Powers, his lordship would use his best efforts to secure the free exercise of the Christian religion in Japan.

In replying briefly to this memorial Lord Granville said the object was not to make speeches, but to proceed to business. The ends of the various societies and those of the Foreign-office were in this matter substantially the same. His Lordship therefore called upon

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Sir Harry Parkes, K.C.B., Her Majesty's Ambassador to Japan, who was present, to state his views as to the degree of persecution existing, and the best mode of meeting it.

After this statement, which gave a somewhat new aspect to the matter, the deputation withdrew, thanking Lord Granville—who was suffering from indisposition—for his courteous reception.

TRADE OF THE YANGTSZE.

The Shanghai correspondent of *The Times* thus summarises the principal incidents in our recent intercourse with China :—

Just thirteen years have passed since Lord Elgin first carried the British flag to Hankow. The power of the Taeping rebels was then nearly at its height. Trade on the lower part of the river, between Kiukiang and the sea, had virtually ceased.

Five years later, Gordon crushed the head of the Rebel power at Soochow, and the recapture of Nanking by Tseng-kwo-chuan, in July, 1864, restored to the Imperialists complete control over the valley of the Yangtsze.

In the meantime, the clause in the Tientsin Treaty opening the river to foreign trade had been put in force, and merchant steamers had begun to ply between Shanghai and Hankow. The first merchant steamer left in the early part of 1861. There was hardly a junk floating on the lower part of the Yangtsze, when the first foreign steamers began to ply upon its waters. The favourite mandarin plea, therefore, of interference with the boat traffic was here estopped ; and a fair chance offered for testing the foreign answer, that steam communication rather encourages than hurts small carrying interests, by developing trade and creating a subsidiary traffic. Large quantities of native goods, such as crockery or paper—things which do not spoil and the market for which is steady, still travel chiefly by junk, the cheap freight compensating for the loss of time. So there is the fact, patent to Chinese as well as foreigners, that a large junk trade has grown up alongside the course of the steamers. But the mandarins exist because they are the educated embodiments of old Chinese arts and customs ; and if belief in them is shaken, 'ware crash. It is far rather because they fear telegraphs, railways, and steamers will let in light on their own corruption, and lessen their official profits than from any care for the interests of the people, that they oppose so steadily any form of progress. Still, new ideas are making way, in their despite ; and what with the lead of one or two intelligent mandarins, and the perfect readiness of the people, at least in certain districts, to accept these awful innovations, I believe a litte energy on our part would get in the thin end of the wedge.

Tseng-kwo-Fan, the Viceroy of these provinces, has just paid Shanghai a visit, in the course of an inspectoral tour. Tseng-kwo-Fan saw the telegraph worked, among other experiences, during his visit, and I believe the lesson was not altogether without effect. Tseng is Chinese and Conservative, but he is intelligent ; and I should not be surprised to see a small experiment in telegraphy made some day in one corner of his Viceroyalty.

THE MONT CENIS ROUTE.

We have been favoured with the following experiences of an English lady travelling from Rome to Paris by the Mont Cenis Tunnel route, which may be of interest to residents in the Far East contemplating a homeward journey *via* Brindisi :—

"I left Rome at 9.35 A.M., and arrived at Florence at 6.35 P.M. The corresponding train for Turin leaves Florence at 7.20 P.M., and arrives, I believe, about 8 A.M. ; but regarding this I am not quite certain, as I stayed at Florence, and so missed the express (which corresponds with the express to Paris), and proceeded afterwards by the omnibus train, which leaves at 9.10 P.M., and does not arrive at Turin until 12.30 P.M. The express train for Paris leaves Turin every morning at 8.30, and arrives at Paris the next morning at 6.30. The fare from Turin to Paris is one hundred and two francs thirty centimes, which must be paid in coin, the Italian currency not being accepted in payment at the railway station. The first station after leaving Turin is Bussoleno ; then come Meana-Susa, Chiamonte, Salbertrand, Oulix, and Bardonecchia, where the engine is changed, and, judging from subsequent experience, I have reason to believe that the one substituted for the transit through the great tunnel consumes its own smoke. In the preceding tunnels the vapour was considerable, and had they been of greater length would have been even distressing, while in the great tunnel there were scarcely any traces of smoke or of the oppression generally experienced in underground travelling The tunnel is entered immediately after leaving Bardonecchia, and the passage occupies exactly twenty six minutes. Judging from the brilliancy and construction of the carriage lamps as far as this stage of the journey (very different from the ordinary lamps used on continental lines), I concluded that gas is employed for the illumination of the carriages. The tunnel is also well lighted, and, as we were able to keep the windows open without experiencing the slightest inconvenience, I observed that at intervals there were large numbered lamps, evidently indicating distances, and that there is a double line of rails. I was informed by a gentleman who had walked through that a mild current of air circulates through the tunnel, which, it is said, travels always in the same direction, namely, from France. The first station after leaving the tunnel on the French side is Modane, where we changed trains. Here passports are demanded, and a pretence made of examining the passengers' small hand luggage, but it is a mere form. The registered baggage is not examined until its arrival in Paris. I found the officials very civil, and not troublesome. We changed trains again at Culoz. At Macon we stayed an hour, and here a very good dinner was prepared for those who desired to partake of it. It is now possible to make the journey from Rome to Paris in fifty-six hours."

TATTOOING EXTRAORDINARY.

The *Lancet* quotes from a Vienna magazine a full account given of a tattooed man, whose case has created much interest both in and out of Vienna. This man states that he is an Albanian, forty years of age, and unmarried. Besides Greek, his native tongue, he speaks Arabic and Persian fluently, French, Spanish, Italian, German, and English, with various degrees of fluency and correctness. His accounts of his life vary somewhat. According to one statement he has been for the last five years engaged, together with eleven companions, in fortune-hunting, in the shape of working gold mines in Chinese Tartary. During a rebellion which occurred in that country he supplied the rebels with arms ; and upon the defeat of the insurgents was, with his companions, taken captive. Nine of the prisoners were put to death ; the remaining three, including himself, were sentenced to the "punishment of tattooing," in order that they might ever thereafter go about as "marked men." One of the victims died, either in consequence of the severity of the operation or from disease ; a second, blind, lives yet at Hong Kong; while the third, the subject of the present communication, managed to make his escape through China to a port on the Indian Gulf. Thence an English ship brought him to Manila, thence to Hong Kong, from which place he returned, *via* Suez, to Greece. According to another account he engaged, together with some Frenchmen, in hostile operations against the Chinese, by whom he was taken prisoner and tattooed. The operation was thus performed :—The victim was held fast by four strong men, his struggles being further quieted by threats of instant death, while for three successive hours daily the artist—always the same man—worked away at him. In less than three months he was tattooed from head to foot.

When the man, who is of middle height and beautifully and strongly built, is stripped, it seems as though the whole of his body was tightly enveloped in a webbing *(triest)* of richly woven Turkish stuff. From the crown of his head to the tips of his toes he is covered with dark blue figures of animals and plants, in the interspaces of which appear to be characters in blue and in cinnabar red. The hands are tattooed on both surfaces, but only with inscriptions. The blue figures stop short at the insteps of the feet, but the tattooing is continued along the toes to the root of the nails in the form of red characters. Through the very hairs of the scalp and of the beard appear also designs in blue. On the forehead, one on either side, are two panthers, "regardant," as heralds would say, and separated in the middle line by red characters. There are altogether on the body no less than 388 figures. All of these are of a blue colour, and represent apes, leopards, cats, tigers, eagles, crowned sphynxes, storks, swans, men, women, elephants, crocodiles, snakes, fish, lions, snails, fruits, leaves, flowers, bows, arrows, and quivers. It appears extremely probable that the tattooing has been done with the juices of plants, and not with the usual agents. The instrument with which he was tattooed, and which he has brought away with him, is split, like a steel pen, at the tip, so that fluid substances could easily be taken up by it. In a short time he will leave Vienna, it being his intention to visit other towns, among them Berlin and London.

COURT OF EXCHEQUER.

MORRISON V. THE UNIVERSAL MARINE INSURANCE COMPANY.

This case was tried at Liverpool on Dec. 22, and resulted in a verdict for the defendants. The facts at issue were fully detailed in our issue of Dec. 29. Subsequently on the 13th ult. the plaintiff moved for a rule for a new trial.

The arguments in support of and against the application for a new trial were heard on the 6th inst. before Barons Martin, Bramwell, and Cleasby. The action was upon a marine policy of insurance on the chartered freight by the ship *Cambria*, on an intended voyage from Galveston to Liverpool, and the vessel was lost in the voyage a few days before the insurance was effected, but this fact was not, according to the evidence, known to the plaintiff. The defendants argued that underwriters were not bound to be acquainted with the contents of Lloyd's Lists, and in all cases it was a question for the jury whether they were or not. For the plaintiff it was contended that the underwriters were to be presumed to be possessed of all the information which they could have obtained from Lloyd's Lists if they had chosen to resort to this source of information. The judges granted the application.

THE troopship Orontes sailed from Malta, with the 80th Regiment on board, on the 1st instant. The route of the Orontes has been slightly changed, under orders issued since her departure, and the following are the approximate dates of her several arrivals and sailings :—Leave Suez 14th instant, arrive at Trincomalee about the 26th; leave Trincomalee about Feb. 29 or March 1 for Singapore, arrive about the 8th ; leave Singapore for Hong Kong about the 16th, where she will arrive about the 26th. The homeward voyage will be entered upon on April 4, Singapore being reached on the 11th. Six days subsequently she will leave for Madras, at which place she is expected to arrive on April 25, leaving again for Trincomalee on the 29th, and arriving there on May 1. On the 5th of the same month she will sail for Aden, arriving there on the 19th. She will arrive at Suez on May 29, and leave again on the following day, arriving at Malta on June 5. Leaving Malta on June 9, she will arrive at Gibraltar on the 14th, and Portsmouth about June 23, bringing with her time-expired men and invalids from both services.

CHINAMEN IN MASSACHUSETTS.—A correspondent of the *New York Tribune* states that the Chinese shoemakers continue to give satisfaction. Their pay-roll for the month of November showed that the aggregate loss of time by seventy-four workmen was only five days. The superintendent states that their work is equal both in quality and quantity to that formerly done by a like number of Americans ; and it is believed that it is done at less than a third of the wages required by the latter. The Chinamen say they like their situations, but they do not state to any one what course they intend to pursue when their three years' contract is worked out.

The Admiralty has conferred the appointment of Naval Accountant at Yokohama upon Mr. Edward Robinson, Assistant Paymaster in charge of the Store and Victualling Depot at that place.

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LITERATURE.

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Hertslet's Commercial Treaties.—Under the somewhat lengthy title of an "Index of Subjects to the Twelve Volumes of Treaties and Conventions, and Reciprocal Regulations at Present Subsisting between Great Britain and Foreign Powers," Mr. Edward Hertslet, Librarian and Keeper of the Papers in the Foreign-office, has just published a most valuable complement to the series commenced by his father half a century ago. It was at once—in 1820—taken under the special patronage of the Foreign Secretary, and it was continued by Mr. Hertslet, sen., with undiminished completeness until a few years before his death—the eleventh volume having been published in 1864. It is the only work which gives in a collected form all the treaties entered into between this country and foreign Powers, so far as they define the rights and privileges of British subjects in every country on the face of the globe, as well as the rights and privileges of foreigners in England and all parts of the British dominions. The accuracy of this work has been as universally recognised as the immense amount of labour and research which it must have cost the compiler. As Mr. Edward Hertslet reminds us, *The Times*, in a paragraph announcing the death of his father, remarked that his works "would ever remain a lasting monument of his intelligence and industry." It would be impossible to award higher praise to the compiler of the present index than to say that it not only vindicates the high reputation of his father, but that it also proves himself fully equal to continue and carry on the work with equal merit and success. Although called an "Index," the work before us is, in fact, an epitome or digest of all our engagements by treaty with all foreign Powers, with each separate subject—such as Commerce, Navigation, Copyright, Extradition, Jurisdiction, Marriages, Postal Communication, Slave Trade, Trade Marks, &c., &c., alphabetically arranged, the date being placed against each document, and a reference given to the volume and page in which it is to be found. Political Treaties only are excepted for the reason that a special work on this subject is in course of preparation. To the mercantile community the volume before us must be simply invaluable; and not the smallest of its advantages is the fact of its being half-interleaved, *i.e.*, a blank page is placed opposite to every printed page—so that those who consult it can make their own notes for future reference. We should not close our notice without mentioning that Messrs. Butterworth are the publishers—in itself a guarantee that the work is a standard one.

London. By Gustave Doré and Blanchard Jerrold. London: Grant and Co.—This is the first number of a work, to be completed in twelve monthly parts, and devoted to the illustration of picturesque, striking, and little known phases of life in the great metropolis. The union of pencil and pen has seldom been more felicitous than in the present work, where the graphic sketches of the great French artist are illustrated by the nervous text of the son of one of the most earnest of modern social reformers. The present part contains full page views on the Thames, in the docks, and in a night-refuge—besides many smaller illustrations. The work is got up in the most costly style, and cannot but prove a world-wide favourite.

The *Athenæum*, in a recent notice of the second volume of M. Stanislas Julien's valuable *Syntaxe Nouvelle de la Langue Chinoise* (which we reviewed on its publication several months ago), gives the following encouragement to foreigners intending to study Chinese:—

Is it possible for Europeans to know the Chinese language, not completely, but sufficiently? Must they not be prepared to spend their whole life upon the hopeless task, with the consciousness that, after all, they can never get beyond the mere preliminaries of a difficult science? M. Stanislas Julien boldly answers in the negative. The opinion against which he contends might have some foundation, if persons anxious to speak, to read, and to write Chinese were obliged to learn the 42,000 characters comprised in the great dictionary published by order of the Emperor, Khang-hi, in thirty-two octavo volumes. Now, it may be affirmed that not one Chinese *littérateur* could be found capable of such an effort of memory. But it is as useless to a Chinese or a European to know, or to be able to write, all the characters of the "Khang-hi-tseu-tien" ("Dictionary of Khang-hi") as it would be to any foreigner studying the French language to know all the words in Boiste's Dictionary, where the nomenclature is three times more abundant. The formidable array of thirty-two volumes octavo would be reduced from 42,000 to 6,000 or 8,000 words, if an elimination was made, first, of about 10,000 equivalents of characters which have fallen into disuse, secondly, of all the proper names of men, towns, countries, rivers, mountains, and thirdly, of all the terms connected with the arts and sciences

THE CESSION OF THE DUTCH WEST AFRICAN COLONIES.

We hear that the transfer of the Dutch West African Colonies to Great Britain has occasioned considerable excitement at the Hague. The treaty, as signed by the King of Holland, has been published in several of the Dutch newspapers, with a broad mourning border, and one journal has printed a farewell letter, signed "David Mill Graves, Envoy from the King of Elmina," in which he utters his parting protests against the transfer. This treaty is certainly of importance to England. In the European settlements, from the Gambia to Lagos, there will now be but one flag. Two years ago the value of the exports from the Gold Coast and Lagos amounted to £969,000, and the imports from the United Kingdom to the Gold Coast alone were valued at £421,000. The actual number of new subjects obtained by Queen Victoria will be about 120,000. The Mr. Graves referred to has been the chief agent in promoting the discussion which has arisen in Holland with regard to the Treaty. The existence of a Dutch Coast Line in immediate proximity to the English Coast Line has tended to facilitate smuggling, in which many of the Dutch traders were not loth to participate, and it was from these traders—though ostensibly from the King of Elmina—that the opposition which has been shown towards the Treaty, proceeded. The head of this opposition was Mr. Graves, "Envoy of the King of Elmina." As has been stated in the recent letters of our Rotterdam correspondent, Mr. Graves commenced operations with a petition to the States-General, urging the rejection of the Treaty. Failing in this he appealed to the Royal Prerogative, and was again unsuccessful, the King declining to reject a measure already sanctioned by both Chambers of Parliament. The Envoy finding all other efforts unavailing—although he had obtained support from several newspapers, whose politics are opposed to those of the party now in office—had recourse to diplomacy. In the words of a correspondent of *The Times*:—

He called on the Count Perponcher, the Minister in Holland of the Emperor of Germany, and tendered a letter addressed by the King of Elmina to the conqueror of Alsace-Lorraine, undertaking to meditate with the King of Ashantee on behalf of certain German missionaries who are now in trouble at Coomassie, provided the Emperor would use his influence to prevent the absorption of populations by neighbouring territories against their will. Count Perponcher politely declined to receive the letter, some say because the King of Elmina was a Dutch subject, and the letter should have come through Baron Gericke; others aver that there were general principles enunciated by the envoy which, from a German point of view, were not sound. Mr. Graves admits that his reception was most kind, but he has not hesitated to declare that the King of Elmina will forthwith ask the King of Ashantee, as a personal favour, to cut off the heads of all the Germans who are now imprisoned at Coomassie.

The same correspondent gives the following summary of the terms of the Treaty:—

The preamble refers to the fact that the mixed dominion exercised on the Coast of Guinea by England and Holland "has occasioned to the native populations much harm, which did not cease after the interchange of territory stipulated by the Treaty of the 5th of March, 1867." Article I. provides that the King of the Netherlands transfers to the Queen of the United Kingdom "all the rights of Sovereignty, jurisdiction, and property which he possesses on the Coast of Guinea." By Article II. the Queen "accepts those rights and the obligations resulting from them towards the populations hitherto under the authority of the Netherlands." The Third Article conveys "all the forts, buildings, and premises, all the stores of ordnance, weapons, ammunition, furniture, and movables." For such stores and movables "a fair price is to be paid, not exceeding £24,000." The remaining Articles provide that Dutch subjects will be allowed to trade on the same footing as British subjects.

The Times has also published a leading article referring to the Treaty, from which we extract the following remarks:—

The letter from the Hague which we publish to-day describes the emotion which has been produced by the Treaty throughout the Netherlands. The Court, the Government, and the Assembly were on one side; public feeling was on the other. The Opposition made passionate appeals to Dutch pride and patriotism to reject the Treaty, and, according to the adverse critics, the Netherlands were ceding some of the brightest jewels in the Royal diadem, and allowing British craft to seize what Dutch valour had won in days gone by. We may be permitted to believe that we are not so much to be envied, or the Dutch so deeply to be pitied, as is thought at the Hague; we must be allowed to suggest that they gain from us quite as much as they give. On the African Coast we possess a number of settlements extending over many hundreds of miles, and on the Gold Coast, with which we have now to do, we have the important station of Cape Coast Castle. In the immediate neighbourhood of that place is the Dutch station of Elmina. These are the principal Settlements of the two Powers respectively, and are the centres of a curious system of authority. The Gold Coast is nominally independent, but all along it the two European nations have established forts by which they exercise a sort of Protectorate over the tribes immediately adjacent. These forts lie within short distances of each other, and of course, control the trade of the country. The coast was not divided into two sections between England and the Netherlands, but the forts of the two nations were mingled indiscriminately, as each took possession of a spot thought to be advantageous. The Dutch now cede their Settlements, and sell their stores, and the West Coast of Africa is almost exclusively British. Holland certainly gives up something, but it appears that she receives a compensation. If the Dutch retire from the Gold Coast, we in turn make way in Sumatra. In this island we seem to have maintained rather a dog-in-the-manger policy, for, though we did not occupy the island itself, we limited the Dutch Possessions in it. This was the result of an old jealousy, increased by the damage which the Dutch, under the control of France, inflicted on us in the wars of the Revolution and the Empire. Henceforth the Dutch are free to act as they choose in Sumatra, and may conquer the whole of it if they like. By another Treaty England gives Holland the same facilities for importing free labourers from India into Surinam which the British Colonies possess. Thus it is plain that the Dutch have no reason to complain of the transaction as a whole. If they give up a position of which they could make nothing on the Guinea Coast, they receive in full possession, as far as European Powers are concerned, a magnificent island, which only needs courageous and enterprising rulers to become a second Java.

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GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Feb. 6.

In a former letter I mentioned that a difference of opinion existed between the Senate and the Chamber of Commerce in this city, the latter wishing to retain the Bank valuta as the money of account for all mercantile transactions, and the Senate steadily resolved to carry out loyally and to the letter the decision of the Imperial Government and the German Parliament to abolish all separate monetary systems and replace them by one uniform gold currency for the whole country. This difference of opinion exists still, and now another difficulty has arisen to widen the breach. For many years past, in giving you extracts from the tables of commercial statistics of this port, I have always expressed my admiration at the very complete manner in which these tables were made up as regarded the navigation of the port and the imports of goods, regretting at the same time my inability to furnish any particulars of the value and quantity of the exports, as the shipping houses have steadily set themselves against letting the public into a knowledge of what they are pleased to call the "secrets of their trade." Among the many improvements created by the genius of Prince Bismark one of the latest, and not least important, is the institution of a Central Statistical Department for all Germany, comprising of course everything connected with commercial statistics; and to ensure general uniformity in making up the returns blank schedules have been distributed to all the different Governments for their guidance. This has again occasioned a divergence of opinion between the Senate and the Chamber of Commerce; the former, being perfectly willing to follow up and execute the resolutions of the Central Government, have for that purpose sent a message to the Burgerschaft explaining the state of the case and asking them for a vote of 11,000 marks currency to defray the extra expense of reinforcing the present local Statistical Board by additional functionaries. To this course the Chamber of Commerce—under the influence of some old fogies, who cannot see the difference between innovation and improvement—take objection, and are endeavouring by all the means at their command to work upon the opposition party in the Burgerschaft to reject the proposed grant. The breach has now become so serious that the Secretary of the Chamber of Commerce—Dr. Adolf Soetbeer, a well-known writer on finance and one of the most intelligent public functionaries in this city—has been induced to resign his appointment, and is about to quit Hamburg in disgust and remove to the Rhine.

The Chamber of Commerce at Bremen has forwarded to the Senate of that city a memorial expressing the wish of the merchants to see the new monetary German system introduced and brought into operation on the 1st of July next. The Senate is not disinclined to do so, but wishes first to receive satisfactory replies from Berlin to some questions they have asked there, and without which it would not be safe to take the lead and go ahead. This applies more particularly to a guarantee of some description against the possibility of any scarcity of gold; for without a sufficient quantity, and regular supply of the new currency, the foreign coins, now so largely used, could not well be called in or put out of circulation. If then the new currency law expected, and, indeed, promised, to be brought in during the coming Spring Session of the German Parliament does not grant permission to private bankers to have gold bars coined at the German mints on payment of a fixed charge as mintage dues, to cover the expenses of coining, there will be no means to regulate the exchange with other countries, and then some other security must be found, as, for instance, granting power to the Senate to make some arrangement with the Bank of Bremen to provide in time against any dearth of gold currency. Another important question for the solution of the Imperial Government is whether the State undertakes to bear all the expenses of calling in and exchanging for the new currency all the old silver coins now in circulation; and, if so, whether such a measure will have retro-acting power for those States that may find it convenient to introduce the new currency by anticipating the normal date, as demanded by expediency and a regard to the principles of justice and equity. If then the Imperial Government is really and truly as much in earnest about proceeding energetically with the reform of the national currency as the Prussian Minister of Finance lately stated, a favourable solution to these questions may confidently be expected.

In the south of Germany the new gold coins from the Berlin Mint appear to give as little satisfaction as in the north, and the complaints of their being extremely coarse and imperfectly engraved are so general that an agitation is being organised to get up a monster petition to the Reichs-kanzler praying to have them put out of circulation as a disgrace to the nation. In a letter from Stuttgart in the *Kolnische Zeitung* the writer says on this subject:—"We ought not to put it in the power of the French to say, 'Here we have a proof of our being conquered by a barbarous nation, who took away our beautifully-minted gold coins, melted them down, and re-coined them in this rough and barbarous manner.'" I may here add that at Berlin a report is current that they are to be called in and remodelled, though as yet nothing official has transpired, and perhaps the wish is father to the thought.

The run for shares in the new Transatlantic Steam Company, mentioned in my last letter, was so great that though only a million thalers were wanted (five millions having been taken by the promoters) nineteen and a-quarter millions were subscribed, so that a reduction in the allotment had to be made. This was done in such a way that those who signed for from 1 to 10 shares, were alloted one share; from 11 to 20, two shares; from 21 to 40, three; from 41 to 120, four; 121 to 200, five; and all above 200 ten shares.

At the fourth general meeting of the German Nautical Association, held last week at Berlin, a resolution was passed adopting for all German vessels the following fog signals:—Steamers and sailing ships at anchor or lying to, the bell; Sailing vessels on the port tack, the rattle; ditto on the starboard tack, the horn; steamers, the steam whistle; fire-ships, the gong. Steamers in a fog to reduce their speed to four knots. On the proposition of Herr Mier, of Bremen, an exception to the last item was made in favour of ocean mail steamers, which are bound by their post-office contracts to "carry on" at full speed, whatever may be the state of the atmosphere.

The safe return of the Danish frigate *Tordenskjold* from her late expedition to Japan with a part of the submarine telegraph cable on board was celebrated last week at Copenhagen by a public banquet given to the officers by the inhabitants of that city. Among the company were a large number of scientific gentlemen, officers of the army and navy, and officials of the Civil Service. The solemnity of the dinner was relieved by music, singing, toasts, and various sentimental and humorous speeches. Altogether it was considered a great success.

The last number of the Berlin *Reichs-anzeiger*, the official gazette of the Empire, contains the appointment of Herr Werner von Bergen as German Consul for Siam, with Consular jurisdiction over the whole of that kingdom. And at the same time the other Berlin papers contain an account of his arrival at Bangkok, his reception at Court, and even the text of his address to the King on presenting his credentials; from all which it may be inferred that at the time of his appointment the official gazetting was overlooked or forgotten.

Vienna papers contain letters from Constantinople announcing, on the authority of a telegram from Teheran, that a special embassy, at the head of which is the Commander-in-Chief of the Persian army, has set out for Berlin to congratulate the Emperor Wilhelm on his assuming that dignity, and to bring him valuable presents on the part of the Shah of Persia.

Herr Georg Niederberger, Consul at Saigon for the North German Confederation, has been appointed Consul at that port for the Empire of Germany.

The Colonial Fire and Marine Insurance Company at Batavia has established an agency at Hamburg, and confided the direction of it to Herr Leo Jacob, of this city.

The following scrap of news may interest your musical friends in the East. Weber's celebrated opera *Der Freischutz* was given last night for the three hundred and fiftieth time, it being the fiftieth anniversary of its first performance here. A great many gentlemen amateur singers had volunteered to strengthen the "Huntsmen's Chorus," and nearly as many young ladies of our *haute volée* appeared on the boards to reinforce the "Bridesmaids' Chorus." Only two of the original performers have survived the lapse of the half-century—Fraulein Paasch, who electrified her audience as Agatha (the Agnes of the English translation), and contributed largely towards the wonderful popularity the charming opera has since obtained, and Herr Gloy, who performed the part of Kuno, the Forester. They were both present at the performance last night.

COMMERCIAL.

The Tea market is firm, with a fair amount of business doing; sales by importers—2,000/4 chests Congou and 1,000/8 Imperial. A cargo of Java Rice has been bought for the interior of Germany; about 10,000 bags of Rangoon, to hand per Abergeldie, is not in the market. Of Cassia Lignea 10,000 chests of the late arrivals have been sold by the importers at 10 sch. bco., which indicates a fall of 12 per cent. on the price previously paid. Pepper keeps up in value; Singapore is not to be had under 6¾ to 6⅞ sch. bco. No transactions in Spelter reported

SHIPPING.

ARRIVED.—Abergeldie, from Rangoon.
SAILED.—Androklos, to Singapore.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Feb. 7.

After a delay of a month a Minister of War has at last been appointed in the person of General Delprat. The new Minister will have to effect an entire re-organisation. Under these circumstances, even the Liberal papers hope for the best, and maintain a strict reserve in waiting for events. I think that this is the wisest course they can adopt.

The Second Chamber will meet on the 20th or 27th inst., the last named date being the most probable. It is said that the Ministry desires, before Parliament is re-opened, to reply to the section report upon the income tax. It is not very likely that this measure will be approved of. Rumours are afloat in Parliamentary circles that no less than thirteen Liberals will vote against the measure unless important alterations are made in it by amendments. If the tax is reduced to one per cent. upon annual incomes there will be more chance of its being carried.

The King has, as was expected, released Mr. Duchatel from his duties as our Ambassador at the Papal Court. This question, about which the Ultramontanes made so much noise, is thus resolved in the most constitutional way, and I am glad to state that the movement amongst the Catholics is much less apparent. I have already told you about their opposition to the projected national festival on the 1st April next, when the anniversary of the surprise of Brielle in 1572—the foundation of our liberty—will be celebrated. The Catholics have changed their mind in the last days. The opposition decreases more and more since the leading paper of the Ultramontane party declares that it will cease to attempt to oppose the plan, now that the King supports it. There is still a good deal of controversy about the monument, but this is a rather secondary question; the main point is the festival. Notwithstanding that the sums collected on behalf of the monument in each place are not very large, it is probable that the total amount subscribed will be quite sufficient to cover the cost.

Mr. Mill Graves, the Ambassador of the King of Elmina, has left our country, having embarked at Hellevoetsluis to return to Africa. The Ministry offered him a free passage by mail, but this he declined. You will remember that this gentleman arrived at the Hague the bearer of an address to the States-General protesting against the transfer of our settlements on the West Coast of Africa to England. His mission was unsuccessful, and he has addressed a sort of parting manifesto to the Dutch nation, in which he foretells that now that Elmina has been sold blood must be shed in fighting against the English—now the masters of the unhappy kingdom, of which he is a subject. The Conservatives approve of this document, and it seems that they will again endeavour to make the Treaty the stumbling-block of the Cabinet. Pro-

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fessor Vreede announces that he will organise another movement, by accusing the Ministry of having withheld certain documents, and thus preventing the Second Chamber from forming a just opinion with regard to the transfer. I do not think that the professor will have much success with his endeavours.

I cannot leave this subject without rectifying a phrase which was misunderstood in my last letter. I said that some papers predicted that as we had done nothing on behalf of our *West* India colonies, they might as well be transferred, as we have already transferred our West African Settlements. By some error, which I cannot account for, I read that it was probable that our *East* India colonies will be transferred. This is a misunderstanding. I should be surprised if the editor of the *Java Bode* does not attack this statement. That gentleman has written a most vehement philippic against me, which appears in the *Java Bode*, received by last mail, in which he refers to a piece of news in my letter of Nov. last, stating that our Queen had shown a great feeling against Germany, and that when her brother, King Karl, drank to the health of the Emperor Wilhelm, she coughed so persistently that nobody could hear one word of the toast. The *Bode* is good enough to say that I obtained this news from the *Asmodee*, an obscene paper, which any honourable man would feel ashamed to read. The accusation is the more offensive because I distinctly said that I found the statement in the *Mainzer Journal* and in the Berlin *Spenersche Zeitung*, both papers of high standing.

I am glad to say that we have been informed by telegraph that the inundations in Java were not of so serious character as was feared.

The steamer *Prins van Oranje* sailed last Sunday from Nieuwe Diep bound for Batavia. The next steamer, the *Conrad*, will be despatched in March, commanded by Capt. Oort, the same officer who had charge of the *Willem III*. A protest has been circulated among the underwriters in consequence of this appointment. They are of opinion that the conduct of that officer, when master of the unfortunate steamer, was such that it is inexcusable to appoint him to another vessel.

I am happy to state that in one of the Amsterdam yards the keel has been laid of an East Indiaman of 750 lasts, to be built for Messrs. Van Eeghen and Co.

PRODUCE MARKETS.

A firm tone continues to prevail in the market for Coffee and Sugar, and a fair business has been doing in the former article at steady prices, but the latter has assumed a quieter appearance. More activity begins to be perceptible in the demand for other articles of produce, and transactions have, on the whole, been fairly extensive.

COFFEE continues firm. Good ordinary Company's Java has changed hands at 43½c., and full prices have been realised for parcels of private importation. The series of monthly public sales, on account of the Dutch Trading Company is to be opened this month. The advertisement has not yet been published, but may be looked forward to next Monday, and the sale will probably take place on the 21st inst. The business since my last embraces the following shipments, viz.: 261 bags Java, ex Hendrik Ido Ambacht; 500 bags ditto, ex County of Berwick; 139 bags ditto, ex Batavia; 3,372 bags ditto, ex Otto; 2,655 bags ditto, ex the same vessel; 1,000 bags ditto, ex Rotterdam, at 43c.; 370 bags ditto, ex Voorlichter; 1,000 bags ditto, ex Henriette; 500 bags ditto, ex Tonia. Total stock of Coffee in Holland, 779,000 bags, against 680,300 bags in 1871. Floating, 145,100 bags.

SUGAR.—Although prices have continued to be well supported, the demand has been but limited, and no transactions are reported. There is but little on offer. Trading Company's stock, 72,092 baskets.

TEA.—There is nothing doing, in anticipation of the public sales to take place at Amsterdam, which have been increased by one on the 29th inst. of 2,568 chests China, ex Holmsdale and steamer Lorne, from Foochow, comprising 1,266/4 chests Congou, 1,101/12 chests Souchong, and 201/4 chests Pekoe. Stock here, 4,206/4 chests.

TOBACCO (JAVA).—Some small parcels changed hands. The stock here is exhausted, and that in Amsterdam comprises 2,098 bales Java and 400 bales Sumatra.

RICE.—I have to report a sale of 5,480 bales Kandanghauer table and 200 bags Pamanoekan table, ex Batavia, on secret terms. The market is dull; stock here, 9,700 bags.

RATTANS.—Sales have been closed of 150 piculs, ex County of Berwick—price not named.

TIN.—A quiet tone has pervaded the market. Banca sold last week at f.86 for usual prompt, and Billiton afloat at f.85, whilst now Banca stands at f.84¼ to f.84¾. Trading Company's stock unsold, 45,297 slabs Banca; stock on warrants, 24,400 slabs; floating, 10,340 slabs.

HIDES.—Sales have been closed by secret tender, on account of damage, of several parcels ex Vier Gebroeders, Yokohama, Dunmore, and Amazon.

INDIGO.—Out of 123 chests Java offered for sale by secret tender, about 80 chests have been adjudged at unaltered rates. Further parcels will soon be placed on the market. Stock, 309 chests and baskets.

SPICES.—No business worth notice has been doing in the articles under this head since the sales reported in my last. Stock on warrants of the Trading Company—Nutmegs 2,376 casks, Mace 290 casks, Cloves 2,574 casks, Cinnamon 18 packages.

COCOA NUT OIL.—Ten tons prime changed hands at f.26, and the article continues on sale at this price.

VANILLA (JAVA).—About 440 kilos, ex Prins van Oranje, found buyers at a full price.

SHIPPING.

ARRIVALS.—Feb. 6, at Brouwershaven, from Rangoon, Neversink; from Batavia, Noach III.; at Texel, from Tjilatjap, Petronella.

DEPARTURES.—Feb. 4, from Texel, for Batavia, Prins van Oranje (str.); 5, from Texel, for Batavia, Zeebloem, Willemina and Clara; for Sourabaya, Bellatrix.

PASSENGERS OUTWARD.—For Java, per Prins van Oranje, Messrs. d'Aulnis and family, A. Barge and family, C. A. E. Fauchey, G. Birnie, D. Horsting, F. B. Intveld, J. van Lith Harrebomee, J. Lamie, J. L. Nierstrasz Rz, J. H. de Bruyn, W. J. Derk, P. G. Bruch, C. Gast, J. Stormer, G. H. de Geoye, J. M. H. Bervoets, S. F. Land, C. J. Damme, V. A. van Swieten, J. v. Smid, L. F. Ruzetti, J. E. Bletz, J. Spaanderman, W. J. de Ruyter de Wildt, J. Donger, W. Semster and family, D. van de Riviere and family, Mrs. Houthuysen and family, Mrs. D. M. S. Gerlings and family, Miss Sorg, Mrs. D. G. Couvee, Mrs. Kreemer, Mrs. Tyndall de Veer, Miss W. Byrees, Miss M. E. Junius, Miss Ridmeester, Miss C. R. A. Casteren van Cattenborch, Messrs. J. Rappard and family, C. L. Huffenreuter, L. van Polanen, Pethel, R. H. Cooke, Jun., F. C. H. Schlamilch, F. Ladan.

UNITED STATES.

The New York *Army and Navy Journal* anticipates some trouble with China, as "the Chinese are placing constructions upon the famous Burlingame Treaty which assuredly do not square with the rose-coloured views of the purposes and the position towards the outside world, and particularly towards Americans, which were presented when that treaty was begotten with so much ostentation." In view of the possibilities both in China and the Sea of Korea, therefore, Rear-Admiral Thornton A. Jenkins has been appointed to the command of the United States Asiatic fleet.

We take the following from the *New York Times*:—The son of Col. Horace Capron, formerly United States Commissioner of Agriculture, is at present employed in the purchase of blood stock for shipment to Japan, whither his father had already gone to superintend the introduction of modern improvements into the empire. The cattle, sheep, and pigs are selected from the best cross-breeds in the country. Mr. Capron will also purchase, for account of the Japanese Government, a large quantity of our most approved agricultural implements. Nothing is yet definitively known of the plan to be carried out by Col. Capron, in giving instruction to the farmers of Japan; but it is supposed that he will set apart a certain portion of his time for visiting the rural districts, to inspect the work on the farms, and give advice as he goes along. It is also intended, we understand, to establish an Agricultural College at or near Hakodadi.

A ribbon manufactory has been started in San Francisco by an English manufacturing firm. Raw silk, which is free of duty, is imported direct from China, and the silk cocooneries of California are expected to eventually supply the demand. It is intended to produce ribbons of all colours and widths, but the widest now made are seven inches. One man's labour with the looms now in use will finish 360 yards per week. Contiguity to the Chinese raw silk market and the growing supply of the raw material in California are cited as advantages to the new industry.

A Bill has been reported to the House of Representatives from the Committee of Appropriations to provide a sum of $50,000 to defray the expenses of the Japanese party now on a visit to the States. The Bill was passed by the House without a division.

NEW YORK MARKET REPORT.—JAN. 27.

TEA.

The market has presented little or no change during the fortnight. There is a fair inquiry from the trade for both Green and Black, the market remaining steady, at previous rates; the former, however, are most in request, and are firm at former rates. Japan meets with very little inquiry, and prices are somewhat irregular. Stocks generally are light and the offerings small, owing to sales of parcels to arrive. The sales reported have been the following, in the order given:—3,074 half-chests Green, per Serica; 4,887 do., per Annie Bow; 2,800 do. here and to arrive; 900 do. Japan; 800 do. Oolong; 2,450 do, Souchong—the latter per Schiehalion; 3,285 do. Japan; 750 do. Green; 3,800 do. Green; 5,400 do. Oolong; and 1,500 do. Souchong—vessels not named.

COFFEE.—The market for Brazil is very firm; rates have advanced and present indications of a further rise. Java is relatively cheaper than most other descriptions, and is in few hands and held firmly, but there is little movement at present, the business being mostly confined to jobbing parcels for home use at former prices, besides which we notice 2,000 piculs to arrive on terms kept private, and 1,307 mats Batavia at 21c. gold, also 1,000 mats Singapore from second hands on private terms.

CORDAGE.—Manila is steady, with a fair demand at previous rates.

PRESERVED GINGER.—China is quoted $9 currency (duty paid).

RHUBARB.—The quotation for China is 50c. to 100c. currency (duty free).

RICE.—There has been some improvement in the demand; prices are well supported, and some transactions establish an advance on the quotations ruling a fortnight since. Of Rangoon about 2,000 bags have been quitted at $6.80 to 7.12½ currency, and 3,300 bags in bond at $3.25 to 3.37½ gold.

SUGAR.—There has been no change to note since our last report, either in the inquiry shown or prices paid. The sales of East India have been confined to Manila, of which 19,292 bags Manila, per George Peabody, were quitted at 8c.; also 7,681 do., per Fontenaye, and 10,000 do., by another vessel, on private terms.

SPICES.—There has been no business in invoices, but the distributing demand quickens, and the market has a more cheerful tone than for some time past. Pepper, Cloves, and Pimento especially have moved freely, and prices are well sustained. The rates now current on the leading descriptions are relatively below those ruling in the primary markets, and, with moderate stocks of most goods, holders express confidence in the future course of the market. A parcel of 1,000 piculs Singapore Pepper, received per Mary Nelson, was mostly sold before arrival, as was also the Nutmegs and Mace. Cassia is unsettled, 5,000 mats China were offered at auction, but only 102 sold, which brought 29⅝ cents, the balance being withdrawn; 3,500 mats have sold from first hands on private terms. There is a steady moderate trade demand, which dealers are supplying at $1.37½ to $1.40 for Mace, 97½c. to 100c. for Nutmegs, 31c. for Cassia, and 12c. for Cloves (all gold).

TIN.—A firmer tone has been shown, in sympathy with an improvement in the English market. Straits, however, continues to rule as low as 36½c. gold, which is the closing quotation.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

Any Information required by Subscribers n reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published n those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, FEB. 12, 1872.

THE Japan Consul's Report, of which we publish a *résumé* in another column, cannot but be pronounced highly satisfactory and promising, notwithstanding the checks which the foreign commerce of that country encountered in 1870. All the five Reports, as well as Sir HARRY PARKES's Summary, are drawn up with so much clearness, and possess so many elements of interest, that we think few of our readers will omit to peruse the condensed Report which we place before them. Three facts, however, stand out in such prominent relief that we think it may not be out of place to draw special attention to them here. The first is that the total foreign trade of Japan for the year, comparing imports with exports, showed a balance of sixteen millions of dollars against that country; and that the deficiency has been met by the clumsy and dangerous expedient of exporting coin as bullion to the amount of the balance. The second fact which we think deserves special attention is the extent to which British shipping has fallen off since the introduction of the Pacific Mail steamers; and the third is the one pointed out by Mr. ANNESLEY, writing from Nagasaki, that there is great room for improvement in our manufacture of cloths especially designed for the Japanese markets, both as regards strength of texture and fastness of colour. Mr. ANNESLEY has here given a piece of very valuable information, which we make no doubt our friends in Lancashire and Yorkshire will fully appreciate and not be slow to turn to account.

IN the Kensington Exhibition of the Duke of EDINBURGH'S collection during his voyage round the world, it is somewhat disappointing—not to say humiliating—to observe the singular neglect or contempt with which Shanghai has been treated. Views, relics, addresses, and curiosities are exhibited in connection with every port visited in the Far East—Tientsin, Chefoo, &c., are all thus distinguished—but Shanghai is "conspicuous by its absence;" in fact, it is virtually ignored. This is scarcely a princely acknowledgment of the loyal welcome and proofs of attachment to the Throne—to say nothing of the lavish hospitality—which the Duke received at the hands of the community of the "model settlement;" and the apparent neglect is so unaccountable that we are not surprised to learn that it has given rise in some quarters to an impression that the Duke of SOMERSET may have exercised somewhat more than a fair share of influence on his Royal Highness. The line of the "proud Dukes" has never been characterised by any remarkable generosity or candour in avowing an error, or making amends for a fault—and the present Duke of SOMERSET'S coarse vituperation of Shanghai, when he described it as a "sink of iniquity," will not soon be forgotten. The community of Shanghai could well afford to treat this unmeaning abuse with contempt, knowing very well that, as SHAKESPEARE says,—

"Wrangling Somerset was in error;"

but we cannot wonder if they feel somewhat aggrieved at their present apparent disparagement.

IN our last issue we noticed a telegram received from the Governor of Hong Kong to the effect that the Chief Justice had refused a new trial in the action of KWOK-A-SING *versus* the Attorney-General for £500 damages. We have since received by mail the *pro forma* decision in which Mr. SMALE is reported to have said:—"There was a constitutional consideration involved; the intention of the Extradition Act (6th Sect., Habeas Corpus) was to protect the subject; that object would be repeated if a judge had power to grant a new trial and refer the question to fresh juries until a verdict protecting the official were obtained, and therefore no verdict given by a jury under this Act ought to be interfered with." Compare this with the summing up of his Lordship and direction to the jury on the trial of the case! Truly, "comparisons are odorous." Again, Mr. SMALE says, in reference to his discharge of KWOK-A-SING, under the Habeas Corpus Act, without trial, that he followed the decision given by the United States Government in the case of the *Armistead* and *Cayalti*. Was there ever such a "jumble" of facts in a legal mind? The cases are utterly without parallel.

BAD news reaches us from the Philippines. The Captain-General sends a despatch announcing that 200 native artillerymen rose in insurrection and took possession of one of the forts, from which, however, they were speedily dislodged by a vigorous assault of the troops, in which the whole of the insurgents were killed. The only satisfactory part of this affair is the proof it affords of the general loyalty of the troops; but it shows Spain to be as unsettled in her colonial as in her home government. Such must ever be the result of an inert, haughty, and bigoted Government, which utterly refuses to keep pace with the times or take a lesson from the spirit of the age. It is precisely three hundred years since the Spaniards founded Manila, and obtained possession of this important group of islands almost without bloodshed, and probably no other European settlement in the world can show so little development for so long a space of time.

MR. POPE HENNESSY, the late Governor of Labuan, who was recently appointed Governor of the Bahamas, has been offered and accepted the post of Governor and Commander-in-Chief of the West African Settlements, including Sierra Leone, Gambia, the Gold Coast, and Lagos, vacant by the appointment of Sir ARTHUR KENNEDY to the Governorship of Hong Kong. A correspondent of *The Times*, this morning, thus warmly corroborates the high opinion we lately expressed of the acquisition which the community of Hong Kong possess in their new Governor:—

Mr. Pope Hennessy enters on the duties of a Government dignified and enlarged in its usefulness by the wise and persistent conduct of Sir Arthur Kennedy. The Gold Coast was, perhaps, the most troublesome piece of Sir Arthur's African work; and the result of his patient and prudent labour merits that still, small voice of applause which appears to be the sole abiding reward of those brave and hardy pioneers who have raised England so high in the scale of humanity, and written in illustrious characters on the pages of history the name of Englishman.

SIR ARTHUR KENNEDY arrived from Sierra Leone on the 2nd inst.

CAPTAIN MACAULAY, late superintendent of the P. and O. Company at Hong Kong, will shortly proceed to India, China, &c., on a tour of inspection. We are glad to notice this mark of appreciation of Captain MACAULAY'S ability.

WE notice that an influential deputation has waited upon Lord GRANVILLE, with the view of drawing the attention of the Government to the persecution of native Christians in Japan.

ON Friday next, the 16th inst., Mr. R. N. FOWLER will call the attention of the House of Commons to the Coolie Traffic in China, and will move for papers on the subject.

M. MYER, the late Governor-General of Java, who was recently succeeded by M. LOUDON, has returned to Europe by the present mail steamer.

THE text of the Sumatra Treaty has not yet been published by the Foreign-office, not having yet been ratified by Her MAJESTY.

THE appointment of Mr. WILLIAM SCHULTZ as Austrian Consul at Colombo has been approved of by Her MAJESTY.

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PROGRESS IN JAPAN.

[COMMUNICATED.]

The marvellous progress of Japan is attracting the attention of all Europe; the *Gazette d'Augsbourg* published the other day a long letter from a Yokohama correspondent on the subject, from which the following is extracted:—

After reference to the railways in course of formation, and especially to that of Kawasaki, the writer speaks of others undertaken by English companies, and of the American project for connecting Yokohama with San Francisco by means of submarine cable, and of a projected tramway from Yokohama to Yedo.

It is a highly important fact that it has become the fashion to adopt European manners and customs, many persons of distinction wear European dresses and cut their hair short; the kango, or palankeen is being replaced by a small carriage called *jensikcha*, and even large carriages are making their appearance in the streets.

This writer, like all others, notes the extreme eagerness of the Japanese for instruction. In the schools English, French, and German are taught by masters who are mostly natives. As a set off to this may be added that for some time M. Leon de Rosney, the Professor of Japanese in Paris, has had an intelligent native of that country to assist him in his duties. The Japanese libraries are numerous and are being enriched by many translations of European works on science. Amongst the social effects noted is the gradual substitution of hanging and decapitation for the hara-kiri, and executioners are found as easily as in the most civilised and refined communities! This reminds one of the exclamation of the traveller, who, coming in sight of a prison, exclaimed, "Thank heavens! I am once more in a civilised country."

The trade in silkworms' eggs fell off terribly last year, principally on account of the condition of France probably, but an enterprising Japanese has undertaken the production of silk in California on a large scale. He went there the year before, taking an immense quantity of eggs, but found he had made a mistake. On going there to settle he took 2,400 cards of seed, and 16,000 tea plants from a place near Miako.

JAPAN CONSULS' REPORTS.

The commercial reports of Her Majesty's Consuls in Japan for the year 1870 have just been published. The following is a *résumé* of the contents of the volume:—

KANAGAWA.—YOKOHAMA.

Mr. Vice Consul Robertson reports the large increase of $10,812,691 in the import trade over that of the previous year. This was chiefly caused by increased business in rice and cotton yarn. Exports also increased $2,248,180. The total value of cotton manufactures imported rose from $4,631,885 to $6,514,543. The returns show a considerable increase in the importation of camlets over 1869, but the demand for these stuffs continues to decrease, and transactions were almost confined to old stock. Woollens were overdone, and must have shown a serious loss to importers. The European war, and the failure of the rice crop of 1869, acted unfavourably on trade; nevertheless it is satisfactory to note that imports began to assume a more fixed character in certain staples, such as shirtings and cotton yarn, and was not of the irregular character of former years.

The export of silkworms' eggs was a large one, and this trade was causing a degeneracy in the breed of worms and the quality of the silk, for cultivators were unable to afford the purchase of good seed, and, making use of the reproduction of the worms, obtained each season inferior silk.

Foreign shipping showed a marked increase, both numerically and in tonnage.

Among public works the following were most prominent:—the telegraph between Yokohama and Yedo (which was so much used by the Japanese that 100 messages a day were transmitted by it)—the telegraph between Kobe and Osaka—the Yokohama drainage works—the Yoshida iron bridge—and the erection of numerous lighthouses and lightships, of which it was expected that not less than fourteen would be completed before the end of 1871.

HIOGO AND OSAKA.

Mr. Consul Gower reports imports $722,064, and exports $3,607,848—but this is only an approximate return in consequence of the unsatisfactory accounts of the Custom-house. Trade, however, greatly improved in the year as compared with the year previous, though there was a decrease in cotton and woollen manufactures, and especially in arms and ammunition. The chief increase in imports was in gold and silver bars, rice, cotton, sugar, &c.; while in exports every article—raw silk, cocoons, silkworms' eggs, tea, and miscellaneous produce—showed a great advance. The number of ships with cargo increased, both in import and export, although general shipping appeared to fall off owing to the Princes not requiring it to transport their troops so frequently as in 1869.

The value of land in Hiogo very greatly increased this year, and public works—draining, lighting, &c.,—were carried on with much energy. The local Government, however, threw obstacles in the erection of a patent slip, which would be of the greatest benefit to the harbour, and for which a number of foreign and native shareholders had subscribed—apparently with no other object than monopolising the work for themselves.

NAGASAKI.

Mr. Acting Consul Annesley reports the total value of the import and export trade as $5,094,483, against $4,624,962 in the previous year. The increase is explained by the value of steamers and sailing-vessels sold in 1870, which amounted to no less than $887,000. No marked improvement, therefore, took place in the commercial prosperity of this port in 1870, as compared with 1869.

The import trade was not satisfactory, and the difficulty of making sales, even at the low prices current, was extreme. The late civil war, the depreciation of the currency, and the opening of Hiogo and Osaka, all contributed to this depression; yet there is little doubt that the consumption of our principal staples is on the increase, that foreign manufacturers are rapidly supplanting those made by native looms, and that an increased demand for home manufactures will follow increased prosperity. In 1870 the piece goods business was rather disappointing. A cloth more approaching in durability to the "Okujima" (a description very extensively used in Japanese dress), is still an acknowledged want. "Taffachelas," the European imitation of this cloth, is scarcely strong enough, but the chief complaint against it is that the colours fade so quickly. It would be worth the while of home manufacturers to turn this requirement into account.

English coals were laid down at this port to the extent of 2,979 tons, valued at $43,785. This coal is entirely imported under Government contract for the use of Her Majesty's vessels. The chief kinds of machinery imported have been for mining purposes. The total value of the direct imports from England to Nagasaki was $264,331, against $326,362 in 1869.

In exports, tea, the chief export staple, showed a falling off from 33,850 piculs in 1869 to 20,827 piculs in 1870. The cause was the increased value of the leaf in the north of Japan compared with the prices foreigners could afford to pay for it. The year showed a considerable increase in the export of coal, and the yield for foreign consumption already amounts to 50,000 tons per annum. Two vessels only were loaded for England direct; and the total value of the exports from Nagasaki to England direct amounted to only $79,852, against $219,811 in the previous year. The entries and departures of British vessels also fell from 284 to 228, mainly in consequence of the frequent calls of the Pacific mail steamers. The American and North German shipping showed a considerable increase.

NEEGATA.

Mr. Acting Consul Troup reports the trade in foreign vessels as having decreased—imports from $542,471 to $405,075; exports from $177,501 to $150,400. No account is here taken of re-exports, since they were sent away solely because they were unsaleable here. Notwithstanding the apparent decrease in imports, the quantity of foreign goods actually sold was equal to, if not larger than, in the previous year.

Early in the year an association was established here, termed the "Shooha," or Commercial Corporation, which issued a series of regulations tending to hamper trade so greatly that they were withdrawn by order of the Government in Yedo, though the Co r poration still existed (at the end of the year), and continued to engage in certain branches of trade, such as the importation of foreign goods from the other open ports, the export of rice to other ports, &c.

HAKODADI.

Mr. Consul Eusden reports a decrease in British shipping, from 71 entering in 1869 to 41 in 1870; and from 68 clearing to 45. This is owing to the large steamers of the Japanese Trading Company and the P. and O.

The imports of the year decreased from £177,603 in 1869 to £121,774 in 1870; the exports from £222,900 to £161,287. This was mainly owing to want of funds on the part of the natives and their bad credit. The exports would have increased but for the high prices of the staple.

The town of Hakodate increased greatly in importance. A good bund was formed from the fort to the south of the harbour, and four European hotels—one each English, French, German, and Russian—were opened.

TRADE SUMMARY FOR 1870.

Sir Harry Parkes reports the total imports in direct trade to have risen from $17,356,932 in 1869, to $31,120,641 in 1870; and the exports from $11,485,645 to $15,143,246. In the indirect trade imports fell from $6,924,465 to $3,996,741; and exports rose from $2,975,626 to $7,058,835. The total trade in Japan, both direct and indirect, carried on in foreign bottoms, amounted to $57,319,463. In imports cotton manufactures increased from $5,251,324 to $7,274,453. Woollens remained stationary. Metals declined from $632,255 to $320,681; and arms and ammunition from $1,857,625 to $206,908. Miscellaneous foreign rose from $1,776,690 to $3,231,007; and eastern produce from $5,828,485 to $18,092,228. In exports there was an increase in every kind, the most remarkable being in tea, which rose from $2,019,130 to $3,848,231. The foreign trade of 1870 showed a balance against Japan of nearly $16,000,000, which was met, as in 1869, by heavy shipments of native coin as bullion to China, India, America, and Great Britain—the people using paper for their own wants and exporting their coin.

The report concludes with a summary of shipping which shows a decrease in British shipping of 90,634 tons, while foreign shipping increased from 182,358 tons as compared with 1869. The difference as against British shipping is confined to the coasting trade between the ports, and is attributable to the gradual absorption of the local carrying trade by the large American Pacific mail steamers.

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Monetary and Commercial.

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The China Traders' Insurance Company's report presented to the shareholders at Hong Kong, on 27th December, contains a very satisfactory statement of affairs, $450 per share being declared as dividend. Messrs. Fearon and Co. are the London agents and prepared to take risks.

The establishment of the Deutsche Bank of Berlin, and the opening of branches in China and Japan, which we noticed some time since, are now formally announced in our advertising columns.

Tenders for £500,000 in bills on India were received on the 7th inst. at the Bank of England. The amounts allotted were —To Calcutta, £345,000; to Bombay, £150,000; and to Madras, £5,000. The minimum price was fixed, as before, at 1s. 11d. on all the Presidencies. These results show a further increase in the demand for remittances to the East.

The London manager of the Hong Kong and Shanghai Banking Corporation has received advices from the head office, Hong Kong, reporting the result of the half-year's business to 30th December as follows:—Dividend at the rate of 12 per cent. per annum; addition of $100,000 to the reserve fund, which will then amount to $1,000,000; balance brought forward of $18,000 to new account.

The report of the Anglo-American Telegraph Company, to be submitted on the 16th inst., states that the sum of £50,000 has been set apart for a renewal fund, and recommends that the available balance, £62,197, be appropriated to the payment of a dividend of £3 3s. 4d. per cent., which with the three interim dividends already paid will be at the rate of 10 per cent. per annum for the eleven months ending December, leaving £9,156 to be carried forward.

The estimated receipts of the Great Northern Telegraph Company for the month of January amounted to 86,277 francs, and those of the China and Japan Extension Company to 110,955 francs.

The Master of the Rolls has directed the payment of a further dividend to the creditors of the United Service Company (Limited) of 1s. 6d. in the pound, making, with the previous dividends, 16s. 6d. in the pound. The liquidator of the Oriental Hotels Company (Limited) has given notice that he is prepared to pay off the balance of the Twelve per Cent. Debentures secured on the Cairo Hotel, together with arrears of interest.

Bar Silver has been in good demand at 5s. 1⅛d. per oz. standard. Mexican Dollars continue in good demand. The amounts coming to hand are comparatively small, and the prices are therefore well maintained; the old coinage remains at 5s. 1d., new at 4s. 11¼d. per oz.

BOARD OF TRADE RETURNS.

The Board of Trade returns for January indicate great acitivity in almost every department of business. The exports for the month amounted to £18,879,980, against £11,458,039 for the corresponding period of 1871, showing an increase of £7,421,941. The augmentation has been principally in alkali, beer and ale, cotton yarn and twist, cotton manufactures, hardware and cutlery, iron and steel, wool, woollen, and worsted yarn, and woollen and worsted manufactures. It is explained, however, that, "prior to the 1st January, 1871, the exports were deemed to take place from the clearing of the exporting ship; since that date six days have been allowed by law for the lodgment of the shipping bills. In consequence of this change the account for 1871 was lessened to a considerable extent as compared with 1870. This does not recur in the present year, and, consequently, a full month's exports are shown." The imports in January represented £30,259,548, against £24,427,803 in 1871, being an increase of £5,831,745.

The following is a summary of those figures which relate to our Export trade with China and other countries in the Far East:—

COTTON YARN.

To		For the Month ended 31st Jan. 1870.	1871.	1872.
China and Hong Kong	lbs.	179,569	556,500	804,320
Japan	,,	333,600	490,700	204,090
Straits Settlements	,,	275,200	275,830	156,500
Ceylon	,,	10,500	81,304	10,190

COTTON MANUFACTURES.

To		For the Month ended 31st Jan. 1870.	1871.	1872.
China and Hong Kong	yds.	14,166,629	41,099,600	33,009,500
Japan	,,	1,361,580	4,106,600	723,600
Philippine Islands	,,	2,475,800	1,763,500	1,140,900
Java	,,	—	1,097,100	2,424,900
Straits Settlements	,,	5,050,805	4,025,700	6,942,100
Ceylon	,,	1,714,756	4,205,100	2,413,300

WORSTED STUFFS.

To		For the Month ended 31st Jan. 1870.	1871.	1872.
China and Hong Kong	yds.	1,004,668	756,350	1,462,980
Japan	,,	33,840	66,210	26,140

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1870.	1871.	1872.
For the month	yds.	52,316	172,710	175,120

LEAD TO CHINA AND HONG KONG.

		1870.	1871.	1872.
For the month	tons	1,560	746	1,888

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the three months and twelve months ended December 31, 1871, compared with the corresponding periods of the two preceding years, is returned as follows:—

To	For the Three Months ended 31st Dec. 1869.	1870.	1871.
China (exclusive of H. Kong and Macao)	£1,926,668	£1,677,032	£1,255,787
Macao	—	—	—
Hong Kong	691,708	947,904	734,971
Japan	382,036	440,902	364,214
Straits Settlements	545,972	512,547	392,174
Ceylon	230,945	252,257	271,437
Philippine Islands	222,725	193,984	127,292
Java	289,858	295,716	150,615
Siam	5,644	15,841	6,393
Cochin China	—	—	170

From	For the Twelve Months ended 31st Dec. 1869.	1870.	1871.
China (exclusive of H. Kong and Macao)	£6,842,840	£6,139,633	£6,629,390
Hong Kong	2,130,837	3,407,930	2,774,114
Macao	—	—	—
Japan	1,442,104	1,609,367	1,581,834
Straits Settlements	1,738,275	2,321,087	1,934,988
Ceylon	796,372	908,415	927,859
Philippine Islands	832,981	772,541	463,259
Java	660,237	897,505	820,311
Siam	25,846	41,488	44,115
Borneo	896	1,102	890
Cochin China	—	9,679	619

The value of the Imports into the United Kingdom from the several ports and countries of the Far East for the three months and twelve months ended Dec. 31, 1871, compared with the corresponding periods of the two preceding years, is returned as follows:—

From	For the Three Months ended 31st Dec. 1869.	1870.	1871.
China (exclusive of H. Kong and Macao)	£3,949,118	£3,305,340	£3,038,344
Macao	43,778	9,659	16,240
Hong Kong	84,248	135,584	60,753
Japan	24,359	15,231	51,747
Straits Settlements	832,648	1,169,726	731,081
Ceylon	1,256,135	956,360	636,627
Philippine Islands	348,393	361,517	466,701
Java	35,030	1,478	27,981
Siam	67,133	5,893	—
Borneo	10,951	12,086	10,630

From	For the Twelve Months ended 31st Dec. 1869.	1870.	1871.
China (exclusive of H. Kong and Macao)	£9,621,358	£9,481,737	£11,478,126
Hong Kong	281,932	281,159	368,887
Macao	193,030	142,820	99,542
Japan	167,308	96,173	115,473
Straits Settlements	2,313,260	2,547,320	2,685,311
Ceylon	3,749,723	3,450,974	3,230,636
Philippine Islands	1,406,892	1,197,945	1,386,044
Java	199,467	259,846	469,708
Siam	417,030	197,681	—
Borneo	40,186	78,643	52,898
Cochin China	76,816	4	39,612

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SHANGHAI, FOOCHOW, HONG KONG, SINGAPORE, and PENANG to LONDON (via S.C.), per Lord of the Isles (str.), entered Feb. 5.—From Shanghai: 28 boxes tea—J. Blain; 2 boxes tea—De St. Croix; 143 half-chests tea—C. Shaw and Co.; 726 half-chests 1640 chests tea—A. Tesdorpf and Co.; 1917 half-chests 892 boxes 1872 packages tea, 98 bales silk, 33 bales silk waste, 1 case cigars, 31 bales merchandise—Order. From Foochow: 608 chests 1621 half-chests 908 boxes tea—A. Tesdorpf and Co.; 3446 chests 19,611 half-chests 3409 boxes tea, 2 cases preserves—Order. From Hong Kong: 21 cases merchandise, 17 cases sauces, 2 cases tea, in transit—Blackith and Co.; 2 cases merchandise, 9 cases indigo—Agerup and Co.; 50 boxes merchandise—Petty and Co.; 11 cases merchandise—Oppert and Co.; 2 cases merchandise—Trubner and Co.; 12 cases preserves—M. E. Murray; cases merchandise, 11 cases tea, in transit—F. A. Rangel; 5 cases merchandise—A. Grove; 114 half-chests tea—Barclay and Co.; 3 packages tea and silk—W. Dunstoun; 7 packages merchandise—A. G. Walker; 1 half-chest 3 boxes tea, 2 cases preserved ginger—Master; 500 cases ginger, 85 boxes silk piece goods, 3 packages tea, 139 cases straw boards, 42 packages merchandise, 50 boxes tobacco, 21 cases preserves, 136 half-chests tea, 10 bales raw silk, 106 bales cottons, 1 case paper, 1 case cigars—Order. From Penang: 91 bales tobacco—J. C. im Thurn and Co.; 1 parcel merchandise—J. Nieuhuys; 1 parcel merchandise—G. F. Dickenson; 1 box preserves—J. Beighton; 6694 slabs tin, 20 baskets 15 cases gutta-percha, 16 cases india-rubber, 80 bales tobacco, 28 cases nutmegs, 7 cases mace, 4 cases fish maws, 1 bag coffee, 176 bags tapioca—Order. From Singapore: 24 cases cigars—W. H. Miller; 1 case cigars—H. Devitt; 1 bag coffee, 2 boxes tea—M. Rigg; 5 packages merchandise—E. Higgins; 1 package merchandise—Dennistoun and Co.; 1 package merchandise, Smith, Wood and Co.; 48 baskets india-rubber, 629 slabs tin, 352 bales tobacco, 2 cases merchandise, 736 slabs gutta-percha, 1457 bags sago flour, 1412 bags taploca—Order.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass	Brandy.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.
				Tns.	Tons.	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£
Thomas Blyth	Java	London.	Jan. 16	...	90	15	10	...	50	1366	409368	286722	...	...	...	...	...	...	...	...	47	...	...	...	338	5	...	210	113	...	...	1627	395	...	302
Delta, str.	Eastern Ports	,,	,, 19	...	3	...	...	1	285	411	3050990	66209	809	...	566	12523	258	70000	...	...	21	...	...	17	52	181	3150	2695	3049	26	100	230	65	24	381
Alcestis	Singapore	,,	,, 20	33	2	24	...	20	85	1345	218700	...	...	...	...	510	...	...	...	210	65	2670	...	...	...	584	520	...	150	195	...	377	201	...	103
Wm. Fruing	Hong Kong	,,	,, 20	56	62	25	345	27	...	537	280757	...	...	...	...	2220	...	96000	...	15	227	849	...	274	2730	1416	1085	482	...	446	...	287	298	...	436
Winestead, str., via S.C.	Colombo	,,	,, 23	2	70	...	...	...	10	639	639025	126545	...	...	...	222	200	...	...	...	186	332	344	232	444	857	...	...	836	28	16	162	...	...	568
Eliza Shaw	Shanghai	,,	,, 24	...	...	...	26	...	...	...	...	...	...	...	...	...	...	...	...	25	55	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jessie Isabel	Hong Kong	,,	,, 26	...	...	...	301	2	...	1824	526350	...	1672	..	30	500	170	96400	...	226	112	992	...	7	540	1203	500	227	55	535	995	920	439	13	500
Wood Hall	Yokohama	Livrpool	,, 19	80	...	...	13	...	1192	3800	168810	67000	...	...	...	275	...	721200	...	5	31	...	...	244	...	...	...	...	...	...	744	...	54	...	...
Priam, str., via S.C.	Singapore and Penang	,,	,, 26	...	5	...	...	...	139	215	664280	135308	...	...	...	2022	...	4400	...	...	...	800	...	2	...	...	...	...	1070	...	...	63	...	£15	106
Do. do.	Java	,,	,, 26	...	...	...	...	...	...	...	134920	31450	240	50	...	132	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. do.	Manila	,,	,, 26	...	...	...	...	...	...	242	338614	61110	...	...	81	1671	...	40000	...	...	...	...	...	...	...	...	...	...	632	...	...	...	...	...	...
Do. do.	Hong Kong	,,	,, 26	...	...	...	...	...	...	15	930613	31492	...	...	3cs.	1181	...	91600	...	58	...	...	...	2	...	...	...	10cs	402	...	...	...	...	4	...
Do. do.	Shanghai	,,	,, 26	15	...	...	...	...	...	380	2115913	45550	...	...	...	10343	...	13600	240	102	...	...	...	...	50	...	...	70	...	...	...	...	150	...	100

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	Cwt.	£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Thomas Blyth	Java	...	...	...	61	20	30	...	49	11	...	29	508	...	...	...	...
Delta, str.	Eastern Pts.	187	...	...	917	61	1594	341	247	19	350	222	...	410	1553	...	70
Alcestis	Singapore	115	...	196	242	300	159	31	...	...	1	195	202	1046	700	...	...
Wm. Fruing	Hong Kong	776	..	...	196	24	237	74	...	...	12	488	...	188	450	...	...
Winestead, str., via S.C.	Colombo	208	...	250	453	120	441	45	61	...	211	...	9cs.	38	...	...	25
Eliza Shaw	Shanghai	...	...	...	...	...	...	...	...	...	...	...	...	...	...	243	...
Jessie Isabel	Hong Kong	275	...	...	...	406	94	...	...	...	...	...	...	...	480	...	...
Wood Hall	Yokohama	...	...	...	56	...	...	...	...	...	...	...	...	...	...	...	...
Priam, str., via S.C.	Singapore & Penang	35	...	140	100	...	42	...	...	...	...	...	...	40	...	1378	...
Do. do.	Java	...	...	50	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. do.	Manila	54	...	...	89	...	...	...	800	...	...	2cs.	...	...	...	...	...
Do. do.	Hong Kong	4cs.	...	4cs.	...	15	5cs.	90	29	...	...	360	...	...	...	...	...
Do. do.	Shanghai	40	...	...	50	...	...	...	...	...	...	...	...	...	...	83	...

ADDITIONAL.—Per THOMAS BLYTH.—Cottons, £300; carriage, £120; cement, £45; goods, manufactured, £20; soda-water, £30; shot, 2 tons; gunpowder, 2,750 lbs.

Per DELTA (str.).—Cottons, £2,389; effects, £1,059 and 3 cases; compasses, £16; goods, manufactured, £280; jute, £1,273; seed, £217; sovereigns, £350; telegraph materials, £1,850.

Per ALCESTIS.—Cottons, £900; goods, manufactured, £68; corks, £16; matches, £2,600; mineral waters, £150; coals and coke, 51 tons; tar and pitch, £60; gunpowder, 21,400 lbs.

Per WM. FRUING.—Cottons, £90; corks, £49; firebricks, £20; goods, manufactured, £290; india-rubber manufactures, £36; matches, £280; sugar, 49 cwt.; billiard and bagatelle tables, £145.

Per WINESTEAD (str.).—Cottons, £10; cement, £14; effects, £333; firebricks, £2; seeds, £12; grindstones, £2; marble, £18; precious stones, £500; shooks, £55; specie, £498; wood huts, £35.

Per ELIZA SHAW.—Flints, £162; hay, £60; oats, £5; oakum, £120; slates, £175; coals and coke, 499 tons.

Per JESSIE ISABEL.—Cottons, £1,000; corks, £74; felt, £80; goods, manufactured, £298; mineral waters, £45; rock salt, 1 cask; shells, £20; sugar, 41 cwt.; bricks, £8.

Per WOOD HALL.—Cottons, £5,135; rum, 4 gallons.

Per PRIAM (str.).—To Singapore and Penang: Arms, 1 case; cottons, 11 cases; glass, 4 cases; goods, manufactured, £50; merchandise, £1,200; woollens, 5 cases. To Manila: Cottons, £184 and 6 cases; statuary, £30. To Hong Kong: Charcoal, £270; effects, £30; marble slabs, £60. To Shanghai: Cottons, £2,500; goods, manufactured, £150; merchandise, £13,300.

Per ILLYRIAN (str.), Liverpool to Alexandria, cleared Jan. 16.—For overland to Colombo: Coloured cottons, 6,000 yards.

Per GLENDUROR, Liverpool to Manila, cleared Jan. 19.—Coals, 1,370 tons.

Per HOURI, Liverpool to Hong Kong, cleared Jan. 29.—Coals, 1,216 tons; tobacco, 125 lbs.

Per CORONA.—Flints, £24; hardware, £238; rod iron, 100 tons.

Per ADOLPHO.—Shot, 2 tons.

Per MATHILDE.—Hats, £150,

Per WISTARIA (short shipped).—Canvas, £135; stationery, £170.

Per DUKE OF ABERCORN.—Plain cottons, 57,750 yards; (short shipped) lead, 75 tons.

Per KINGDOM OF ITALY.—Candles, £21; provisions, £78; ammunition, £8; biscuits, £34; hardware, £25; (short shipped) hoop iron, £70.

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ARTICLES OF IMPORT.

TEA.

The market has been somewhat less active, but a considerable quantity of Tea has changed hands, and prices have ruled firm, New Season's good common Congou showing an advance of ¼d. per lb., the closing quotation being 1s. 0½d. per lb., with a great scarcity of the black-leaf kind; Old, however, has not improved in value. The supplies of Indian Tea last month were the largest on record, and the trade has assumed an important position, which in future must affect the value of China. There has been some inquiry for export to the Continent, leading to a few transactions in good medium black-leaf at 1s. 4d. to 1s. 7d. per lb. Deliveries are on a large scale, the figures being:—

	1872.	1871.
Home consumption for London from 1st to 31st Jan.	8,821,000 lbs.	8,352,000 lbs.
Export do. do. ...	1,309,000 ,,	1,244,000 ,,
Sent coastwise do. ...	3,500,000 ,,	3,395,000 ,,
Total delivered ...	13,630,000 lbs.	12,991,000 lbs.

Black.—Red leaf: Dust and siftings have declined ½d. per lb., good broken and leafy kinds have sold at full rates, and also inferior flavoury to Kaisow kinds at 1s. 1d. to 1s. 4d., though there has been less doing; medium Kaisow, and fine and finest are without change. Pakhling in some request. Tayshan leaf, but little done, as there are few parcels in first hands. Black leaf, old season's, ordinary to good common continues out of favour, new, good common to fair quality rules at 1s. 0½d. to 1s. 2d. per lb., of medium at 1s. 3d. to 1s. 5d.; several parcels, ex Derwent, mostly strong useful Ooanfa and Ning Chow kinds, have sold the past few days; in other grades no change to report. Souchong and Oolong, limited sales, at late rates. Scented Teas of all kinds have been inactive. *Green:* The selection offering is mostly unsuitable, and the few orders in the market for the United States are only part executed. The market has been very firm for the fine to finest descriptions, prices showing a considerable advance; No. 1 Ping Suey Gunpowder has sold at 4s.; finest Moyune, 3s. 10d.; imperial, 2s. 9d.; Young Hyson, 3s. 1d.; and Hyson, 3s. 1½d. per lb.

SILK.

The market for China is quieter, and the tendency of prices is no longer upwards. In common Tsatlees some little business has been done from 23s. 6d. to 24s., showing a decline of fully 6d. per lb., while medium sorts are hardly so firm as they were. Chop Silk continues neglected. In Canton Silk business has been on an extensive scale and at very firm prices. In Japan there is no animation. Deliveries 1st to 9th inst. inclusive. China 577 bales; Canton 239 do.; Japan 245 do. Total 1,061 bales.

LONDON QUOTATIONS.—FEB. 9.

CHINA.	
Tsatlee, No. 1	30s. 6d. to 31s. 0d.
,, ,, 2	29s. 6d. to 30s. 0d.
,, ,, 3	28s. 6d. to 29s. 0d.
Red Peacock	25s. 6d. to 26s. 0d.
Yuenfan, Nos. 1, 2, and 3	24s. 0d. to 26s. 0d.
Taysaam Keying, Nos. 1, 2, and 3	23s. 0d to 25s. 6d.
Long Reel	19s. 6d. to 21s. 0d.
Canton	14s. 0d. to 22s. 6d.
Chinese Thrown	24s. 0d. to 25s. 6d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	23s. 0d. to 28s. 0d.
Idah, No. 2	26s. 0d. to 26s. 6d.
Sodai, No. 2	24s. 0d. to 24s. 6d.
Oshiu, Nos. 1, 2, and 3	26s. 0d. to 29s. 0d.
Koshiu, No. 2	23s. 0d. to 24s. 0d.
Eichizen	21s. 0d. to 25s. 0d.
Mashta	21s. 0d. to 24s. 0d.
Hatchoji	21s. 0d. to 23s. 0d.

COFFEE.

There has been somewhat less animation in the market during the present week, but prices of Plantation Ceylon have been firmly maintained, especially for the parcels of new crop which had been offered. The prices paid have been—triage and ordinary, 64s. to 73s.; small, 74s. to 77s. 6d.; fine ordinary grey, 75s. 6d. to 76s. 6d.; low middling grey to dull, 77s. to 79s.; bold ditto, 79s. 6d. to 82s. 6d.; middling coloury, 79s. 6d. to 82s. 6d.; good middling, 84s. to 86s.; good bold, 89s. to 91s.; pea-berry, 87s. to 91s. Privately a fair business has been done in Native, at 72s. for fine ordinary; 770 bags bold pale Manila have been sold at 70s. 6d., a few lots 71s.

The deliveries for last week were to an unusually large amount, and exceeded those of the previous year by 720 tons, but as the landings were 950 tons larger the deficiency in the stock was slightly less than in the preceding week, although still reaching 6,150 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 135,246 cwt., against 183,735 cwt. at the corresponding date of 1871; Native, 34,808 cwt., against 18,739 cwt. The quantity afloat for the Continent is nil (in both years). The quantity of Coffee landed in the five weeks ended Feb. 3, 1872, was, of Ceylon, 2,382 tons, against 1,999 tons during the corresponding period of 1871; of all descriptions, 5,137 tons, against 4,190 tons. The quantity entered for home consumption was, of Ceylon, 892 tons, against 983 tons; of all descriptions, 1,810 tons, against 1,868 tons. The quantity exported was, of Ceylon, 1,630 tons, against 816 tons; of all descriptions, 4,814 tons, against 2,271 tons. The stock on Feb. 3 was, of Ceylon, 8,991 tons, against 13,805 tons; of all descriptions, 18,437 tons, against 24,604 tons.

SUGAR.

The demand continues extremely quiet, and the business of the week has again been very small in extent; prices show no material alteration, except for unclayed Manila, which has slightly declined, 3,400 bags *Zebu* having been quitted at 24s. Of *Penang* at auction 493 bags sold, low yellow 30s. 6d. to 31s., middling yellow 32s. to 32s. 6d., brown 28s. 6d. to 30s.; of 1,824 bags low date sort offered 500 bags sold at 23s. 6d. to 24s., washed 23s. 3d.; 250 bags have since been sold privately at 23s. 9d. per cwt. These constitute the whole of the week's business in East India.

As the landings for last were larger than at the same time last year to the extent of 1,700 tons, and the deliveries were 760 tons less, the deficiency in the stock is reduced to barely 20,000 tons. Stock, Jan. 27, 38,540 tons, against 60,856 tons; Feb. 3, 38,865 tons, against 58,705 tons. The quantity of Sugar landed in the five weeks ended Feb. 3, 1872, was, of Penang, 343 tons, against 11 tons in the corresponding period of 1871; of Manila, Java, and China, 2,539 tons, against 1,267 tons; the quantity entered for home consumption was, of Penang, 160 tons, against 450 tons; of Manila, Java, and China, 3,076 tons, against 2,524 tons. The quantity exported was, of Manila, Java, and China, 23 tons, against 254 tons. The stock on Feb. 3 was, of Penang, 640 tons, against 2,536 tons; of Manila, Java, and China, 11,508 tons, against 26,283 tons.

CAMPHOR.—*China:* The market is quiet, but there are buyers at £4 2s. 6d.; holders firmly resist any concession in prices, the bulk of the stock being in the hands of speculators. *Japan* is very scarce, and there are no transactions to report; the nominal quotation is £4 7s. 6d. per cwt.

CHINA ROOT is still very scarce, and there are no transactions to report.

COLOMBO ROOT is also scarce, and no supply has been placed on offer; there is a good demand, and high prices could be realised.

COPRA.—No supply of Penang.

COCOA-NUT OIL.—The market for Ceylon continues quiet at last quoted rates, viz., £37 15s. to £38; at auction 50 tons on the spot have been sold at £38 5s. for pipes and at £38 10s. hogsheads, and there are buyers of January-February shipment at £38 10s.

COIR GOODS.—At the last sales there were no transactions in Ceylon.

CUTCH.—The market continues very firm, but there is less activity than of late; no business has been done at auction, but privately about 5,000 boxes Pegu have realised 26s. 6d. for good, 27s. for fine quality.

CUBEBS.—Quiet, but holders are firm at 27s. 6d.; no business done.

DRAGON'S-BLOOD.—At public sale, of 11 cases Lump offered, about half sold at £4 7s. 6d. per cwt. for ordinary, and of 15 cases Reed only one sold at £9 5s. for fair quality.

EBONY.—Ceylon has advanced; 48 tons good at auction brought extreme rates, viz., £18 to £18 5s. per ton; it is now very scarce and much wanted.

ESSENTIAL OILS.—*Annised:* Very dull on the spot; sellers at 11s. 6d., but no buyers. Afloat 3d. per lb. cheaper. About 50 cases January steamer shipment sold at about 11s. *Cassia* very quiet and dull, with about 50 cases sold spot and afloat at 5s. 9d. to 5s. 8d. *Nutmeg:* Of 20 cases good at auction a few only sold subsequently at 10d. per oz. *Cinnamon* very scarce and wanted; 8 cases low retired. *Citronelle* has nominally maintained the speculative advance noticed in our report of the 29th ult., and private sales are reported up to 3¼d. per oz.; also business afloat; but at auction, of 149 cases, a very few only sold at 3¼d.; the later lots offered meeting no buyers whatever. *Lemon Grass* is very inactive, and only 25 cases at auction were sold at 4¼d. to 4¾d.

GAMBIER.—Has further advanced on the spot to 22s. 3d., afloat to 21s., for London, and 21s. 9d. to Liverpool, ex quay; 600 tons reported sold. At public sale 1,300 mats Cubes sold at 25s., and 100 tons pressed Cubes privately at 24s. to 24s. 6d.

GALLS.—*China:* Holders are firm at the recent advance, but there are fewer buyers at the ruling rates, viz., 60s. to 62s., and but little has been done; 544 cases at auction were withdrawn, but half sold subsequently at 60s. for common smooth quality. *Japan:* No transactions; 54 cases in public sale held for a high figure and retired.

HIDES.—At the periodical auctions held on the 8th a large supply of East India Kips met a corresponding increase in the demand, as well as on the part of home trade as for export, and the sales went off with active competition at prices generally in favour of the seller. Buffalo were also in good demand, and realised ¼d. to ½d. advance. *Kips:* 12,891 dry Penang and Singapore sold, light 6¼ to 7½ lb. at 11d. to 11½d., heavy 8¾ to 10¼ lb. at 9½d. to 10½d., extra 12¼ to 13⅜ lb. at 10½d. to 10⅔d., thirds 7½d. to 7⅞d., small 10¼d. to 11½d.; 2,700 Rangoon sold, light 6⅞ lb. at 10d., heavy 9½ lb. 8⅞d., thirds 6⅞ lb. 7¼d., small 4⅜ lb. 9¼d. *Buffalo:* Of 4,354 Singapore and Penang offered 3,554 sold, best heavy 26¼ to 38⅜ lb. at 5⅜d. to 6¼d., medium quality 5¼d. to 5⅜d., seconds, 5¼d. to 5⅜d., light 16¾ to 9¼ lb. at 7d. to 7⅜d.

ISINGLASS.—The second monthly auctions of the year took place on the 6th inst. All low kinds were very difficult to sell, even at a further serious decline; fair and good fully maintained the former value. Of 148 packages Penang offered, about half sold—Leaf, good and very good, 3s. 4d. to 3s. 7d.; middling to fair, 2s. 8d. to 2s. 11d.; skinny, 1s. 4d.; pipe, fine pale long, 3s. 3d. to 3s. 5d.; middling and fair, 2s. to 2s. 8d.; ordinary dark, 1s. 1d. to 1s. 3d.; pickings, 7d. to 1s. 0½d.; purse, good, 1s. 5d. to 1s. 7d.

INDIA-RUBBER.—Prices higher, the import being much wanted. To arrive, 90 tons Borneo have been sold at 1s. 8¼d. up to 1s. 9d., and there are still buyers at the higher figure.

JAPAN WAX.—Prices have advanced; of 312 boxes at auction, about one-third sold at 90s. to 90s. 6d. per cwt. for good hard saucer, the remainder being held for 10 per cent. more. Some further lots were offered in sale on the 8th, and 57 cases fine saucers found buyers at 90s. to 91s. 6d.; also 3 cases stained at 82s. 6d. per cwt.

GUMS.—*Benjamin:* Siam firm; 55 cases sold; good tear in block £18 10s. to £21; brown £9 5s. to £9 15s.; siftings part in block £8 to £9. Sumatra steady; of 120 cases offered, a fair proportion sold at £8 to £8 12s. 6d. for fair to good seconds, and 70s. to 90s middling to good thirds. *Copal* steady; 247 cases soft part sold at 27s. to 27s. 6d. *Damar* in rather more request; 59 cases fine Batavia brought 57s. 6d. to 58s. per cwt. *Gamboge* firm, and inquired for at £18 for good quality.

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GUTTA-PERCHA.—The auctions have comprised 1,764 baskets and 22 tons, of which more than half was sold—good to fine genuine, 2s. 8d. to 3s. per lb.; fair, 2s. to 2s. 4½d.; barky and mixed, 1s. 9d. to 1s. 11d.; fair and good reboiled, 1s. 6d. to 1s. 8½d. White, close fair, 1s. 7½d.; common and middling, 1s. 2d. to 1s. 3¾d.; loose brown barky, 1s. 4d.; low dark reboiled, 10½d. to 11¾d., being rather under the former advanced rates. Fine genuine continues scarce, and in demand.

HEMP.—The market for Manila continues quiet but firm, the bulk of the stock being still withheld for high figures; we hear of no transactions during the week.

MUSK is scarce and firm; 20 caddies offered at auction and half sold; very rough and bally old, 14s. 6d. to 16s. per oz.

PLUMBAGO.—Ceylon is in steady request; of 617 barrels at auction a fair proportion sold; lump, fair to fine bright, 23s. to 28s.; chips, 14s. to 15s. 6d.; dust, fine, 10s. 6d.; middling to fair, 7s. 9d. to 8s. 6d.

PEPPER.—*Black:* The market remained very steady till early last week, when fresh spirit was manifested, and a large trade resulted. The transactions of the fortnight embrace nearly 10,000 bags, and of 4,500 bags at auction a large proportion found buyers. The closing prices are—Singapore 6¼d. to 6¾d., and Penang 5¾d. to 6d.; to arrive 150 tons Singapore have been sold at 5¾d. to 6d., January shipment. *White* has been offered at auction very freely; of 1,034 bags three-fourths were disposed of, and as second-hand holders are firm supporters still, prices are maintained, good Singapore bringing 1s. per lb., and Penang 11¼d., at which figures a small private trade has also been done.

RHUBARB.—The market for China is quiet; at auction 163 cases offered, and barely half sold at firm, and in some cases advanced rates; medium fairly trimmed good pinky fracture 2s. 4d. to 2s. 9d.; high dried 1s. 7d.; dark 8d.

RATTANS are in steady demand at last quoted rates.

RICE.—There has been somewhat more demand during the week than has been apparent of late. In auction of 5,530 bags damaged Necrausie offered 2,500 bags sold, first class at 10s., mostly second and third at 9s. 3d. to 9s. 6d. of 8,315 bags Madras per Napier offered the sound portion was bought in at 10s. 3d. to 10s. 6d., the remainder, amounting to 3,360 bags sea-damaged, sold, first-class 10s. to 10s. 3d., second 9s. 3d. to 9s. 6d., third 8s. Privately the market is steady; 4,000 bags Madras have been sold at 10s. 7½d. ex quay, and 2,000 bags ditto, ex previous auction, at 10s. to 10s. 3d.; 200 tons fine white Bengal, just arrived per steamer, have been sold at 13s. 6d. quay terms. For arrival 200 tons Madras have been sold at 10s. 3d. to 10s. 4½d. The floating cargo per Chalmers, 790 tons old Rangoon, has been sold at 9s. 9d., Continental terms.

SAGO very dull, and transactions very restricted. At auction 273 boxes, and 557 bags bought in. Flour firm; some 3,000 bags Singapore sold privately at 16s. 3d. to 16s. 6d.; 283 bags at public sale retired.

SAPANWOOD.—Manila and Siam, a good inquiry prevails at higher rates, and stocks are daily getting concentrated into fewer hands. Ceylon higher and scarce; 14 tons very fine bold good, of indirect import sold at £10 15s. per ton.

SPICES.—*Cinnamon:* A moderate business is doing at previous rates, but demand not active. *Chips*: The speculative demand has partly subsided, but most holders are firm. *Cassia Lignea:* Again cheaper; large quantities offering afloat, and but few buyers; of 430 boxes at auction, 300 boxes unworked sold at 103s. Buds firm; no sellers under £7. 10s. *Cloves:* Unchanged; 300 cases Amboyna at auction, part sold at 4¼d. to 4½d. for common; 17 cases Penang retired. *Mace* is cheaper; of 135 packages at auction only a few sold at 3s. 10d. to 4s. 5d. per lb. for middling to good, and 3s. 6d. to 3s. 7d. ordinary. *Nutmegs* have been very inactive, and at auction declined fully 1d. per lb.; of 154 cases, one-third only sold, 66's to 72's, 3s. 7d. to 3s. 6d.; 84's to 94's, 3s. 4d.; shrivelled 82's, 3s. 2d.; 117's, good 3s.

SHELLS.—No transactions since the periodical sales reported on in our last issue.

SOY.—Small business doing, at 2s. 5d. per gallon.

STAR ANNISEEDS.—Siam are in fair demand, but there is scarcely any supply.

TAPIOCA.—Market quiet; at public sale, only a small proportion of 5,721 bags offered was sold, Singapore, 2¼d. to 2⅜d. greyish to good white, and 2⅜d. for fine bright Penang, 2¼d. to 2½d. pinky to good. *Pearl* firm; 789 bags Singapore mostly sold at 23s. 6d. to 24s. for fine small, and 20s. to 23s. medium to small middling.

TIN.—The irregularity which has lately characterised the market has continued throughout the week, and sales have been reported at £135 cash, and as low as £132 for forward fixed delivery. On the 8th 500 tons Straits were sold by tender, realising from £135 0s. 6d. to £138, the average being £136 7s. 6d.

TURMERIC.—No business done in Java.

VERMILLION.—No supply on offer; 4s. 6d. per lb. has been paid for a small lot of China.

SPELTER.—Silesian, £21 15s. to £22 5s.; English, smelted from ores, £22 10s.

QUICKSILVER.—In bottles of 75 lbs. each, £10.

Messrs. French and Smith report as follows:—Iron: Many of the Staffordshire makers have advanced prices £1 per ton, making bars £12 at the works. Tin Plates are in excellent demand at higher rates. Lead is firm.

MANCHESTER GOODS.

Since the 2nd inst. the demand in this market has been only on a moderate scale, with dearer prices and a very firm tone at the quoted advance. Sales are reported small, owing to the indisposition of buyers to place orders at the ruling values, but at only fractional concessions orders are offered and refused for both Yarns and Goods, more especially the first-named, and the market is very strong at the close

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. 8.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	6s. 10½d.	7s. 9d.	8s. 3d.	8s. 9d.	9s. 0d.	9s. 7d.	10s. 0d.	10s. 3d.
Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	11s. 0d.	11s. 3d.	12s. 0d.	12s. 3d.	12s. 3d.	13s. 6d.	7s. 9d.	8s. 10½d.
Width ...	...	...	...	...	19/50 in	...	54 n.	60 in.
Quality...	35	36	39	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	8s. 10½d.	10s. 1½d.	11s. 6d.	13s. 6d.	11s. 6d.	12s. 9d.	14s. 0d.	15s. 6d.

T-CLOTHS.

Width	32 in.	...	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18	18×18
Price	6s. 4½d.	6s. 6d.	7s. 4½d.	7s. 4½d.	8s. 3d.	9s. 6d.	9s. 9d.	

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop)	... 11 0	—
Maddapollams	... 4 0	—
Long Cloths	... 9 10½	—
White Spot Shirtings ... (nominal)	... 12 4	—
,, Brocade... ... do.	... 12 10	—
,, Damasks ... do.	... 22 6	—
Cotton Yarn, Nos. 16-24 China	... 1 2½	to 1 3½
Nos. 28-32 do.	... 1 4½	to 1 5½
No. 40 do. (mock) ...	... 1 4½	to 1 5½
No. 40 Mule Twist	... 1 3½	to 1 5½

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Feb. 1	Sooloo	Howel	Colombo	London
Jan. 31	Matador	Kimme	Ilo Ilo	Do *
30	Wyk-aan-Zee	de Looper	Batavia	Texel
30	Landbouw	Jansen	Do.	Brouwershaven
18	Rockwood	Hopgood	Hong Kong	New York
Feb. 3	Marlborough	Larkins	Zebu and Manila	London
2	President Oursel	Lepere	Akyab	Havre
5	Stirling Castle	Hamilton	Colombo	London
3	Lord of the Isles (s.)	Blow	Sing., China, &c., S.C.	Do.
5	Kurrachee	—	Java	Queenstown
Jan. 20	Star of China	Angus	Amoy	New York
21	N. B. Palmer	Lowe	Shanghai	Do.
21	Golden State	Delane	Hong Kong	Do.
22	Stanley	Frazier	Amoy	Do.
24	Mary Nelson	—	Singapore	Do.
23	Peruvian	Thompson	Do.	Boston
23	Crested Wave	Renouf	Sourabaya	Do.
Feb. 4	Elisabeth	Oeser	Hong Kong	Cuxhaven
Jan. 26	Fiery Cross	Murray	Yokohama	New York
Feb. 7	Taitsing	—	China	Do.

* After being ashore on the Tongue sand.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan. 31	Edinburgh Castle	Cape	Singapore	Cardiff
19	C. C. Leary	Baker	H. Kong & Shanghai	New York
29	Houri	Williams	Hong Kong	Liverpool
Feb. 2	Caller Ou...	Rea	Cardiff and Shanghai	London
1	Robin	Olivari	Singapore	Cardiff
3	Vidas (s.)	Murray	Batavia & Sourabaya	London
3	Galley of Lorne (s.)	Robinson	Sing., China, &c. S.C.	Do.
5	Londesborough	Thomas	Cardiff & Hong Kng.	Do.
5	Mont Cenis (s.)	Hybert	Colombo, &c., via S.C.	Do.
5	Albuera	Thomas	Yokohama & Hiogo	Do.
	Johannes	Rosingh	Batavia	Amsterdam
4	Clymene	Morgan	Hong Kong	Liverpool
3	Ruth	Minto	Do.	Sunderland
3	Henry Grenfell	Rickaby	Shanghai	Do.
Jan. 20	Chinaman	Mackenzie	Do.	New York
Feb. 6	Strathclyde (s.)	Pearson	Colombo, &c., via S.C	London
6	Cutty Sark	Moodie	Shanghai	Do.
7	Africa (s.)	Gallilee	Sing., China, &c., S.C.	Do.
7	Soembing	Kennegieter	Amboyna & Sourab.	Liverpool

(See Commercial Postscript and Correspondents' Letters.)

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £9 to £9 5s. Bars, £10 5s. to £10 10s. Staffordshire Best: Bars, £12 5s. to £12 15s.; Nail Rods, £12 5s. to £12 15s.; Hoops, £13 5s. to £13 15s.; Sheets, £13 10s. to £14 5s.; Scotch, Pig No. 1, £3 7s. to £4 9s.; Swedes, Bars, Hammered, £13 to £13 10s., Swedes, Steel in kegs, ½ and ⅜ in., £15.

YELLOW METAL.—Sheets, 4 by 4 ft., 8¼d.; Sheathing and Rods, 8½d. per lb.

TIN.—English Refined, £147. Tin Plates: Charcoal I C, per box 35s. to 38s.; Coke, 31s. to 34s.

LEAD.—W.B., nominal; do., other brands, £19 to £19 5s.; Spanish, soft, ex ship, £18 10s. to £18 15s.; Sheet, £20 5s.; Shot, kegs, extra, £21 10s.; White, do., £26 10s.; Red do., £21 10s.

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VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For
Since Jan. 21 ...	Vixon	... London	... Sing., China, &c.
...	Tanah Merah	... Clyde	... Bangkok, &c.
...	Ajax	... Liverpool	... Sing., China, &c.
...	Emiliano	... Manila	... Barcelona.
...	European	... Toulon	... Saigon.
...	Sarthe	... Saigon	... Toulon.
...	Diomed	... Sing., China, &c.	... London.
...	Achilles	... Do.	... Do.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Yangtsze, Lord of the Isles. For Colombo, &c.: Fenella, Emblehope, Punjaub.

SAILING VESSELS.—For Yokohama and Hiogo: Whiteadder, Engelbert. For Yokohama: Leander, Velocity. For Shanghai: Aracan, Sir Lancelot, Langstone, Derwent. For Amoy, Chefoo, and Newchwang: Yarra. For Chefoo and Tientsin: Fanny. For Hong Kong: Irvine, Everest, William Ritson, Guinevere, Maiden Queen, Western Chief. For Manila: Maria. For Batavia and Sourabaya: Alerte, Samuel. For Singapore: Pasithea, Janet Ferguson, Star of the South. For Penang: Peri, Rifleman. For Colombo: Southern Belle, Caroline Hutchings, Caldera. For Galle: Connemara.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Hector (str.), Ulysses (str.), Antenor (str.). For Hong Kong: Cavalier. For Manila: Alejandro, Victoria, Loyola. For Batavia and Sourabaya: Bothwell Castle. For Singapore: Adeline, Fearnought. For Aden and Colombo (via S.C.): Stephensons (str.).

At GLASGOW.—For Batavia and Sourabaya: County of Bute. For Singapore: Rosedale.

At GREENOCK.—For Java: Trinidad.

SPOKEN.

VERONA (?) (Brit. ship), Canton to Lon., Nov. 8, in Straits of Sumatra.
MARGARET ELLEN (brig), Shanghai to London, Nov. 12, 10 S., 99 E.
JOHANNA, Sourabaya to Amsterdam, Nov. 13, 11 S., 97 E.
EDITH, Singapore to Boston, Jan. 16, 31 N., 68 W.
ESMERALDA (Fr. brq.), Sourabaya to Amstrdm., Jan. 10, 20 S., 57 d. out.
GLENAVON, Macao to London, Jan. 11, 18 S., 2 W.
TONBRIDGE, Shanghai to London, Dec. 21, 28 S., 49 E.
NICHOLSON, Philippines to Liverpool, Oct. 29, 6 S., 112 E.
MOUNTAIN LAUREL, Singapore to Liverpool, Nov. 1, 6 S., 112 E.
VIMEIRA, Ceylon to London, Nov. 30, 21 S., 66 E.
CLARA, Batavia to Boston, Nov. 22, 9 S., 104 E.
HOPE, Shanghai to London, Dec. 23, 36 S., 23 E.
BURDWAN, Canton to London, Dec. 31., 23 S., 1 E.
ENOCK TRAIN, Padang to Amsterdam, Dec. 25. off Natal.
LINCELLS, Ceylon to London, Dec. 26, 35 S., 19 E.
CENTURION, Shanghai to London, Jan. 3, 20 S., 2 E.
BLACK PRINCE (ship), Jeddow to New York, Dec. 15, 33 S., 33 E.
JOHANNES (Dutch ship), Batavia to Rotterdam, Nov. 14, 12 S., 94 E.
SOURABAYA PACKET (G. brq.), Bali to Amstdm., Dec. 21, off C. Agulhas.
A British 3-masted schooner, Amoy to New York, Dec. 21, 80 dys. out
CONTEST (barq.), Sunderland to Hong Kong, Jan. 11, 1 N., 23 W.
W. SHAKESPEARE, Shields to Singapore, Dec. 24, 27 S., 29 W.
A Dutch barq. showing 2nd d.p. 2946, Bembridge to Batavia, Dec. 22.
LENESCO (?) (barque), London to Hong Kong, Dec. 23, 20 S., 31 W.
SEATOLLER, Shanghai to London, Jan. 9, 2 N., 27 W.
CATALINA (barq.), London to Manila, Dec. 27, 10 S., 32 W.
RAVENSCRAIG, Liverpool to Galle, Dec. 28, 12 S., 31 W.
W. R. F. B. (str.), Liverpool to Shanghai, Jan. 14, in S. of Babelmendeb.

FREIGHTS AND CHARTERS.

The amount of tonnage loading on the berth for the different Eastern ports has been increased, but rates of freights are unchanged. Coal freights are in rather less demand.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 100s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Yokohama: 35s. weight, 30s. meast. To Shanghai: 37s. 6d. weight, 30s. meast. To Chefoo: 45s. weight or meast. To Tientsin: 50s. weight or meast. To Hong Kong: 35s. weight, 25s. meast. To Manila: 35s. weight, 50s. meast. To Amoy: 40s weight or meast. To Singapore: 20s. weight or meast. To Penang: 30s. weight, 35s. meast. To Ceylon: 15s. meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £47. To Hong Kong: £37. To Penang: £25. To Singapore: £27. To Galle: £20. From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 42s. To Chefoo: 42s. 6d. To Shanghai: 47s. To Hong Kong: 37s. To Manila: 25s. To Colombo: 22s. To Galle, 21s. To Singapore: 27s. To Cheribon, 21s.

From Birkenhead, per ton.—To Shanghai: 36s. To Hong Kong: 30s. To Singapore, 20s. to 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 40s., ship 45s.; to Shanghai, steamer 35s., ship 40s.; to Hong Kong, steamer, 30s., ship 35s.; to Singapore, steamer 25s., ship 25s. to 27s. 6d.

CASUALTIES.

Advices from Rotterdam, dated Feb. 1, state that the Baron v. Pallandt v. Rosendaal] (Dut.), which sailed from Penarth, Nov. 11, for Singapore, with coals, was towed into Bahia, Jan. 6, dismasted, having encountered a rain squall, Dec. 25, in lat. 6 S., lon. 29 W., during which a water spout went quite over the vessel, breaking main and foremasts; the topmasts and topgallantmasts hanging caused much damage to other spars and gear.

Advices from Nieuwe Diep, dated 31 Jan., state that the Wyk-aan-Zee, de Looper, from Batavia, which arrived at Texel on that day, had encountered a heavy gale off the Western Islands, lasting from the 9th to the 24th Jan.; on the latter date she was in the centre of a hurricane, during which she laboured heavily and sustained damage.

The Kurrachee, Pirnie, from Java to Greenock, which arrived at Queenstown, Feb. 5, had lost some of her sails and bulwarks.

The County of Lanark, McFarlane, which sailed from Belfast January 27th (after repairing) for Batavia, put back to Greenock 2nd February, and reported that during a hurricane when off Dublin she was struck by a heavy sea in a violent squall, and had mainmast, mizen-topmast, &c., carried away, and sustained damage to steering gear, covering boards, and chain plates.

A telegram, dated Feb. 3, received at Rotterdam on the 4th, stated that the Robertus Hendrikus, Hageraats, from Amsterdam to Java, had arrived in Swansea Roads, with pumps choked; she had been for ten hours on her beam ends, and had strained a good deal. Further advices from Swansea state that she had put in there on the 5th for repairs.

A telegram received from Hong Kong, dated Feb. 4, states as follows:—The Olaguivel (Span. barq.), from Liverpool to Manila, with a general cargo, was totally wrecked on the Helena Shoal, Jan. 5; crew arrived here. Advices from New York, dated Jan. 22, state that the Fontenaye, Taylor, which arrived there the day previous from Manilla, had encountered strong N. and N.W. gales, and lost sails.

The Samhiri, v. d. Berg, which sailed, Jan. 7, from Sunderland, for Hong Kong, with coal, put into Falmouth, Feb. 7, with damage to rudder, loss of bulwarks, and decks leaky.

The Jonge Cornelis (ship), Greehoop, which arrived at Brouwershaven Jan. 29, from Batavia, stranded in the Ventjagersgat Feb. 4, but was towed off, and had arrived at Helvoet.

The Fiery Cross, Murray, which arrived at New York Jan. 26 from Yokohama, had encountered a severe cyclone off Loochoo Island, Oct. 9, and shipped several seas, which stove bulwarks, cabin house, &c., and washed everything movable from her decks; she also lost all three lower topsail yards.

A telegram received at Lisbon, Feb. 2, from Oitavos, reports the Priam (str.), from the North, with damage to machinery, making for this port. Another telegram, since received, reports that she had proceeded south under sail.

Advices from Helvoet, dated Jan. 28, state that the Jonge Jan, Itz, which arrived at Brouwershaven, 29th, from Batavia, was aground at Ventjagersgat, with a steamer in attendance.

A telegram received Feb. 8, from New York, states as follows:—Robert Fletcher, 525, from Hong Kong, Oct. 3, went ashore on Long Island, Nantuck Shoal (near New York), and proved a total loss; crew saved.

MISCELLANEOUS.

At St. HELENA.—Dec. 29, Bezoekie, Reckers, from Batavia, and sailed, 31, for Falmouth; 30, Noach III., Hoefman, from Batavia, and sailed, 31, for Rotterdam; 31, Medea, Ankringa, from Batavia, and sailed, Jan. 1, for Rotterdam; 31, Estrella, Otazabal, from Manila, and sailed, Jan. 1, for London; Jan. 4, Willem Kroon Prins der Nederlanden, Zettcler, from Samarang, and sailed, 5, for Rotterdam; Avon, Scott, from Shanghai, and sailed, 5, for London; 5, Sarah Scott, Riches, from Shanghai, and sailed, 6, for London; 6, Hopewell, Parson, from Foochow, and sailed for London; 9, Albertina, Ahier, from Penang, and sailed, 10, for Havre; 10, Mysore, Got, from Bangkok, and sailed for Marseilles; 10, Florence Nightingale, Cameron, from Foochow, and sailed for London; 11, Chin Chin, Lefrom grand, from Hong Kong, and sailed, 12, for London; Corea, Carr, Macao, and sailed, 12, for London; Univers, Pommeraye, from Macao.

Off St. HELENA.—Dec. 30, Christina, from Java, for Amsterdam; Taitsing, from Shanghai, for New York; Jan. 1, Johannes, from Java, for Amsterdam; 4, County of Nairn, from Java, for Rotterdam; 5, Falke (of Hamburg), from Foochow, for Falmouth; 9, Ocean Rover, from Colombo, for London; 10, Lord Macaulay, from Hong Kong, for London; Devana, from Foochow, for London; Agra, from Singapore for London; Henrietta Gerardina Susanna, from Batavia, for Amsterdam.

At TABLE BAY.—Dec. 20, Ottercaps, srom Hong Kong, 28, Dahlkarlsa, Neilson, sailed for Batavia.

At ALGOA BAY.—Dec. 21, Oscar Vidal, Kessel, from Kong Kong.

The Bezoekie, Reckers, from Batavia to Falmouth, which put into St. Helena, Dec. 29, proceeded on the 31st, in charge of the mate, leaving the master behind in consequence of ill-health.

The Tiverton, from Ceylon, &c., to London, put into St. Helena, Dec. 31, in charge of the mate (Pape), the master (Smith) having died on Nov. 22, and proceeded next day.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

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THE ELLIPTICAL MAP OF THE WORLD FOR 1872

COMPRISES FOLLOWING DETAILS OR CHARACTERISTICS :—

1. The Greenwich Meridian bisects the Map equally, the Parallels of Latitude right lines, Meridians of Longitude equidistant as to latitude, converging to the Poles, and length of every Tenth Degree in English Miles.
   International Voyaging, Travelling, Exploring, and Telegraphic and Railway Routes, with distances in English Miles.
2. Oceanic Currents and Trade Winds, &c., indicated by a series of darts and arrows of direction.
3. Magnetic Variations, illustrated by a system of circular signs, and lines of no variation of compass.
4. Various Geographical Notes—
   Antipodes of certain localities determined—Sites of Ancient Cities and Land of Eden—Last Voyage of Sir J. Franklin—Farthest points reached by Navigators towards the Poles, &c.
   A Reference Table and Traversing Lines eastward and westward, and Notes to elucidate periodical action of Solar Light and Heat, and Mean Temperature of Various Climates.
5. Maps of Arctic and Antarctic Regions.
6. Maps of Celestial Hemispheres and Sun's Course.
7. Method of Colouring indicates the Territorial Extent of Races, Languages, or Religions, as English, Spanish, Mohammedan, &c.

DESIGNED BY G. T. EDKINS, LONDON.

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ESTATE AND GENERAL AGENT,
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COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 1,500 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B. — Fifty-seven estates now on the register. Thirty-eight have been sold.

HOLLOWAY'S PILLS

COUNSEL AND COMFORT.—A disordered stomach throws the whole system out of gear, and renders us unfitted both for work and amusement. A few doses of these strengthening and purifying Pills taken according to the accompanying directions will, however, speedily restore order, and re-enable the stomach to digest its food without difficulty. These excellent Pills are suitable alike for the peer as the peasant, the soldier and the sailor, and particularly for home and foreign colonists. Holloway's Pills are very useful in checking feverish attacks, bilious complaints, and inflammations. They have also made the most signal cures in cases of dropsy and diseases of the kidneys, heart, and lungs, when the sufferers seemed passed the aid of medicine.

OSLER'S GLASS CHANDELIERS.
WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.
CHANDELIERS IN BRONZE AND ORMOLU.
MODERATOR LAMPS AND LAMPS FOR INDIA.
TABLE GLASS OF ALL KINDS.
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COMMISSION AGENT
SAN FRANCISCO.

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THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

REPORT OF THE COMMITTEE

To the SIXTH ORDINARY MEETING of SHAREHOLDERS, held at the Office of the Company at Hong Kong, on December 27th, 1871, at Three o'clock, p.m.

The Committee have now the pleasure of waiting upon the Shareholders with a Report of the working of the Company during the past twelvemonths.

The amount of Premia collected in Hong Kong and China between the 1st of November, 1870, and the 31st October, 1871, and the amount collected at the Foreign Agencies within that period, of which the General Agents have received advice, after deducting all sums paid as bonus and commissions, and adding interest, amounts to $307,071.82.

Mr. M. P. Jukes having resigned, and Mr. E. J. Sage having joined the Board, Mr. Richard Deacon and Mr. C. S. Sherwood have audited the annexed accounts, and offer themselves for election for the ensuing year.

It will be seen from these Accounts, that after carrying forward to the next year's accounts $20,112 for Premia received in respect of risks taken before October 31st, but not yet terminated, and after carrying forward $42,885.01 to Suspense Account to meet unsettled claims put forward, there remains a balance of $180,000 to credit of Profit and Loss Account, in respect of transactions already closed, and the Committee recommend that this sum be declared available for distribution as profits of the Company for the year.

The apportionment of this sum, if so appropriated will, under the 132nd Clause of the Articles of Association, be as follows:—The sum of $45,000 to be carried to Reserve Fund and invested by the Committee; the sum of $45,000 to be divided *pro rata* among contributing Shareholders, and the sum of $90,000, or $450 per share, to be paid to Shareholders as General Dividend.

Mr. Kaye, Mr. Hitchcock, and Mr. Helland having resigned their seats at the Board, Messrs. E. J. Sage, A. MacG. Heaton, and M. W. Boyd have been appointed in their stead, which requires the confirmation of the meeting.

Hong Kong, December 27th, 1871. E. J. SAGE, Chairman.

CHINA TRADERS' INSURANCE COMPANY (LIMITED).

STATEMENT FOR THE YEAR ENDING 31st OCTOBER, 1871.

ASSETS.

Cash in hands of General Agents	$377,129.67
Due from Bombay Agents	58.01
Remittance of £10,000 to London Agents now in their hands	43,478.39
Premia in hands of London Agents	22,330.94
Reserve Funds deposited in Banks	179,500.00
	$622,497.01

LIABILITIES.

Capital	$1,000,000	
Amount paid up on 200 Shares		$200,000.00
Amount of Reserve Fund		179,500.00
Balance of Profit and Loss Account for the year ending 31st October, 1871		242,997.01
		$622,497.01

PROFIT AND LOSS ACCOUNT.

To Losses paid:—		By amount brought forward from last year's accounts	$102,373.83
Account Office 1869-70	$70,150.00	By unclaimed dividends	1,285.66
" " 1870-71	85,025.97		$103,659,49
To Charges Account	7,921.17	By amount of Premia collected at Head Office and Agencies	$324,263.81
To Survey fees Account	4,637.16	Less Return Premia $27,948.95	
To carried to Suspense Account to meet expected claims $42,885.01		Commissions 18,610.16	
To Premia on unexpired risks 20,112.00			46,559.11 277,704.70
To available for distribution 180,000.00		By amount of interest on Reserve Fund	9,177.01
	242,997.01	By amount of interest from General Agents	18,785.95
		By amount of interest from London Agents	1,404,16
			29,367.12
	$410,731.31		$410,731.31

RESERVE FUND.

To amounts at interest with the following Banks:—		By amount at Credit	$179,500.00
Hong Kong and Shanghai Banking Corporation	$59,500.00		
Chartered Mercantile Bank of India, London, and China	60,000.00		
Chartered Bank of India, Australia, and China	60,000.00		
	$179,500.00		$179,500.00

E. E. Hong Kong, 31st October, 1871.

Audited and found correct,

(Signed) RICHARD DEACON, C. S. SHERWOOD, } Auditors.

AUGUSTINE HEARD and CO., General Agents.

Agents in London—FEARON and CO., 34, Great St. Helens, E.C.

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DEUTSCHE BANK,
ACTIEN GESELLSCHAFT.

CAPITAL THALERS 10,000,000 (£1,500,000) FULLY PAID UP.

Directors.

A. DELBRUCK, Esq., of the Firm Delbruck, Leo, and Co., Berlin, Chairman.
GEORGE ALBRECHT, Esq., of the Firm Joh. Lange, Sohn's, Wittwe, and Co., Bremen.
Dr. LUDWIG BAMBERGER, Mainz, Member of the Reichstag.
H. BISCHOFFSHEIM, Esq., of the Firm Bischoffsheim and Goldschmidt, London.
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HEAD OFFICE, BERLIN.
BRANCHES AT HAMBURG AND BREMEN.

London Bankers.

NATIONAL PROVINCIAL BANK OF ENGLAND.
GERMAN BANK OF LONDON (LIMITED).

Branches will shortly be opened at Yokohama and Shanghai, which will draw on the National Provincial Bank of England, and be prepared to transact all kinds of Banking Business in connection with the East.

ORIENTAL BANK CORPORATION

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two
Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).

Established in 1833.
CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shangha, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigo (Cochin China), Bourbon (Reunion), and Yokohama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.
Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.
JOHN GOSNELL and Co.'s La Noblesse Pomade.
JOHN GOSNELL and Co.'s La Noblesse Soap.
JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

---

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at he above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and ools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receiv e at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR MALTA	Every Thursday at 2 P.M.	—
ALEXANDRIA. ADEN BOMBAY	,, ,,	Every Monday at 5 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Thursday, Feb. 1, at 2 P.M. And every alternate Thursday thereafter.	Monday, Feb. 12, at 5 A.M. And every alternate Monday thereafter.
AUSTRALIA NW. ZEALAND (Cargo only.)	Thursday, Feb. 15, at 2 P.M. And every fourth Thursday thereafter.	Monday, Feb. 26, at 5 A.M. And every fourth Monday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days rom England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 42 ,, ,,
Australia ..... in 47 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by he magn ficent steamers of the United States, New Zealand, nd Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents 22, Moorgate-street, London.

FOR YOKOHAMA and HIOGO, with quick despatch, the well-known China clipper, WHITEADDER, A1 11 years (owned by Messrs. John Willis and Son), 915 tons register, R. E. HARRIS, Commander; East India Docks. This fine vessel, so well known in the trade, is confidently recommended to shippers. Has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

December 10
December 24
January 7
January 21
February 4
February 18
} For { Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The steamers of the 24th Dec., 21st Jan., and 18th Feb. connect at Aden with the steamers for Seychelles, Reunion, and Mauritius.

The steamers of the 10th Dec., 7th Jan., and 4th Feb. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
,, Constantinople... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,, ,,

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

PENANG, SINGAPORE, CHINA, AND JAPAN.

THE following SPLENDID First-class STEAMER and SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Penang, Singapore, H. Kong, and Shanghai, taking goods for Japan.	Sea Gull, s.s. via S.C.	100 A 1	E.I.D.	Mar. 15
Shanghai ...	Derwent	AA1	SWID	With des.
Ditto	Hopewell	A1 13 yr.	SWID	With des.
Ditto	Sir J. Family	A1 14 yr.	E.I.D.	To follow
Hong Kong.	Guinevere	A1 16 yr.	E.I.D.	With des.
Ditto	Sir H.Parkes	A1 13 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class steam and sailing CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Penang, Singapore, H. Kong, Shanghai, & Hankow	Erl King, ss Russia, s.s. New Stmr.	AB 1 A1 100 A1 100	L'pool. SWID SWID	1st March March April
Hong Kong.	Everest	A1 14 yr.	SWID	With des.
Amoy, Newchwang, & Chefoo.	Yarra	A 1n A1	SWID	With des.
Shanghai ...	Aracan	A1 14 yr.	SWID	With des.
Shanghai ...	Ailsa	A1 16 yr	SWID	With des.
Yokohama...	Leander	A1 16 yr.	SWID	With des.
Yokohama & Hiogo	Velocity ...	A1 14 yr.	SWID	With des.
	Devana ...	A1 13 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's court, Cornhill, London; 10, Orange-court, Liverpool; or York Chambers, 55, King-street, Manchester.

STEAM VIA THE SUEZ CANAL.—To PENANG, SINGAPORE, HONG KONG, AND SHANGHAI, taking cargo for transhipment to Java, Japan, &c., at through rates at shippers' risk (last shipping day March 4, unless previously full), the favourite full-powered Screw Steamer CANTON, 100 A1, 1,215 tons register; 200-horse power nominal, J. C. JAQUES Commander; South West India Docks. This magnificent steamer, built last year by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, has proved herself well adapted for it both by great speed (having in her present voyage passed Port Said in 28 days from Foochow) and sound delivery of cargo. Has splendid accommodation for passengers.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam via the Suez Canal.
To sail on the 21st February.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for JAVA and JAPAN, the splendid full-powered screw steamer LORD OF THE ISLES, 100 A 1, 1,846 tons register, 240-horse power, nominal, JAMES BLOW, Commander; South West India Docks. Has elegant accommodation for passengers, including cabin fittings, bedding, and linen; carries a surgeon and stewardess.

Rates of Passage as follows:—
To Singapore ... ... 50 gs. first-class.
,, Hong Kong ... ... 60 ,,
,, Shanghai ... ... 70 ,,

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange Buildings, London, E.C.

With quick despatch.

FOR HONG KONG, the well-known Clipper Ship, COREA, A1 14 years, 581 tons register, ROBERT CARR, Commander; London Docks.

For Freight, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

PASSENGERS to CHINA, PENANG, and SINGAPORE.—One of the steamers of the Russian Steam Navigation and Trading Company's Fleet.—The magnificent, new, full-powered ocean screw steam clipper ship RUSSIA, of the highest class granted by Lloyd's, 2,500 tons register, G. SOUTOCOVOY, Commander, will be despatched from the South West India Docks about the 25th of March. She is engined by the celebrated firm of Messrs. J. Penn and Son, of Greenwich, with an effective power of 1,500 horses, yielding a speed of 11½ knots per hour. Her state rooms are fitted in a superior manner and style, with no one berth over another, and ventilated by special fan and engines, while every modern improvement has been utilised, combined with all the requisites for a first-class steamer in the Indian and China trades to ensure the comfort and health of passengers. Her saloon is distinct from the state rooms, being on the upper deck, the latter being on the main deck. Ten first-class berths are in four cabins, two with three beds each, and two with two beds each, any one or two of which are equally available as ladies' cabins. Has also a superior second-class accommodation for twelve passengers.

Apply to GEO. RUSSELL and Co., 151, Fenchurch-street; or to ROBERTSON and Co., 5, Newman's-court, London, E.C.; 10, Orange-court, Liverpool; or York-chambers, Manchester.

PENANG, SINGAPORE, CHINA, & JAPAN—The following high-classed SCREW and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock	Last Shipng Day
Pen., Sing. Hg.Kg.,& Shanghai, via S.C...	Canton, s.s.	A1.....		SWID	March 4
Do. ...	Colombo ss.	A1.....	1200	SWID	To follw
Shanghai..	Langstone	A1.....	746	EID	Wth des
Do...	J. R. Worcester ...	A1 14 yr.	844	EID	To follw
Hg. Kong.	Irvine	A1.....	655	EID	Wth des
Chefoo & Tientsin	Fanny	A1 10 yrs	398	EID	Wth des
Hiogo & Nagasaki	Zohrab.....	A1 9 yrs	412	EID	

Excellent accommodation for passengers.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
J. Ferguson, A1 14yr	581	Mills & Milne.....	Feb. 20
YangTsze, s.s., A1 100.....	1,000	Norris and Joyner ...	Feb. 10
Pasithea A1	587	Wright Bros. & Co.	Feb. 20
Star of the South, A1	665	Wright Bros. & Co.	March

LIVERPOOL.

Hector, s.s. ..... | Alfred Holt..... | 1,522 | Feb. 10

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

The London Line of Packets for Japan.

FOR YOKOHAMA and HIOGO, with prompt despatch, the splendid Clipper Barque, ENGELBERT, 480 tons register, Captain D. BALLEHR; loading in London Dock. This fine vessel was built in 1870 under special survey, and classed 3-3rds L 1. 1. for nine years, being the highest class in the French Veritas; is coppered and copper-fastened. Has just discharged her cargo from Nagasaki in perfect order, and having proved herself to be one of the fastest clippers afloat is specially adapted for the conveyance of fine goods.

For further particulars, apply to MORS LE BLANCH and Co., 7, East India Avenue, London; or The Albany Liverpool.

"Castle" Line of Steam Packets.
Via the Suez Canal.

FROM LONDON FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo at through rates for Java and Japan. —Packet for March.—The magnificent new Clyde-built Steam-ship DRUMMOND CASTLE, 1,281 tons register, 100 A1, 255-horse power nominal, 1,250-horse power effective, A. McRITCHIE, Commander; will load in the South-West India Dock. Passengers are invited to inspect her superior saloon accommodation. She is provided with bath rooms, punkahs, and ice-house.

For Freight or Passage apply to THOS. SKINNER and Co., 5, East India Avenue, London, E.C.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Feb. 12, 1872.

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The London and China Telegraph.
新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 442.] LONDON, MONDAY, FEB. 19, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Feb. 19.
JAPAN — Yokohama	Nov. 3	Dec. 26	Jan. 2
Yedo			
Osaka and Hiogo	Oct. 20	,, 17	Dec. 20
Hakodadi			
Nagasaki	—	—	,, 23
CHINA — Peking	—	—	,, 18
Tien-tsin	—	—	,, 21
Chefoo	—	—	,, 23
New-chwang			
Hankow	Nov. 3	Dec. 29	,, 30
Kiu-kiang	—	—	,, 29
Chin-kiang			
Shanghai	Nov. 10	Dec. 30	Jan. 5
Ningpo	—	—	,, 3
Foochow	Nov. 10	Dec. 29	,, 6
Formosa			
Amoy	—	—	,, 14
Swatow	—	—	,, 5
Hong Kong	Nov. 24	Jan. 4	,, 11
Canton			
Macao	—	—	,, 8
PHILIPPINES—			
Manila	Nov. 17	Jan. 5	,, 7
COCHIN-CHINA—			
Saigon	,, 24	Dec. 30	,, 8
SIAM — Bangkok	—	—	,, 4
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	Dec. 1	Jan. 8	,, 10
Samarang	—	—	,, 9
Sourabaya	—	—	,, 8
MALACCA STRAITS—			
Singapore	Dec. 8	Jan. 9	,, 18
Penang	,, 15	,, 16	,, 19
CEYLON — Galle	,, 29	,, 23	,, 27
Colombo	—	—	,, 25

THE MAILS, &c.

The P. and O. mail, bringing the above dates, was delivered, *via* Brindisi, this morning, its due date. The next inward mail (French), with dates, Yokohama Jan. 9, Shanghai Jan. 12, Hong Kong Jan. 18, Singapore Jan. 26, is due, *via* Marseilles, on Monday next, the 26th inst.

The Great Northern Telegraph (China and Japan Extension) Company announce that their cable between Shanghai and Hong Kong is broken, and that, therefore messages for Hong Kong cannot at present be forwarded by the company's lines. Messages for Shanghai and Nagasaki are forwarded as usual.

Telegrams by the China Submarine and Red Sea Lines are being received, allowing for difference of time, in about five to six hours.

List of Passengers.

PASSENGERS INWARD.

Per Pacific mail steamer *America*, arrived at San Francisco Jan. 15.—For San Francisco: Lieut.-Commander D. W. Mullans, U.S.N., W. H. Whittridge, J. Pastorius, F. A. Spoberg, S. Pastaloyna, Dr. W. H. Hozier, Rev. Mr. Goble, Lieut. McLean, U.S.N., Miss Coster, Hon. C. E. De Long and family, Nathan E. Rice, W. H. C. Dunwoody. For New York: David King, jun., George Hurlbut, Lieut.-Commander Abbott. For Europe: Capt. A. D. Currie, Mr. L. K. Goldsmith.

PASSENGERS OUTWARD.

Per steamer *Hector* (Holt's Line), from Liverpool, Feb. 10.—To Singapore: Mr. and Mrs. Pickering, Mr. F. Muller. To Hong Kong: The Rev. H. L. and Mrs. Mackenzie, Mr. J. C Bois. To Shanghai: Mr. C. A. Gordon, Mr. T. Exton.

Per P. and O. steamer *Delta*, from Southampton, Feb. 15.—To Samarang: Mr. G. W. Winter. To Hong Kong: Mr. A. Drew, Mr. Ottley, Mr. A. W. Rothwell. To Singapore: Mr. T. J. Rose, Mr. C. W. Nicholson. To Ceylon: Lieut. Taylor, Lieut. Maybury.

Per P. and O. steamer *Nyanza*, from Brindisi, Feb. 26.—To Shanghai: Mr. J. H. Anderson. To Hong Kong: Mr. A. J. Bennett, Mr. F. S. Deacon. To Singapore: Mr. J. Black, Mr. S. M. Munro. To Penang: Mr. F. C. Bishop. To Ceylon: Mr. F. J. White.

Per P. and O. steamer *Nyanza*, from Brindisi, Feb. 19.—To Bombay: General Sir Harry Ord, Lady Ord, and secretary (*en route* for Penang).

Per P. and O. steamer *Ceylon*, from Southampton, Feb. 29.—To Yokohama: Mr. J. Lechie. To Shanghai: Mr. W. G. Hardman. To Hong Kong: Mrs. Pyke, Mr. G H. Woollatt, Mr. R. M. Gray, Mr. B. Layton, Mr. S. G. Bird, Sir A. Kennedy, Lady Kennedy, Capt. O'Callaghan. To Singapore: Captain Innes, Assistant-Commissary Hutton. To Ceylon: Miss Hammond Spencer.

Per P. and O. steamer *Nyanza*, from Brindisi, March 11.—To Shanghai: Mr. R. H. Percival. To Hong Kong: Mr. N. C. Stevens, Mr. J. Manger.

Per P. and O. steamer *Malta*, from Southampton, March 14.—To Shanghai: Mr. A. W. Brown. To Hong Kong: Commander Patteson. To Ceylon: Mr. H. Craven, Mr. and Mrs. J. V. Tippett.

Per P. and O. steamer *Nyanza*, from Brindisi, March 25.—To Shanghai: Mr. E. Townend.

Per French mail steamer *Donnai*, from Marseilles, Feb. 18 (booked from London).—To Yokohama: Mr. Meir and family. To Shanghai: Mr., Mrs., and Miss Leonard. To Hong Kong: Captain Patridge, Messrs. J. H. May, John Wilson, G. R. Corner. To Batavia: Messrs. Boschadt, Oosting, Mr. and Mrs. Ten Cate. To Galle: Mr. and Mrs. Humphreys.

Per French mail steamer *Ava*, from Marseilles, March 3 (booked from London).—To Yokohama: Mrs. Cargill and family. To Shanghai: Mr. Newbiggeng, Mr. and Mrs. F. H. Belle and family, Mr. and Mrs. Rowley Miller, Mr. and Mrs. Brand. To Hong Kong: Mr. H. B. Femann, Mr. C. T. Haden, Mr. and Mrs. Bellance and family, Miss Smith. To Saigon: Mr. Hamonic.

Per French mail steamer *Cambodge*, from Marseilles, March 17 (booked from London).—To Shanghai: Mr. Flogarts, Mr. Von Koot, Mr. Zilmons. To Hong Kong: Mr. T. B. Usill.

Per French mail steamer *Peiho*, from Marseilles, March 31 (booked from London).—To Batavia: Mr. H. Slinkers, Mr. G. Livert. To Shanghai: M. de Geoffroy (French Minister to China).

Summary of News from the Far East.

JAPAN.

HIOGO AND OSAKA.

We have advices to the 18th December; the P. and O. mail, with London dates Oct. 20, arrived out Dec. 17, and telegrams from London had been received to the 5th December. The following is from the *Hiogo News*:—

Kobe has been favoured with what we are told was the smartest shock of earthquake that has been experienced since the advent of foreigners. Three distinct shocks were felt, at durations of about three and five minutes. The first two where rather slight, but the last was severe enough to frighten timid people, several of whom, we understand, thought it advisable to flee from the "protection" of their houses. We notice from our correspondent at Osaka that similar visitations were made to that port. No damage has been done.

The boat-building yard of Messrs. Fitzgerald and Strome has been the scene of a gathering to witness the launch of a small screw steamer intended for local traffic, Mrs. Korthals officiating with the traditional champagne bottle, and naming her the *Fuyo-maru*. The dimensions of the steamer, which has been built for Mr. Bogel, of this port, are as follows:—Length, 90 feet; beam, 16 feet; depth of hold, 6 feet; draught, 4 feet 6 in.; horse power, 20 (nominal); tonnage, 115, builders' measurement.

A correspondent writes as follows from Osaka, with reference to the Mint:—The Mint folk, by dint of the most strenuous exertions, have succeeded in coining the enormous amount of $90,000 in one day. Many foreigners both here and in Yokohama are under the impression that the Mint is chiefly engaged in working up the bullion belonging to the Government, but this is altogether a mistake, there being now some $3,000,000 worth of bullion the property of the Imperial Government—and for a great part of which they must be now paying interest — in the Mint. So great is the pressure from the private holders of bullion, that it is impossible to undertake its conversion unless it is equal to the Mint standard. The refining cannot be done fast enough, and native owners of low standard bullion are busily engaged in doing the refining themselves. The "yarn" about all the new silver going to China is a mistake. One parcel of yen which was bought at par was sent over there, but the Celestials would not have them; they came back, and the holder got 5 per cent. premium in Yokohama. The Chinese may take to the Japanese dollars eventually, but it appears that the day is not come yet. Silver yen are only at 9 per cent. premium here now, owing to the scarcity of Mexicans.

A great disturbance has taken place at what was till lately "The Kobé Billiard Saloon," in the native town. Since the selling off

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of the furniture, stock in trade, and fittings, the room had been let to one or more Chinese, who are now known to have been using it as a gambling room. It is supposed that some one who had lost money there went to the Japanese authorities and "split," the consequence whereof was that the place was taken possession of by the myrmidons of the law. Some prisoners were taken and tied up, and the last we heard was that the case was before the Custom-house. The Japanese Government pretends to be very anxious to put down gambling; we shall be able to judge of its real earnestness in the matter by the way it will treat the offenders in the present case. Emboldened, we suppose, by the success of their raid, the native police subsequently entered the premises next door, the Hiogo Livery Stable, in the occupation of Mr. Thompson, a British subject, without bringing the written sanction of H.B.M.'s Consul. We presume Mr. Thompson will see what steps the Consuls will take to bring the native authorities to book for this unwarrantable intrusion.

The Kobe Regatta and Athletic Club have held a scratch regatta. Although late in the season for such sport, the day proved a favourable one, and everything having been carefully arranged good sport ensued. A yacht race has also been sailed; the course was from the new hatoba round the harbour to a boat moored off the bonded warehouses. The *Black Bess*, *Nameless*, *Ida*, and *The Tub* started; they all got away pretty well, but the *Black Bess*, being handled better than the others, reached the winning-post one minute and fifty seconds in advance of the *Nameless*, the *Ida* declining to finish the course and *The Tub* being unable to beat back.

Death has called away one of our best known and most respected foreign residents, Franklin Blake, Belgian Consul, who was carried of by apoplexy on the 3rd December. The deceased gentleman was one of the pioneers of Kobe, having arrived in the *Hayamaro* on the opening of the port. Singularly enough he had but just given up the secretaryship of the International Hospital, and was preparing to take a well-earned leave of absence.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, Dec. 15, 1871, VIA SAN FRANCISCO.

Since I last wrote, on the 13th ult., the mails of the 29th Sept. and the 6th, 13th, and 20th Oct., have been received—52, 52, 54, and 55 days respectively. The last-named came to hand late yesterday evening. During the interval numerous men-of-war have visited this port, comprising the following vessels:—*Almaz*, *Boyarin*, *Sobol*, *Gornstay*, and *Haydamaack* (Russian), *Linois* and ironclad *Alma* (French), *Vetta Pisani* (Italian), and H.B.M. gunboat *Thistle*. The two French vessels above mentioned and the *Cosmao* left for Shanghai after a few days' stay, as did the *Sobol* The Russian corvette *Isomroud* left on the 6th inst. for Hong Kong, leaving the following vessels in harbour at the present time, viz., *Almaz*, *Boyarin*, *Gornstay*, *Haydamaack*, and flagship *Vitias* (Russian), *Thistle* (British), and *Vetta Pisani* (Italian) The latter vessel leaves shortly for China; the gunboat *Thistle* will remain stationed here for a time, but regarding the movements of the Russians nothing has transpired beyond that they will probably winter here. Great activity prevails in the squadron, and boat exercise is being carried on daily, and, amongst other things noticeable, is the extensive signalling done by day with flags and by night with blue lights.

Nebus have lately been greatly troubling foreigners by fluctuating wildly. The feats of legerdemain performed by this coin have not been confined to Nagasaki alone, but appear to have been even worse at Yokohama. The new coin is the only permanent remedy which can put a stop to this state of things, but even at the rate it is now being put into circulation it must take a considerable time yet before any good can arise. In the meantime commercial people, I suppose, must grin and bear it, unless the Japanese Government will do something to assist them over the difficulty. The *Nagasaki Express* took the matter up a fortnight ago, and put forth a very reasonable proposition as a temporary measure, viz.: to make dollars a legal tender amongst the natives at 5 per cent discount, or in other words at 95 yen cents. or bus 3.80, but I have not heard whether any measures have been taken in the matter to endeavour to get it carried out. A small amount of new coin is known to be in this place, but it is supposed to be held as a curiosity.

The telegraph to Europe, *via* Siberia, has been opened, and the mercantile community here have had the question of obtaining, by subscription, periodical market information, under discussion, but the scheme I believe is at present in abeyance. The cause of the failure, I think, may be attributed as much as anything to difference of opinion as to what information ought to be obtained.

Unfavourable advices from England respecting Japan cargo prevents sufficient being settled to fill up a vessel direct, and it is improbable whether a vessel will be laid on for London at present. The cargo already purchased is leaving for Shanghai for transhipment thence. The *Diomed* (str.) has been circulated here to leave Shanghai on the 22nd inst., and will take tea and tobacco at £3 10s., and curiosities at £4 10s. per ton of forty feet, which rate includes transhipping charges from the Nagasaki vessel.

The natives are endeavouring to dispose of some of their old steamers; the *Chusan*, formerly in the P. and O. service, is advertised for sale, and I hear that the *Nagasaki*, a gunboat built some years ago in Holland, which is also lying here, has been offered for sale privately.

Rumours of a somewhat conflicting and contradictory nature to those current a short time ago are in circulation here respecting the future intentions of the P.M.S.S. Company to make this their chief station in Japan. Of course the authorities here, pending anything definite, give reserved answers to inquiries made; but, so far as I can learn, negotiations are or will shortly be in progress, endeavouring to obtain permission from the Japanese to allow the company to construct a pier or jetty from their coal-yard, to extend sufficiently to allow their vessels to run alongside.

The cold weather has now set in. On Monday night last it blew furiously from the west, accompanied by heavy falls of sleet and hailstones. The North German steamer *Otago*, which left at midnight for Shanghai, had to return, and was detained until the following afternoon. The *Oregonian*, which conveys this letter, arrived nearly twelve hours late, in consequence of the thick, foggy weather.

Mr. F. P. Tombrink, agent at this port for the Netherlands Trading Society, goes home to Europe, and Mr. J. J. van der Pol assumes charge of the business as acting agent and acting trustee of the estate of Glover and Co., in liquidation.

The fire insurance question is about being solved. After much delay the companies appear to have become aware how useless it was to continue to charge exorbitant premiums, which has been the means of causing many to run their own risks, and have at length determined to reduce them. This morning circulars making the announcement have been circulated by the agents of the London, Imperial, North British, &c., and I think the change, while benefiting the community, cannot fail to produce satisfactory results to the companies.

CHINA.

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SHANGHAI.

Dates from this port are to the 5th January; the French mail of Nov. 10 arrived out Dec. 30, and the following P. and O. mail of Nov. 17 was expected on the 7th January. We are indebted to the *North China Herald* for the following summary:—

We have to repeat very nearly what we said last week, that there has been very little except festivity going on. The Consulates, Customs, Councils, Banks—in short all public offices, closed on the 1st and 2nd Jan., and those days were observed nearly as a general holiday. The weather has continued fine and cold; and has been taken full advantage of by the Paper Hunters, the Gun Club, and by sportsmen who have gone away on houseboat excursions into the interior. As snow is the correct thing at Christmas time, it may be worth recording that a little fell here, both on the 29th and 30th Dec., but it was very little, only just enough to report. The weather on the coast has been severe. The Ningpo steamer reports its voyage as one of the hardest remembered; the wind blew a strong northerly gale, and the cold was intense. A large icicle was formed upon the string of the steam whistle.

Two rumours are very current in the settlement. The first, that Ichang is to be opened shortly to foreign trade; the second, that another local bank is to be started. Neither report takes very definite shape, but there seems to be ground for each. The opening of Ichang would give a great stimulus to traffic on the river; and there should be room for another local bank, without interfering with the established interests of the "Hong Kong and Shanghai."

The *Peking Gazettes* are seldom interesting in themselves; their value lies in the light they throw upon the condition of the country; and one of the facts they exhibit most clearly is the frightful corruption prevalent in the Courts. Seven persons are shown to have died in prison from the effect of torture and other kinds of ill-usage, and, with one exception, the victims of this official brutality seem to have been innocent persons. We can recall many similar instances, and we may be sure that the few noticed in the *Gazette* do not represent a tithe of the injustice actually wrought throughout the country.

The Chinese officials announce that it is considered unsafe for foreigners to travel between Peking and Tientsin without an escort, as the roads are infested with robbers. The dreadful sufferings of the population by the recent floods make us believe that this announcement is much needed. The remains of M. Popoff, of the Russian Legation, who died in February, 1870, have been exhumed, and are to be sent to St. Petersburg. The general health of the foreign community at Tientsin is excellent, and everything seems quiet. There is a good deal of attention given to skating this winter, and the canal near the British Legation is used somewhat for the indulgence of this amusement.

There was a fire on the Quantung side a few nights ago, which promised well to burn down a whole quarter; but Colonel Cooke's men brought up their engine in time to check it before it had gained too great headway, and got it under. The night was one of the coldest we have had, and the men's clothes, wet through of course with working the engine, froze so hard that they could hardly move. Three of them had to be carried home half dead.

We mentioned last week that the tugboat *Fuhli* was ashore in

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the Blackwall Channel, near Ningpo. The gunboat *Cockchafer* went out on the 28th Dec. to render any assistance possible; but it seems impossible she can be got off; and she is to be advertised for sale. The vessel was found in a precarious position, with a strong list to starboard, and with a rock through her bottom.

There was a good deal of trouble about the new Yangtzepoo road when it was first made; and this has, we hear, broken out again. A coolie who was mending it was arrested, told the Council had nothing to do with it, taken into the city, and given 200 blows with the bamboo. The name of the contractor who is repairing the road was extracted from him, and the contractor too has been arrested. What all this means we have not yet learned.

Our old friend *Puck* made his fourth appearance on New-Year's day, as promised, and proved a welcome visitor to all who invited him.

Written with exuberant humour, yet always in good taste, our comic contemporary, the Shanghai "Puck," richly deserves to be classed with that hero of Shakespeare—that is, if a weird being like "Puck" can be compared to a mortal—than whom—

> "A merrier man,
> Within the limits of becoming mirth,
> I never spent an hour's talk withal."

Besides the wit of the letterpress, "Puck—whose fourth number is now before us—is full of droll and well-executed illustrations. If the work can be kept up with the same spirit it cannot fail to command popularity.

HONG KONG.

Dates are to the 11th January; the French mail, with London advices to Nov. 24, arrived out Jan. 4. The following summary is from the *China Mail*:—

Considerable local interest is felt in the Police Commission now sitting, and the effect which its report must have upon the contemplated reform in the police of the island. The subjects for inquiry are numerous, and embrace nearly every question relating to crime, its prevention and detection; and more than probably the sittings will extend over a lengthened period. From the fact that the position of Secretary to the Police Commission is filled by Mr. Lister, we anticipate a very full and accurate record of the proceedings of that important body of municipal censors. As yet we understand the proceedings have been more of a preliminary nature than otherwise, though the real work of the Commission may be said to have commenced at the meeting held on the 2nd Jan., when a very important witness had to appear and give evidence. We hear from home that a contingent of twenty police have been engaged at Edinburgh for Hong Kong. We have little doubt but that "Auld Reekie" will give us better specimens than are comprised in our present piebald force. If honesty can be secured they will be well worth the expense.

Much interest has likewise been taken in what is known as the Conspiracy Case, Judge Smale having, as stated in our last issue, sentenced the two prisoners (Mousa and Camissa) to eighteen months and twelve months' hard labour respectively. This will act as a healthy check upon such men as Moussa, who have intimate friends in Bombay engaged in the Canton silk trade who seek to evade liability to pay by frauds such as those revealed in this long trial. Exception has been taken elsewhere to the conduct of the prosecution and of the presiding judge, but we nevertheless most strongly approve of both the verdict and the sentence.

Chief Justice Smale, who has obtained leave of absence, quits the colony by the present mail for England; he takes with him and will ever bear the reputation of a conscientiously just judge, who has dealt ably and fearlessly with many important questions during his occupancy of the Bench. Judge Ball assumes the acting appointment; and Mr. Hayllar (Acting Attorney-General) acts as Judge of the Small Court.

The opening of the Russian telegraphic route is of the utmost importance to the mercantile communities in China. "Competition is the soul of business," is a truism which has been very clearly demonstrated by the telegraphic movements in this part of the world; and to judge from the difference in the rates fixed by the Southern and Northern Companies, the competition is likely to be brisk. There can be no question that the company which transmits messages with the greatest accuracy at the lowest price will be the winner of the game.

In proportion to the proximity of the Chinese New Year, the more bold do we find the lawless fraternity. Two attempts at incendiarism have been perpetrated one after the other, on the houses at Kwai Wahlane, the scene of the last great conflagration, in which an entire family lost their lives. On the occasion of the first attempt an old woman, on going out to make purchases one evening, encountered a packet of bulky substance, which on examination proved to be gunpowder, placed close to the framework of a door. The second attempt was discovered early one morning, when a shopman in that locality found a bag of the same explosive substance at his door. Luckily, however, both attempts failed, otherwise a second conflagration of alarming extent might have occurred in the Jervois-street quarter, which seems to be a favourite spot for rascally incendiarism. Probably the piece-goods shops there situated are the objects of attention.

At Canton the thieves, in view of the approach of the new year, have become very daring. Quite recently, a party of armed men had the audacity to make an attack on the magistracy of Wong Ting division, near Fatshan. They succeeded in ransacking the official residence, and in addition carried off two children belonging to the underlings of the Yamen. We learn that three men have been arrested, and the mandarins are extorting from them the names of their coadjutors in the crime.

The Canton Viceroy's gun-vessel *Chen-to* has captured two large junks in a creek near Tongkoon. They were heavily laden with rice, which was about to be carried to Hong Kong for exportation to San Francisco. The junks were evidently prepared to resist any attempt made to stop them, and returned the *Chen-to's* fire with good effect. As the gunboat steamed on to them the junks fired a last volley, which caused some damage to the steamer. One shot smashed a house on deck and went through the funnel casing, while another came through the bow and was brought up by an angle-iron in the forecastle deck. The junks' crews took to the paddy fields, leaving several dead and three wounded behind, and the valuable prizes were towed up to Canton by the gunboat.

A curious story is told in Canton of an inveterate gambler, who had in a short time lost a large fortune he had inherited from his father. Being thus in need of money, he tried to sell the hereditary house, but no one would buy on account of its being an estate. So he resolved to raise money upon the building materials, and for this purpose he consulted a master mason, who offered him 700 dollars for the whole concern. Glad of the offer, he readily gave permission to the buyer to commence demolishing the building, and in the course of the work the masons discovered several thousand dollars imbedded in the centre of one of the walls.

The adjourned extraordinary general meeting of the Hong Kong Pier and Godown Company, to confirm the special resolution passed at the previous meeting on Dec 22, was held Jan. 5. Messrs. Lemann (chairman), Lowcock, Bernard, Brereton, Vassonjee, Jafferbhoy, H. L. Noronha, MacIver, Collins, Sassoon, Wilson, Shaw, Heaton, J. McLeod, Coxon, Remedios, Overbeck, Sandilands and Grieg were present. The resolution (detailed in our issue of the 5th inst.) was confirmed, on the motion of the chairman, seconded by Mr. Lowcock; and Mr. Lemann remarked that they would now get on much more smoothly under their new articles of association.

STRAITS SETTLEMENTS.

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SINGAPORE.

Advices by this mail extend to the 18th January; there had been no mail arrival during the week, but the P. and O. mail from London Dec. 15 was due Jan. 19. The *Straits Times* supplies the following items of news:—

The Chief Justice, Mr. Sidgreaves, will open the criminal session on the 15th Jan. The session will be one of the most protracted known here for some years. The prosecution of Moh Choon, head of the Ghee Hok kongsee, for the alleged abduction of a woman, will be retried and will probably occupy the Court several days; and there is also the case of Captain Sachsze, master of the British barque *Burlington*, who has been sent hither for trial by H.B.M. Consul General at Siam, for shooting one and wounding two others of his crew, who were mutinous, while lying at anchor off Paknam. Besides these, there are about sixty cases to be tried, many of them arising out of the late riots, a large proportion being for the more serious crimes, such as murder, cutting and wounding, and gang robbery, and it is anticipated the session will extend over three or four weeks

The decision of the Secretary of State for the Colonies, that the long railway to New Harbour shall be constructed by the Government occasioned considerable surprise here, and is viewed rather unfavourably, as the object of this railway was simply to facilitate the transit of merchandise between the New Harbour wharves and the merchants' godowns, and to improve the value of certain private properties at New Harbour. This being the case, it was thought the Secretary of State would discountenance the idea of making a it Government undertaking, notwithstanding that the Executive had signified their predilections in favour of that scheme. It appears, however, that the public were mistaken, and the fiat has gone forth that Government is to make and maintain the railway. The decision is looked upon by the majority of the merchants as an unwarranted interference with their business, as it is a purely commercial matter, and gives the Government power to levy transit charges, which may very materially effect the cost of their goods, without giving them any adequate security against extravagance in the construction or administration of the line.

Another vacancy has occurred in the police force, through the death of Mr. George Cox, superintendent of police at Malacca, who was acting at Penang in the room of Captain Speedy, absent on leave. The office has been temporarily filled by the appointment of Captain Berger, of H.M. 10th regiment, Mr. Hayward remaining at Malacca as acting-superintendent. F. H. Gottlieb, Esq., junior magistrate of police, returned to the colony by the last mail, and has resumed his duties, the labours of the police court being for the present divided between two magistrates.

The Netherlands Indian Government have despatched a naval

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and military expedition to the East Coast of Sumatra,—consisting of H.N.M.S. *Marnix, Banka, de Briel, Java,* and *Kapuas,* and 500 men under the command of Colonel Perié, to punish an insurrectionary movement among the inhabitants of two campongs, who banded together under their head men, murdered the Rajah of Kotta Penang and other persons, plundered the campong, and carried off a number of prisoners. They also fired upon and destroyed the portraits of the King and Queen of Holland, which had been presented to the Rajah, and robbed him of a Netherlands flag and the insignia of his rank. The Resident of Rio accompanies the expedition.

PENANG.

We have dates from this port to the 19th January; the P. and O. steamer, with the London mail of Dec. 15, arrived out Jan. 16. The following summary is from the *Penang Argus*:—

We understand that his Majesty the King of Siam expressed himself as highly gratified by the reception he met with in Penang, and also much pleased with the way in which Mr. Skinner, the police magistrate of the province, performed his duty as officer-in-waiting. We believe the Administrator has expressed himself as highly gratified with the assistance rendered him by the gentlemen to whom he refused to give more than $1,500 as a subsidy. The fitting up of the reception room, the cost of the tiffin at the club, the ball, the triumphal arches, the decoration of the houses, must have cost about four times that amount. We have heard that a loyal Chinese gentleman has offered to assist the English Government to pay the cost of the reception of the King, with whom English subjects have most important business relations, whose Government has for years been in intimate and most friendly relations with the British. It is a pity that the Administrator had not been better advised, and made a more liberal grant in aid for the reception.

The "derelict" difficulty remains unadjusted. Before leaving port the commander of the *Ocean* placed the schooner in the hands of the Lieutenant Governor with a view to her being dealt with by the Admiralty Court. As soon as the *Ocean* left the captain of the *Rinaldo* put in his claim, and obtained a warrant from the Sheriff of Penang to seize the vessel. On what grounds we have yet to learn, but we consider it rather sharp practice, and anything but complimentary to the captain of the *Ocean*, and Admiral Shadwell commanding the station.

We regret to hear that small-pox is raging to an alarming extent in Province Wellesley. The authorities are doing all in their power to prevent the spread of the disease, but Malays are stubborn, and will not allow their children to be vaccinated. In Penang the disease is gradually disappearing. We have heard of only one case during the week in town.

With sincere regret we have to record the sudden death of Mr. Superintendent Cox, of the police force. He had been in ill-health for some time. Mr. Cox's career in the colony extended over fourteen years.

A Court of Enquiry, composed of Captain Ord, police magistrate, Captain Fox, harbour master, and the navigating lieutenant of the *Rinaldo*, has been held at the Police Court, to inquire into the cause of the collision that took place at sea on the night of the 20th Dec., between the British India steamer *Arabia* and the barque *Hydroose*, and which resulted in the death of the captain of the latter vessel. The Court decided that no blame could be attached to the master and officers of the *Arabia*, but that the captain committed a grave error in not reporting on his arrival in port the loss of the captain of the *Hydroose*.

We understand that the colonial civil gaol, "the Sheriff's," is to be turned into barracks for the European troops expected here in about three months. The prisoners now there are to be transferred to the convict gaol.

Penang is to have a flower garden. The site selected is that portion of vacant ground on the side of the Esplanade. The municipal commissioners intend to do the thing handsomely.

Commercial Report.

(*For dates see first page.*)

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IMPORTS.

HANKOW.—Since the last report there had been better inquiry for Grey Cottons, and with the clearance of a fair quantity of goods from weak holders, the market had been considerably relieved and had assumed a healthier tone, though no advance had taken place in prices.

SHANGHAI.—There had been a quiet market, the intervening Christmas and New Year holidays having tended to restrict business. Importers generally were firm for an advance, and there had been a rise in the value of 6 and 7 lbs. Mexican T-cloths, which had been in fair demand for Chefoo. The dealers evidently wanted to buy, but the firmness of holders checked business. In Fancy Cottons there was a continued enquiry for Black Velvets, which showed a further rise in price. These were wanted chiefly for the Japan market. There was also a small enquiry for Dyed Damasks and Chintzes suitable for Hankow. Woollens: The Japan market had taken off a fair quantity of Plain Orleans at improved prices. Otherwise the business done in Worsteds and Woollens had been very trifling.

HONG KONG.—The improvement lately observable continued for about a week, but a quiet tone has since prevailed, though the advances established in Cotton Goods had been maintained owing to the firmness exhibited by importers in consequence of the high prices ruling at home. Woollens were very dull and difficult to move. There was very little doing in imports.

BATAVIA.—The demand had been upon a limited scale, on account of heavy rains, and the impending New-Year holidays. The tone of the market, however, remained firm, and Messrs. Houghton and Co.'s circular anticipate a good business at remunerative prices so soon as the holidays are over. This anticipation is confirmed by late telegrams received by Messrs. Houghton and Co.

MANILA.—Owing to the intervention of the Christmas holidays, comparatively little business had been done during the fortnight and values of most plain staples, as also of coloured goods, remained nominally without alteration.

SINGAPORE.—There had not been much doing during the fortnight, and prices of most descriptions of Cotton Goods, as well as of Grey Yarn, had remain unchanged: telegraphic advices from Manchester continuing favourable, holders were asking an advance. 39-inch Grey Shirtings, 8¼ lb., $2.47½ to 2.50; 7 lb., $2.15 to 2.17½; 6 lb., $1.92½ to 1.95; 45-inch, 9 lb., $2.90 to 2.92½; 8 lb., in no request, nominal at $2.45 to 2.47½. Grey Supers, No. 1 in good demand at $1.97½ to 2; No. 2 and No. 3, quiet at $2.7½ to 2.10, and $2.17½ to 2.20 respectively. 32-inch Grey T-Cloth, limited inquiry, and prices steady; 4 lb., $1.7½ to 1.10; 4½ lb., $1.17½ to 1.20; 5 lb., $1.37½ to 1.40; 6 lb., $1.62½; 7 lb., $1.82½ to 1.85; 5,000 pieces 6 lb., taken on speculation at $1.60. Grey Yarn, small transactions in 40s at $116, and 30s at $105; 18/24s neglected, and nominal at $87½ to 92½. Woollens of all descriptions in less inquiry, prices unchanged.

PENANG.—An improvement has taken place in the market, owing to better advices from the home market, and a firmness of tone displayed by holders and a smallness of stocks. Almost all staples, both Cottons and Woollens, showed an advance on late quotations.

EXPORTS.

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TEA.

YOKOHAMA.—A moderate business had been done at somewhat easier prices, a decline of $3 being quoted on certain grades. The Lizzie Iredale was loading, and the Ada was engaged full for New York; and for London the Argonaut had been placed on the berth.

KIUKIANG.—No business had been transacted, but eleven chops of Green Tea have been sent to Shanghai on native account.

HANKOW.—Supplies of Shantam leaf had continued to come forward, and 1,844 chests had been settled at Tls. 8.25 to 9.00.

SHANGHAI.—Less business had been done in Congous, and only 4,775 chests had been settled, leaving a stock of 11,316 chests: the further supply for the season was expected to be about 10,000 chests. The demand for Green Teas had been slack, and but a small business had been done, settlements having comprised only 12,502 half-chests of all kinds. There had been no noticeable change in values. The stock of 22 178 half-chests contained 20,007 half-chests Country Tea, 671 half-chests Pingsuey, and 1,500 half-chests local packed.

AMOY.—There is no intelligence of importance, the season being virtually at an end.

FOOCHOW.—Congou: Settlements had been only 299 chests at Tls. 14½ to 17, the market closing somewhat easier; arrivals, 2,292 chests. Souchong: *Nil.* Oolong: Settlements reported amounting to 7,188 half-chests at Tls. 16½ to 17; arrivals, *nil.* Scented Teas and Flowery Pekoe: *Nil.*

CANTON.—The settlements had been small, Scented Capers only having been in any special demand, and for these full prices had been paid. The stock of Scented Orange Pekoes was very light, and well-maintained prices are consequently asked.

SILK.

YOKOHAMA.—There was little doing, owing to the firmness of holders, who were asking high prices for the 1,200 bales which constituted the stock.

SHANGHAI.—A fair business had been current throughout the fortnight, and settlements amounted to fully 1,000 bales consisting mostly of common to good market Tsatlees. Prices were firmer all round and Tls. 5 higher on the better descriptions, whilst owners of the best chop Silks were unwilling to sell at ruling quotations. The Blue Elephant Euke-fong had been taken at Tls. 530, and Tls. 517½ was refused for Red Peacocks. Long-reels had been settled at Tls. 385, and Skeins at Tls. 375 to 400.

CANTON.—More favourable news from England had caused a little more activity in the market notwithstanding high rates, which were still ruling. Native dealers were not so anxious to do business, as they considered that after the Chinese New Year prices will rise still higher for Tsatlee and Loong-Kong sorts, but Re-reels were expected to remain stationary. There was still a stock of some 300 to 400 bales of all descriptions in the country for which a purchaser could not be found on account of the high prices asked.

STRITS PRODUCE.

SINGAPORE.—Tin after having declined to $35 had advanced to $35.70, at which price the market had been cleared. About 5,000 piculs sold during the fortnight, chiefly for England, at $35 up to 35.70. Gambier continued to advance owing to favourable advices from Europe, and was difficult to purchase at $3.55 per picul. Black Pepper contracted for to a fair extent at $10.65 to 10.70. White in good request at $16.25 to 16.50 per picul. Pearl Sago, contracts for small grain at $3.30 to 3.32½ per picul. Sago Flour, Borneo and Sarawak, scarce, and worth $2.87½ to 2,90; Singapore sold at $2.70 up to 2.80.

PENANG.—Supplies of produce during the fortnight had been almost nil, with the exception of Tin which had arrived somewhat freely, and the market, which had shown some fluctuation, closed firmly at $35.20, the demand being active both for England and America.

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Shipping Intelligence.

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ARRIVALS.

At SHANGHAI.—From London, Dec. 22, Mirzapore (str.); Jan. 1, Portland; from Newport, Feb. 14, Italy; from London, Michael Angelo (reported by telegram).

At HONG KONG AND CANTON.—From Liverpool, Jan. 7, Patroclus (str.); from Liverpool, Glaucus (str.); Jan. 28, Sarpedon (str.); (reported by telegram).

At MANILA.—From Hamburgh, Dec. 27, Hans; Jan. 1, Chatham; from Barcelona, N. Lantaro.

At SINGAPORE.—From London, Jan. 14, Hong Kong (str.); from Liverpool, Sarpedon (str.); from Cardiff, Admiral Tegetthoff, Amaranth (reported by telegram).

At BATAVIA.—From London, Jan. 3, Mary; from Newcastle, Burgem v Middleburg; from Holland, Dec. 27, Cornelis Wernard Eduard, Sophia Koningin der Ned.; 29, Prins Hendrik; Jan. 3, Kennmerland; Feb. 13, Noach I.; Jan. 6, Pieterstroom Koer, Bestevaer (reported by telegram).

At PENANG.—From London, Jan. 12, Hong Kong (str.); 17, Gordon Castle; from Liverpool, 12, Sarpedon (str.).

DEPARTURES.

From SHANGHAI.—For London, Dec. 27, Diomed (str.).

From FOOCHOW.—None.

From HONG KONG and CANTON.—For New York, Jan. 6, City of Aberdeen, Johann Carl.

From MANILA.—For Liverpool, Dec. 26, Emiliano (str.); Jan. 4, James Aiken, via Cebu, for Channel; Dec. 29, Thomas Woods, for New York; Jan. 4, Sea Flower; 6, Cornuvia.

From SINGAPORE.—For Liverpool, Jan. 9, Martin Luther.

From BATAVIA.—For London, Dec. 31, Edinburgh.

From BANGKOK.—For Marseilles, Nov. 21, Cecile Marie.

From PENANG.—For London, 8, Sree Singapura; 10, Warrior (str.).

VESSELS LOADING.

At YOKOHAMA.—For London, Argonaut; for New York, Lizzie Iredale, Ada.

At SHANGHAI.—For London, Albert Victor (full), Nestor (str.), for New York, Hampton Court (full), Samuel G. Reed (full.)

At FOOCHOW.—For London, expected, Nestor, (str.).

At HONG KONG and CANTON.—For London, Cathaya, Enterprise (str.); for New York, Competitor, Ellen Munroe, Puritan.

At MANILA.—For Channel (f.o.), Maria Fidela, Arabia, Moss Glen; for Havre, Hans; for New York, Highlander, Belvidere, Anahuac Fred. Warren, Southern Cross; for Boston, Ceylon.

At SINGAPORE.—For London, Fitzroy, Belle of Southesk; for Liverpool, Jorgen Bruhn, Jacoba Helena, Hibernia (str.), Kinfauns Castle; for Glasgow, British Constitution; for Rotterdam, Accra; for Trieste, Lochler; for Boston, John Clark, Uranus.

At PENANG.—For London, Alice.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, £3 10s.

At FOOCHOW.—To London, £3 per ton, steamers; sailing vessels, nominal.

At HONG KONG and CANTON.—Freights have advanced, owing to scarcity of tonnage; one vessel has obtained £3 10s. per ton to London; to and from the rice ports rates have also advanced.

At MANILA.—To the United Kingdom, from Cebu and Ilo Ilo, a good demand exists for tonnage at £4 5s. to £4 10s. per ton.

At SINGAPORE.—To London, per steamer, dead weight £3 5s., £3 15s. to £5; light cargo, per sailing vessel, £3 2s. 6d. to £3 12s. 6d.

At BATAVIA.—To Holland, sugar 70f.

At PENANG.—To London, by telegram of Feb. 13, £3 7s. 6d.

CASUALTIES.

The May Queen, Bangkok to Hong Kong, has been totally lost on the Brill; crew saved. The Chu Kiang (str.), Shanghai to Hong Kong, has been lost on Reef Island; crew and passengers saved.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Dec. 19	Agnes	Amoy	New York
,, 22	Ellida	Hong Kong	Hamburg
,, 23	Adam Sedzevich	Shanghai	New York
,, 26	S.K. der N'derlanen	Rotterdam	Hong Kong
,, 26	Stirling	Baltimore	Batavia
,, 31	Glenaros	Cardiff	Singapore
,, —	Edinburgh (s.s.)	Batavia	London
,, —	Linga	Macao	Havana
1872			
Jan. 1	Miako	Shanghai	New York
,, 2	Patria	Cardiff	Hong Hong
,, —	Wallace	Singapore	London
,, —	B'gemester v. Middell	Shields	Batavia
,, —	Mary	London	Do.
,, —	Sota	Macao	Peru

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—Feb. 15, at London, from Manila, Estrella; 16, off the Isle of Wight, from Sourabaya, for Holland, County of Nairn; at Folkestone, from China (via New York), Sir H. Parkes. 17, at London, from Yokohama and Foochow, Hopenwell; from Rangoon, Cornelis Smit; 18, from Singapore, China, &c. (via S.C.) Canton (str.); at Falmouth, from Foochow for Hamburg, Falke; from Maulmain, Hotspur; at Liverpool, from Rangoon, Annie Fletcher; at New York, from Simon's Bay, Annie S., with cargo ex Aldebaran, from Batavia; 19, at London, from China, Burdwan.

DEPARTURES.—Feb. 14, from Cardiff, for Singapore, Viscount Canning; from Liverpool, for Singapore, Fearnought; from Rotterdam, for Batavia, Johanna Margaretha, Ida Maria de Raath; 15, from Liverpool, for Manila, Victoria; 16, from London, for Batavia and Sourabaya, Alerte; for Penang, Rifleman; for Cardiff and Hong Kong, Canopus; 17, for Colombo, &c. (via S.C.), Fenella (str.); for Shanghai, Aracan; 15, from Cardiff, for Hong Kong, Ambassador; for Singapore, Southport; from Penarth, for Singapore, Daniel Draper; 16, from Newcastle, for Shanghai, Yeavering Belle; 2, from Boston, for New York and Batavia, Franklin; 16, from Falmouth, for Singapore, Roslin Castle, after repairing.

CASUALTIES.—The Fanny Breslauer, which vessel sailed Feb. 8 from Cardiff for Shanghai, put back to Waterford, 16th with loss of main topsail yard.

LAID ON.—At London, for Colombo, Alchymist, Seafield. At London, for Shanghai, Hopenell; for Hong Kong, Sir Henry Parkes. At Liverpool, for Colombo, &c. (via s.c.), Statesman (str.).

SPOKEN.—Prins van Orange (str.), Nieuwe Diep to Batavia, Feb. 11, off Malaga; Clara (Am. barq.), Batavia to Boston, 6 days out, Nov. 22, 9 S., 104 E.; Avon, Shanghai to London, Jan. 12, 6 S., 16 W.; Gysbert Karel Graaff v. Hoogendorp, Texel to Batavia, Feb. 7, 47 N., 10 W.; Spirit of the North, Colombo to London, Jan. 11, 26 S., 25 W.; Christiana, Java to Amsterdam, Jan. 8, 26 N., 36 W.

LATEST TELEGRAMS.

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THE MILITARY INSURRECTION IN THE PHILIPPINE ISLANDS.

MADRID, FEB. 16.—A despatch, dated Manila Feb. 10, announces that tranquillity had been restored in the island. Eleven native gunners had been sentenced to death by court-martial. The ringleader had been executed.

THE FLOODS IN JAVA.

SINGAPORE, FEB. 13.—The rice crops in Java have been damaged by the recent inundations.

THE KING OF SIAM.

BOMBAY, FEB. 10.—The King of Siam arrived here yesterday.

COMMERCIAL.

CHINA.

(RECEIVED FEB. 19.)

HONG KONG, FEB. 18.—The market for Cotton Piece Goods and Woollens unaltered; Grey Shirtings, 6¼ catties, 8¼ lbs., $2.65; Cotton Yarn 40's, $127. Exchange on London: Bank bills, six m.s., 4s. 5⅞d.

SHANGHAI, FEB. 18.—Import market very dull, owing to Chinese New Year Holidays; prices unchanged; Grey Shirtings, 6¼ catties, 8¼ lbs., Tls. 2.0.2.; 7 lbs., Tls. 1.7.3. Exchange on London: Bank bills, six m.s. 6s. 1¾d. Mexican dollars, Tls. 75.

STRAITS SETTLEMENTS.

SINGAPORE, FEB. 13.—Grey Shirtings, 7 lbs. $2.22½, 8¼ lbs., $2.65; T-Cloths, 6 lbs., $1.72½; Cotton Yarn, 40's, $128; Gambier, $4.15; Tin, $35.75. Exchange on London: Bank bills, six m.s., 4s. 5¾d.

PENANG, FEB. 13.—Grey Shirtings, 8¼ lbs., $2.65; Cotton Yarn, 30's, $110, 40's, $125. Pepper, black, $10.75, white, $19; Sugar, No. 2, $4.75, No. 3, $3.30; Tin, $34⅛. Exchange on London: Bank bills six m.s., 4s. 5¼d.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6d.	4s. 6⅛d.	4s. 6¼d.
Shanghai ,, ,, ...	6s. 0¼d.	6s. 0¼d. to 6s. 0⅜d.	6s. 1d.
Canton ,, ,,	4s. 4½d.	4s. 4⅝d.	4s. 4⅝d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 5½d.	4s. 5⅝d.	4s. 5⅝d.
Manila ,, ,, ...		—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	304½ to 305	219½ to 220
,, Hong Kong...	27⅛ to 27¼ dis.	—
Bar silver...	11L2.5	10¼ prem.
Mexican dollars	75.0.5	2 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 56; Old, 58 per cent. prem.
Hong Kong Gas Company, $62 per share.
Hong Kong and Whampoa Dock, 30 per cent. discount.
China Traders' Insurance, $2,000 premium, ex div.
Hotel shares, 62 per cent. discount.
Hong Kong and Macao Steamboat Company, $10 premium.

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Hong Kong Fire Insurance Company, $360 prem., ex interest.
Union Insurance Company, $1,500 premium.
China and Japan Marine Insurance Company, Tls. 105 premium.
China Fire Insurance Company, $61 premium, ex interest.
Victoria Fire Insurance Company, $69 premium.
China Sea, Saigon, and Straits Steamship Company, $10 per share
China and Straits Steam Navigation Company, $25 dis., nom.
Indo-Chinese Sugar Company, $20 dis.
North China Insurance Company, Tls. 460 per share; new office Tls. 520 per share.
Shanghai Steam Navigation Company, Tls. 82 to 85 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $8 dis.

BIRTHS, MARRIAGES, AND DEATHS,

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BIRTHS.

ALABASTER—On the 6th Feb., at 13, Victoria-road, Twickenham, the wife of Henry Alabaster, Esq., late H.B.M. Acting Consul, Siam, of a son.
CANTERS—At Batavia (Java), on the 10th Jan., the wife of J. Canters, of a son.
DEWHURST—On the 14th Feb., the wife of Geo. B. Dewhurst, Esq., of a son.
EDWARDS—On the 10th Feb., at No. 7, The Avenue, Belsize-park, the wife of James Lyon Edwards, Esq., of a son.
JENSEN—At Hong Kong, on the 8th Jan., Mrs. Rudo. Jensen, of a son.
MAGNIAC—On the 14th Feb., at 36, Hertford-street, Mayfair, the wife of Arthur Magniac, Esq., of a daughter.
MORGAN—On the 9th Feb., at Cefn-y-Coed, near Carnarvon, the wife of Henry W. H. Morgan, Esq., of a son.
MOORE—At Penang, on the 2nd Jan., the wife of Mr. W. D. F. Moore, of a son.
SHEFFIELD—At Tungchow, on the 17th Dec., the wife of Rev. D. L. Sheffield, of a son.

MARRIAGES.

ATKIN—HOLMES.—On the 10th Dec., at H.B.M.'s Consulate, Osaka, by the Rev. A. R. Morris, Edward Atkin, of the Imperial Mint, Osaka, to Mary, youngest daughter of the late John Smith Holmes of West Harmey, Berks.
CRAIG—BROWN.—On the 12th Feb., at Montrose-villa, Helensburg, by the Rev. Alexander Anderson, Robert Craig, Esq., of Amoy, to Mary, youngest daughter of the late Robert Brown, Esq., accountant, Glasgow. No cards.
FOLKS—LIVINGSTONE.—On the 8th Feb., at All Saints', Upper Norwood, by the Rev. George Hamilton, late Her Majesty's Chaplain at Foochow, and cousin to the bride, William Thomas Folks to Isabella Catherine, second daughter of A. L. Livingstone, C.E.
MILLER—BEVIS.—On the 8th Feb., at Trinity Congregational Church, Forest-hill, by the father of the bride, Rowley Miller, Esq., of Shanghai, youngest son of the late Alexander Miller, Esq., of Downpatrick, to Florence Beatrice, youngest daughter of the Rev. H. J. Bevis, of Ramsgate.

DEATHS.

BLAKE—On the 3rd Dec., suddenly, at Kobé, of apoplexy, Franklin Blake, a native of Boston, Mass., aged 32.
BROADHURST—On the 11th Feb., aged seven years and seven months, John Brooks, fourth son of H. Tootal Broadhurst, Esq., Woodhill, Prestwich, Manchester.
HUGHES—At Hong Kong, on the 5th Jan., Emily, wife of Hugh Hughes, Manager Agra Bank.
KAY—On the 1st Feb., at Leghorn, Caroline, wife of the Rev. D. Kay, eldest daughter of the late Capt. Sir William Hoste, Bart., R.N., and the Lady Harriett Hoste.
LANE—On the 15th Feb., at Cheltenham, Mrs. J. M. Lane, widow of the late T. A. Lane, late of Hong Kong.
LORIMER—At Batavia, on the 8th Jan., of dysentery, John Lorimer, M.D., L.R.C.S. Edin., L.S.A., medical practitioner, of Batavia, and late of Shanghai, in the thirty-fifth year of his age.
MOODY—At Hong Kong, on the 6th Jan., Gifford Downing Moody, late agent of the Hong Kong and Shanghai Banking Corporation at Hiogo.

THE TIMES AND THE MISSIONARIES.

(To the Editor of *The London and China Telegraph.*)

SIR,—We praise and blame the telegraph, alternately, here in China. We praise it most justly for its marvellous feats of activity—we blame it for its curt, startling, and unexplained announcements. We are told, for instance, one day that *The Times* advocates the erasure of the missionary clauses from the Treaty of Tientsin. A few days pass and we are perplexed by the news that Lord Granville suggests the handing over of missionaries who protect converts to the nearest consul. Foreign residents can afford to wait for fuller statements if not for explanations to be brought by the next mail. But I fear that the literal rendering of these telegrams into Chinese without note or comment must be productive of much mischievous misconception in the minds of Chinese readers.

From your paper of Nov. 3 I have now seen the arguments whereby *The Times* supports its strange suggestion; and as Lord Granville's recommendation is intimately connected with the subject treated of in *The Times* article, I take them together, and beg leave to make a few remarks thereupon.

An act of injustice can become tolerable only when rendered absolutely imperative so as to avoid or remove a yet greater injustice. *The Times* will not, I fancy, deny that injustice would be done to missionary societies, to individual missionaries, and above all to Chinese Christians, by the withdrawal of this toleration clause. Very large expenditure of time, of money, of strength, and of life, has been incurred by Christians in Great Britain, America, and Germany, and several thousands of Chinese have taken the great step of breaking loose from their hereditary beliefs, on the knowledge that full toleration was granted to the preachers and professors of Christianity, both foreign and native, by the Treaty of Tientsin.

Now, to neutralise the injustice which would thus result, and to render the erasure of this clause of the Treaty an act of justice towards China, what are the arguments offered by the writer in *The Times?* He tells us that the Chinese loathe Christianity. This, from several years' experience in China, and from the unanimous testimony of those most able to judge, I unequivocally deny. I will not dwell on the notorious fact that the Chinese are a tolerant people, as shown by the existence and growth of Buddhism and Mahomedanism in China. The fact mentioned by Mr. Lay is sufficient support for my denial. He reminds us that the particular clause in the Treaty which must now be sacrificed to *The Times*, though other clauses were eagerly canvassed, passed without opposition. Tseng-kwo-Fan, one of China's greatest statesmen, so far from loathing or dreading Christianity affects rather to patronise it, and is willing to grant full liberty to Christian preachers as innocuous and powerless. Still, lest the recent outbursts, both in the north and in the south, against Christian missions, be quoted against me, I must be allowed in passing this retort—bad people in China do indeed hate Christianity, but respectable people in China loathe opium.

The Times also has no right as a Christian paper and leading a Christian people, to call by the odious name of *proselytising* the enterprise inaugurated, watched over, and blest by Christ. Neither must a Christian Government think it a shame or an impolitic act to secure, whenever practicable, immunity from persecution for Christians in other lands, and I beg Lord Granville to remember that unless he adopts the suggestion of *The Times* and erases the Toleration clause from the Treaty, his own suggestion as to the arrest of missionaries will lead to strange complications. Let missionaries convicted of the crime of protecting converts when persecuted for their Christianity, be handed over to the nearest consul for deportation or what not; and that consul will admit, that but for instructions from home, he is the natural protector of these converts. For if we demand, as surely in all merciful justice we had a right to do, equal toleration at least for Christianity and for opium, who but the representative of the contracting power on the one side shall bring to the notice of Chinese officials cases in which this right of toleration has been infringed? Let but our consuls exercise without irritating limitations and restrictions, this obvious Treaty obligation, not with bravado, but with firmness, and from what I know of missionaries, and from what I have seen of the courteous, dignified and conciliatory bearing of our consuls, I feel sure that missionaries would no more be tempted to interfere in person on behalf of their converts, and that assaults and outrages offered to missionaries and to natives would gradually decrease.

I venture to deny also, notwithstanding some few lamentable exceptions of recent occurrence, the statement of *The Times*, that Protestant missionaries in China have been distinguished more for zeal than discretion. Why, the arrogant circular of the Chinese Foreign office is sufficient support for my assertion, that the zealous work of Protestant missions in China has been conducted as a rule with marked discretion.

The Times is afraid of war with China. It ridicules the glory of beating ill-disciplined and ill-armed Chinese, and yet, in alarm, it confesses that the armaments of China are growing to a startling extent. Yes, she has large and efficient arsenals; she has a small fleet of gunboats, a 3,000-ton frigate almost ready, torpedoes, mitrailleuses, rifles innumerable are being prepared. War would be a serious, possibly, as *The Times* suggests, a disastrous undertaking for England. And I conclude this long letter by expressing my conviction that the pacific and would be conciliatory *Times* could scarcely have advocated a policy more suggestive of fresh efforts aimed at the exclusion of foreigners from China, and more surely, therefore, leading to war.—I remain, Sir, yours, &c. M.

Ningpo, Dec. 27, 1871.

THE "NEDERLAND" COMPANY.

(To the Editor of the *London and China Telegraph.*)

SIR,—I see that your Rotterdam Correspondent has informed you, in his letter of the 7th February, that a protest has circulated amongst the underwriters, in consequence of the appointment of Captain Oort, late master of the *Willem III.*, to the command of the steamer *Conrad*. The fact is that such a protest has circulated in Rotterdam, but it should be stated that at a general meeting of the Amsterdam underwriters a motion disapproving of the protest was adopted unanimously. The lost ship having been insured with Amsterdam underwriters, and moreover, a committee of Amsterdam underwriters having been appointed by the Dutch Minister of the Colonies to report to him concerning the probable reason of the disaster to the ill-fated steamer, *they* are better enabled to judge of the captain's conduct than their Rotterdam colleagues, who appear to have been guided by hearsay, and without personal examination of the bearings of the case. I may also note that the conduct of Captain Oort while in command of the *Willem III.* was highly praised by Sir R. J. Phillimore in the Admiralty Court, when giving judgment with regard to the salvage claims.—I am, &c,

Amsterdam, Feb. 12. FAIR PLAY.

ASSASSINATION OF THE VICEROY OF INDIA.

On the afternoon of the 12th inst. a telegram from Calcutta arrived at the India office, the gravity of which necessitated its immediate communication to both Houses of Parliament. It announced that on the night of Thursday (8th inst.) the Governor-General of India had been assassinated at Port Blair, the convict settlement on the Andaman Islands, at the mouth of the Bay of Bengal. At the time of the tragic occurrence his lordship was engaged in one of the extensive tours of observation by which his administration has been distinguished. He had not long returned from the Camp of Exercise at Delhi, where he attended the military manœuvres carried out under the direction of the Commander-in-Chief, when he started to pay a long-contemplated visit to the distant province of Burmah. His voyage to Rangoon, in the flag-ship *Glasgow*, was extended southward

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as far as the Andaman Islands, that he might personally inspect the penal establishment at Port Blair, founded in the year after the mutiny for the reception of Sepoy rebels, which subsequently became a general destination for the worst class of criminals. The assassin, Shere Ali, had been sent thither three years ago under sentence of transportation for life for a murder committed in the year of the mutiny. According to the telegram, the Viceroy had finished his inspection of the several stations, and in the dusk of the evening was on his way back to his boat, when he was stabbed twice in the back before his guards could seize the assassin. He did not survive many minutes, and the man-of-war which had been conveying him to Rangoon returned at once with his dead body to Calcutta. An official announcement of the assassination has been made by the Government of India. It says that the country has lost a statesman who discharged the highest duties with entire self-devotion and with abilities equal to the task. Lord Mayo's remains will lie in state at Government-house for three days. The assassin has already been tried, and condemned to be hanged, and the sentence will be carried out directly it has been confirmed by the Superior Court.

The late Viceroy, Richard Southwell Bourke, was the eldest son of the fifth Earl of Mayo, whom he succeeded as sixth earl in 1867. He was born in 1822, was educated at Trinity College, and in early life he evinced the taste for travelling which grew upon him throughout his career. A Russian tour which he accomplished as a young man afforded him materials for a work on "St. Petersburg and Moscow." In his twenty-fifth year he successfully contested one of the seats in county Kildare in the Conservative interest. This he held from 1847 till 1852, when he exchanged it for Coleraine. In the same year he entered Lord Derby's first administration as Chief Secretary for Ireland, an honour which his Conservative colleagues reassigned to him on two later occasions. His official career at home was thus almost exclusively identified with Ireland In August, 1868, his appointment to the Viceroyalty of India was announced. He sailed for Bombay on the eve of the retirement of Mr. Disraeli's Ministry, and on the 20th December he landed in India, almost simultaneously with Lord Napier's return to his post after the Abyssinian expedition. On the 12th January, 1869, he and Lady Mayo were received in state in Calcutta. His Viceroyalty has consequently lasted a little over three years. The son and heir, hitherto known as Dermot Robert Wyndham, Lord Naas, and now succeeding to the title as seventh Earl of Mayo, was born on the 2nd July, 1851, and is consequently fast approaching the date of his majority.

Pending the selection of another Governor-General, Lord Napier of Merchistoun, now Governor of Madras, will proceed to Calcutta, and exercise *ad interim* an acting power. It may be remembered that on the death of Lord Elgin Sir William Denison, then Governor of Madras, acted as Viceroy until the arrival of Sir John Lawrence.

INDO-CHINESE RAILWAYS.

Mr. M. A. Purcell, a civil engineer, writes to the *Globe* as follows:—

"SIR,—As first proposer of (and consulting engineer to the many interested and influential advocates both at home and in Calcutta) the Indo-Chinese Overland Route or Railway from Khoosteah on the Ganges, the termini of the Eastern Bengal line traversing Assam, Southern Thibet, and forming a junction with the Yangtse-kiang river in Sechuen, the richest province of China, I am requested to recall to your memory the existence of this scheme, which was proposed to the Government by me in 1868, in a long and detailed report, the principal features of which were that it would make an imperial frontier line, developing the Assam tea trade, also the opium, jute, and rice export, and placing us in direct and quick communication with the Yangtse-kiang, the great water-road or natural artery of Chinese commerce, and forming a junction with our Indian system of railways."

THE SUMATRA TREATY.—The *Spectator* says:—"We thought Dutchmen understood colonies, but it seems that knowledge is confined to the Dutch Government. In the early days, when we liked foreign possessions, the British Government coerced that of Holland into a treaty limiting Dutch possessions in the Indian Archipelago, and especially in Sumatra, apparently with some view to an ultimate reversion. The treaty, which did us no good, did the Dutch much harm, for they might but for it have turned Sumatra into a more splendid Java: but last year, wishing to terminate interminable disputes on the Gold Coast and to suppress the Slave Trade, the Foreign-office agreed to give up the Treaty of 1824 in exchange for the Dutch forts and right of Protectorate in Guinea. The Dutch statesmen thankfully accepted the proposition, and have ever since been howled at by the people, who cannot see that they got a continent in exchange for a marsh. Nothing now stops them from all the Archipelago by degrees except Papua, which we suppose our Australian cousins will want for a tropical garden."

COLONEL NORMAN commanding the 1st Battalion of the 10th Foot, at Hong Kong, has written to contradict a statement to the effect that the 1st Battalion of the 10th Regiment was kept by a mistake three-quarters of an hour in a hot sun, previous to embarkation from Yokohama for Hong Kong, on the 8th of August last. Colonel Norman informs us that the battalion arrived at the place of embarkation at 6.15 A.M. on that date, and that the whole of the boats containing the men were in movement towards H.M.S *Tamar*; by 6.21. The statement referred to by Colonel Norman first appeared in the *Japan Mail* of Aug. 22, and was transferred to our issue of Oct. 9.

THE traffic on the Union Pacific Railway has been interrupted by an enormous blockade of snow, and great inconvenience and interruption of business are the result. Several trains have become snow-bound by the drifts in the West, and the mails have been delayed; while the passengers have been put upon short rations. The Japanese party is detained at the Salt Lake City.

AN Admiralty notification states that Lieutenant Astley Robert Cooper has been promoted to the rank of commander in Her Majesty's Fleet, with seniority of December 20, 1871, in the haul-down promotion of Vice-Admiral Sir Henry Kellett, K.C.B., late Commander-in-Chief in China.

WE regret to learn that Admiral Cockburn, the naval commander-in-chief on the East India Station, died at Government House, Calcutta, on the 10th inst. Rear-Admiral Arthur Cumming, C.B., succeeds to the command of the Station.

MR. W. MEDHURST, H.B.M. Consul at Shanghai, will lecture on Thursday next, at the Streatham and Tulse Hill Institution, on "The Foreigner in Far Cathay."

WE learn by telegram that the outward French mail of 22nd Dec. arrived at Shanghai on the 8th inst.

THE troop ship, *Orontes*, for Singapore, with the 80th regiment on board, has effected a safe passage through the Suez Canal.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Feb. 14.

The articles on the transfer of our Settlements on the West Coast of Africa and the treaty regarding Sumatra, published by *The Times*, have exercised a curious effect here. They are as mustard after dinner. It seems that not one London paper, except *The London and China Telegraph* was aware of the negotiations going on between our Government and yours, or of the debate in our Parliament. But now that the transfer is an accomplished fact, which cannot be altered, *The Times* protests. Our Conservative papers have grown desperate, but it is too late. Of course, many words may be wasted in the House of Commons; many newspaper columns can be filled with protests; but the treaties will, nevertheless, be ratified by Queen Victoria, as they were by our King. The true reason why both Conservatives and Liberals here opposed the transfer is wholly unknown in England; and some London papers seem to be of opinion that our Government have duped your Ministry. It would be tiresome to repeat all I have been for many months stating about this matter; but I hope that in future the English public will take care to be better informed of what happens here. Whilst nothing can occur in Belgium without being reported in your leading papers, there is not the least interest shown for Holland.

In my last letter I told you that Professor Vreede, the greatest opponent of the West African Treaty, had accused the Ministry of having misled the Second Chamber of the States-General by withholding from them some papers regarding the transfer. He is still making so much noise that I should be much surprised if the matter is not brought forward directly the Lower House assembles, which will be on the 20th inst. This date has been fixed at the special desire of the Government; the Chamber should have met a week before, but it seems that the Ministry was not ready with the answers to the Section reports upon several Bills. These replies are now published consecutively, and one of the first matters with which the Chamber will deal is the question of the officer Jansen.

I lately told you that the Ultramontanes had greatly surprised us by their sudden change of mind with regard to the National Festival on the 1st April. The leading paper of this party now recommends the Catholics only to speak of the benefits they enjoyed during the last 300 years, and not to allude to the taking of Brielle. It is quite clear that the Catholics are losing their influence. The moderate section decline to take the course prescribed to them by the Ultras, who seem of opinion that their fatherland is Rome. The *Tyd, Maasbode*, and other Catholic papers call in vain for contributions for the Pope as a mark of sympathy in his distress, and for a *cadeau* of f.5,000 to be presented to Mr. Duchastel, formerly our Ambassador at the Papal Court. The contributions only amount to a few guilders, subscribed chiefly by the papers themselves.

I hear from an authentic source that the Government contemplates the conclusion of a contract with a company to organise a regular steam service to Java and Sumatra. I hope to be able to give you further particulars in my next letter.

Some months ago I told you that much sensation had been made in Amsterdam financial circles by a discovery that false bills were in circulation, and had been discounted by the Netherlands Bank. The author of these bills—a certain Mr. Schade—has just been condemned to five years' imprisonment.

The arrangements made by Mr. Myer, who has returned in good health, for the administration of the Sugar Bill in Java, are generally condemned as anything but liberal.

From Curacoa we have very bad news. If we may believe the reports a revolution is impending.

SHIPPING.

ARRIVALS.—Feb. 8, at Texel, from Mauritius, Princess Alice; 10, at Zierikzee, from Passaroeang, Ada; 11, at Brouwershaven, from Batavia, Antje; at Texel, from Batavia, Johannes, Ary Scheffer; from Passaroeang, Sourabaya Packet; from Rangoon, Southern Cross.

DEPARTURES.—Feb. 11, from Brouwershaven, for Batavia, Nicolette, Susanne, Johanna Margaretha; 12, from Texel, for Batavia, Hollandia; for Sourabaya, Kitty.

PASSENGERS INWARD.—From Java, per Noach III., Messrs. Tegelberg and family, Hulstein and family, de Bruin and Juta; per Sourabaya Packet, Mr. Scherer and family; per Johannes, Mr. P. L. F. Vrydag; per Antje, Messrs. L. Lemaine, J. Schreyers, P. Proost, and J. Rilmersum.

PASSENGERS OUTWARD.—For Java, per Johanna and Margaretha, Messrs. J. van Gelder and family, Hekmeyer and family, J. Bauer; per Hollandia, Messrs. P. Bommel, W. A. van Sledregt, J. Hardeman.

ROTTERDAM, Feb. 15.

The new Minister of the War Department has issued a decree that the soldiers will henceforth not be compelled to attend Divine Service, so that in future they will be quite free to go to church or not, as they may feel inclined.

The King has approved of the appointment of Mr. W. Sinclair as Consul for Siam at Batavia.

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TELEGRAMS TO CHINA.—REDUCTION OF RATES.

The China Submarine Telegraph Company announce that on and after the 1st March the rates for messages from London to Hong Kong will be reduced from £7 to £4 6s., and to Shanghai from £8 5s. to £4 6s. To Japan the charge will be £5 6s. instead of £9 5s. During the interruption of the Great Northern Extension Company's cable between Hong Kong and Shanghai messages for Shanghai and Japan should be ordered "post Hong Kong," no extra charge being made for postage.

PARLIAMENT.

HOUSE OF COMMONS.

THE CHINESE COOLIE TRAFFIC.

(Feb. 16th.) Mr. R. N. FOWLER (C.) called attention to the Chinese coolie traffic, and commenced by stating that systematic plans prevailed in the neighbourhood of Hong Kong for kidnapping Chinese, which for cruelty rivalled the practice on the African coast, or even the middle passage. He narrated one case in which a number of Chinese were left in the hold of a burning ship, from which a crew of forty-five escaped in four boats capable of holding eighty men. The statements of the few who managed to survive showed that they had been induced by acquaintances, on pretence of work, to make a short journey, but that, instead of having their expectations realised, they were cruelly treated and threatened by emigration agents; that they signed papers which were neither explained nor read to them, and afterwards carried off on board ship against their will. The miseries of the coolie labourers imported into the Chincha Islands were truly horrible. Those poor creatures were employed in loading vessels with guano, and the grossest cruelties were practised upon them when from weakness or other causes they did not complete their allotted tasks. They were punished with extreme severity for the most trivial offences, sometimes being bound by ropes and chains round the waist, and kept from sunrise to sunset without food for days together. Mr. Jenkins, the author of "Ginx's Baby," speaking of that coolie traffic, said that every year thousands of Chinamen were kidnapped and induced under false pretences to leave their country, that many of them died on the voyage, and others destroyed themselves, while the scuttling and burning of the vessels in which they were conveyed proved that they were not willing emigrants. After being landed they were set to work on the farms, over-tasked, under-fed, often flogged, put in the stocks, and even killed with impunity by their employers, with no one to interfere for their protection. The description given by eye-witnesses of the treatment of these unfortunate Chinamen in Peru was truly harrowing. Some few years ago some of these unhappy men were enabled to place a memorial in the hands of the American Government, which was afterwards forwarded to Peking, when Prince Kung felt very strongly about the miseries inflicted upon his poor countrymen, and expressed a hope that the American Government would interfere on their behalf, because the Chinese Government was powerless to do so. The state of things in Cuba was very like that existing in Peru. Into that island coolies were imported for agricultural purposes, the vessels employed in the traffic resembling those with which the descriptions of "the middle passage" had made them all familiar. On arriving at Havannah these Chinamen were treated exactly like negroes, being first put into barracoons and afterwards disposed of to work in the sugar plantations. They were not accompanied by any women, and the women of Cuba viewed them with repulsion. Assassination and suicide were frequent among them, and their overseers had uncontrolled power to offer them any kind of ill-usage. Having quoted the opinion of Marshal Serrano in strong condemnation of the evils and abuses of the system, the hon. member said he had shown that traffic in the Chincha Islands, in Peru, and also in Cuba, to have many of the worst characteristics of the slave trade, and next proceeded to point out the connection between it and the gambling practices carried on at Hong Kong in houses licensed by the British Government. The poor Chinamen who had lost all their money at these gambling-houses fell easy victims to the agents of that so-called emigration system. He could not understand how the sanction of our Government should seem to be given to gambling-houses in a British colony in spite of remonstrances of the Chief Justice and the local merchants. It was certainly remarkable that such a thing should be allowed to go on under our protection at Hong Kong at a time when it was forbidden not only by every respectable Christian State, but was also excluded from Japan, and even from every part of China where there was an honest and an energetic governor. He was sure that neither Lord Kimberley nor the hon. gentleman opposite (Mr. Knatchbull Hugessen) wished to encourage these gambling-houses; and he would suggest that measures should be taken for their suppression. He would also urge upon the Foreign Office the propriety of using all its influence with the Portuguese Government in order to stop that Chinese coolie traffic, in practice so near akin to the slave trade at Macao. The hon. gentleman concluded by moving an address for papers on the subject.

Mr. HUGHES (L.), in seconding the motion, thanked the Government for the passage in the Queen's Speech relating to the South Sea Islands, and also for the measure introduced the previous night for the prevention of outrages in those regions. It was supposed in 1863 that a death blow had been given to the slave trade; but it had since been found that it was a hard beast to kill, and that it was growing up like a hydra in different parts of the world under the euphonious names of the apprentice system and coolie emigration. The slave trade was now practically flourishing in the Fiji Islands, on the east coast of Africa, in Peru, in Cuba, and more than anywhere else in China and at the Portuguese settlement of Macao. There never was a better time than the present for taking that matter strenuously in hand. Whatever might be our differences with the United States in other respects, we were sure of the cordial co-operation of that country in putting down the slave trade in all parts of the globe, and other civilised nations also would heartily join us in the same good work. But in order to speak with effect on that subject to other Powers we must go before them with clean hands, and to put ourselves right in that matter we must first suppress the gambling system at Hong Kong, which tended to feed the coolie traffic at Macao, and had assumed very extraordinary proportions, for which we were responsible. When the system was first licensed by the Government it was supposed that it would have a very beneficial effect upon Hong Kong, but it had operated most detrimentally. In August, 1870, General Whitfield, the Lieutenant-Governor of Hong Kong, after having consulted the Executive Council upon the subject, who had forwarded to him a minute advising that gambling-houses should be closed after the 1st of January, 1871, sent to the Colonial-office a despatch containing a statement to the effect that Wo Hang, the Chinese licenses under the British Government of the gambling-houses at Hong Kong, paid the Government the sum of $13,340 monthly, and suggesting that the advice of the Executive Council should be adopted. General Whitfield, in answer to that despatch, received from the Colonial Office a telegraphic message rebuking him for making such a suggestion in the absence of the Governor, and directing him to issue fresh gaming-licences upon the expiration of the old ones. It having been suggested that if the gaming licenses were put up to public auction they would realize $4,000 or 5,000 more than Wo Hang paid for them, a Chinese named Wo Asee was induced to give upwards of $15,000 per month for them. In March, 1871, a memorial was signed by 947 Chinese householders, pointing out the immoral nature of the transaction and the ruin such a system brought upon the Chinese. He trusted that after the opinions that had been expressed upon the subject the new Governor who, he understood, was about to be sent out to Hong Kong, would put a stop to this system, and that the $680,000 which had been obtained by the Government from this immoral source of revenue would be refunded, and would be rendered applicable to those unfortunate Chinese who had been reduced to poverty in Hong Kong. He begged to second the motion. (Hear).

Mr. EASTWICK (C.) said no one would deny the horrors of the coolie traffic between Macao and Cuba, although it might be asked why this country was to be so Quixotic as to interfere in matters that did not concern her directly. It was not, however, the characteristic of the foreign policy of this country to consult our own interests in matters of this sort. We had, moreover, a direct interest in the subject, inasmuch as our Australian colonies had been greatly benefitted by the introduction of coolie labour. He trusted, therefore, that Her Majesty's Government would give their earnest attention to this matter, and would adopt a course consonant with the generous policy of this country. (Hear.)

Mr. M'ARTHUR (L.) was of opinion that no Government abetted slavery more than did that of Portugal. What was required was a well-regulated system of emigration, which would put an end to the grave evils of the re-apprenticeship system. If the inhabitants of the Pacific Islands were convinced that they would be protected under a system of free labour emigration would be stimulated, and much good would result to our colonies.

Sir CHARLES WINGFIELD (L.) said that when the Portuguese Consul at Peru reported that certain coolies had been branded with a hot iron, the Government of Macao had immediately interdicted coolie emigration from that port. He did not know how the Portuguese Government had met that allegation, but he trusted that Her Majesty's Government would make such representations to that Government as would induce them to put a stop to such a practice, and that they would endeavour to prevent the regulations relating to this traffic from degenerating into mere formalities. (Hear.) The belief that Europeans were engaged in kidnapping Chinese had led to the perpetration of many crimes on the part of the latter people. He thanked Her Majesty's Government for the Bill they had introduced to afford protection to the Pacific Islanders. (Hear, hear.)

Lord ENFIELD (Under Secretary for Foreign Affairs) should be very sorry were he to underrate the importance of this subject, which had been introduced by the hon. member in a speech that was worthy of the highest admiration for its humane character; but he wished that the hon. member had pointed out what steps other than friendly representations and counsel could be taken by Her Majesty's Government with regard to the Portuguese Government in reference to this matter. Since 1853 successive Governments in this country had done their best with regard to the Chinese and other Governments to secure proper regulations being adopted with respect to coolie emigration. In 1853 papers were laid before Parliament on the coolie traffic containing a statement of those negotiations, and in 1855 an Act was passed for the better regulation of the emigration of Chinese in British vessels. This was communicated in a circular to Her Majesty's Consuls in January, 1856, urging upon them its strict execution. This answered as far as British vessels were concerned, but, unfortunately, it did not prevent the crimping of emigrants in a country like China. Chinese laws forbade the emigration of these natives, but it was connived at, and atrocities were committed, as related in papers laid before Parliament in 1860. The occupation of Canton in 1859 resulted in establishing a better system of emigration, and Mr. Austin, the Commissioner of the West Indian Labour Agency, founded a depot at Whampoa to replace the crimping which had existed at Canton. The Chinese Governor-General recognised these depots by proclamation, and early in 1860 similar establishments were formed at Swatow. The free emigration of Chinese was formally stipulated for in the 5th article of the Treaty of Tientsin in October, 1860. In 1865 Prince Kung proposed to Mr. Wade, their Chargé d'Affaires, a set of regulations protecting Chinese emigrating as hired labourers, and on the return of Sir R. Alcock these were em-

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bodied in a convention signed on the 5th of March, 1866. Objections were, however, taken to some of these provisions, both by the French Government and by our own Colonial-office. These objections were the limitation of engagements to five years, the proposal to secure the emigrant a return passage, the restrictions upon the hours of labour, the employment of youths under age, and the probable discontent of the coolies now in the British colonies, of whom there were 12,000 in British Guiana and Trinidad alone. After various communications, Sir R. Alcock was told to propose a modified form of convention, and it was expected that the old regulations would still remain in force. In June, 1868, the Chinese Government replied to these fresh proposals; they abided by the convention of 1866, but declined to sanction emigration under the old rules. A long correspondence ensued, and the negotiations were partially suspended owing to the absence of instructions to the French Minister at Pekin. The French Government were now renewing negotiations, which were proceeding at Pekin. As regarded the Chinese Government, it should be remembered that the Treaty of Tien-tsin provided emigration regulations; that the Chinese Government proposed another set of regulations in 1865; that a convention was made out of them in 1866, which still remained in force; that the convention was not ratified by the British and French Governments, and that negotiations were still proceeding at Pekin as to the exportation from Macao to Peru. In October, 1866, Lord Clarendon instructed Sir A. Magennis to represent to the Portuguese Government that the mortality attendant on emigration from Macao to Peru might be lessened by the adoption of proper regulations. Their reply was that they would adopt the regulations of the convention recently signed at Pekin. It did not appear, however, that a stop was put to these abuses. Public attention was called in 1869 to the evils of the Macao coolie emigration by the alleged branding of coolies in Peru. The Governor of Macao thereupon prohibited emigration to Callao, and Lord Clarendon directed Sir C. Murray to remonstrate. In January, 1870, the Portuguese Government informed Sir C. Murray that the story of the branding was untrue. Meanwhile Her Majesty's Government had determined, as far as in them lay, to discountenance these emigration atrocities, and in 1869 Lord Clarendon informed the Colonial-office that, looking at the way in which Chinese crimps obtained Chinese emigrants, and the sufferings they endured in other countries, and especially in Peru, they intended to prohibit the departure from Hong Kong of Chinese subjects in any other than British vessels to any place not within the dominions of the Queen. This was now in force, and had been communicated to Peru. In November, 1870, occurred the case of the coolie vessel *Nouvelle Penelope*, and about the same time the tragedy on board the *Dolores Ugarte*, stranded at Honolulu, with the sufferings of many cooliss on board. Lord Granville addressed a despatch to Lisbon on the subject, and a further report received from Her Majesty's Consul at Canton in May was communicated to the Portuguese Government last June. The *Dolores Ugarte*, under the name of the *Don Juan*, was again employed in the Macao coolie traffic, and was subsequently burnt with 500 coolies on board. On intelligence of this, Lord Granville on July 28 sent an instruction to Mr. Doria to remonstrate in friendly but earnest terms. The Portuguese Government, in reply, excused themselves from the charge of inhumanity, and enclosed a copy of their regulations at Macao for 1871. As a summary of what England through her Government had tried to do, he would mention the Chinese Passenger Act of 1855, the emigration system established in 1860, the formal assent of the Chinese Government to emigration under proper regulations in the Treaty of Tientsin, the prohibiting of Hong Kong as a depot for emigration to any but British colonies and in British ships, and the remonstrances on all occasions with Portugal against the atrocities at Macao. This was how the matter stood up to the close of last year. With regard to Cuba, no very recent accounts had been received by the Government of the treatment of the coolies there; their numbers were very great, and there was reason to believe that they were not exposed to as great sufferings as the coolies in Peru. Our agents did not speak in their reports of any cruelties being exercised towards them. They received much better wages, a cook, he was told—and the Chinese were very expert in cooking—getting something like £10 a month. They were, moreover, subject to no punishments except at the hands of an overseer of their own nation, and if not paid well they would commit suicide, fear of punishment having no effect upon them. Our representative at Cuba reported that the condition of the coolies there was far better off than was the case, from what he had heard, in Peru. He thought the efforts of successive Governments in the way of conventions and friendly remonstrances had not entirely failed of effect. With regard to the motion, he hoped the hon. member would be satisfied with his promise that he would endeavour to present further papers at the earliest opportunity. The subject was one in which the Foreign Office took a deep interest, and he trusted that, as time went on, their efforts would produce the desired effect, so that the feelings of Englishmen would not be shocked in future years by a repetition of atrocities on which the hon. member had dwelt with so much force and good taste. (Hear, hear.)

Sir C. ADDERLEY (C.) hoped the coolie immigration from Hong Kong to our West Indian colonies would not be mixed up, as it had been both here and in the press, with the immigration from Macao to Peru, the former being a system beneficial both to the Chinese and to the colonies. It was to be regretted that Sir R. Alcock's convention had practically led to its cessation, by subjecting it to too onerous conditions; and the best proof of the success of the system was that great numbers remained in the West Indies as traders, that many, on the expiration of their apprenticeship, re-enlisted, and that some, after taking their savings to China, returned to the colonies. It was to be hoped that the convention would be so far modified as to remove the present obstruction. As to the subject brought forward by the hon. member, there was no doubt that atrocities had been committed, the fault being not with the regulations, but with the want of ability to enforce them. The prevalence of gambling at Hong Kong was much to be deplored, but he did not quite see its connection with the coolie traffic, unless the Chinese on being ruined by gambling sold themselves as coolies. He doubted whether legislative action could be taken analogous to the measure proposed for checking the Fiji atrocities, for in that case we had one side of the traffic in our own hands—viz., the arrival of the emigrants in Queensland—and could, therefore, inflict penalties on the offenders, whereas in this case we were dealing with the Portuguese Government, to which we could only address remonstrances, and which was as anxious as ourselves for the repression of these practices. That Government was not sufficiently strong to carry out its own regulations at Macao, but he was sure that no remonstrance or assistance would be wanting on the part of Her Majesty's Government.

Mr. GILPIN (L.) thanked the hon. member for calling attention to socrying an evil. The fact was that the slave trade, under various forms, was at rife at this moment as in the worst times of the middle passage. He wished to know whether there was any truth in the statement that a high official at Hong Kong, discharged some years ago for complicity in the traffic, had been restored to the Government service, and had used his influence in promoting both the traffic and the gambling-houses. Macao had very little trade with any other part of the world, being almost wholly maintained by gambling-houses and the coolie traffic. He hoped the question would be left in the hands of the Government, which could best judge how to use its influence with Spain and Portugal.

Mr. KNATCHBULL-HUGESSEN (Under Secretary for the Colonies) had not expected, from the terms of the motion, that Hong Kong would be so much referred to, or he would have prepared himself with more exact information. As to the importation of coolies into our colonies, the Government would readily adopt any amendments which would better secure the good treatment of the coolies. The gambling-houses at Hong Kong and the telegram of the Colonial Office had apparently excited uneasiness in the hon. member's mind. The Governor-General stated very fully the reasons for establishing these gambling-houses. If they put down the system of licensed gambling-houses they would produce the same effect as would be produced by passing the Liquor Bill of his hon. friend the member for Carlisle—that was to say, a great deal of illicit traffic of the same kind would arise. (Hear, hear.) The Governor-General stated that the special fund obtained from these licences was used only for police purposes, and he called attention to the great decrease of crime in the colony since the institution of these gambling-houses. Chief Justice Smale himself, who had been quoted as adverse to the system of licensing gambling-houses, stated in March, 1870, that crime had greatly decreased in the colony since the introduction of that system. Still that system was an offence against public morality. It could not be abolished at once without doing injury to the inhabitants of the colony, and care would be taken that it should be abolished in a way that would preclude any injury to them. His hon. friend the member for Northampton had alluded to some high official in the colony who was supposed to be favourable to gambling and to the traffic in coolies. If his hon. friend had first enabled him (Mr. Knatchbull-Hugessen) to make inquiry into the matter, he believed he would have obtained such information as would have prevented him from making such a statement. He thought his hon. friend was altogether mistaken—[Mr. Gilpin said he would give his hon. friend full information and an opportunity of making an inquiry. He purposely abstained from mentioning the name and address of the official, but he was quite prepared to do so.] He was much obliged to his hon. friend. As to the Bill which he had the honour of introducing last night, he hoped on a future occasion to give a full explanation of its details. He could assure the House that wherever the traffic in slaves existed Her Majesty's Government would do their best to put it down. (Cheers.)

After a few words in explanation from Mr. R. FOWLER the amendment was withdrawn.

THE PAUMBEN CHANNEL.

(16th.) Sir J. ELPHINSTONE (C.) rose to call attention to the necessity for opening the Paumben Channel and thereby facilitating the trade from Europe to the ports situate in the Bay of Bengal. The hon. baronet urged that the importance of doing the work which was the subject of his motion was increased by the fact that during the present year ships were passing through the Suez Canal, many of them bound for the Bay of Bengal, at the rate of 100 per month, and that the opening of the Paumben Channel would save such vessels on the voyage out and in a distance of no less than 720 miles. Two reports had been made on the subject, one recommending the cutting of a new channel and the other that the existing channel should be cleared. He himself thought the first-named plan would be the best, but, in order that some steps might be taken as soon as possible, he wished to have the reports and accompanying plans and estimates laid on the table of the House.

Mr. KNATCHBULL-HUGESSEN (Under Secretary for the Colonies) said that following the example of his hon. and gallant friend, he would not dwell on the rival schemes for opening the channel. He might remark, however, that this question was not unaccompanied by uncertainty for he remembered that last session his hon. and gallant friend propounded a plan which from his speech appeared to be a feasible one, and the cost of which he estimated at about £90,000; but Mr. Townsend stated in his report that this sum would not cover one-tenth part of the cost. The real question was, not as to the desirability of opening this channel, but whether the task was to be undertaken by the Imperial Government, the Government of India, or the Government of Ceylon. At all events his hon. and gallant friend had rendered a service to the public by directing attention to this subject. He was willing to produce the reports and other documents, and if after perusing them his hon. friend should deem it desirable to take further action in the matter he should be prepared to discuss the question with him in a fair and candid manner.

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LONDON: MONDAY, FEB. 19, 1872.

THE CONSULATE AT SAIGON.

WE regret to announce that it is not the intention of Government to appoint a paid Consul at Saigon in succession to Mr. CASWELL, whose resignation we have already reported. We believe that this decision is entirely due to what is commonly called "economy," but which in many cases proves to be anything but economical in the end. Although the Foreign-office is the official medium for all such appointments, we believe that the Board of Trade are mainly responsible for this decision. "There is a point beyond which," &c., and certainly in the refusal to accede to this demand, involving about £1,000 per annum, we have reached that point. If the present Government are bent on stifling and not fostering our trade by such acts, the sooner the representatives of the various Chambers of Commerce take up the matter the better. Persistence in this course will bring our Consular Service in the Far East into much the same repute as that of another country, which shall be nameless, with its "Merchant Consuls." It must be clearly understood that we intend no sort of disparagement of the late Consul at Saigon, who undertook the duties of the office in its "day of small things." It is simply the system which we protest against as unworthy of a country like ours, with its vast commerce and shipping. This brings us to the main point in this matter, viz.—What is our trade at Saigon? From a return for 1871 we find that the number of vessels under the English flag which entered the port and loaded for various ports was 247—over twenty vessels per month! These vessels were not small coasters, but averaging 500 tons, and many of them steamers. Now let any M.P. acquainted with commerce just consider if it is likely that any merchant can properly attend to the entering, clearing, and the many other formalities to be observed by every English ship in a foreign port, including the hearing of cases brought before him to adjudicate on, between the master and crew, and disputes with the local authorities. Other cases, arising out of the loading and chartering of ships, of great mercantile importance and responsibility, involving questions of international law, as well as cases of seizure in time of war, have also to be decided by our Consuls—such as, for instance, the case of the *Rickmers* in the last war. Is it reasonable to expect that all this can be done efficiently and creditably by an unpaid merchant in addition to his own business?

THE Japanese have shown so remarkable a disposition to accept European usages, in common with European inventions, wherever they are proved to be beneficial, that we are unable to doubt that the present apparent difficulty regarding the Christian missionaries in Japan—concerning which the deputation, whose proceedings were reported in our last issue, have waited on the Foreign Secretary—will soon fall away under the influence of persuasion on the one side and common sense on the other. The rights of Christian missionaries must, it is evident, be asserted as neither more nor less than those of any other class of Her MAJESTY'S subjects in Japan as in China. On the tact and temper with which this proposal is conducted will no doubt depend much, if not all, of the success which will attend it. Of one thing we are well assured—that the Japanese require to be convinced rather than threatened. The full text of Sir HARRY PARKES' explanations to Earl GRANVILLE, which will be found in another column, is well worthy of perusal.

MR. POPE HENNESSY, the late Governor of Labuan, has left for Sierra Leone, to assume temporarily the government of our possessions on the West Coast of Africa. Sir HERCULES ROBINSON, the late Governor of Ceylon, proceeds to assume the Governorship of New South Wales by the P. and O. route, *via* Galle, next month. Capt. WALSHE, lately appointed Police Magistrate at Singapore, also proceeds next month. The following record of Capt. WALSHE'S services is given in the "Colonial Office List:"—

Entered the army as ensign, 96th Foot, in July, 1855; lieutenant in March, 1856; captain, 2nd West India Regiment, in September, 1866, and served in Jamaica, Demerara, &c., in the West Indies, until the year 1860, since which he has been exclusively employed on the West Coast of Africa. Served in an expedition up the River Gambia in the year 1861, and was engaged at the attack and capture of the fortified towns of Swarra Cunda, Kinty Cunda, and Saba; also at the battle in front of that town, on the 21st of February in that year; and was mentioned in the despatches of the Governor of the Gambia to the Secretary of State for the Colonies. Appointed Military Commandant in British Sherborough on the 1st of October, 1862, and whilst in command of the troops in that country was presented with an address by the principal merchants, chiefs, and other inhabitants, marking their appreciation of his "cool, courageous, and persevering conduct, in proceeding to the town of Bamah, about thirty miles in the interior, with only twenty soldiers, and rescuing the Chief, Murry Calipha Alla, and fifty-seven other persons, from that town, which was then besieged by from 3,000 to 4,000 savages, and dispersing the hordes of savages on the frontiers, who were determined to kill Calipha, enslave his people, and invade British territory." He also received the thanks of the Governor-in-Chief for the great "prudence, zeal, and ability displayed under very trying circumstances." He was permitted to retire from the army, for the purpose of retaining his civil appointment, in December, 1867.

THE new Governor of Hong Kong, Sir ARTHUR KENNEDY, accompanied by Lady KENNEDY and daughter, proceeds by the P. and O. Co.'s steamer *Ceylon* from Southampton on the 29th inst., and will be due in Hong Kong on the 16th April. Sir RICHARD MACDONNELL will, we understand, await the arrival of Sir ARTHUR KENNEDY, in order to give him the benefit of his advice on matters connected with the Government. This is a most necessary proceeding, and a matter of great public importance to all our Colonies. We trust that Lord KIMBERLEY, our present Secretary of State, will cause this a rule to be observed in all cases. The evil of allowing a new Governor to be inducted into his office by his subordinates is too apparent, and needs no exemplification at our hands. We publish with pleasure the following memorandum from the Colonial Secretary to Sir ARTHUR:—

SIR,—I have received your despatch, transmitting to me copies of addresses presented to you on relinquishing the Government of Sierra Leone. I have read those addresses with great pleasure, and I take this opportunity of expressing to you the high sense entertained by Her Majesty's Government of the valuable services rendered by you, during your administration of the Government of the West African Settlements.—I have the honour, &c., &c., KIMBERLEY.

THE telegram announcing the assassination of Lord MAYO read by the Duke of ARGYLL in the House of Lords has caused a profound sensation. How many more such men must be sacrificed before our officials will learn how to guard against fanatical attacks so peculiar to Asiatics? Governors-General and Judges must always be open to such outrages, and over and over again has this been exemplified in India. We have no hesitation in saying that the Viceroy of INDIA should not be found at places such as the Port Blair convict establishment. There are other officials competent to the discharge of such duties, but we wish to impress on all Captains of guards who attend on—and for the time being have the safe keeping of—such personages, that they should be on the *qui vive*, and diligent in the discharge of the important duty committed to them. It is exasperating to read of such a lamentable event, caused by miserable negligence and incompetence.

IN our present issue we give a list of the Diplomatic and Consular Staff now engaged in China, Japan, and other parts of the Far East. It will be observed that we publish, as far as possible, the actual occupants of the various posts at the present time. The official position of each person in the service is to be found in the "Foreign Office List." With regard to the Supreme Court of China and Japan, of which Sir EDMUND HORNBY is the Judge, we understand that it is not

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yet decided whether Sir EDMUND will return to his post; but should he do so, he will leave by the first mail in April. Mr. GOODWIN, the Deputy-Judge, will probably in that case take leave of absence, and Mr. HANNEN will remain in charge of the Court at Yokohama.

THE Japan mails of 23rd Dec., *via* San Francisco, which were due here on the 6th inst., were not delivered until the 15th, having been detained *en route* between San Francisco and New York by heavy snowstorms, by which for a time traffic over the Pacific Railway line was greatly interrupted.

THE debate upon Mr. R. N. FOWLER'S calling the attention of the House of Commons to the Coolie Traffic in China, is reported in another column.

M. DE GEOFFROY, the French Ambassador to China, proceeds by the French mail leaving Marseilles on the 31st proximo.

THE AUSTRALIAN TELEGRAPH.

ACCORDING to the latest advices it is expected that the telegraphic communication with Australia will be opened next month. It is important that our readers should know that the cause of delay rests with the Government of Australia in not completing the land lines to Port Darwin. The Submarine Cable was completed between Java and Port Darwin by the Telegraph Construction Company some two months since, and has been lying idle, to the great detriment of the shareholders of the company. The Australian Government, however, allow them five per cent. per annum on the capital until the land lines are completed. The following interesting account of this enterprise is from the *Daily News*:—

Port Darwin, where the Australian end of the cable is landed, is literally a port and nothing more. The township of Palmerston, on its shores, is a pretty place, with a thriving population—on paper. A handsome "public esplanade" faces the sea, and runs the entire length of the town. Cavenagh-square, Larrakeyh-square, and Temira-square all occupy central situations in Palmerston's most fashionable part. Mitchell-street is a spacious thoroughfare, full of warehouses and stores; M'Lachlan, Peel, and Knuckey streets are admirably placed for business; and in the outlying suburbs the weary Palmerstonian merchant may, if he pleases, find rest and quiet after the labours of the day by renting one or other of the pretty villas in Greene-terrace, or purchasing one of the more ambitious mansions on Stokes Hill. That is, all these things would be and might happen, but for one trivial circumstance. Like Vauxhall-bridge in the comic song, "the place it isn't built, sir!" The American Eden, with its market place, churches, and public halls, did not look more real than the town of Palmeraton does on the map published at the Surveyor-General's Office, Adelaide; and was not more destitute of a telegraphing population. "Township of Palmerston, on east side of Port Darwin, Hundred of Bagot,' says the map, and a note is added to the effect that "the Government retain to themselves the right to extend at any time the wharf frontages between Stokes Hill and allotment No. 995." Above these announcements is the town, with its depots and park lands, its military Reserves and forts, together with streets, squares, and terraces in great abundance. But it is a phantom place; and though the submarine telegraph will doubtless have plenty of business from it in the future, it is necessarily lying idle until the land lines are completed which will bring it into electrical communication with Queensland and New South Wales. This is the whole secret of the delay. There has been a break-down in the erection of the lines in the interior of Australia, and there is in consequence a hiatus of some four hundred miles of telegraph wire, more or less, between England and Melbourne, Sydney, and the rest.

Before explaining how this has arisen, and when it is probable it will be remedied, we must refer the reader to a chart of the world for information concerning the course taken by the messages between England and Australia, which go first to Bombay. From Falmouth to Gibraltar, from Gibraltar to Malta, and from Malta to Alexandria, by three lengths of cable under the sea. Then by land lines across the Isthmus to Suez. Then by cable again under the Red Sea to Aden, then by another length of cable from Aden to Bombay. The Australian message takes to the land again here, and crosses India by the Government lines to Madras. At Madras it is once more transferred to a submarine cable, and is carried to Singapore, touching at Penang. Up to this point messages for China and for Australia have followed the same route. Here they diverge, those for China being taken northwards to Hong Kong, Amoy, or Shanghai; while the Australian message, which it is our business to follow now, is transmitted by cable to Batavia and Java, where it is taken along the Dutch lines to Banjoewangee, and from thence, by cable once more under the sea, to Port Darwin and the Palmerston of the future, on the north side of Australia. So much is complete. The whole of the cables forming this enormous chain have been made and laid by the Telegraph Construction and Maintenance Company, which finished its portion of the work, and put Australia and England into electrical communication, so far back as last November. The original contract of this Company included a coast line, which was to have been taken round the north side of the Australian continent, from Port Darwin (we must again refer the reader to his atlas) to Burketown, whence land lines exist to Cardwell, Rockhampton, Brisbane, and Sydney, uniting with the telegraph from Sydney to Melbourne and Adelaide, and with that from Melbourne to Launceston and Hobart Town. Local considerations prevented this contract being carried out. Whether South Australia was jealous of Queensland, and brought influence to bear to avoid having its messages sent round by the lines of the latter colony, or whether it was thought an excellent opportunity for the further exploration of the interior of the Australian continent, we do not profess to say. But the Telegraph Construction and Maintenance Company acceded to an application to forego its contract for the northern coast line; the South Australian Government undertaking at the same time to construct land lines through the heart of Australia and across wastes which had been unknown hitherto save to adventurous explorers like Stuart. The line of route here is singularly suggestive. Starting from Port Augusta, at the head of Spencer's Gulf at the South of Australia, the telegraph posts and wires are continued in as straight a line as the conformation of the country admits up to the northern point, Port Darwin. The map showing this route speaks volumes for the nature of the work, and the difficulties to be surmounted; but it may be stated generally that the people employed have found the country easier than they had been led to expect. They have driven their own flocks and herds with them, and have carried their tents into the wilderness. But they have met with springs where they anticipated drought, and with other facilities; so that their labours will have an important bearing upon geopraphical science independently of the useful work they had in hand. "Stuart's farthest, 1860," "Howell's farthest, 1861," and similar announcements are common on the latest map; as are "lake, opposite shores not visible,' and "splendid flats, plenty of grass and water," "remains of exploring party," "dense forests," "grassy country," and so forth. Captain Burton in his last book, "Zanzibar," when discussing his own and opposing theories as to the sources of the Nile, takes a "mapper" to task for representing what the traveller holds to be four distinct sheets of water as one lake, and adds significantly that the one is a much easier way of disposing of the subject on a map than the other. The map of Australia is full of examples of this method of dealing with the country. The Government expedition for constructing the telegraph has added materially to the stock of knowledge, and as settlers have proceeded with it, and stations have been formed *en route*, there is practically no limit to the civilising influence of the work.

MISSIONARIES IN CHINA.

The correspondence respecting the Circular of the Chinese Government on the Missionary Question has been published in the form of a Blue-book. It contains nothing that can be new to any of our readers. The gist of the present publication may be reduced to a few lines. Mr. Wade raised the objections which would suggest themselves to every intelligent mind, and urged them with great moderation, in a very able despatch to the minister Wen Siang. Earl Granville declares his adherence to the policy and practice of Great Britain, which have ever been unmistakable on the subject to which the Circular relates. Lord Granville, in the name of the Government, repeats that they do not claim to afford any species of protection to Chinese Christians which may be construed as withdrawing them from their native allegiance, nor do they desire to secure to British missionaries any privileges or immunities beyond those granted by treaty to other British subjects, and they "decline to supplement the existing treaties by regulations which, although only intended to deal with a particular class of British subjects, would undoubtedly subject the whole British community in China to a constant interference in their intercourse with the native population of a most vexatious description."

In a later despatch Mr. Wade says the argument of the Grand Secretary was undoubtedly to maintain, not exactly that there was excuse for the massacre, but that foreigners have been far too hard in their judgment of the action of the Chinese Government in relation to the massacre; hence that there is really no need for modification of the Treaties in force, or for a more careful observance of them.

The Government of the United States lays down the fundamental principle that all persons of every sect, faith, or race, are equal before the law. The United States ask no more in China than they confer at home; and, as there is no complaint made against American missionaries, there is no occasion to make new rules for their observance.

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The *Globe* prints the following comments upon the correspondence :—

Parliament has at length been put in possession of Lord Granville's reply to the overtures of the Peking Government for the future regulation of missionary operations in China. Their wholly impracticable nature, however, had been so conclusively shown in the despatch of the representative of the United States at the Chinese Capital, that our Foreign Secretary's task was comparatively easy. The attitude assumed by the English and American Governments on the missionary question is now almost identical. Both are disposed to shift upon France the responsibility of whatever causes of complaint against missionaries really exist. Mr. Low, writing to the Yamen from the United States Legation, pointed out that among all the cases cited in the Chinese Circular there is not one in which Protestant missionaries are charged with violating treaty, law, or custom, the complaints being against the action of the Roman Catholic missionaries, who are under the exclusive protection of France. Lord Granville also protested against no distinction between British Protestants and French subjects of the Roman Catholic faith being drawn in the "general assertions," and, at the same time, declared that although "conversion to Christianity gives no title to British protection against the operation of the laws of the land," Her Majesty's Government "could not be indifferent to the persecution of Christians for professing the Christian faith," whilst they reject the idea that "such an atrocious crime as the massacre at Tientsin can be excused by ascribing it to the prejudices of the ignorant." The Peking Government has lost what few points might have been conceded by asking too much. It wished the foreign Powers to agree to regulations which would control the orphanages established by the Roman Catholics in China; prevent women from frequenting churches, or Sisters of Charity teaching religion; and which would compel missionaries to conform to the laws and customs of China. These and the other regulations submitted are declared by Lord Granville to be inadmissible; and as his lordship is supported in his view of the case by the German and United States Governments, with the tacit approval of the Ministry at Versailles, the Chinese Government may now understand that there is no intention on the part of the Western Powers to relieve it of its treaty obligations, or to supplement them by regulations, which, to quote the despatch of our Foreign Minister, "would undoubtedly subject the whole British community in China to a constant interference in their intercourse with the native population of a most vexatious description."

THE SALANGORE PIRATES.

The papers relating to the recent proceedings at Salangore have been published in the form of a Blue-book, illustrated with a neat coloured map of the Malayan Peninsula, illustrative of the political relations of the British Government with the native States. The papers explain that a junk, owned by the firm of Waing Cheong Long, Chinese merchants of Penang, value $1,500, and cargo, including specie, $7,000, was captured by pirates at Salangore, the passengers murdered, and the vessel afterwards found at anchor, and the greater part of the cargo in the shops of the town, the money, of course, being missing. Captain Bradberry re-captured the junk without resistance, and there were nine Chinese pirates arrested in connection with this case. Lieutenant Colonel Shortland, with a detachment of the Royal Artillery, shattered two forts, which were undefended, and captured 200 barrels of gunpowder and some guns, only one native being found—dead—within the walls. As regards the future prospects of the country, Mr. C. I. Irving, Auditor-General, states that the Tunku Did Doodin, now that the English Government has pronounced itself on his side, has no doubt of his power to establish his authority over the whole country; and, if the Tunku places his finances and the administration of justice on a sound footing, Mr. Irving thinks that the prosperity of the country may be assured. Mr. Acting Governor Anson warmly controverts the censures which Sir Benson Maxwell passed upon the present proceedings in his letter to *The Times*, and Commander Robinson states that during the bombardment of Salangore not more than a dozen shot fell into the town, and that not more than five dead bodies were seen during the whole time. On the whole there seems to be no doubt that a better ordered state of affairs will be the consequence of the present expedition, though it may be admitted that it appears to have been conducted with a somewhat unnecessary severity.

THE PERSECUTION OF NATIVE CHRISTIANS IN JAPAN.

We give below the full text of Sir Harry Parkes's address on the subject of the persecution of native Christians in Japan, respecting which a deputation from the various missionary societies waited upon Earl Granville on the 9th inst. The proceedings were briefly reported in our last issue :—

Sir Harry Parkes commenced by saying that he was not at all surprised that this subject had been brought before the Council of the Evangelical Alliance. It had been the cause of much anxiety to himself during the last three years. He concurred in the statements generally expressed in the memorial just read. It differed from those contained in the original memorial sent to the Society, and which he had had an opportunity of reading. He admitted the existence of religious persecution in Japan, but the deputation should recollect that it was a legacy of ages past, and had existed since the commencement of the 17th century. The events of two centuries were still fresh in the minds of the Japanese. It was a Christian war which led to the expulsion of foreigners from Japan and the interdiction of Christianity under the severest penalties. The law had since remained unaltered, and on a recent occasion had been enforced by the Tycoon's Government with such severity that twelve Japanese had been executed for professing Christianity. The fact was that the Christian faith saps the foundation of the Mikado's authority, who, in the opinion of the masses, is of divine descent; [a decree, therefore, tolerating the spread of any foreign religion would, of course, attack that belief. The population of the village of Urakami had certainly been removed, as the memorial states, and in the face of the remonstrances of all the foreign representatives, but the Japanese Government defended this harsh measure on the ground that it was necessary to prevent an outburst of religious feeling and to maintain order in a province which formed the closing scenes of the religious wars above referred to, and which has since been the chief field of religious excitement. The Japanese Government have assured foreign Ministers that the persons sent away should be humanely treated, and when information reached him that this promise had not been faithfully kept he despatched an officer to verify the truth of the reports. This officer visited three places where the exiles had been located, and found that in two of them the people were well treated, while in the third locality they were exposed to considerable hardship. Upon this being reported to the Japanese Government they rebuked their responsible officers and published this censure in the *Court Gazette*. The Japanese Ministers had expressed to him that, although bound to maintain the laws, and especially such laws as those of religion, they would not oppose the growth of new opinions on this subject any more than they had opposed opinions of a political or commercial character which had already been introduced. Changes on matters of religion involved changes of thought and conviction, and it was impossible for the Government, however liberally disposed, to attempt suddenly to overturn prejudices and traditions of the people on such subjects. Sir Harry Parkes added that in dealing with this question he had received all the support he could desire from Her Majesty's Government, both the present and past Administrations. He had been authorised by both to lose no opportunity of impressing on the Japanese Government, in a friendly but most earnest manner, how important it was, in the best interests of Japan, that they should not offend the public opinion of England and America by a course of persecution against the Christian religion and to dwell upon the inconsistency of prescribing the religion of Christian Powers, while at the same time they professed to be desirous of cultivating friendly relations with those Powers, and to profit by the improvements of advancing civilisation. He had also been authorised by Her Majesty's Government not to hesitate or remonstrate with the Japanese Government in cases of unkind and intolerant treatment of native Christians. He was aware that other foreign Ministers had also received similar instructions, and when occasions required had made similar remonstrances. He believed that the effect had been beneficial. The deputation might be assured that the whole subject was regarded with deep interest by him, and that no effort consistent with his duty and instructions would be omitted in order to bring about the object they had in view, and that he was not without hope that the rapid growth of enlightenment in Japan, and the measures taken by the Japanese Government to foster that enlightenment, would rapidly accelerate the object, provided no impediment was created by unwise or ill constructed attempts at propagandism.

Sir Harry Parkes then read the translation of a document which had been sent to himself as Her Majesty's representative, and to all the foreign Ministers, giving a statement from the Japanese Government of their views of the Christian difficulty. As it is a remarkable and interesting document we supply a portion of its contents :—"The Japanese Government have learned with much concern that their action in regard to certain of their subjects at Urakami, who call themselves Christians, has caused displeasure to their foreign representatives. The value they set upon the friendship and good opinion of the Powers with whom they are connected by friendly and commercial relations is such that they cannot omit to give the most ample explanation upon this subject, and by stating their motives of action to remove any misapprehension which may have been created. Nothing is further from the intention of the Japanese Government than to punish their people on account of a difference of religion unless this is followed and accompanied by a mutinous and rebellious disposition shown by such actions as have lately taken place at Urakami. The Government has never thought of taking notice of the private religious opinions of any of their subjects. The fact that many persons who come as missionaries to this country are at present in the service of the Government and employed in teaching foreign languages and sciences at public schools and colleges, and the perfect freedom with which foreign books, even such as contain religious matter, are translated, and have been sold by all booksellers, may afford sufficient proof of the liberal views which the Government takes with regard to religion. But when our people take the religion of foreigners, Christianity, and make it a cloak for dangerous conspiracy, when an ostentatious disregard of the fundamental laws of this country is openly indulged in, when the native Christian communities disown, to a great extent, the authority of the Japanese Government, and are led by their teachers to rely on foreign protection and consequent immunity from punishment because they are Christians, then the Government can remain no longer inactive, and is obliged, in self defence, and in support of the authority of his Majesty the Emperor, to adopt such measures as will bring his misguided subjects back to the established laws and institutions of this country. The Japanese Government has been obliged to take this course from a conviction of its necessity, and particularly in consequence of a growing pressure of public opinion, which arose from the memory of the deplorable events connected with the introduction of Christianity by Roman Catholic missionaries some centuries ago. Public opinion even now demands that the same seeds of discord should be removed which at that period so nearly succeeded in overthrowing the Government, and endangering the independence of this country."

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DIPLOMATIC AND CONSULAR STAFF IN JAPAN 1872.

YEDO.

F. O. Adams	Chargé d'Affaires.
C. W. Lawrence	Second Secretary.
E. M. Satow	Japanese Secretary.

STUDENT INTERPRETERS.

T. R. H. McClatchie.	W. A. Woolley.
E. B. Paul.	J. H. Gubbins.

Martin Dohmen	Vice-Consul.

YOKOHAMA.

Nicholas Hannen	Acting Assistant Judge.
G. J. L. Hodges	Court Interpreter and Asst.
C. Bates	Clerk.
Russell Robertson	Consul.
K. E. Schmid	Assistant.
J. H. Longford	Acting Assistant.

HIOGO AND OSAKA.

Abel Gower	Consul.
J. J. Enslie	Acting Vice-Consul.
J. C. Hall	Assistant.

NAGASAKI.

Marcus O. Flowers	Consul.
J. J. Quin	Assistant.

HAKODADI.

James Troup	Acting Consul.

NEE-GATA.

	Acting Consul.

DIPLOMATIC AND CONSULAR STAFF IN CHINA.

PEKING.

Thos. F. Wade, C.B.	Envoy Extraordinary, Minister Plenipotentiary, and Chief Supt. of Trade.
Ed. B. Malet, C.B.	Secretary of Legation.
Hon. T. G. Grosvenor	Second Secretaries.
W. G. Sandford	Second Secretaries.
W. S. F. Mayers	Chinese Secretary.*
A. E. Pirkis	Accountant.
Rev. J. S. Burdon	Chaplain.
S. W. Bushell	Surgeon.

STUDENT INTERPRETERS.

W. C. Hillier.	T. L. Bullock.
W. R. Carles.	W. S. Ayrton.
J. D. Crawford.	R. W. Mansfield.
W. D. Spence.	W. H. Young.
E. H. Parker.	Geo. Brown.

TIENTSIN.

W. H. Lay	Acting Consul.
H. A. Giles	Assistant.

TAKU.

A. Frater	Acting Vice-Consul.
J. B. T. Middleton	Assistant.

NEWCHWANG.

Thos. Adkins	Consul.
W. L. Neale	Acting Interpreter.
Ed. McKean	Assistant.

CHEFOO.

W. S. F. Mayers	Acting Consul.
C. W. Everard	Acting Interpreter.

SHANGHAI.

Chaloner Alabaster	Acting Consul.
A. R. Hewlett	Acting Vice-Consul.
A. Davenport	Interpreter.
J. P. M. Fraser	First Assistant.
A. S. Harvey	Assistant.
A. R. Margary	Assistant.
W. Handyside Tapp	Shipping Clerk.

SUPREME COURT, SHANGHAI.

C. W. Goodwin	Deputy Judge.
R. A. Mowat	Acting Law Secretary.
T. G. Smith	Chief Clerk.

HANKOW.

P. J. Hughes	Consul.
E. L. Oxenham	Assistant.

KIUKIANG.

C. J. Andrews	Interpreter in Charge.

CHINKIANG.

C. T. Gardner	Interpreter in Charge.

NINGPO.

R. Swinhoe	Officiating Consul.
Ed. Solbé	Acting Asst. and Intrpr.

FOOCHOW.

Chas. A. Sinclair	Consul.
H. I. Allen	Assistant.
C. F. R. Allen	Assistant.

PAGODA ANCHORAGE.

Chas. Carroll	Vice-Consul.

* Appointment by Foreign-office, Nov. 10, 1871.

TAIWAN—FORMOSA.

P. L. Warren	Acting Consul.
	Assistant.

TAMSUI—FORMOSA.

A. R. Margary	Vice-Consul.
	Assistant.

AMOY.

W. H. Pedder	Consul.
Geo. Phillips	Interpreter.
H. B. Bristow	Assistant.

SWATOW.

G. W. Caine	Consul.
Thos. Watters	Assistant.
E. C. Baber	Assistant.
B. C. G. Scott	Assistant.

CANTON.

D. B. Robertson, C.B.	Consul.
Wm. Gregory	Vice-Consul.
Byron Brenan	Assistant.
C. M. Ford	Student Interpreter.

WHAMPOA.

H. F. Hance	Vice-Consul.

SIAM.

BANGKOK.

T. G. Knox	Consul General.
W. H. Newman	Assistant.
D. J. Edwardes	Assistant.
E. B. Gould	Student Interpreter.
H. F. Bickmore	Student Interpreter.

PHILIPPINES.

G. T. Ricketts	Consul, Manila.
Jas. Smith	Vice-Consul, Cebu.
John Higgins	Vice-Consul, Ilo Ilo.
Jose de Bosch	Vice-Consul, Sual.

COCHIN CHINA.

J. G. Caswell	Consul, Saigon.

BORNEO.

H. E. Bulwer, C.M.G. (Labuan)	Consul General.
E. J. Marten	Vice-Consul, Sarawak.

JAVA.

W. T. Fraser	Acting Consul, Batavia.
	Vice-Consul, Samarang.
John Forrest	Vice-Consul, Sourabaya.

ON LEAVE.

FROM JAPAN.

Sir Harry Parkes, K.C.B.	W. G. Aston.
J. F. Lowder.	H. S. Wilkinson.
A. A. Annesley.	Richard Eusden.

FROM CHINA.

Sir Edmund Hornby.	W. E. King.
W. H. Medhurst.	H. P. Holt.
W. H. Fittock.	Jas. Mongan.
W. M. Cooper.	Geo. Jamieson.
R. J. Forrest.	

PENSIONS, ALLOWANCES, &c., RECORDED IN THE FOREIGN-OFFICE LIST.

Alcock, Sir R., Envoy Extraordinary, Minister Plenipotentiary, and Chief Superintendent of Trade, China	£1,550
Bowring, Sir John, Plenipotentiary and Chief Superintendent of Trade, China	1,333
Cleverly, C. St. G., Surveyor-General, Hong Kong	73
Colledge, T. R., Surgeon, Canton	400
Davis, Sir John, Plenipotentiary and Chief Superintendent of Trade, China	—
Elmslie, A. W., Acting Consul, Canton	250
Elmslie, E., Accountant, Canton	200
Hague, Patrick, Vice-Consul, Ningpo	193
Harvey, F., Consul, Chinkiang	420
Hamilton, Rev. G., Chaplain, Foochow	77
Jackson, R. B., Consul, Foochow	600
Johnston, A. R., Secretary Superintendent of Trade, China	600
Macgregor, F. C, Consul, Canton	1,200
Morrison, G. S., Consul, Nagasaki	360
Oakley, H., Assistant, Canton	90
Rennie, W. H., Auditor, Hong Kong	200
Walsh, P. B., Assistant, Japan	85
Winchester, C. A., Consul, Shanghai	816

AMBASSADORS, ENVOYS, &c., TO CHINA.

1816.—William Pitt, Lord Amherst, Ambassador, special mission, Jan. 20. Henry Ellis (afterwards Right Hon. Sir Henry), Minister Plenipotentiary *ad interim*, Jan. 24. Sir George Staunton, Commissioner.

1834.—William John, Lord Napier, Commissioner. (Died at Macao, October 11, 1834.)

[Hostilities commenced November, 1839; Treaty of Peace signed at Nanking August 29, 1842.]

1841.—Sir Henry Pottinger, Chief Superintendent of British Trade in China, Aug. 16.

1844.—Sir John Francis Davis, Plenipotentiary and Superintendent, Feb. 9.

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1848.—Sir Samuel George Bonham, Plenipotentiary and Superintendent, April 27.
1853.—Sir John Bowring, Plenipotentiary and Chief Superintendent, Dec. 24.
1857.—James Bruce, Earl of Elgin and Kincardine, special mission, April 17.
[Hostilities commenced May 25, 1857; Treaty of Peace signed at Tientsin June 26, 1858.]
1859.—The Hon. Frederick W. A. Bruce (afterwards Sir Frederick), Envoy Extraordinary and Minister Plenipotentiary, Jan. 14.
[Hostilities commenced on the Peiho June 25, 1859.]
1860.—James Bruce, Earl of Elgin and Kincardine, special mission, March 20.
[Ratifications of Treaty of Peace of June 26, 1858, exchanged at Peking Oct. 24, 1860.
1865.—Sir Rutherford Alcock, Envoy Extraordinary and Minister Plenipotentiary and Chief Superintendent of British Trade, April 7.
1871.—Thomas Francis Wade, Envoy Extraordinary and Minister Plenipotentiary and Chief Superintendent of British Trade, July 22.

DEATHS.

The deaths recorded in the past year connected with the Far East are John Markham, Consul, Chefoo, and Robert Gardner, Interpreter, Peking.

THE ISLAND OF YEZO.

At the last meeting of the Royal Geographical Society a paper was read by Sir Harry Parkes, K.C.B., Her Majesty's Minister in Japan, entitled "Capt. Blakiston's Journey round the Island of Yezo."

Sir H. Parkes said that in dealing with this interesting paper his difficulty had been to compress the full information it contained to dimensions suited to the proceedings of an evening's meeting. He introduced the paper by some general remarks on the island of Yezo, and of Hakodate, a port in the south of the island, which has been opened since 1859 to foreign trade. Yezo, which has an area of 35,000 square miles, is larger than Ireland. It possesses a rich soil and great mineral wealth; but the Japanese Government have done but little to develop its resources, and its products have hitherto been confined to those of the fisheries, which are remarkably prolific. The foreign trade consists chiefly of the yield of these fisheries, which find a good market in China. Sea-weed to the extent of upwards of 6,000 tons annually is one of the articles sent to the latter country. The foreign trade of Hakodate varies; in 1869 it exceeded $1,700,000, in 1870 it amounted to more than $1,200,000. The island sadly needs a settled population; the larger part of that now there migrates out each fishing season. It also sadly needs the first facilities for settlement—namely, roads and means of communication. The sea-beach, or an occasional rude mountain track, form the only roads, and Captain Blakiston was consequently obliged to follow the coast in making his journey to the northernmost point of the island—Soya. He went by the East and returned by the West Coast, and the details of this journey are given with such minuteness, that those who read them may fully inform themselves of the existing condition of this large island. The rich valley of the Iskari is well described, and the value of Otarunai as a port on the West Coast is forcibly shown. The journey occupied fifty-four days, in the course of which Captain Blakiston traversed 900 miles of ground hitherto untrodden by foreigners, except at one or two points. He had been engaged by the Japanese Government to make the journey, and, therefore, enjoyed special facilities for doing so. He was unaccompanied by any other foreigner, and unencumbered by baggage or foreign provisions. He lived solely on such food as the country afforded—salmon, rice, and salted vegetables. Sir H. Parkes also dwelt upon the great interest attaching to Yezo by the presence of an aboriginal race known as the Anios, a race having no connection with the Chinese, Mongols, Manchus, or Tungas tribes, and whose origin had yet to be ascertained. They occupied the whole chain of Japanese islands when the flood of emigration set in from China and Corea, and the early settlers from those quarters, who crossed to Japan seven centuries before Christ, found these Anios throughout Japan, and had to contest with them for possession of the country. It was not till after many centuries of strife, not until about the time of our own Conquest that these Anios were confined to Yezo. Sir H. Parkes also referred to the information recently obtained by the running survey of the coast recently made by H.M.S. *Sylvia*. The harbours and anchorages around the island are now known, and a navigation that has hitherto been highly dangerous has been rendered secure.

LEGAL.

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COURT OF ERROR.—EXCHEQUER CHAMBER.

GILLILAND V. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

This case was tried in the Court of Common Pleas before Mr. Justice Byles in June, 1870, and was reported in the *London and China Express* of the 27th of that month. The plaintiff was the widow of a Mr. Gilliland, and she sued on behalf of herself, his mother, and his two children, to recover damages for the loss they had sustained by his death. The plaintiff's case was that Mr. Gilliland was thirty-seven years of age, and he was employed by the Indian Government in the accountant's office in the Punjab. His salary was £660 a-year, and had he lived until he was fifty-five it would probably have risen to £1,200. He would also have been entitled to a pension. He came to England on sick leave, and on his return journey he embarked at Suez on board the *Carnatic* steamship, which belonged to the defendants, on the 12th September, 1869. In the course of the voyage the vessel ran upon a coral reef in the Red Sea, turned over, and went down, and Mr. Gilliland and thirty other persons lost their lives. The action was founded upon the allegation that the loss was occasioned through the negligence of the defendants' servants.

The defence was that the ship was properly and skilfully navigated, but that she, without fault, got out of her course, and so on to the reef. It was, however, submitted that even had the ship been unskilfully navigated this would not have been material in this action, because the getting upon the reef was not the proximate cause of Mr. Gilliland's death. The captain had an interview with three of the passengers, and explained to them the state of the circumstances, and they thought with him that it would be better that the passengers should not be landed. Shadwan Island, where the *Carnatic* struck, was merely a barren rock without water, and the passengers would there have been exposed to the full force of the sun. Further, the *Sumatra* steamer was expected to pass, and she did in fact come up, and took the passengers on board. Beyond this there was, until very shortly before the end nothing to show that there was immediate danger, and under the circumstances it was contended that there was no fault whatever in not sooner getting the passengers out of the ship. Evidence was given for the defence, and it was stated that the vessel must have run upon the reef either in consequence of the compasses being out of order, which they were liable to be in an iron ship, or in consequence of currents, which were uncertain and varying in that part of the sea, having affected the course of the ship. Mr. Butt, the plaintiff's counsel, in reply, urged that, being four miles out of his course, the captain ought not to have run upon a known coral reef at a speed of twelve or thirteen miles an hour, and that, at any rate, he should have put his passengers into the boats which were alongside, and either landed them before the *Carnatic* went down, or kept them at a short distance to abide the event.

Mr. Justice Byles left it to the jury to say whether there was such a want of skill or care on the part of the defendants' servants in getting on the reef as caused Mr. Gilliland to lose his life. He expressed his opinion that the suspension of the certificate ought not to influence the jury, and that they should set against that fact the long previous successful career of the captain on various vessels and in different parts of the world. Further, he asked the jury to consider whether there was additional negligence in not endeavouring sooner to land the passengers on the Shadwan Island. He ruled that even if there were no subsequent negligence, then the getting upon the reef was sufficiently proximate to the death of Mr. Gilliland to render the defendants liable. The jury found that there was negligence both in running the vessel on to the reef and in not getting the passengers off sooner, and they assessed the damages at £3,000, of which they gave to the widow £2,000, the children £400 each, and the mother £200.

Immediately after the verdict was given, the counsel for the company objected to the ruling of the Judge, and tendered a bill of exceptions, on the ground that negligence in letting the vessel get upon the reef was not the proximate cause of the death, and that the Judge was wrong in directing the jury that there was evidence that the death was naturally or proximately caused by negligence in letting the ship go on the reef, and also on the ground that there was no evidence of any subsequent negligence as to not sooner landing the passengers. This bill of exceptions now (after the lapse of seventeen months) came on for argument before the Lord Chief Justice, Mr. Justice Blackburn, Baron Channell, Mr. Justice Mellor, Baron Pigott, and Baron Cleasby. The evidence given at the trial (summarised above) having been read, Mr. W. Williams, the counsel for the P. and O. Company, was called upon to support the exceptions. The Lord Chief Justice said—Can you say there was no evidence to sustain the verdict?—Mr. Williams admitted that he could not, but he should argue that there was misdirection.—The Lord Chief Justice: It is admitted that the captain had gone out of his usual and accustomed course. That is the first step. Then the ship gets on a reef. That was the next step, and surely it was the cause of the ship going down. That was the cause of its becoming nearly filled with water, and then, in that state, slipping off the reef into deep water. Was not the getting on the reef the proximate cause of the sinking? Mr. Williams admitted that if it had been a mere case of personal injury through getting into the water, it might be held that the injury was the natural result of the original negligence. The Lord Chief Justice: And, here, instead of the passenger being merely injured, he was drowned—was not that equally the natural result of the negligence? Mr. Williams said that was what he disputed, and he urged that it was not so, because the passengers might have got into the boats. Mr. Justice Blackburn: Could it be doubted that, if this were the case of loss of a cargo, the getting on the reef would be held to be the proximate cause of the loss? And can it be held otherwise merely because it happens to be a case of loss of human life? The Lord Chief Justice: Unless you mean to say that it was the fault of the passengers that they were lost. Mr. Williams admitted that he could not put it on that ground; but still he insisted that as the vessel was on the reef for many hours, during which the passengers might have escaped, the getting on the reef was not the proximate cause of the death. They were safe on the reef. Mr. Justice Blackburn: No, not safe, surely. They were, as it turned out, in a position of imminent peril. You know the old case of a coach running away and a passenger jumping off to save himself. The coach proprietor was held liable for the injury thus occasioned, as the passenger might naturally jump off to save himself when in a position of imminent apparent peril. Is not this case very similar? Mr. Williams said he perceived their Lordships were clearly against him, and it would be improper on his part to attempt to keep up the case longer.

The Lord Chief Justice then said the Court were all clearly of opinion that the exceptions must be overruled and the verdict for the plaintiff upheld. The verdict of the jury at the trial in the Court of Common Pleas in 1870 was therefore confirmed.

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Monetary and Commercial.

Tuesday, the 27th inst., the day fixed for the National Thanksgiving, will be observed as a general holiday. The whole of the banks will be closed, as well as the Stock Exchange, Lloyd's, the Mincing-lane markets, and other commercial institutions.

The official liquidator of the Monarch Insurance Company has issued a report, of which the following is a summary :—

The company was formed in May, 1869, and ordered to be wound up on the 29th March, 1870. The assets, representing a very small sum, consist of outstanding premiums, cash at bankers' and in offices, policy-stamps, office furniture and arrears of calls. In order that the value of the calls on the shares may be properly appreciated, it is mentioned that the directors called up £2 10s. on each £5 share, and received only £1,898, while the remaining £2 10s., since called up by the liquidator, had produced only £1,562. The number of *bona fide* applications for shares by persons competent and intending to pay the subscription capital consisted of only 29 persons, representing 1.176 shares; but the share-register fictitiously represents 35,630 shares as issued, and held by 139 persons. These people are for the greater part only farmers' labourers. Debts amounting to £16,492 have been allowed against the estate of the company. With regard to the Great Oceanic Telegraph Company (Limited), an offspring of the Monarch Insurance Company, and also winding up under the direction of the Court of Chancery, a call is about to be made on the contributories, and the whole of the debts are expected to be ultimately discharged in full. The company possessed no assets except what may be derived from calls upon the shares. Debts to the amount of £1,338 have been proved against the undertaking.

The inspectors appointed under the failure of Livesey and Thorpe, cotton brokers and commission agents, Liverpool and Manchester, who suspended payment in 1869, have declared a further dividend of 3s. in the pound on the estate, making, with those already paid, a distribution of 11s. in the pound on the amount of their liabilities.

A general meeting of the Indo-European Telegraph Company is convened for the 28th inst., when resolutions will be proposed in favour of the articles of association being altered.

An extraordinary meeting of the Suez Canal Company will be held on the 12th proximo in Paris.

Messrs. Jno. Pender and Co. have compiled a table showing the exports of cotton and woollen goods to India and China for fifteen years, viz., from 1857 to 1871.

Owing to the completion of several large orders Bar Silver has declined to 5s. 1d. to 5s 1 1-16d. per oz. standard. Mexican Dollars continue in good demand in consequence of their scarcity, and the prices remain without alteration; old coinage, 5s. 1d.; new, 4s. 11 9-16d.

The amount of bullion, by the P. and O. Company's steamer *Delta*, from Southampton on the 15th inst., was, in gold—to Alexandria, £1,050; to Galle, £449; to Madras, £20,822: to Bombay, £55,109; to Singapore, £10,000; in silver—to Madras, £2; to Bombay, £245,850; to Calcutta, £207,400; to Singapore, £31,315; to Hong Kong, £104,858; to Shanghai, £38,700; total in gold, £87,430; total in silver, £628,125.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SHANGHAI, FOOCHOW, HONG KONG, SINGAPORE, PENANG, &c. (via S.C.), to LONDON, per Achilles (str.), entered Feb. 10.—From Shanghai: 12 packages merchandise—J. P. Hertz; 3 packages merchandise—L. Marcus; 9 packages merchandise—C. Butler; 2 packages merchandise—W. Watson; 1 package merchandise—W. Batchelor; 152 boxes tea—J. B. Hallam; 40 bales silk—Hecht and Co.; 2 bales silk—Elias and Co.; 56 bales silk—Springfield, Son, and Co.; 4 bales silk—R. Garrard; 578 bales silk, 9 bales waste silk, 10 bales wool, 1 case cigars, 142 cases bulbs, 22 packages merchandise, 405 chests 3,830 half-chests 3047 boxes 278 cases tea—Order. From Foochow: 90 boxes 16 half-chests tea—W. L. Hunter; 12 boxes—A. Ellis; 905 chests, 11,159 half-chests, 3272 boxes 1 package tea, 2 packages merchandise—Order. From Hong Kong: 1 package merchandise in transit—E. Sheldon; 7 packages merchandise—J. Mellor; 6 packages merchandise—J. Morrison and Co.; 28 packages merchandise—Maclean and Co.; 20 packages merchandise—J. Meyer; 1 package merchandise—Richards; 1 package merchandise—Thompson; 2 packages merchandise—Tomkins; 1 package merchandise—Studd; 1 package merchandise—J. G. Weir; 1 package merchandise—Lugger; 1 package merchandise—H. Marsh; 1 package merchandise—Allan; 1 package merchandise—W. H. Rogers; 1 package merchandise, 3 cases ginger—Campbell; 6 cases cochineal—Maclean, Maris and Co.; 1 box tea—J. Jones; 1 box tea—H. S. King and Co.; 1 box tea—Cheesewright and Co.; 2 cases tea—G. Samenza; 8 bales 2 boxes silk, 2 boxes skins, 164 packages merchandise, 1317 half-chests 10,307 boxes 1 package tea, 50 cases ginger, 1 package cigars, 1 case dried fruit, 1 case preserves—order. From Singapore: 2 packages merchandise—Goble; 1 package merchandise—H. Lea; 1 package merchandise—G. R. Dimsdale; 1 package merchandise—W. W. Kerr; 1 package merchandise—T. Chapman; 2 packages merchandise, 6 cases tortoiseshell, 167 baskets gutta-percha, 31 bags tapioca, 1 case cardamoms, 149 bags coffee, 1841 slabs gutta-percha, 179 cases 2 baskets india-rubber, 20 cases cigars, 9 cases shells, 1252 bales gambier, 96 baskets gutta-susa—Order. From Penang: 9 chests tea, 1 cases cheroots—G. R. Main; 2 bags tapioca—Dickson and Co.; 1 box tapioca—C. W. Nailer; 400 bales tobacco, 906 slabs tin, 440 bags tapioca—Order. Remainder of cargo from Ismalia.

From HONG KONG, MACAO, and CANTON, to LONDON, per Ottercaps, entered Feb. 12.—From Hong Kong: 762 half-chests tea, 6 packages cinnamon—Order. From Macao: 5328 boxes 597 half-chests tea—Order. From Canton: 37 packages merchandise—J. Morris; 17,454 boxes tea, 130 bales silk, 853 bales waste silk, 391 packages canes, 100 boxes galls, 275 packages merchandise, 250 boxes 4 casks ginger—Order.

From SHANGHAI to LONDON, per Daylight, entered Feb. 12.—5493 chests 778 half-chests 2898 boxes tea—L. Reiss, Bros., and Co.; 1943 chests tea—Order.

From SHANGHAI to LONDON, per Seatoller, entered Feb. 12.—3340 chests 4788 half-chests 1806 packages 720 boxes tea—Order.

From JAVA to GREENOCK, per Kurrachee, entered Feb. 12.—4428 baskets sugar—J. Kerr and Co.

From SHANGHAI, HONG KONG, SINGAPORE, YOKOHAMA, &c., to LONDON (via S.C.), per Diomed (str.), entered Feb. 15.—1 package merchandise—T. Skinner and Co.; 1 package merchandise—H. J. Galbraith and Co.; 11 packages merchandise—Brown, Van Santen, and Co.; 32 packages merchandise—J. Meyer; 1 package merchandise—Dagnar, Grant, and Co.; 6 packages, merchandise—R. Sherlock; 8 packages merchandise—L. Marcus; 1 package merchandise—D. Sassoon and Co.; 1 package merchandise—C. Shaw and Co.; 505 half-chests tea—Forbes, Forbes, and Co.; 700 half-chests 232 boxes tea—C. Shaw and Co.; 1123 half-chests 530 boxes tea—Ashton and Co.; 454 half-chests tea—H. Gribble and Co.; 502 chests tea—C. A. Dickenson; 1 case plants T. Hanbury; 23 bales silk—D. Sassoon and Co.; 11 bales silk—Springfield, Son, and Nephew; 11 cases bulbs—H. Grose—18 cases bulbs—W. Wallace; 42 bales tobacco—E. L. Holmes and Co.; 19 bales tobacco—Schultz and Mohr; 378 bales tobacco—Blow and Raacke; 242 bales tobacco—Windenmann and Co.; 2556 chests 9259 half-chests 3235 packages 2505 boxes 4 packages tea, &c., 733 bales hemp, 392 bales silk, 30 cases tallow, 94 bales tobacco, 29 cases bulbs, 44 packages merchandise—Order. From Hong Kong: 1 package merchandise—Trubner and Co.; 1 package merchandise—Dent, Palmer, and Co.; 1 package merchandise—J. J. Racquet; 1 case ginger—J. Augus; 1 case vinegar—J. T. Holliday; 1 box vanilla, 1 package merchandise, 12 boxes 12 packages silk—Order. From Singapore: 1375 slabs tin—J. T. Holliday; 6 cases cigars—H. H. Miller; 10 boxes mother-o'-pearl shells—J. Mohmann; 77 bales hemp, 1535 slabs tin, 829 bags tapioca, 893 boxes 87 bags catch, 1 case essential oils, 183 cases india-rubber, 1 pcl. fish roes, 1 package merchandise—Order. From Yokohama: 3 packages merchandise—Order; remainder of cargo from Port Said.

From MANILA to LONDON, per Estella, entered Feb. 16.—1 case cigars—H. Holding; 168 bales hemp—C. Shaw and Co.; 314 bales hemp—Drake, Kleinwort, and Co.; 7171 bags sugar, 516 bales hemp, 2241 bags coffee, 10 cases cigars, 149 packages 8562 horns, 948 cases gum, 149 cases mother-o'-pearl shells, 45 packages hides, 250 bundles canes, 165 bags cowries, 50 packages merchandise—Order; 2 cases cigars—Mastar.

From ILO ILO to LONDON, per Matador, entered Feb. 3.—22,743 bags sugar, 439 bales hemp—Baring, Bros., and Co.; 130 pieces sapan wood—Caldwell and Co.; 3606 bags sugar—Order. Of the above 10,686 bags sugar were landed at St. Helena.

From MANILA and ZEBU to LONDON, per Marlborough, entered Feb. 3.—From Manila: 13,453 bags sugar—Baring, Bros., and Co. From Zebu: 5269 bales hemp—Baring, Bros., and Co.

ARTICLES OF IMPORT.

TEA.

The market for China continues steady; for red-leaf Congou there is a good demand, and a fair amount of business has been done, including recent arrivals, per Achilles, broken leaf and common at 9d. to 1s. 1d., better qualities up to 1s. 4d. per lb.

At public sale, on the 9th, 633 chests and half-chests Foochow Congou and 556 half-chests Moyune Green were sold without reserve. The Congou sold irregularly, and one chop in chests at cheaper rates. The Moyune Green met a good competition and realised full rates. The prices obtained were as follows—Congou 10½d. to 1s. 1d., No. 1 Gunpowder 3s. 10½d., No. 1 Imperial 2s 8½d., No. 1 Young Hyson 3s. 2½d., No. 2 at 1s. 8d., No. 1 Hyson 3s. 1½d., No. 2 at 1s. 6d. Public sales were also held on the 14th. They consisted chiefly of small quantities in second hands, which attracted little attention, but the bulk was disposed of at steady rates; 2,986 packages were offered, and 2,870 packages sold without reserve. The bulk consisted of Congou, medium to good red leaf 1s. 2½d. to 1s. 5d. A small invoice of Green of common quality sold steadily at previous rates.

SILK.

The market is quiet, the *Alabama* question having checked for the time much business; the approach of the public sales (to be held on the 21st inst.) is also a further inducement for operators to pause. Prices, however, remain exceedingly firm, importers being quite indisposed to give way; deliveries continue most satisfactory, especially of Canton Silk, and any amicable settlement of the present American difficulty would, no doubt, immediately induce large business, and lead to a very strong market. The deliveries Feb. 1 to 14 have been:—

	1872.	1871.
China	1,116	1,199
Canton	490	379
Japan	382	232
Bengal	254	167
Total ...	2,242	1,970 bales.

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COFFEE.

The market has improved within the last few days, chiefly on account of the smallness of the quantity to be put up at the forthcoming Dutch sale. Prices of Ceylon show a slight improvement, and maintain an upward tendency. The current rates are—*Plantation:* Triage and ordinary, 66s. to 73s.; grey to coloury small, 74s. to 77s. 6d.; low middling grey, 77s. to 79s.; middling, 79s. 6d. to 82s.; good and fine middling, 83s. to 86s.; fine bold, 90s.; pea-berry, grey to fine, 86s. to 92s. *Native* (fresh import): good ordinary, 70s. to 70s. 6d.; bold, 72s. 6d.; fine bold pale, 74s. to 74s. 6d. In other East India the only sales have been 299 bags sea-damaged and repacked Java, from Cape Town, boldfyellow, 85s.; fine bold brown, 91s. 6d. to 92s., and 114 bags good greenish Penang at 70s. 6d. to 72s. per cwt. Privately fine bold Native Ceylon has been sold at 73s. 6d.

The Dutch Trading Company announce their first public sale for the 21st. inst., when 75,200 bags Java and 5,600 bags Santos will be offered, against 119,000 bags at the corresponding auction last year.

SUGAR.

There is still but little doing, although holders no longer maintain the firmness they lately assumed, and are willing to meet the views of buyers by a small concession in prices. There is, however, but little demand, and the business of the week—of which the following is a record—has been small.

Penang.—At auction 364 mats, brown (duty 4s. 9d.), were bought in at 29s. to 29s. 6d., but were subsequently sold privately at 28s. to 28s. 9d.; 500 bags, low date, are reported sold at 23s. 9d.

Manila.—In auction 9,102 pockets and bags unclayed per Silome, from Mauritius, were bought in at 24s. 6d., except 900 packages dark grainy, which sold at 24s. 6d. Privately 3,500 bags Taal unclayed have been taken at 24s.

Java.—There have been no public sales. Privately 1,025 baskets fine white (duty 6s.), have been sold at 37s. 6d. and 37s. 9d., chiefly the lower figure, and 2,660 baskets grainy (duties 5s. 3d. to 5s. 8d.), per Windsor Castle, have sold for export at 36s. 6d.

COIR GOODS.—At the last sales moderate supplies were placed on offer and went off at about previous rates; of 182 bales Ceylon *Yarn* 160 bales sold, chiefly fine at £47 5s., very fine and superior make £55 to £60, good £36 to £37 10s.; 70 tons in dhoils chiefly sold, very ordinary and ordinary £28 to £29 10s., good common to medium £30 to £32, good medium to good £34 5s. to £39 5s.; of 23 tons Ceylon *Fibre* one-half sold at £17 to £18, one lot £14 5s.

COCOA-NUT OIL.—The market continues to maintain a quiet tone at £38 for Ceylon; at auction, of 249 casks offered 24 pipes good sold at £38, and 114 hogsheads at £38 10s. to £38 15s. per ton.

GAMBIER.—At auction 200 bags cubes were bought in at 24s. 6d., but were subsequently sold at that price; privately, 300 bales have sold at 22s. 6d., and small sales of good fresh block have been made at 23s. For arrival 100 tons December shipment have been sold at 21s. 9d., and further sales have been effected, particulars of which have not transpired.

HEMP.—In auction of 925 bales Manila offered, 301 bales sold, mixed quality at £44 5s. to £44 15s., the remainder, common brown, being bought in at £36 to £38, except first class sea-damaged, which sold at from £33 to £40 5s. Subsequently 242 bales Sorsagon sold at £51, and 10 bales good roping at £50 per ton.

JAPAN WAX.—Slightly lower; of 194 boxes fine hard saucer at auction 60 boxes sold at 90s. to 91s.

PEPPER.—*Black:* The market has continued active, and a further slight advance has been effected; Penang has sold at 6d. to 6¼d., Singapore at 6⅜d.; for arrival 50 tons Penang, per Cutwater, nearly due have been sold at 6d.; 20 tons Trang at 6¼d.; 10 tons Singapore near at hand at 6¼d. *White:* Market quiet; little doing.

RICE.—The market has been quiet at steady prices.

SAGO.—No transactions; all offers at auction bought in. In Flour business has been done privately at 16s. 3d. to 16s. 6d.

TAPIOCA.—At auction 87 bags good Singapore sold at 2½d., Malacca kind 2d. to 2¼d.; of 305 bags Penang 100 bags sold at 2⅝d. *Pearl:* 47 bags extra large sold at 22s. to 22s. 6d.

TIN has shown more steadiness, and a fair business has been transacted at £135 10s. to £137 for Straits. For delivery July next 90 tons realised £134. Banca is held for £143 to £144.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Feb. 6	Petronella	Rotgans	Tjilatjap	Texel
6	Noach III.	Hoefman	Batavia	Brouwershaven
9	Wm. Mitchell	Cromarty	Rangoon	Queenstown
10	Achilles (str.)	Russell	Sing., China, &c. S.C.	London
10	Ottercaps	Peart	Hg. Kg., Canton, &c.	Do.
10	Daylight	Pearce	Shanghai	Do.
10	Seatoller	Brown	Do.	Deal
10	Marseilles	Moodie	Maulmain	Glasgow
12	Harry Warren	Adie	Rangoon	Liverpool
10	Ada	Wielnga	Pasaroeang, for Rtdm	Zierikzee
11	Sophie	Ohlsen	Hg. Kg., for Hmburg	Off Dover
12	Queen of India	Edwards	Rangn., for Liverpool	Off Queenstown
13	Bejoerkie	Timmermann	Batavia	Falmouth
11	Antje	Julius	Do.	Brouwershaven
	Nestor	—	Manila	New York
	Glance	—	Hong Kong	Do.
Jan. 27	Kelso	Powell	Foochow	Do.
28	Jan v. Brakel	de Roever	Padang	Do.
28	Orient	Oriander	Sourabaya	Do.
Feb. 14	Diomed (s)	—	Sing, China, &c., S.C	London
	Medea	Ankringa	Batavia, for Roterdm.	Swanage
11	Ary Scheffer	Besseling	Batavia	Texel
10	Johannes	Kramer	Banjoewangie	Do.
11	Sourabaya Packet	Rolf	Do.	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb. 8	Red Deer	Mincks	Cardiff and Shanghai	London
6	Benares	Anderson	Hong Kong	Penarth
6	Alexandrina	Sangster	Do.	Do.
6	Fairy	Johnson	Do.	Shields
7	Seaforth (s)	—	Yokohama	Newcastle
	Jacoba Christine	—	Batavia	Amsterdam
8	Fanny Breslauer	Yeoman	Shanghai	Cardiff
6	Mathilde	Dan	Do.	Hamburg
10	Sir Lancelot	Edmonds	Do.	London
10	Yangtze (s.)	Corner	Sing., China, &c., S.C.	Do.
8	Doune Castle	Erksine	Shanghai	Cardiff
9	Alexandra	—	Singapore	Newcastle
9	Rosedale	Right	Do.	Glasgow
	Geo. Shotten	—	Do.	Shields
	Susanna	Bax	Batavia	Rotterdam
9	Pere de Famille	Eagen	Singapore	Cardiff
11	Copernicus	Pye	Anjer	Do.
11	Geo. Peabody	Kelly	Do.	Do.
10	Larnax	Trail	Singapore	Sunderland
13	Caldera	Ellis	Colombo	London
13	Wm. Ritson	Brough	Hong Kong	Do.
10	Hector (s.)	Bewley	Sing., China, &c., S.C.	Liverpool
12	Grasmere	—	Shanghai	Do.
9	Conrad (s.)	Oort	Java, via Amsterdm.	Greenock
8	Trinidad	Wyllie	Java	Do.
	Hollander	Nieuwenhuis	Batavia	Amsterdam
	Kitty	Mulder	Do.	Do
13	Lord Raglan	Gorley	Galle	Cardiff
13	Plato	Hart	Hong Kong	Sunderland
13	Connischiffe	Barker	Newport & Colombo	London
13	Oxford	Beaver	Cardiff & Singapore	Do.
14	Cavalier	Knight	Hong Kong	Liverpool

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For
Feb. 1—10	... Zadkia	... Clyde	... Yokohama.
	... Commander	... China, Sing., &c.	... London.
	... Edinburgh	... Batavia	... Do.
	... Warrior	... China, Sing., &c.	... Do.
	... Orontes	... Portsmouth	... China.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL—For Penang, Singapore, Hong Kong, and Shanghai: Lord of the Isles. For Colombo, &c.: Fenella, Emblehope, Punjaub, Singapore.

SAILING VESSELS.—For Yokohama and Hiogo: Whiteadder, Engelbert. For Yokohama: Leander, Velocity. For Shanghai: Aracan, Langstone, Derwent, John R. Worcester. For Amoy, Chefoo, and Newchwang: Yarra. For Chefoo and Tientsin: Fanny. For Hong Kong: Irvine, Everest, Guinevere, Maiden Queen, Western Chief, Dragon. For Manila: Maria. For Batavia and Sourabaya: Alerte, Samuel. For Singapore: Pasithea, Janet Ferguson, Star of the South. For Penang: Peri, Rifleman. For Colombo: Southern Belle, Caroline Hutchings. For Galle: Connemara.

At LIVERPOOL.—For Penang, Singapore, and Haukow (via S.C.): Erl King (str.). For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Ulysses (str.), Antenor (str.). For Singapore, Hong Kong, and Shanghai (via S.C.): Abbotsford (str.). For Hong Kong (via Cardiff): Elise. For Manila: Alejandro, Loyola, Gloria. For Batavia and Sourabaya: Bothwell Castle. For Singapore: Adeline, Fearnought, Miranda, White Star. For Aden and Colombo (via S.C.): Stephensons (str.). For Galle: Caranjah, St. Kilda.

At GLASGOW.—For Penang, Singapore, Hong Kong, Shanghai, &c. (via London and S.C.): Parnausses (str.). For Hong Kong: Archos. For Batavia and Sourabaya: County of Bute.

At GREENOCK.—For Singapore: Windhover.

SPOKEN.

SCOTT (brq.), Shanghai to London, Oct. 27, 5 S., 106 E.
AMSTELSTROOM, Batavia to Amsterdam, Dec. 22, 25 S., 6 E.
SERREDINE WILHELMINA (?), Amstrdm. to Padang, Dec. 3, 39 S., 26 E.
ROSA DEL TURIA (Span. brq.), Tortossa (Spain), to Hong Kong, Dec. 3.
HAMLET (brq.), Shanghai to New York.
PRINCE COBURG (?), Shanghai to New York, Nov, 24, 27 S., 60 E.
DENARTH (?) (Brit. brq.), Liverpool to Japan, Dec. 19, 4 N., 24 W.
NESUTAN, Sourabaya to Boston, Dec. 23, 24 S., 29 W.
TEVIOT, London to Colombo, Dec. 23, 24 S., 29 W.
TRITON (Dutch ship), Rotterdam to Batavia, Dec. 28, 26 S., 29 W.
UNDINE, London to Shanghai, Dec. 23, 27 S., 25 W.
AUGUST FRIEDRICH, London to Bangkok, Dec. 24, 26 S., 27 W.
WILLY RICKMERS, Shanghai to New York, Dec. 20, off C. of G. Hope.
AMOOR, Shanghai to London, Jan. 24, 22 N., 36 W.
JACOBA AND CHRISTINA, Amstrdm. to Subya., Feb. 9, near I. of Wight.

FREIGHTS AND CHARTERS.

We have no improvement to report in outward freights, but in homeward business there is more doing. Coal freights from the outports are somewhat firmer.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama and Nagasaki: 100s. meast. To Hiogo: 110s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 60s. meast. To Sourabaya and Samarang: 95s. meast. To Padang: 105s. meast. To Batavia: 90s. meast. To Saigon: 100s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Yokohama: 35s. weight, 30s. meast. To Shanghai: 40s. weight, 30s meast. To Chefoo: 45s. weight or meast. To Tientsin: 50s. weight or meast. To Hong Kong: 35s. weight, 25s. meast. To Manila: 35s. weight, 50s. meast. To Amoy: 40s weight or meast. To Singapore: 20s. weight or meast. To Penang: 30s. weight, 35s. meast. To Ceylon: 15s. meast.

The current quotations for coal, &c., are as follows: From Wear or

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Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £48. To Hong Kong: £38. To Penang: £25. To Singapore: £27. To Galle: £2 0. From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 42s. To Chefoo: 42s. 6d. To Shanghai: 47s. to 48s. To Hong Kong: 37s. to 38s. To Manila: 25s. To Colombo: 22s. 6d. To Galle, 21s. To Singapore: 27s. To Cheriben, 21s.

From Birkenhead, per ton.—To Shanghai: 36s. To Hong Kong: 30s. To Singapore, 20s. to 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 40s., ship 45s.; to Shanghai, steamer 35s., ship 40s.; to Hong Kong, steamer, 30s., ship 35s.; to Singapore, steamer 25s, ship 25s. to 27s. 6d.

MISCELLANEOUS.

At MAURITIUS, Jan. 8, Jane Bell, Osborne, from Singapore; Dec 23, Rainbow, Thayer, sailed for Batavia.

At MADEIRA, Feb. 2, Menam, Osmond, from Sunderland, and sailed 3 for Hong Kong.

CASUALTIES.

The Caller Ou (ship), Rae, which sailed, Feb. 2, from London, for Cardiff and Hong Kong, was in collision, on the 9th, with a German barque, when she lost rudder, and sustained damage to stern, &c.; she has put back to Gravesend.

A telegram received from Batavia, dated Feb. 10, states as follows: The Samuel G. Reed (Amer.) from Shanghai to New York, with tea, stranded at Sumatra; jettisoned 400 (½ chests); assisted by a steamer is discharging here; will repair at Singapore.

The Priam (str.), from Liverpool to Singapore, China, &c. (via S.C.), put into Gibraltar, with slight damage to one of her pistons; she sailed for her destination, Feb. 6, after repairing the defect.

NOTICES TO MARINERS.

CHINA.

Fixed and Flashing Light on Chapel Island.—With reference to Notice to Mariners No. 110, dated Oct. 21, 1870, on the establishment of a light on Chapel Island, near Amoy, the Marine Commissioner's Office at Shanghai has given notice that the light is now exhibited. The light is a fixed and flashing white light, the flashes being shown every half minute, elevated 227 feet above the level of high water, and in clear weather should be seen from a distance of 22 miles. The illuminating apparatus is dioptric, or by lenses, of the first order. The tower, 63 feet high, is painted black; the keeper's dwelling and wall are painted white. Position, lat. 24 deg. 10 min. 20 sec. N., long. 118 deg. 13 min. 30 sec. E.

Wusung Light and Bar.—Also, with reference to Notice to Mariner's No. 66, dated Aug. 28, 1871, on a light in Wusung River, further notice has been given that the present light is a fixed white catoptric light. The lighthouse is nearly a quarter of a mile S.W. by S. from Fort A, or in lat. 31 deg. 23 min. 20 sec. N., long. 121 deg. 29 min. 30 sec. E. The light bears from the centre of the navigable channel S.W. by W. ½ W. And, further, that a lighthouse is in course of construction close to the one from which the light is now exhibited, and when completed will exhibit a white light through the channel, and a red light over the river. This light is expected to be exhibited in May, 1872. Also, that from the 1st January, 1872, the two red buoys marking the channel over the Wusung Bar would be removed. Also, that until further notice it is recommended that vessels should pass to the eastward of the Langshan light-vessel, as the Waterman, or Middle Bank, is rapidly extending to the eastward. —Hydrographic-office, Admiralty, London, February, 1872.

THERE has been launched from the shipbuilding yard of Messrs. Alex. Stephen and Sons, Dundee, an iron-built and spar-decked steamer, named the Cyphrenes. She is the largest vessel ever built in Dundee, being 1,985 tons register, 300 ft. in length, 34 ft. in breadth, and her depth of hold 24 ft. 4 in. She is to be fitted up with compound high and low pressure engines of 250 nominal horse-power, by Messrs. John Elder and Co., Glasgow. The vessel has been constructed by the builders for sale.

THERE has been launched by Messrs. Henderson, Coulborn, and Co. from their building-yard at Renfrew, an iron screw steamer of 1,641 tons, named the Surprise. This vessel is intended for the China tea, trade, as a consort to the steamship Enterprise, which was built by the same firm.

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED),

IN CONNECTION WITH THE

FALMOUTH, GIBRALTAR, & MALTA TELEGRAPH COMPANY, LIMITED.

REDUCTION OF TARIFF TO CHINA AND JAPAN.

On and after 1st MARCH next the following Reduced Rates for Telegrams of Twenty Words will come into force :—

	FROM LONDON.	FROM PROVINCIAL STATIONS.
TO HONG KONG }	£4 6 0	£4 7 0
„ SHANGHAI }		
„ JAPAN	5 6 0	5 7 0

Half the above Rates for every additional Ten Words beyond Twenty Words.

No charge for Postage will be made on Messages to China and Japan, which are posted at Hong Kong, Shanghai, or Nagasaki.

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No. 74, OLD BROAD-STREET, LONDON.

Messages sent from Postal Stations should be ordered

VIA FALMOUTH,

these words being signalled as an instruction by the Postal authorities free of charge.

(By Order)

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
15th February, 1872.

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ACTIEN GESELLSCHAFT.

CAPITAL THALERS 10,000,000 (£1,500,000) FULLY PAID UP.

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GERMAN BANK OF LONDON (LIMITED).

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Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

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Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

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Recognised by the International Convention of 30th April, 1862.

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Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.
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LONDON BANKERS.—The Union Bank of London.
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MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

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LONDON MANAGER—W. H. Vacher, 24, Lombard-street
BANKERS—London and County Bank.

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Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

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PORT OF AMOY.

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Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

February 18, March 3, March 17, April 14, April 28, May 12, May 26 } For { Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The steamers of the 18th Feb., 17th March, 14th April, and 12th May connect at Aden with the steamers for Seychelles, Reunion, and Mauritius.

The steamers of the 3rd March, 31st March, 28th April, and 26th May connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
" Constantinople... " Saturday, 5 P.M.
" Algiers ... ... " " "

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR, MALTA	Every Thursday at 2 P.M.	—
ALEXANDRIA, ADEN, BOMBAY	" "	Every Monday at 5 A.M.
GALLE, MADRAS, CALCUTTA, PENANG, SINGAPORE, CHINA, JAPAN	Thursday, Feb. 1, at 2 P.M. And every alternate Thursday thereafter.	Monday, Feb. 12, at 5 A.M. And every alternate Monday thereafter.
AUSTRALIA, NW. ZEALAND (Cargo only.)	Thursday, Feb 15, at 2 P.M. And every fourth Thursday thereafter.	Monday, Feb. 26, at 5 A.M. And every fourth Monday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,
WHICH HAVE BEEN MUCH REDUCED,
and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

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ESTATE AND GENERAL AGENT,

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VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

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IN all Districts, Ages, Conditions, varying in size from 40 to 1,500 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B. — Fifty-seven estates now on the register. Thirty-eight have been sold.

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THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days rom England.
Japan ..... in 38 " "
China ..... in 44 " "
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Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by he magn ficent steamers of the United States, New Zealand, nd Australian Mail Steamship Company.

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THE ELLIPTICAL MAP OF THE WORLD FOR 1872

COMPRISES FOLLOWING DETAILS OR CHARACTERISTICS:—

1. The Greenwich Meridian bisects the Map equally, the Parallels of Latitude right lines, Meridians of Longitude equidistant as to latitude, converging to the Poles, and length of every Tenth Degree in English Miles.
   International Voyaging, Travelling, Exploring, and Telegraphic and Railway Routes, with distances in English Miles.
2. Oceanic Currents and Trade Winds, &c., indicated by a series of darts and arrows of direction.
3. Magnetic Variations, illustrated by a system of circular signs, and lines of no variation of compass.
4. Various Geographical Notes—
   Antipodes of certain localities determined—Sites of Ancient Cities and Land of Eden—Last Voyage of Sir J. Franklin—Farthest points reached by Navigators towards the Poles, &c.
   A Reference Table and Traversing Lines eastward and westward, and Notes to elucidate periodical action of Solar Light and Heat, and Mean Temperature of Various Climates.
5. Maps of Arctic and Antarctic Regions.
6. Maps of Celestial Hemispheres and Sun's Course.
   Method of Colouring indicates the Territorial Extent of Races, Languages, or Religions, as English, Spanish, Mohammedan, &c.

DESIGNED BY G. T. EDKINS, LONDON.

THE

NAVAL AND MILITARY GAZETTE

PUBLISHED EVERY SATURDAY,

ESTABLISHED FEB. 9, 1833,

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Hong Kong	Everest	A1 14 yr.	SWID	With des.
Shanghai ...	Ailsa	A1 16 yr.	SWID	With des.
Yokohama...	Leander.....	A1 16 yr.	SWID	With des.
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Penang, Singapore, H. Kong, and Shanghai, taking goods for Japan.	Sea Gull, s.s. via S.C.	100 A 1	E.I.D.	Mar. 15
Shanghai ...	Derwent	AA1	SWID	With des.
Ditto	Hopewell	A1 13 yr.	SWID	With des.
Ditto	Sir J. Family	A1 14 yr.	E.I.D.	To follow
Hong Kong.	Guinevere	A1 16 yr.	E.I.D.	With des.
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Destinatn.	Ships.	Class.	Tns.	Dock	Last Shpping Day
Pen., Sing. Hg.Kg.,& Shanghai, via S.C...	Canton, s.s.	A1.....		SWID	March 4
Do. ...	Colombo ss.	A1.....	1200	SWID	To follw
Shanghai..	Langstone	A1.....	746	EID	Wth des
Do...	J. R. Worcester ...	A1 14 yr.	844	EID	To follw
Hg. Kong.	Irvine	A1.....	655	EID	Wth des
Chefoo & Tientsin	Fanny	A1 10 yrs	398	EID	Wth des
Hiogo & Nagasaki	Zohrab.....	A1 9 yrs	412	EID	Wth des

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	Tons	Brokers.	To Sail
Janet Ferguson, A1 14 yrs.....	581	Mills & Milne.....	Feb. 24
Canton, s.s. A1. 100	1,215	Norris and Joyner...	Mrch. 4
Pasithea A1	587	Wright Bros. & Co.	Feb. 25
Star of the South, A1	665	Wright Bros. & Co.	Mrch 15
Drummond Castle, A1.....	1,281	Thos. Skinner & Co.	Mrch —
Colombo s.s. A1. ...	1,215	Norris and Joyner...	Mrch 20
LIVERPOOL.			
Ulysses, s.s. '.....	1,520	Alfred Holt..... ...	Feb. 24
Antenor, s.s.	1,601	—	Mrch. 7
GLASGOW.			
Windhover, A1 16 yrs.	900	T. Skinner & Co.	Feb. 20

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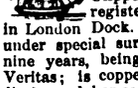

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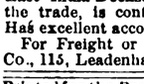

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FRENCH MAIL EDITION.

The London and China Telegraph.

新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 443.] LONDON, MONDAY, FEB. 26, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Feb. 23.
JAPAN — Yokohama	Nov. 10	Jan. 1	Jan. 9
Yedo			
Osaka and Hiogo	—	—	,, 3
Hakodadi			
Nagasaki	—	—	,, 4
CHINA — Peking	—	—	,, 23
Tien-tsin	—	—	,, 24
Chefoo	—	—	,, 27
New-chwang			
Hankow	Nov. 3	Dec. 29	,, 5
Kiu-kiang	—	—	,, 3
Chin-kiang			
Shanghai	Nov. 17	Jan. 6	,, 12
Ningpo	—	—	,, 8
Foochow	Nov. 10	Dec. 29	,, 6
Formosa			
Amoy	—	—	,, 9
Swatow	—	—	,, 5
Hong Kong	Dec. 1	Jan. 13	,, 18
Canton			
Macao			
PHILIPPINES—			
Manilla	Nov. 17	Jan. 5	,, 7
COCHIN-CHINA—			
Saigon	Dec. 3	Jan. 13	,, 22
SIAM — Bangkok	—	—	,, 11
BORNEO—Labuan			
Sarawak	—	—	,, 18
JAVA — Batavia	—	—	,, 20
Samarang	—	—	,, 19
Sourabaya	—	—	,, 18
MALACCA STRAITS—			
Singapore	Dec. 22	Jan. 23	,, 26
Penang			
CEYLON—Galle	Jan. 5	,, 30	Feb. 1
Colombo	—	—	Jan. 30

THE MAILS, &c.

The French mail, bringing the above dates, was delivered, *via* Marseilles, on the 23rd inst., three days in advance of its due date. The next inward mail (P. and O.), with dates, Yokohama Jan. 16, Shanghai Jan. 19, Hong Kong Jan. 25, Singapore Feb. 1, is due, *via* Brindisi, on Monday next, the 4th proximo.

List of Passengers.

PASSENGERS INWARD.

By last mail, to Brindisi, per P. and O. steamer *Mooltan*, arrived Feb. 15.—From Yokohama: Mr. Pearson, Mr. Herneman, Mr. W. Dalgiel. From Singapore: Mr. C. Barretto. From Penang: Mr. and Mrs. Brown, Mr. Friedrich, and one second-class passenger.

To Southampton, per P. and O. steamer *Malta*, expected to arrive Feb. 24.—None.

By this mail to Marseilles, per Messageries Maritimes steamer *Cambodge*, arrived Feb. 21.—From Yokohama: Captain Geach, Messrs. Coulet, Bertorethi. From Shanghai: Messrs. Clarke, Tombrink, Bornstraeger, Dupuis, Kosminsky. From Hong Kong: M. Gueneau (French Consul). From Batavia: Messrs. Anemaet, Bruckelmann, Visser, Bowier, De Hart, Greere, Raws, Anderweg. From Singapore: Messrs. Radenac, Rodreguez, Perez, Alvarez, Gimenez, Velazco.

PASSENGERS OUTWARD.

Per P. and O. steamer *Delta*, from Southampton, Feb. 15.—To Yokohama: Mr Thienier. To Samarang: Mr. G. W. Winter. To Hong Kong: Mr. A. Drew, Mr. Ottley, Mr. A. W. Rothwell, Mr. R. Innes, and one second-class passenger. To Singapore: Mr. T. J. Rose, Mr. C. W. Nicholson, and three second-class passengers. To Penang: Mr. J. Dunlop. To Ceylon: Lieut. Taylor.

Per P. and O. steamer *Nyanza*, from Brindisi, Feb. 26.—To Shanghai: Mr. J. H. Anderson, Mr. G. Smith. To Hong Kong: Mr. A. J. Bennett, Mr. F. S. Deacon. To Singapore: Mr. J. Black, Mr. S. M. Munro, Mr. F. C. Bishop, Mr. F. Cassel.

Per P. and O. steamer *Ceylon*, from Southampton, Feb. 29.—To Yokohama: Mr. J. Lechie, Mr. J. Humble, Mr. W. Webb, Mr. J. Pyne. To Shanghai: Mr. W. G. Hardman. To Hong Kong: Sir A. Kennedy, Lady Kennedy, Mrs. Pyke, Mr. G. H. Woollatt, Mr. R. M. Gray, Mr. B. Layton, Mr. S. G. Bird, Capt. O'Callaghan. To Singapore: Captain Innes, Assistant Commissary Hutton. To Ceylon: Miss Hammond Spencer, Mr. J. Dowson.

Per P. and O. steamer *Nyanza*, from Brindisi, March 11.—To Shanghai: Mr. R. H. Percival. To Hong Kong: Mr. N. C. Stevens, Mr. J. Manger, Mr. and Mrs. W. Jackson, Mr. and Mrs. Kleinmachter, Mr. R. H. Cook, Mr. F. D. Bovis, Mr. J. A. Mann. To Singapore: Mr. R. J. Harris.

Per P. and O. steamer *Malta*, from Southampton, March 14.—To Shanghai: Mr. A. W. Brown. To Hong Kong: Commander Patteson. To Ceylon: Mr. H. Craven, Mr. and Mrs. J. V. Tippett, Mr. J. Parsons.

Per P. and O. steamer *Nyanza*, from Brindisi, March 25.—To Shanghai: Mr. E. Townend, Mr. M. P. Evans.

Per French mail steamer *Ava*, from Marseilles, March 3 (booked from London).—To Yokohama: Mrs. Cargill and family, Mr. Barbanchon. To Shanghai: Mr. Newbiggen, Mr. and Mrs. F. H. Belle and family, Mr. and Mrs. Rowley Miller, Mr. and Mrs. Brand, Mr. Balfour. To Hong Kong: Mr. H. B. Femann, Mr. C. T. Haden, Mr. and Mrs. Bellance and child, Miss Buck, Miss Smith, Mr. F. Bowden, Mr. Rinon and family. To Saigon: Mr. Hamonic, Mr. Caraman.

Per French mail steamer *Cambodge*, from Marseilles, March 17 (booked from London).—To Shanghai: Mr. Hogarts, Mr. Von Root, Mr. Zilmans. To Hong Kong: Mr. T. B. Usill.

Per French mail steamer *Peiho*, from Marseilles, March 31 (booked from London).—To Batavia: Mr. H. Slinkers, Mr. G. Livert. To Shanghai: M. de Geoffroy (French Minister to China), Mr. J. Sheldon.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present (French) mail brings advices from this port to the 9th January; the French mail of Nov. 10 arrived out Jan. 1. The following summary of news is from the *Japan Mail*:—

The Mikado paid his promised visit to Yokoska Arsenal on the 1st January. He was attended by a number of his own immediate retainers and by several of his Ministers. There was in attendance a body guard, numbering about two hundred, dressed in gaudy uniforms, who performed the usual duties of such a corps in a tolerably systematic and organised manner. He inspected the various workshops, which were all in full working order, saw the practical use of the graving dock and patent slip, laid the foundation-stone for a second dock to be constructed, and after two nights' sojourn at Yokoska returned to Yedo. As an official ceremony there was entirely wanting that majestic pomp and display which usually denotes the presence of royalty, and there was a complete absence of the humble and cringing form of showing respect which is customary, and was until lately obligatory in Japan.

About the Arsenal everything was as trim and in good order as it was possible to make it. Raised platforms were placed at every point from which a good view of the operations could be got. They were tastefully decorated with holly, and approached by paths laid with clean sawdust. The ponderous steam hammers and the elaborate machinery were put to their accustomed uses, and the capacious cupolas were filled with molten metal, which was run into moulds ingeniously made for the occasion; one mould representing in leviathan characters "Long live the Mikado;" another being a monster Mikado's crest. The processes of bending iron plates hot and cold, of riveting boilers, of drilling holes, of turning shafts, axles, and cylinders, of planing the surfaces of iron, steam saw mills, planing machines for wood, &c., were all exhibited in full working order. On the whole, the greatest credit is due to Mons. Verny and the other officials at the Arsenal for the ingenious and complete manner in which the exhibition was got up.

On the night of the 25th Dec. two fires occurred. The first commenced in a tea-firing godown belonging to Messrs. D. Sassoon, Son and Co., and used by Messrs. Gilman and Co., and in this instance the fire was confined to the stone godown used for the tea-firing purposes, and little or no damage occurred except the destruction of the building. The second fire, of a more serious nature, broke out in a bowling saloon on lot 70, and destroyed the whole of that new row of buildings on lot 71, occupied by storekeepers and others. Another fire has taken place in the store of Mr. Hohnholtz, which was totally destroyed. The American and steam fire engines were quickly on the spot and rendered good service in preventing the conflagration from spreading.

All the ex-Daimios are now in Yedo with their families, and easily obtain permission to go abroad with them—a vast change from the time when they were ordered to the capital and confined there. The attendance of the Shogun alone has been dispensed with for the present and he remains at Shidzuoka.

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A special general meeting of the Chamber of Commerce has been held to receive the report of the special committee on the revision of the Treaties. The report was ordered to be printed and circulated, and the meeting adjourned for a fortnight, to permit of the full consideration of the report by the members of the Chamber.

Two marines, belonging to H.M.S. *Barrosa*, have been charged before Consul Robertson with having caused the death of W. A. Sanders, carpenter's mate, on board the American steamer *Alaska*. It appeared that a dispute arose on the evening of Chrismas-day at a tavern in the lower part of the settlement, and one or both the marines struck the sailor, who died shortly afterwards. The two men were committed for trial.

The *Fesana*, Austrian frigate, Captain Funk, arrived on the 30th Dec., and was saluted on coming into port by the various men-of-war in harbour.

CHINA.

—o—

SHANGHAI.

Dates extend to the 12th January; the P. and O. mail, with ondon advices to Nov. 17, arrived out Jan. 6. We take the following summary of news from the columns of the *North China Herald* :—

A week since a foreigner intimated at the police-station that his servant had heard some boatmen talk of two foreigners having been seized while up country for having shot two Chinamen. A native constable was sent out, and brought in the boatmen, who were forwarded to the British Acting-Consul. Their statement simply was, that when passing a foreign houseboat near Tanyang the servants on board told them their masters had been seized, bound, and taken to the city of Paong-yue. The country people also told them that two foreigners were seized for shooting Chinese. H.M.'s Consul applied to the Taoutai, who issued a despatch requesting the release of the men if they were really under detention, and a foreign constable proceeded with this to Pang-nue by one of the fast native despatch-boats. However, the report, we are glad to say, turned out to be quite without foundation. Sergeant Yeoman, with the native assistant who accompanied him to make inquiry, and obtain, by means of the Taoutai's despatch, release of the persons alleged to have been seized, has returned, and reports that no Chinamen had been shot nor foreigners taken into custody.

We stated last week the case of the death of a coolie, in a houseboat up-country, the desire of his relatives to make out that the man had died from violence, and the finding at the inquest held by the Chihsien that death had occurred from natural causes. On the return of the houseboat the relatives of the deceased laid hands on the lowdah, and were taking him into the city, with the view of obtaining incriminating evidence against deceased's master. The lowdah distinctly asserts that no violence was used to deceased at any time. The relatives still insist on their accusation, and are anxious to get the men from the houseboat into the city, where they might find means to make them alter the tale to suit their purpose.

A junk has been sunk near the Kintoan beacon, and the mast is sticking some fifteen or twenty feet above water. We understand the mast will be removed as early as possible —and we hope the junk also. In the meantime steamers entering the Yangtsze complain that no mark is set on the wreck. It would be easy to place a ball on the top of the mast, to point it out more clearly by day; and means should be taken to show a light on the spot by night—pending completion of the arduous preparations, and collection of the Tls. 100 worth of gunpowder necessary to blow up the wreck.

A small steamer has made a trial trip from Messrs. Farnham and Co.'s yard. Her hull and machinery were made in England, brought out in pieces and put together in Pootung. The little vessel made a satisfactory run, averaging nine knots. She is 275 tons register, but has greater carrying capacity. She is named the *Hanyang*, is in the hands of Messrs. Morris, Lewis, and Co., and has just started on her first voyage up the Yangtsze.

The Yangtsze is reported to be falling considerably. We hear that the *Cheops* got ashore near Silver Island, on her way down from Chinkeang, but got off again without injury and went on her voyage.

We hear that some thieves have got underneath the Hongkew Wharf, cut a hole through the flooring of one of the godowns, and stole the contents of two bales of drills, leaving nothing but the outside packing. No trace of the goods has yet been discovered.

A new local bank is in course of formation, but we have not yet seen the prospectus. The community appears to be keenly alive to the necessity of banking accommodation, and we believe there is plenty of room for another local bank. We do not think it will have any damaging effect on our "first child," the Hong Kong and Shanghai Banking Corporation, but it may singe the wings of such banks as are overwhelmed with laws and bye-laws, instructions, and counter-instructions, remonstrances and suggestions, until they know not where they are.

The Hongkew Wharf Company have purchased the adjoining property (Olyphant's Wharf) and changed the title to the Shanghai and Honkew Wharf Company. The company will now have a very commodious water frontage, plenty of warehouse room, and be in a position to give rapid discharge to all vessels using their wharves.

The *Peking Gazette* of the 30th November and 2nd December contains instructive papers with reference to the floods in Chihli. Li reports that imperial donations and local subscriptions having alike failed to meet the necessities of the case, he begged the authorities of Kiangsu and Chekeang to collect subscriptions. The appeal was liberally responded to; large quantities of cotton garments, rice, and money were collected; and Li asks that decorations may be given to the officials and gentry through whose efforts these supplies were raised. The Emperor approves, and showers honours on the principal local mandarins; but we do not see anything about reward to the actual contributors.

Our Tientsin correspondent writes that on the 18th Nov. the river was still open opposite the British Consulate; a short distance below it was covered with loose ice floating down from the Peking branch of the river. Numbers of refugees from the flooded districts were dying of cold and want.

The winter at Chefoo has been very quiet, and exceedingly cold. To the great delight of the community, the *Nanzing* arrived from Shanghai on New Year's-eve, bringing two English, one French, and one American mail. Nearly a month had elapsed since the last arrival from Shanghai. Two sharp shocks of earthquake were felt all over Chefoo lately—one on the 26th, and the other on the 30th December.

A Newchwang correspondent writes on December 15th :—The river is full of ice, but we do not look for its freezing over till the thermometer goes a few degrees below zero. The coldest yet this winter was 1 deg. above zero (equal to 31 deg. frost). The weather is very fine, and one can ride during the day, although fur coat and cap are essential. Fair sales of manufactures have been made—Tls. 180 for 7 lbs. Grey Shirtings, and Tls. 2 for 8 lbs. 4 oz. Last year the latter were eagerly sought for at Tls. 2.50. Malwa is moving slowly; quotation, Tls. 510 to 520 nominal. Sycee is scarce.

Fires seem to have been the prevalent excitement at Ningpo: our correspondent describes three within one week. Some Chinese soldiers have stabbed the foreign toll-keeper at the Bridge of Boats. The court held to inquire into the loss of the *Fuhli* has exonerated the master from blame. The wreck of the vessel has been sold at auction for Tls. 155.

We are glad to hear that a Volunteer Parade is likely to be called during the week. It is quite time.

The *News Letter* states that the North China Insurance Company having with 1871 completed the three years to which each term of its operations is confined, has been reorganised for a new term, 1872–1874 inclusive, with some important modifications of its Deed of Settlement suggested by past experience as likely to promote its already remarkable prosperity.

A naval ball has been given at the club by the officers of H.M.S. *Juno* and *Curlew*. The entertainment was a great success. Of 200 invitations sent, 175 were accepted, which at such a time of social engagements, was itself a proof how thoroughly the kindly wishes of the gallant entertainers were appreciated.

HONG KONG.

Advices by this mail extend to the 18th January; the P. and O. steamer *Pekin*, with the London mail of Dec. 1, arrived out Jan. 13. The following summary of the news is from the *China Mail* and *Daily Press*:—

Considerable sensation has been created by the announcement that Lum-Shing, the shroff of the police-court, had absconded with large sums of money. This worthy is believed now to be on his way to San Francisco in the Pacific Mail steamer, though a report is current to the effect that he is still in the colony settling up his affairs, and it might, therefore, be perhaps desirable to offer a reward for his apprehension. He has made away with large sums belonging to some traders and to the unlucky Sikh policemen, who were induced to entrust him with their cash for a consideration of 24 per cent. The amount taken is variously estimated between $30,000 and $60,000. The exact sum of course can only be ascertained on going over his accounts. The amount which he held for the Sikh policemen was probably not less than $20,000, and it is said that there are other members of the police force who entrusted their savings to him. For several days before going away he feigned illness in the Court, and after this stayed away on the plea of being to ill to attend to his duties. He left behind him a letter purporting to show the balance due to the Government to be about $180, and stating that there were employés in the Court who owed him sufficient to cover that sum. On a rough calculation this statement appeared to be correct, so that the Government will not lose much. On the news reaching the Sikhs a large number of them put down their arms, and declared themselves too ill for duty. Their statement was that the delinquent carried off no less than a total of about $30,000 belonging to them, but this is probably considerably over the mark. Some, however, had deposited sums of $500, $600 and in some instances as much as $700. It seems that latterly the Sikhs had been pressing the shroff for their money, in view of their approaching departure, and that this was the immediate cause of his absconding. It is

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stated that he has mortgaged his property to a gentleman in the colony for $3,000, and had received the money. It is to be hoped that something may be done to reimburse at all events the unlucky Sikh policemen. Probably it might be considered that this amount could be appropriately paid out of the special fund. This is the second shroff at the Magistracy that has absconded. We hear that telegrams have been sent to Shanghai, Japan, and San Francisco to stop the runaway on his arrival, and we believe a warrant has been issued for his apprehension. The shroff has a brother at Foochow at one of the Yamens there awaiting appointment to a vacant magistracy, and he may have gone thither.

An official notification has been issued announcing that the notorious gambling-licence system comes to an end on the 20th Jan. This is a result which we prophecied some time back, and little need now be said by way of comment. It will be interesting now (says the *Mail*) to mark the policy adopted by the Executive concerning the suppression of gambling; and this, together with the distribution of the fund accumulated from the licence fees, will form the last anxieties of Sir Richard MacDonnell's administration of the government of this colony.

We hear that the German Government is taking steps to reorganise its Consular staff in China and Japan by the gradual substitution of paid officials for the merchant Consuls hitherto employed in most places. With this end in view Mr. V. Brand, the German Plenipotentiary for Japan, is bringing out with him a number of cadets, who, after having served the proper time as student interpreters, are eventually to be employed as Consuls for the German Empire in the different ports of China and Japan. Dr. Fooke, hitherto Chancellor of the German Consulate of Hong Kong, is to go to Yokohama as Vice-Consul. This may be regarded as the first step towards the establishment of German political influence in the Far East, and as such it is to be commended.

The Governor has instructed the Acting Attorney-General to draw up an ordinance with a view to suppressing the intolerable nuisance of street cries, stone-chipping, and wheel-barrow squeaking, which nearly drive the community mad during the summer months. The ordinance will be one of the most popular ever passed, and the colony will be lastingly indebted to Sir Richard MacDonnel and to the Hon. Mr. Hayllar if an effective measure be introduced. No doubt there will at first be some little difficulty in enforcing a provision of the kind; but it may be worth while noticing that a measure of the same kind has been quite successful in Shanghai, where the natives are under their own authorities, who, however, at once issued the necessary notifications to put down the calling out of coolies, and more recently the wheelbarrow nuisance, which was as bad there as it has been here.

An interesting illustration of the use of Chinese police is given in the police reports. It appears that two of these valuable defenders of the peace stood calmly by while a serious street riot was going on—no doubt being thoroughly intimidated by the bullies who set it on foot, or rather by the secret organisations to which individuals of this kind in China usually belong.

A meeting has been held of the Hong Kong, Canton and Macao Steam-boat Company. The Chairman, Mr. Deacon, in reply to some observations, explained that the insurance items were—Marine risk, $162,000, entailing a premium of $13,000; Fire risk, $225,000, with a premium of $10,250; making an annual premium payable of $23,250. He would remind those present that more than once the steamers had been nearly lost, one having been on the rocks for about twelve hours, and saved only by the skill and energy of the captain. It would, in his opinion, be a mistake to incur so great a risk. If they had twenty steamers it would be different; as it was, it was very undesirable. Mr. Wicking put it that the marine risk was a mere nothing on the Canton River, and that during the typhoon season the steamers were laid up, and he brought forward a motion, as follows:—"That it is not to the interest of the shareholders to continue the marine and fire insurance at the present cost of nearly $24,000, considering that during the last five years the company has sustained no losses." The motion was rejected, only the proposer and the seconder voting in its favour. The proceedings were then closed.

A fire has occurred in a godown attached to Messrs. Birley and Co., some bales of cotton stored therein having become ignited, and it was only by great exertion that a serious conflagration was averted.

An official notification gives the following account, duly certified, of the average amount of bank-notes in circulation in Hong Kong, during the month ending 31st Dec., 1871:—

Banks.	Average amount.	Specie in reserve.
Oriental	$556,618 ...	$250,000
Chartered Mercantile of India, London, and China	614,552 ...	250,000
Chartered of India, Australia, and China ...	409,990 ...	200,000
Hong Kong and Shanghai	993,518 ...	500,000
Total	$2,574,678	$1,200,000

BORNEO.

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SARAWAK.

We learn from the *Sarawak Gazette* that a public dinner was given on the 4th Jan. by H.H. the Rajah to the Borneo Company, Limited. The health of the Rajah and Ranee were proposed by Mr. Helms, Manager of the Borneo Company, Limited. In responding, the Rajah said:—"I would on this occasion pass a few remarks on the three principal branches, not of Sarawak only, but of every community. First, the Government; second, the Missionary and Educational; and, third, the Mercantile and Agricultural. Regarding the first, from my position as Rajah, it will always be my most earnest endeavour to ensure safety to life and property. Regarding the second head (the Mission) I would have all who remark on or take interest in missions first of all to take into consideration the wide sea of troubles, of difficulties, and of disappointments, the missionary has to contend with when working in these far off lands; if these drawbacks be justly considered, I believe the mission work in this country will be found equal to that of missions in other parts of the world; and let us hope that the seed which is already sown may be sufficiently sound and prolific to ensure a plentiful harvest in the future. On Education, I would say, it is commenced and is advancing, not perhaps on a very extended scale, but yet on a sure basis. Commerce to my mind is the very life's blood of every country; it is the all in all by which a country thrives, and without which a country would be nothing. On Agriculture, perhaps the less said the better; I do not flatter myself when I say that I have tried my best to advance this branch, but have most signally failed, and am in consequence much disappointed, but I still entertain hopes that a time for its development is not far distant.

I would now pass to another topic which is very pleasing to me, and I feel sure will be no less so to those around this table; it is the subject of the Borneo Company, Limited. We all know that this Company has been occupied in Sarawak for many years, that it has held fast and stuck to its work through the perils and dangers, the prosperity and adversity, which Sarawak has experienced and encountered. It has shown a good example to other traders; I feel that the backbone, the great supporter and upholder of this Company, has been principally found in a single individual, who has lately been taken from us, and it is my firm conviction, that it is by the untiring exertions and energies of such men as the late Mr. Robert Henderson that the great marts have been established." In conclusion, the Rajah proposed the healths of the representatives and Manager of the Borneo Company.

The gentlemen present were the Honourable the Resident, the Bishop, Mr. Helms, the Government Chaplain, the Commandant, Dr. Houghton, the Rev. F. Abe, Messrs. Denison, Parker, J. St. John and Captain Helyer, of Government service—Messrs. Everett, Fenwick, E. Smith, Ranger, Johns, Wallace, Captain Hewat, of Borneo Company (Limited), and Mr. Crocker.

STRAITS SETTLEMENTS.

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SINGAPORE.

Our advices extend to the 26th January; the P. and O. mail, with London dates Dec. 15, arrived out on the 18th, and the following French mail of Dec. 22 on the 23rd January. The *Singapore Daily Times* supplies us with the following items of intelligence:—

The people of Penang, if we may judge from the report of the meeting of their Chamber of Commerce and the general tone of the press there, are in one of those unhappy moods that lead them to perceive in every public work not carried out in that settlement, a special slight to themselves and an ignoring of their claims for consideration. Not a public work has been undertaken for some time past but an outcry has been made that Penang gets no improvements, and that its wants are looked upon with stolid indifference by the Government. The building of our expensive Government House has apparently given Penang even more offence than it did the people of this place, and they point to this as one of the "improvements" that have been bestowed upon Singapore to the detriment and at the expense of the other Settlements—although, according to the figures of the Auditor-General, those other Settlements do not appear to have contributed one cent towards it. It is with communities as with individuals,—continued indulgence in grumbling and ill-feeling begets an ill condition of mind.

The road repairs are not progressing very fast, nor very satisfactorily. The roads have for some years past been wearing down, until they lay between banks of earth. These banks have now been cut away and the earth removed, so that entire streets are now fully a foot lower than they were in the first place. In the higher parts of the town this does not much matter, but in the low streets it makes a serious difference, as they are flooded during heavy rains. It is to be hoped the work will be pushed on a little faster. The road from Cavenagh Bridge along the Esplanade has occupied a couple of months and is not yet finished, and at this rate there is little prospect of getting through the North division of the town this year.

From the *Government Gazette* we learn that the next criminal session at Malacca will open on the 5th Feb. We are not aware whether the Chief Justice will preside, or whether he will be assisted by Sir William Hackett, Judge of Penang. At present it seems doubtful if the Singapore session will be over by that date.

An all-comers' rifle match has been shot off at the butts on the

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racecourse. The entrance fee was $2, and the prizes competed for were—first prize, $21; second, $10.50. The weather was very favourable, but the competition was not lively, and the firing was not up to the mark. The two highest scores made were by W. R. Wilmott, of H.M.S. *Iron Duke*, total 37; and Ensign Dunman, of the Local Volunteer Corps, total 36.

A Labuan correspondent writes that the British barque *Burlington*, from Bangkok for Hong Kong, with rice, encountered a severe gale in the China sea, and put about for Labuan. She had six feet of water in her hold, but while making for Victoria Harbour (Labuan) ran upon a reef to the north of Collier Bluff, and began to fill rapidly. Part of her cargo was got out and sold, and the wreck and remainder of cargo were subsequently sold at auction for $1,050.

News has been received from Rhio of the loss of the schooner *Lucretia*, belonging to a Chinaman named Teng Yok, bound from Pontianak to Singapore. She was stranded on Puloh Kottoh on the 2nd January. A portion of her cargo, consisting of oil, gutta-percha, and rattans, has been landed at Gunong Kidjang.

The police have made a raid upon a regular gambling-house in Upper Circular-road, without warning, and surprised half-a-dozen Chinese gambling. Five of the six were arrested, and were taken before the police magistrate, who fined them each fifty dollars.

Commercial Report.

(*For dates see first page.*)

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IMPORTS.

YOKOHAMA.—A better feeling existed in the market for Grey Shirtings, and reported transactions showed a slight improvement in the prices of all weights. Yarns had been quiet without any particular change in value; the demand for Black Velvets, Turkey Reds, and Alpacas had to a great extent subsided, but Cloth continued readily saleable at fully previous quotations:—Quotations for Grey Shirtings were—7 lbs., $2.25 to 2.30; 8.4 to 8.6 lbs., $2.42½ to 2.47½; 9 lbs., $2.80 to 2.85.

SHANGHAI.—The business of the import market for piece goods had been pretty brisk for the time of year, and, though transactions had not been large, a feeling existed that, in spite of large stocks, prices will not be lower for Manufactured Goods. The business in Piece Goods during the week had been confined almost exclusively to Grey Cottons, and a lively demand, resulting in a general advance, had prevailed for all kinds. The settlements, however, excepting in the case of English Drills, had not been very extensive, because holders still steadily refused to quit their stocks even at the enhanced prices tendered. A telegram, dated London, Jan. 3, circulated immediately after the departure of last mail, quoting 8¼ lb. Grey Shirtings in Manchester 10s. per piece and flat, caused some uneasiness amongst buyers here; but a subsequent despatch of 10s. 3d. per piece restored confidence. For best common chops Tls. 1.90, subject to brokerage, has been paid, establishing a rise of 3c.; 7lbs. best common were worth Tls. 1.72, and for Crown Chop 10 lb. Tls. 2.70 had been paid, Dewhurst's best of this weight being worth 3c. to 5c. White Shirtings: Little had been done, and there was little desire to sell, unless on the basis of Tls. 2.05 to 2.10 for ordinary to good 64 Reeds. T-Cloths: The following were the current rates for Mexican qualities: 6 lbs., Tls. 1.40 to 1.45; 7 lbs., Tls. 1.52 to 1.60; 8 lbs. Tls. 1.85. Mexican qualities had been in better request than the lower counts, still a fair enquiry had also been experienced for the latter descriptions, and rates showed a marked improvement. Drills: Sales chiefly of English; Tls. 3.10 for best 15 to 16 lbs. Jeans changed hands at Tls. 2.25 to 2.30, and were very firm. Sheetings: Tls. 3.25 to 3.30 was the value of English, but the inquiry was weak and fitful. American taken "to arrive" at Tls. 3.80 to 3.90, and on the spot at Tls. 4.10. Fancy Cottons called for little notice. Of Woollens, only a few sales of Long Ells, Crape Lustres, and Crape Lastings had transpired, quotations being unchanged. Metals: Nail-rod Iron without transactions. Lead: Recent advance not maintained; L B offered at Tls 4.65 to 4.70 without finding a buyer. Coals without transactions.

HONG KONG.—There is no change of importance to note in the market.

SINGAPORE.—The market showed little or no alteration. The current quotations were:—40s mule twist, $118; 8¼ lbs. shirtings, $2.55; 7 do. do., $2.17½; 5 do. T-cloths, $1.40; 6 do. do., $1.65; 7 do. do., $1.85.

EXPORTS.

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TEA.

YOKOHAMA.—Continued unfavourable advices of the state of the American market had curtailed business to some extent, and since the publication of the last report transactions had been on a limited scale only; settlements were estimated at about 3,000 piculs, consisting almost entirely of the lower grades; these settlements had been made at about prices last quoted, in some instances at a reduction, but not sufficient to establish a change in quotations. Supplies had been very meagre, and of a poor description; stocks were slightly reduced, and comprised the common and medium grades only, there being scarcely a parcel of the finer kinds on offer. The Lizzie Iredale sailed for New York on the 31st Dec., with 715,727 lbs.; the Ada and the Naworth Castle were reported as on the berth for New York. Quotations:—Common, $18 to 20 per picul; good common, $21 to 23; medium, $24 to 27; good medium, $28 to 31; fine, $35 to 40; finest, nominal, $42 to 50; choice, nominal, $52 upwards.

HANKOW.—The following is taken from Messrs. J. H. Evans and Co.'s Circular:—Prices during the past season have on the whole been fairly reasonable. Extreme rates were paid for fine Ningchows, and Oopacks and Oanfas during the first fortnight were too dear. We confirm what we wrote early in the season, that we consider that the crop has on the whole been an average one as to quality. The heavy losses sustained on some of the early shipments were not caused so much by high prices paid here, as by the manner in which the teas were forced on the London market, where enormous quantities arrived simultaneously. Many merchants there were determined to sell on arrival, apparently regardless of the interests of their constitutents in China. This is, we think, proved by the great improvement that is now reported in prices, which in some classes is, we believe, 20 to 30 per cent. The export from all China has undoubtedly been heavy, but it appears that the home deliveries have fully kept pace with it.

SHANGHAI.—*Black:* A very small business had been done, at former rates; transactions had been chiefly in common Shongtams at Tls. 12 to 13, and Hohows at Tls. 16 to 19. There had been hardly any arrivals, and the stock was only 9,000 chests. Settlements for the week 3,500 chests. In *Green* there had been much less demand, but no decline in prices. There were very few desirable chops left. Settlements 4,200 half-chests, stock 23,000 half-chests.

AMOY.—The Clementia sailed for New York on the 8th Jan., taking 353,046 lbs. Oolong, which comprised the greater portion of the Teas awaiting shipment.

SILK.

YOKOHAMA.—Since our last report there had been a fairly active business passing, and the market at the close was decidedly firm; Oshus were still in request and were quoted firmer, only a few parcels remaining unsold. Hank sorts were stiff, and could not be purchased on as favourable terms as recently. Arrivals continued light, and the unsold stock was still further reduced. Total settlements, 800 bales. Quotations, hanks, Mybash and Sinchu, best, 28s. 6d. to 30s.; medium, 25s. 6d. to 27s. 9d.; inferior, 22s. 9d. to 25s. 2d.; Oshu, extra, 33s. 9d.; best, 30s. 9d. to 32s. 3d.; medium, 27s. 9d. to 29s. 6d.; inferior, 25s. 6d. to 27s.; Hamatski, inferior to best, 25s. to 28s. 9d.; Coshu, medium, 24s. to 25s. 9d.; inferior, 22s. 3d. to 23s. 3d.; Sodai; best, 27s. 9d. to 29s. 6d.; medium, 25s. 6d. to 27s.; Etchesen, medium, 24s. to 25s. 9d.; inferior, 21s. 9d. to 23s. 3d.

SHANGHAI.—Since the departure of last mail a fair amount of business had been done both for Europe and America. The settlements amounted to 700 bales, viz., 400 bales for Europe and 300 bales for America, making total to date 43,800 bales. Purchasers had shown some eagerness to secure the little desirable silk on offer, and prices had in consequence been daily advancing. Blue Elephant had been bought at Tls. 535; Ted Peacocks at Tls. 520. Rereels, both Tsatlees and Hainings, had also fetched very extreme prices, fully Tls. 15 over last quotations. The stock was estimated at 2,000 bales, but the quality of the silk was far from being satisfactory.

EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales & Cses
From June 1 to Dec. 31, 1871	—	74095219	43769904	—	12738919	130604042	44739
Corresponding period last season	10826	64979146	38875781	349447	10081664	114296864	2728

Shipments Since:

Dec. 22 ...	Achilles (str.)	From Canton	...	222,881	42*
— 23 ...	Diomed (str.)	... Shanghai	...	934,463	352*
— 23 ...	Canton (str.)	... Do.	...	327,347*	
— 28 ...	Ellora (str.)	... Shanghai, &c.	...	—	568*
— 28 ...	Warrior (str.)	... Canton	...	334,100*	
Jan. 1 ...	Carricks	... Do.	...	1,168,657	
— 4 ...	Ava (str.)	... Shanghai, &c.	...	—	439

* Included in above totals.

TO THE CONTINENT.

							Bales.
From June 1 to Dec. 31, 1871	...	...	...	...	...	4346179	15169
Corresponding period last season	...	...	...	...	...	2061652	8449

Shipments Since:

Jan. 10 ...	Hohenzollern	... Canton	... 362,100

TO UNITED STATES.

							Pcls.
From June 1 to Dec. 31, 1871	...	...	...	...	...	43274504	2519
Corresponding period last season	...	...	...	...	...	33909788	1650

Shipments Since:

Dec. 23 ...	Omba	... Shanghai	... 982,951*

* Included in above total.

TO AUSTRALIA.

From June 1 to Dec. 31, 1871 ... ... 12,241,399 lbs.
Corresponding period last year 9,730,293

Shipments Since:

Dec. 21 ...	Whirlwind	From Hong Kong	... 56,400
...	Do.	... Do.	... 1,200
— 24 ...	Jane Maria	... Do.	... 40,000
— 28 ...	Fairy Queen	... —	... 59,430

* Included in above total.

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844.....	51,022,600	...*	1862 to 1863.....	121,273,580	72,887
1845 to 1846.....	57,334,200	18,600	1863 to 1864.....	117,463,586	46,603
1850 to 1851.....	63,972,000	22,144	1864 to 1865.....	121,236,870	32,313
1853 to 1854.....	77,327,800	61,283	1865 to 1866.....	118,333,042	62,890
1855 to 1856.....	92,240,300	50,481	1866 to 1867.....	118,423,290	50,052
1857 to 1858.....	76,990,255	68,315	1867 to 1868.....	116,890,430	57,449
1858 to 1859.....	65,789,792	83,134	1868 to 1869.....	142,789,804	70 917
1859 to 1860.....	85,560,452	64,169	1869 to 1870.....	139,740,193	63,807
1860 to 1861.....	90,066,160	70,644	1870 to 1871.....	131,969,850	51,329
1861 to 1862.....	109,854,040	79,199			

* Including the Continent.

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EXCHANGES, &c.

[For dates, see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 6d.	4s. 6⅛d.	4s. 6¼d.
Shanghai ,, ,,	6s. 0¼d.	6s. 0⅜d.	6s. 1d.
Canton ,, ,,	4s. 4⅞d. to 4s. 4¾d.	4s. 5d.	4s. 5⅛d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,,	4s. 5⅛d. to 4s. 5¼d.	4s. 5⅝d.	4s. 5⅜d.
Manila ,, ,,		—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	304	219½ to 219⅝
,, Hong Kong	27⅛ to 28⅛ dis.	—
Bar silver	111.3.0	10¼ prem.
Mexican dollars	75.5.0	2 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 63 to 64; Old, 65 to 66 per cent. prem.
Hong Kong Gas Company, $62 per share.
Hong Kong and Whampoa Dock, 27 per cent. discount.
China Traders' Insurance, $2,000 premium, ex div.
Hotel shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, $41 premium.
Hong Kong Fire Insurance Company, $360 prem.
Union Insurance Company, $1,500 premium.
China and Japan Marine Insurance Company, Tls. 105 premium.
China Fire Insurance Company, $64 premium.
Victoria Fire Insurance Company, $68 premium. ,,
China Sea, Saigon, and Straits Steamship Company, $10 per share
China and Straits Steam Navigation Company, $25 dis., nom.
Indo-Chinese Sugar Company, $18 per share.
North China Insurance Company, Tls. 460 per share; new office Tls. 520 per share.
Shanghai Steam Navigation Company, Tls. 82 to 85 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $9 to 10 dis.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company	500	500	190	4 p.c
Shanghai Gas Company	100	100	145	12 p.c
Shanghai S.N. Company	100	100	181	12 p.c
S. Tug and Lighter Company	850	850	400	5 p.c
French Gas Company	50	50	63	10 p.c
Hong K. Fire Insurance Co.	$1,000	$200	$363	12 p.c
North China Insurance Co.	Tls.1,000	Tls.200	Tls.460	trien.
North China Steamer Company	100	100	75	75
Union S.N. Company	100	100	110	12 p.c
Yangtsze Ins. Association	500	500	890	15 p.c
Union Insurance Society	$5,000	$1,000	$2,500	trien.
China Traders Co. (Limited)	1,000	1,000	500	$475p.s
China and Straits S. N. Co.	100	25	25	
Hong Kong and China Gas Co.	£10	£10	nom.	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100	Tls.205	12 p.c
Victoria Fire Insurance Co.	$500	$100	$172	12 p.c
China Fire Insurance Co.	500	100	167	12 p.c
Hongkew Wharf Co.	Tls. 100	Tls. 100	Tls.160	

TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Sarah Scott	Aug. 15	Shanghai	815,500
Avon	— 26	Do.	841,900
Avona	Sept. 14	Do.	960,500
Hope	Oct. 2	Do.	585,200
Elizabeth Graham	— 20	Do.	820,300
Centurion	— 23	Do.	1,283,400
Constantia	— 23	Do.	581,600
Celestial Queen	— 23	Do.	990,100
Fort Regent	— 23	Do.	799,700
Her Majesty	Nov. 8	Do.	519,400
Victoria Nyanza	— 13	Do.	1,470,000
Ailsa	— 18	Do.	1,477,600
Borealis	Dec. 9	Do.	1,201,200
Florence Nightingale	Oct. 21	Foochow	625,800
Carmelita and Ida	— 30	Do.	451,400
Devana	Nov. 2	Do.	1,100,400
Killarney	— 3	Do.	618,500
Columbus	— 3	Do.	1,012,500
Ino	— 10	Do.	406,000
Brockham	— 20	Do.	1,371,300
Reigate	— 22	Do.	1,318,800
Allandale	— 22	Do.	591,200
Beemah	— 29	Do.	1,215,200
Veronica	Sept. 27	Canton	418,000
Corea	Nov. 4	Do.	581,100
Crest of the Wave	— 21	Do.	678,500
Rollo	— 30	Do.	783,800
Commander (s.)	Dec. 17	Do.	19,900
Carricks	Jan. 1	Do.	1,168,600

Shipping Intelligence.

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ARRIVALS.

At YOKOHAMA.—From London, Dec. 28, Coulnakyle; previous to Feb. 14, Lothair, John Nicholson Washi (str.) (by telegram).

At SHANGHAI.—From London, Jan. 5, Laurel; 9, James Shepherd; from Liverpool, 4, Nestor (str.); from Hamburg, 3, Anna Dorothea; from London, Feb. 19, Michael Angelo; from Liverpool, 21, Glacus (str.) (by telegram).

At HONG KONG and CANTON.—From London, Jan. 14, Isles of the South; 13, Teviot (str.); from Southampton, 13, Pekin (str.).

At SINGAPORE.—From London, Jan. 20, Gordon Castle, Batara Boyan Sri (str.); from Cardiff, 11, Victory; 20, Tanjore; 23, Lydia; from Newport, 19, John Tucker; from London, Feb. 20, Glenroy (str.) (by telegram).

DEPARTURES.

From YOKOHAMA, for New York, December 31, Lizzie Iredale.

From SHANGHAI.—For London, Jan. 7, Albert Victor; for New York, 5, Samuel G. Reed.

From FOOCHOW.—For London, Jan. 1, Canton (str.).

From HONG KONG and CANTON.—For London, Jan. 14, Enterprise (str.); for New York, Competitor.

From SINGAPORE.—For London, Jan. 16, Fitzroy; 22, Belle of Southesk; for Liverpool, 23, Kinfauns Castle; 19, Hibernia (str.); for Rotterdam, 16, Accra; for Boston, 17, John Clark.

VESSELS PASSED STRAITS OF SUNDA.

Glenaros, from Cardiff.

SHIPPING POSTCRIPT.

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ARRIVALS NOT IN THE TABLES.—Feb. 8, at New York, from Singapore, for Boston, Edith; 8, at Boston, from Sourabaya, Nesutan, Dirigo; 24, off Deal, from China, Chanticleer, Onward.

DEPARTURES.—Feb. 19, from Glasgow, for Singapore, China, &c. (via London and S.C.), Parnassus (str.); 22, from London, for Hong Kong, Dragon; from Liverpool, for Singapore, Adeline; 7, from Boston, for Batavia, Escort; 21, from Bremen, for River Amoor, Marie; 22, from London, for Colombo, &c. (via S.C.), Emblehope (str.); 23, from Liverpool, for Penang, Singapore, Hong Kong, and Shanghai (via S.C.), Ulysses (str.); for Singapore, Miranda; for Hong Kong, via Cardiff, Elise.

LAID ON.—At London, for Hong Kong, Burdwan; for Penang, Singapore, Hong Kong, and Shanghai (via S.C.), Seagull (str.).

SPOKEN.—Robert and Lewis, Newport to Singapore, Jan. 5, 18 S., 32 W.; Amstelstroom, Batavia to Amsterdam, Feb. 8, 35 N., 35 W.; Nieuwe Waterweg (Dutch), Batavia to Amsterdam, Jan. 4, 35 S., 23 E.; India (Am. ship), Cardiff to Hong Kong, Dec. 4, 16 S., 32 W.; Zohrab, Nagasaki to London, Nov. 22, in Gaspar Straits; Pieter, Manila to Falmouth, Dec. 13, 21 S., 79 E.; County of Lancaster, Sourabaya to Rotterdam, Dec. 31, 29 S., 46 E.; Dunedin, Manila to New York, Jan 10, 31 S., 36 E.; Marco Polo, Penang to New York, Jan 26, 17 S., 3 W.

MISCELLANEOUS.—At Madeira, Feb. 7, Oceana, Carr, and sailed for Japan.

At Table Bay, Jan. 4, Maria Elise, van Duersen; from Batavia Adriatic, Cappon; from Japan, 15, Jules Dufaure; from Macao, and sailed, 18th, for Havana, Francis, Hill; from Singapore, 15, Golden Fleece, Way, and sailed for Colombo.

At Algoa Bay, Jan. 12, Elze, Horne, from Hong Kong.

At St. Helena, Jan. 13, Onward, Auton, from Macao, and sailed for London; Chanticleer, Taylor, and sailed for London; Lochnagar, Neill, from Manila, and sailed for Boston; Japan, Hoyer, from Singapore, and sailed 15th, for New York; 15, Conception, Tuton, from Macao, and sailed 16th for Havana; 17, Astracan, Paige, from Colombo, and sailed for London; 19, Dordrecht. 2nd, Rotgans, from Batavia, and sailed for Dordt; 20, Mary Killam, Butler, from Sourabaya, and sailed for Boston; Taffarette, Rocher, from Hong Kong, and sailed 21st for Havre; 25, Helena and Henrietta, from Macassar, and sailed 26th for Amsterdam; 26, Catharina Maria, Nolet, from Batavia, and sailed for Rotterdam; Glamorganshire, Matthews, from Zebu, and sailed for Falmouth.

Off St. Helena, Jan. 13, Ellida (German barque), from Java, for Falmouth; Loch Awe, from Sourabaya, for Rotterdam; 16, Mountain Laurel, from Singapore, for Liverpool; 19, Victoria Nyanza, from Shanghai, for London; 23, Silentium (French barque), from Macao, for Havana; 25, Aracan, from Macao, for Havana.

CASUALTIES.—A telegram received from Batavia, dated Feb. 22, states as follows:—The Floris (Amer. barq.), Ellis, from Java to Rotterdam, with sugar, has stranded off Samarang, and will become a total wreck; part of cargo will be saved; crew saved. Advices from New York, dated Feb. 9, state that the Nestor, Pichaud, which arrived there on the 8th from Manila, had encountered N.W. and N.E. gales, from lat. 25 N., during which she lost sails, and had boats stove. A telegram, received by Atlantic Cable from New York, states as follows:—The Edith, from Singapore to Boston, has put in here leaky, and to repair damages received during the severe gales. Advices from New York, dated Feb. 9, state that the Dirigo, Staples, which arrived at Boston on the 8th, from Sourabaya, shipped some heavy seas when off the Cape of Good Hope, and shifted her cargo.

Advices from St. Helena, dated Jan. 27, state that the Minnie Graham, Veal, from Formosa to New York, arrived there Jan. 18, and reported having experienced a very severe gale on the 4th, off Cape Agulhas, during which she lost topsails and foretopmast staysail, and received other damage.

Advices from Cape Town, dated Jan. 20, state that the Marie Elize

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(Dutch), van Deursen, from Batavia, with a general cargo, put in there, Jan. 4, with sails and spars in a very bad condition; she was undergoing repairs.

THE will of the Right Rev. George Smith, D.D., late Lord Bishop of Victoria, in China, who died at Blackheath, December the 14th last, in his 57th year, was proved in London, on the 26th ult., by Lydia Smith, the relict and sole executrix, to whom he has left the whole of his property, real and personal, absolutely. The personalty was sworn under £6,000. The will bears date November the 10th, 1866, and is attested by John Carr, Chief Justice, Sierra Leone, and A. Russell, B.A., Missionary for China.

LATEST TELEGRAMS.

JAVA.

SINGAPORE, FEB. 13.—The gales in Java have destroyed the clove crop.

CHINA.

HONG KONG, FEB. 24.—The import market continues dull; Grey Shirtings, 6¼ catties, 8¼ lbs., $2.70; T-Cloths, 6 lbs., ordinary quality, $1.75; 7 lbs. Mexican, $2.25; Cotton Yarn 38-42,$140. Exchange on London: Bank bills, six m.s., 4s. 5⅛d.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

FORBES—At Tientsin, on the 16th Dec, the wife of Wm. Forbes, of a daughter.
GREIG—At Hong Kong, on the 14th Jan., Mrs. Greig, of a son.
GUNTER—On the 19th Jan., at Colombo, Ceylon, the wife of Howel Gunter, Lieut. and Adjt. 73rd Regt., of a son.
INNOCENT—At Tientsin, on the 14th Dec, the wife of the Rev. J. Innocent, of a daughter.
MACKINTOSH—On the 16th Feb., at Ashown Lodge, Lee Park, the wife of John Stewart Mackintosh, of the North China Insurance Company, of a son.
THOMPSON.—At Epsom, on the 18th Feb., the wife of William James Thompson, jun., Esq., of a daughter.

MARRIAGES.

CHALMERS—HALL.—On the 21st Feb., at Slaughan Church, Sussex, by the Ven. Archdeacon Philpot, assisted by the Rev. Canon Sergison, rector of the parish, William Bryce Chalmers, of Shanghai, eldest son of the Rev. Professor Chalmers, D.D., to Alice Jane, eldest daughter of the late P. Brames Hall, Esq., of Ellerken-house, Richmond Surrey.
NEWBY—DALL.—At Elmslea, Dundee, on the 22nd Feb., by the Rev. Dr. McGavin' Richd Norman Newby (late of China and Japan), to Mary, only daughter of the late Patrick Dall, Staff Commander R.N., Edinburgh.
PAKENHAM—HARRISON.—On the 21st Feb., at St. Barnabus Church, Kensington, by the Rev. Francis Hessey, D.D., Charles, eldest surviving son of the Rev. Robert Pakenham, of Straffan Vicarage, county Kildare, and late a captain in the 101st Royal Bengal Fusiliers, to Emily Blanche, only daughter of C. H. Harrison, Esq., of Singapore.
RIDGE—BUTTON.—On the 13th Feb., at All Saints', St. John's-wood, by the Rev. H. S. Eyre, M.A., John Charles Ridge, late of China, to Betsey, only surviving daughter of the late William Button, of Ipswich. No cards.
STEVENS—CABOT.—On the 2nd Feb., at Lawrence, Mass., U.S., by the Rev. James B. Moore, Edward Winslow Stevens to Sarah Russel, youngest daughter of George D. Cabot, Esq.

DEATHS.

HANCOCK—On the 16th Feb., at Hong Kong, Herbert Hancock, of Shanghai, in the 41st year of his age. (By telegram.)
MOUL—On the 19th Feb., at Surbiton, Louisa, wife of George Moul, formerly of Canton, aged 35.
PEAKE—At Yokohama, on the 28th Dec., Mr. Ambrose J. Peake.
YOUNG—At Shanghai, on the 6th Jan., Mr. J. Young, late Bandmaster to the Municipal Council, aged thirty-seven years.

NAVAL AND MILITARY.

Major Hamilton Charles Smith, of the 80th regiment, which recently sailed for service at Singapore and Hong Kong in H.M. troop-ship *Orontes*, has been appointed to the command of the regiment, with the promotion to the rank of Lieut.-Col., vice Col. R. P. Harrison, retired from the service. The other and resulting appointments and promotions are—Capt. Charles Frederick Amiel to be Major, vice Lieut.-Col. Smith; Lieut. Samuel George Huskisson to be Capt., vice Amiel; Lieut. John Sharples, from 39th Foot, to be Capt., vice J. Burney, retired; Legh Hoskins Master to be Sub-Lieut., in succession to Lieut H. W. Rudkin, retired; E. D. Chambers to be Sub-Lieut.; G. B. Robbins to be Sub-Lieut.; G. F. Webster to be Sub-Lieut. Lieut.-Col. Smith, appointed to the command of the regiment, entered the army in 1844, became major 1859, and brevet lieutenant-colonel 1870. He served with the 80th in the Burmese war of 1852; in the Indian campaign of 1858-59, and during the Bhootan Expedition of 1865. Capt. Amiel, who has obtained his majority, became ensign in 1845, and captain in 1858, and was with the regiment in the Burmese war of 1852, and the expedition to Bhootan in 1865. Lieut. Huskisson, promoted to his company, obtained his commission 1855, and became lieutenant 1859. He served with the regiment in the Indian Mutiny campaign of 1858-59, and served as adjutant during the Bhootan expedition of 1865. He has filled the regimental adjutancy since December, 1861. Lieut. Sharples, who has been moved from the 39th Regiment to Capt. Birney's company, was promoted to an ensigney from the rank of sergeant 1855, and became lieutenant by purchase in the same year. He served at the battle of Mahajpore, and was also at the siege of Sebastopol.

The two promotions consequent upon Col. Layard's retirement from the Ceylon Rifle Regiment are bestowed upon Col. Hook and Capt. Meaden. Neither officer has been actively engaged, but both have served for a lengthened period on foreign service. Col. Hook entered the army in 1834, became major in 1861, and brevet lieutenant-colonel in December last. Capt. Meaden obtained his ensigney in 1852, and his company in 1857

Captain Lloyd, Artillery, 6th Regiment, will proceed out to the Straits Settlements to succeed Captain Shaw, 73rd Regiment, as Brigade-Major. Captain Lloyd passed from the Staff College in December, 1869.

The appointments are notified from the Admiralty of Lieutenant Seymour S. Smith to command the Salamis, and Henry T. Clanchy to command the Cockchafer, on the China station.

Notice is given that the Universal Marine Insurance Company (Limited) is authorised to underwrite in London for the Standard Marine Insurance Company (Limited), of Liverpool, to issue policies, and to settle claims thereon.

At a meeting of the Great Northern China and Japan Extension Telegraph Company, held on the 23rd inst. at Copenhagen, it was resolved to amalgamate with the Great Northern Telegraph Company, and to lay a telegraph cable to the port of Amoy.

The Great Northern Telegraph Cable between Shanghai and Hong Kong, which was recently broken, has been repaired, and messages for Hong Kong can be forwarded as usual by the company's lines.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Feb. 20.

The mania for establishing new joint-stock companies is raging in Germany as fiercely as ever, and it is wonderful to see what a run there is upon the shares, and how the public think nothing of paying ten or twenty per cent. premium to get them. Hamburg has not escaped the mania, though I am bound to admit that the companies formed here have, on the whole, more chance of success than those got up at Berlin and other parts of Germany. The latest novelty in this article is the "Transatlantic Fire Insurance Company," which, at a public meeting held in the Exchange Rooms here last Saturday, declared itself duly "constituted." The capital in this instance is only the moderate nominal amount of one million thalers, with a paid-up instalment of twenty per cent. The following gentlemen were elected members of the Court of Administration: Consul Ad. Bauer, of Wandsbeck (of the firm of C. Bahre and G. Kinder, Batavia); Ed. Busing, of Bremen (of the firm of J. W. Bastian's Sons, Bremen); Joseph Herzfeld, of Berlin (of the former firm of Hallgarten and Herzfeld, New York); G. Hesse, of Altona (of the firm of Hesse, Newman, and Co., Altona); Consul L. Kniffler, of Dusseldorf (of the firm of L. Kniffler and Co., Yokohama); Ed. Krause (of the firm of Eduard Krause and Co., Hamburg); M. Meyersberg, Hamburg; W. Nissen, of Hamburg (of the firm of Siemssen and Co., Hong Kong); §A. von Pein (of the firm of Haller, Sohle, and Co., Hamburg); Paul Pickenpack, Hamburg (of the firm of Pickenpack, Thies, and Co., Bangkok); Adolph Schroder, jun., of Bremen (of the firm of G. H. and C. Primavesi, Bremen); and H. Vaupel (of the firm of Deichmann and vomm Rath, Amsterdam). Messrs. H. Dreyer, C. Karuth, and Ad. Koch were elected auditors, and Herr W. Jacobsen, formerly of Batavia, is appointed managing director, with power to sign policies of insurance. From the foregoing list it will be seen that the greater part of the directors are largely connected with foreign trade, and therefore have it in their power to bring much business to the institution.

Another company of a very different nature, and for a very different object, is now in course of formation—not here, but at Berlin; and though the prospectus has not yet been issued, I am enabled from a private source to inform your readers of the principal features of the scheme, which, if carried out, may have a serious effect on the trade of Hamburg. A railway is to be constructed from Harburg, on the opposite bank of the Elbe, through Stade, down to Cuxhaven, whore magnificent quays, docks, and everything else appertaining to a first-rate harbour are to be constructed, and thus make it the principal commercial port of Germany on the North Sea. A branch railway is to be constructed to Geestemunde, at the mouth of the Weser, so as to admit the merchants of Bremen to participate in the advantages offered to commerce. And, to crown the whole, ten of the fastest steamers are to be built and have daily communication with Harwich for goods and passengers, as well as mails, which will then be forwarded by the Great Eastern Railway system to their destination. The company is to start with a capital of twenty millions of dollars, of which thirteen are to be spent for railways, five millions for the harbour works at Cuxhaven, and two millions for the cost of the ten fast steamers. Great stress is laid on the alleged fact that every winter from 500 to 700 sea-going vessels put into Cuxhaven, as a port of refuge, and overcrowd the harbour, waiting there till the Elbe is free of ice, and they are able to proceed up to Hamburg or Altona. I may add that I have seen the rough sketch of the proposed prospectus, in which a calculation of the operations of the undertaking is ventilated. It is based on the foreign trade of Hamburg, amounting annually to eighty millions of centners—all of which they expect to get—which will ensure their sending off twenty heavily-loaded full trains of thirty waggons each daily from each end; these goods to be shipped or landed with incredible speed to and from the interior of Germany, Hamburg being totally ignored, left out in the cold, and commercially ruined. The large transatlantic steamers and sailing ships that carry the great bulk of the goods will, "of course," prefer the convenience of loading and discharging their cargoes at Cuxhaven to risking the dangers and delays of the river navigation up to this city. It is manifestly too early to point out the absurdity and ignorance of the promoters of this wild scheme till we have something tangible to refute; but it may be consoling to your readers in the Far East who are in any way connected with Hamburg, to show that there are many unconquerable difficulties in the way of realising the project, to only two of which I will call their attention to-day. The first is that Cuxhaven, with the surrounding country at the mouth of the Elbe, belongs exclusively to the State of Hamburg, and however desirable it may be to improve and enlarge the accommodation for ships as a port of refuge, nothing can be done with-

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out the joint consent of the Senate and Burgerschaft of this Free Hanseatic Republic, with whom the Berlin capitalists will find it rather difficult to deal. And secondly, I may observe that it is not at the option of a skipper to discharge his cargo at Cuxhaven if his charter-party or bills of lading bind him to proceed up to Hamburg; and that as by far the greater part of the ships are owned here, and the cargoes, both inwards and outwards, are the property of Hamburg and Altona merchants who are not likely to patronise the scheme unless they can see clearly that it is for their own interests, it is quite obvious that a deal of water will run into the sea before the project can be brought into operation.

It appears by the latest accounts from Berlin, that the new Currency Bill is postponed till next year, as it has been found impossible at present to come to a definite conclusion as to whether the thaler piece shall be retained or not. It is considered by the supporters of the purely gold system to be a favourable feature that the shipments of silver to China have again recommenced, which fact accounts for the present high value of that metal in the London market.

A local paper of this city—the *Reform*—states that an agent of the Chinese Government is now here for the purpose of engaging telegraphists for employment on the new lines about to be erected in the interior of that country. They are required to have some knowledge of the English language, and if possible, to know how to repair and put up new wires. The terms offered are very liberal, consisting of $120 per month pay, and a free passage out to their destination; but on the other hand they must bind themselves for ten years' service, whilst those engaged for the railways and telegraphs in Japan are only bound for six years, and those on the Danish, Russian, and Indian lines only for five years.

From Copenhagen we learn the formation of an Asiatic Steam Company for the purchase of a couple of iron screw steamers to be employed regularly in the coasting carrying trade in China, Japan, and India. They are to have engines of 120-horse power, draw not more than fifteen feet of water, and have a speed of nine miles per hour. At first it was thought such a vessel would cost not more than 180,000 rixdollars; but in consequence of the late advance in the price of iron and skilled labour the directors are authorised to go as far as 200,000 rixdollars.

At the last sitting of the Court of Administration of the Transatlantic Steam Company of this city, Herr Johannes Mooyer was appointed director-general of the company, a selection that appears to have given general satisfaction on change, and is duly appreciated by the press of this city.

COMMERCIAL.

The Tea Market has been animated and firm, but there is no alteration to notice in the quotations. About 1,200 chests of Congou and Souchong were sold ex warehouse for consumption, and the following parcels for delivery on arrival:—1,017/4 and 769/16 chests of Congou, 175/8 and 326/16 do. of Souchong, all per Ino from Foochow; 500/4 chests of Congou per Avon from Shanghai; and 10/4 and 195/8 chests of Congou, and 158/8 do. Souchong per Falke from Foochow. Rice is rather calm, the dealings being confined to the execution of small orders at previous rates. Cassia Lignea is much recovered since the late fall, in consequence of the large forced sales, and is now in good demand at 10½ sch. bco. In Flores no alteration to report; price steady at 16½ sch. bco. At public sale 41 chests of China Galls found buyers at 43 to 43¼ marks bco. per centner. There is a decided improvement in the demand for Pepper, and a slight advance is the result, 7 sch. bco. having been paid for Singapore and 6½ sch. bco. for Penang. No transactions in Spelter; holders are firm, and will not give way, and this precludes business.

SHIPPING.

SAILED.—Elisabeth, to Hong Kong; Mathilde, to Shanghai.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Feb. 21.

The members of the Second Chamber of the States General met yesterday. The dulness in politics which has prevailed during the recess will end now, and the papers will have something else to do than to scribble about Mr. Haffmans, a canton judge, who was relieved of his duties some weeks ago against his wish. This gentleman, being a M.P., and belonging to the Ultramontane section of the Opposition, endeavours to make party capital out of the matter, but I do not think he will meet with any success. His letters, which have appeared day after day in the papers, tended only to amuse the public, and will now give place to matters of greater importance.

The King's birthday on the 19th inst. was observed with more than the usual celebration, especially in the Hague. This town was also illuminated with much splendour. As usual, his Majesty conferred decorations on several gentlemen, amongst others Mr. F. Kroes, ex-Consul at Shanghai, was named officer of the "Crown of Oaks." The knighthood of the Order of the Netherlands Lion was conferred on Mr. A. J. Bauduin, Consul at Hiogo and Osaka; on Mr. H. D. Levyssohn Norman, Director of the Inland Administration in Java; and on the general-major of the East India Army, G. M. Verspyck. It has created some astonishment that the ex-Minister of the War Department, Mr. A. Engelvaart, was not honoured on this occasion, not, perhaps, as a reward for his good services, but as a personal mark of distinction. He may console himself, however, with his appointment as Governor of the Military Academy. Before entering the Cabinet he held this post, and when he was appointed Minister he was sly enough to leave the office vacant.

I was much astonished by the letter of "Fair Play" which appeared in your columns, about the protest signed by some of the Rotterdam underwriters against the appointment of Captain Oort to the command of the steamer *Conrad*. The Rotterdam underwriters have not been guided by "hearsay," but they have founded their motives on the official report of the committee appointed to inquire into the loss of the *Willem III.* An unskilful advocate, in most instances, makes things worse they they were, and the way in which "Fair Play" undertook to say something in favour of Mr. Oort has put everybody here on the scent that there must be something wrong. The least said about the matter the better. The Nederland Company maintains Mr. Oort's reputation in the best way they can by placing him in charge of the *Conrad*, and this renders all further comment wholly unnecessary.

I regret having to record the death of Mr. J. K. Caron van Goltstein, member of the First Chamber. He was a statesman who was esteemed by Conservatives as well as by Liberals. He was for a long time member of the Second Chamber, and once held the portfolio of Foreign Affairs.

The fine and mild weather which has prevailed here for some time past has been followed by snow and light frost, which seems, however, not to have exercised any prejudicial effect upon the growing crops.

The West India Mail brought us some better news from Curacao. The fear of a revolution had somewhat subsided.

MISSIONARIES IN CHINA.

THE following extracts from the Blue-book referring to Missionaries in China, to which allusion was made in our last issue, will, we have no doubt, be of interest to our readers.

No. 1.

Lord Granville to Lord Lyons.

(Extract.) Foreign-office, June 27, 1871.

In an interview which I yesterday had with the French Chargé d'Affaires, he spoke about the questions pending with the Chinese Government, and expressed a wish to know what were the opinions of Her Majesty's Government with regard to the late Chinese Circular respecting missionaries.

M. Gavard told me that, just as the United States had done, the French Government took great exception to that Circular, and that the pretensions put forward in it were inadmissible. He said that he feared from the conversation he had had with Mr. Hammond, that we took a favourable view of it.

I told M. Gavard that I could not pretend to think that the conduct of the French missionaries, stimulated by the highest and most laudable object, had been prudent in the interest of Christianity itself, and that the support which had been given by the representatives of France to their pretensions was dangerous to the future relations of Europe with China; that I had always frankly communicated to the Government of France all the information I received from China on this subject; and that I certainly trusted that the French Government would consider what was to be done with calmness and moderation, and only after communication with other Governments; that I should be ready to go into the question of the Circular, as soon as he was able to tell me what were the views of his Government.

M. Gavard assented to the principle which I had laid down; but he denied that the facts justified the accusations. If they did so, the French Government would be the first to condemn them.

I asked M. Gavard whether he knew what had passed between his Government and the Chinese Envoy; but he said that he had received no information on the point.

No. 2.

Earl Granville to Lord Lyons.

Foreign-office, July 1, 1871.

MY LORD,—On the 27th ultimo I informed your Excellency of what had passed at an interview which I had on the previous day with the French Chargé d'Affaires on the questions pending with the Chinese Government, and particularly with reference to the Chinese Circular respecting missionaries.

M. Gavard called upon me again yesterday, when the same subject was touched upon. I observed to him that it was unnecessary to repeat what I had said on the previous occasion as to the importance which Her Majesty's Government attached to the French Government restraining their missionaries from doing things which, on account of the important objects which they had in view, appeared justifiable, but which seriously endangered the relations of European Powers with China. But I said there were objectionable details in the Circular, and that I should be ready to communicate to him the views of Her Majesty's Government respecting the different Articles, if he received instructions from his Government to communicate theirs.—I am, &c.,

(Signed) GRANVILLE.

No. 3.

Lord Lyons to Earl Granville.—(Received July 8.)

(Extract.) Versailles, July 6, 1871.

M. Jules Favre told me this afternoon that he thought the best mode of dealing with the late Chinese Circular respecting missionaries would be, that a collective answer, pointing out the particulars in which it was open to objection, should be made to it by the Powers to whom it had been addressed.

No. 4.

*Earl Granville to Mr. Pakenham.**

Foreign-office, August 10, 1871.

SIR,—I transmit to you herewith, for your information, and for communication to the United States' Government, a draft of a despatch which Her Majesty's Government propose to address to Mr. Wade respecting the Circular of the Chinese Government on the subject of religious missions in China.—I am, &c., (Signed) GRANVILLE.

No. 5.

Earl Granville to Lord Lyons.

(Extract.) Foreign-office, August 11, 1871.

With reference to your Excellency's despatch of the 6th of July, Her Majesty's Government will always be ready to join the Government of

* Similar despatches were addressed to Mr. Petre and Sir A. Buchanan.

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France in any representations which may conduce to the better regulation of the intercourse between China and the Treaty Powers, but on the present occasion it appears to them that, from the different nature of the Treaty provisions as affects the position of Protestant and Roman Catholic missionaries in China, it would be better that each nation should return a separate reply to the Circular; and they mean to address a despatch to Mr. Wade, of which the draft is inclosed for communication to the French Government.

No. 6.

Mr. Wade to Earl Granville.—(*Received August* 15.)

(Extract.) Peking, June 8, 1871.

I have the honour to forward your Lordship translations of a note or Memorandum addressed by the T'sung-li Yamen, in the first instance, to all foreign Representatives resident in Peking, and subsequently to those of all foreign Treaty Powers, of eight propositions appended to the Memorandum, and of a note addressed by the Minister Wensiang to Sir R. Alcock shortly before he left Peking in 1869.

The last was doubtless submitted by Sir R. Alcock to Lord Clarendon; but as I have been unable to find a translation of it in the archives, and as the Minister Wensiang has again drawn attention to it, I have had a fresh translation of it made.

The note or memorandum is, in the main, an expansion of the note to Sir R. Alcock.

Admitting that, so far as trade is concerned, the Treaties work well enough, the writer complains that their provisions fail entirely in the regulation of the missionary question; and that, through the unsatisfactory position of this, the whole question of foreign relations is affected.

The promiscuous enlistment of evil men as well as good by the Romish missionaries, and their advocacy of the claims advanced by these ill-conditioned converts, has made Romanism most unpopular; and the people at large do not distinguish between Romanist and Protestant, nor between foreigner and foreigner; not that Government has made no effort to instruct the people, but China is a large Empire.

The growing feeling against propagandism had long rendered the Government anxious before the Tientsin massacre, and now, although mandarins have been exiled, criminals executed, indemnities paid, Government still continues anxious, feeling that, if there are to be more such outbreaks, recurrence to such measures will be in each instance more difficult. How then about the future?

First, as to the past. The high officers both of China and of foreign countries have been sadly to blame for a hand-to-mouth policy in dealing with the missionary question. Foreigners ask and China concedes what will make things smooth for the moment. Foreigners also ask what is impracticable in order to place China in an *impasse*. The Chinese Government would have the missionaries all brought under the same control, as in other countries, amenable to the laws of the land, restrained from undue assumption of status and authority, and from acts that produce scandal (see Article 2). There should be no mystery in what they do (this refers to the Orphelinats), and their conduct should in all respects conform to the doctrine they teach.

At present they constitute in China an *imperium in imperio;* and it is to be apprehended that their followers, seeing how the Tientsin massacre has been punished, will presume more than heretofore, and that of this will come an uprising of the people beyond the power of Government to control. The responsibility of Foreign Governments will be great if they do not join China in devising precautionary measures.

This is the sum of the note. Appended to it is a Memorandum containing eight Articles, in which are set forth various griefs, each article being supplemented by a note purporting to supply evidence in support of the charge preferred.

Article 1 recommends the entire suppression of the foreign Orphelinats; if this be impossible, the exclusion of all but Christian children; in any case registration of the children, and free admission of their friends. The present secrecy of proceedings in the asylums provokes suspicion. The common people still believe in the removal of the childrens' hearts and eyes. These Orphelinats besides are really not wanted, for similar asylums abound in China.

Article 2 protests against the appearance of women in the same chapels as the men, and against the employment of female missionaries.

Article 3 assails the missionaries' independence of the laws, their assumption of power and position, their oppression of the people not Christian, their abuse of Confucianism, by which they exasperate the people.

It complains equally of the assumption of independence by the Christian congregations, their refusal to render certain service as subjects of the Empire, to pay revenue to Government, to pay rents to individuals. In all such refusals they are supported by their missionaries, who interfere in suits before the Courts. Betrothals also are repudiated by Christians, and their alienation of property produces family feuds.

Articles 4 complains of the demands made for indemnity over and above the punishment of offenders, while Christians offending are withheld from justice by missionaries. Missionaries so offending should be required to undergo the same punishment as the offender, otherwise to leave the country. (See the note following this Article.)

Article 5 would regulate the use of their passports by the missionaries, prevent their transfer, and limit the area of the holder's movements, the penalty of disobedience being deportation.

Article 6 condemns the reception as converts of men whose characters cannot be guaranteed. Bad Christians should be expelled, and a return of all Christians should be periodically made.

In the note to this Article some instances are given of the admission of rebel leaders and other disreputable people into the Church, and of their subsequent lawless conduct, in one case quoted, apparently under missionary protection.

Article 7 denounces the abrogation by missionaries of official attributions in intercourse and correspondence. They should accept, it urges, the status of Chinese literati in both. Cases are cited in the note of their assuming the use of seals, or titles, or forms of correspondence to which they had no right.

Article 8 and last deals with the restitution of property formerly belonging to Christians (and now claimed by the Church under Article VI. of the Convention of 1860). Buildings are demanded back without reference to popular sympathies or prejudices; some that have passed through many hands since the Christians, the original proprietors, sold them; some that their purchasers have greatly improved. The missionaries will pay nothing, but, on the other hand, when a house they claim is in ruins, they seek to exact money for the repair of it.

Had it not been for the strong resemblance between the note addressed to Sir Rutherford Alcock and the memorandum now under review, I should have been disposed to regard the latter, to a certain extent, in the light of a defensive document, put forward in deprecation of any further demands that might be made on the score of the Tientsin Massacre. This is, to a certain extent, its aim, but not, I am satisfied, its only aim. It is intended to be an exposé of a state of things that is sorely irritating the educated class who govern China, and an appeal to Foreign Governments to unite in effecting some arrangements by which the causes that provoke this irritation may be controlled.

The papers, especially the supplement, are very badly put together. They contain some statements which will be easily contradicted and some imputations which cannot be sustained; but taken with the matter of many a long conversation on the same subject, to which I have listened in the last eight years, they strengthen my conviction that, to secure the missionary against the hostility of the lettered class, one of two courses must be pursued,—either the missionary must be supported, out and out, by the sword of the protecting Powers, or he must be placed by the protecting Powers under restrictions which, whilst leaving him always as much latitude of action as, if simply intent on Christianizing China, he is justified in desiring, will yet enable the Chinese Government to declare to those whose conservatism chafes at the present pretensions of the missionary, that he, the missionary, is not authorised by the Power protecting him to put forward the pretensions objected to.

That the appeal of the Yamén is feebly drawn up I have already admitted, and I cannot say much for its candour. Its incompleteness, in my eyes, will be seen from the rejoinder I have drafted to the Grand Secretary Wén Siang, copy of which I enclose. In this I am obliged to impugn the correctness of some of his information, and especially to reject as insufficient the explanation of the Tientsin massacre.

The passage, to my taste, the most offensive in the whole paper is that in which credit is taken for the decision of that case as satisfactory, so much too satisfactory that Christians may be emboldened by it to go greater lengths than heretofore.

The papers when first circulated appeared to the French exceedingly aggressive. I am not a convert to this view. The Chinese keep back, as might be expected of them, all reference to the barbarous persecution of converts and missionaries in various places, if not at the instigation of the mandarins, at any rate with their full knowledge of what was passing, and they have scanty data for some of their charges of missionary intervention and pretentiousness. But I do not believe that this appeal is an excuse for some blow that they know is about to be struck.

It is fair to add that, by the testimony of Romish missionaries in all directions, the Government is doing its best to prevent any collision with Christians. Three-fourths of the Romish missionaries in China, in all, between 400 and 500 persons, are French; and Romanism in the mouths of non-Christian Chinese, is as popularly termed the religion of the French as the religion of the Lord of Heaven.

A dread of Romish ascendancy, as I have more than once reported, I have heard very frequently allowed; and the fear that the ranks of the Romanists, recruited by all who wish to set their own Government at nought, will presently outnumber the well-affected, or that the Romish community, without attaining such proportions, will throw itself for support upon the French, although it is not avowed in the Memorandum, is, in my belief, the suggesting cause of its production.

No. 7.

Lord Lyons to Earl Granville.—(*Received August* 19.)

Paris, August 18, 1871.

MY LORD,—I have the honour to inclose a copy of a note with which, in obedience to the instruction conveyed to me by your Lordship's despatch of the 11th instant, I have transmitted to M. de Rémusat a copy of the despatch which your Lordship proposes to address to Mr. Wade respecting the Circular of the Government of China on the subject of religious missions in that country.—I have, &c.

(Signed) LYONS.

Inclosure in No. 7.

Lord Lyons to M. de Rémusat.

(Extract.) Paris, August 18, 1871.

Her Majesty's Government will always be ready to join the Government of France in any representations which may conduce to the better regulation of the intercourse between China and the Treaty Powers; but, on the present occasion, it appears to them that, from the different nature of the Treaty provisions, as affecting the position of Protestant and Roman Catholic missionaries in China, it would be better that each nation should return a separate reply to the Circular; and they propose to address a despatch to Mr. Wade.

Lord Lyons has the honour to transmit herewith to M. de Rémusat a draft of the proposed despatch to Mr. Wade, and at the same time, &c.

No. 8.

Mr. Petre to Earl Granville.—(*Received August* 21.)

Berlin, August 19, 1871.

MY LORD,—I have the honour to inform your Lordship that I communicated yesterday to M. de Thile the draft of the despatch which your Lordship proposes to address to Mr. Wade respecting the Circular of the Chinese Government on the subject of Christian missionaries in China.—I have, &c. (Signed) GEORGE PETRIE.

No. 10.

Sir A. Buchanan to Earl Granville.—(*Received August* 28.)

St. Petersburg, August 23, 1871.

MY LORD,—In conformity with your Lordship's instructions conveyed to me in your Lordship's despatch of the 10th instant, I have communicated to M. de Westmann the draft of an instruction which your Lordship proposed to address to Her Majesty's Minister in China,

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in reply to the Circular of the Chinese Government, proposing to establish exceptional rules for regulating the proceedings and conduct of foreign missionaries visiting the Chinese Empire.—I have, &c.,

(Signed) ANDREW BUCHANAN.

No. 11.

Mr. Petre to Earl Granville.—(Received August 28.)

Berlin, August 26, 1871.

MY LORD,—M. De Thile has requested me to thank your Lordship for the communication of the draft of the despatch which you propose to address to Mr. Wade on the subject of religious missions in China, and to inform you that the views of the German Government on this question entirely coincide with those expressed in your Lordship's despatch.

The Prussian Minister at Peking will shortly arrive at Berlin, and the German Government are anxious to hear his report and to consult with him before replying to the Circular of the Chinese Government.—I have, &c., (Signed) GEORGE PETRE.

No. 12.

Earl Granville to Mr. Wade.

(Extract.) Foreign-office, August 31, 1871.

Her Majesty's Government approve the note, of which a copy was inclosed in your despatch of the 8th of June, which you proposed to address to the Minister Wên Siang in reply to the Circular of the Chinese Government upon the missionary question.

The draft of my despatch to you of the 21st instant on the subject had been communicated to the French, North German, Russian, and American Governments before your despatch of the 8th of June had been received.

No. 14.

Lord Lyons to Earl Granville.—(Received September 6.)

Paris, September 5, 1871.

MY LORD,—With reference to your Lordship's despatch of the 11th ultimo, and to my despatch of the 18th ultimo, I have the honour to transmit to your Lordship a copy of a note or memorandum which was sent to me by M. de Rémusat the day before yesterday. It contains observations on the draft of your Lordship's despatch to Mr. Wade respecting the Chinese Circular concerning missionaries.—I have, &c.,

(Signed) LYONS.

Inclosure in No. 14.

(Translation.) Versailles, August 31, 1871.

The Minister for Foreign Affairs has received the note which his Excellency the English Ambassador did him the honour to address to him on the 18th instant, and which was accompanied by a draft destined to inform Mr. Wade of the opinion of the Cabinet of London on the subject of the Chinese Memorandum on the exercise of religion in China.

It was of special interest, in the opinion of the French Government, that the Powers represented at Peking should be unanimous in repelling the attempt of the Chinese Government to free itself from the engagements which it has contracted by seeking in pretended abuses justification for new regulations. The French Government, in this respect, congratulate themselves at the sense in which the Cabinet of London propose to reply to the Chinese Memorandum, and understand perfectly that the different nature of the clauses inserted in the Treaties with regard to the position of the Catholic or Protestant missionaries has led the Cabinet of London to consider a separate answer from each of the Powers to the document emanating from the Chinese Ministers as preferable to collective action.

M. de Rémusat has the honour to thank Lord Lyons for the communication he has been good enough to make to him, and begs, &c.

Mr. Davis to Mr. Low.

(No. 57.) Department of State, Washington, October 19, 1871.

SIR,—The delay in answering your No. 56 has not been caused by a disposition to disapprove of your reply to the Foreign-office note on the subject of missions. On the contrary, the President regards it as wise and judicious.

Two versions of these regulations have found their way to the Department—the translation enclosed in your No. 56, and a translation, apparently made from a French version, presented to the Houses of Parliament in Great Britain, in June or July last, and printed in the British Blue-book entitled "China, No. 3, 1871." These versions differ widely in form and expression, and, to some extent, in sense.

The version presented to Parliament has been or will be made the subject of instructions from Her Majesty's Government to Mr. Wade. A copy of these proposed instructions was communicated to this Department by Her Majesty's Chargé at Washington in August last. A copy is herewith inclosed, and also a copy of the version to which they relate.

The most material variance between the two versions is in the designation of the missionaries against whom the Chinese Foreign-office complain. Your version limits the complaints to missionaries of the Roman Church. The British translation, following the French version, represents the complaints against "Christians." For instance, the British version renders the beginning of the first article or rule as follows:—"The Christians, when they found an orphanage, give no notice to the authorities, and appear to act with mystery." Your translation of the same sentence reads, "The establishment of asylums for training up children by the Romanists has hitherto not been reported to the authorities, and, as these institutions are carefully kept private," &c., &c. From the English version of the accompanying note from the Yamên, it is evident that the Chinese Foreign-office recognises that there are in China Christian missionaries of different faiths; for they say that "the people in general, unaware of the difference which exists between Protestantism and Catholicism, confound these two religions under this latter denomination." Your version is to the same effect.

Under these circumstances it may be well to re-examine the original, and ascertain which version is correct. Both, however, agree in the statement that the Government of China is apprehensive of a popular outbreak which may endanger the peace of the country and its relations with the United States and the European Powers, and that therefore it has determined to submit to the representatives of the foreign Powers a plan for regulating the condition of Christians in China. Your prompt and able answer to these propositions leaves little to be said by the Department.

The rights of citizens of the United States in China are well defined by Treaty. So long as they attend peaceably to their affairs they are to be placed on a common footing of amity and good-will with subjects of China, and are to receive and enjoy for themselves, and everything appertaining to them, protection and defence from all insults and injuries. They have the right to reside at any of the ports open to foreign commerce, to rent houses and places of business, or to build such upon sites which they have the right to hire. They have secured to them the right to build churches and cemeteries, and they may teach or worship in those churches without being harassed, persecuted, interfered with, or molested. These are some of the rights which are expressly and in terms granted to the United States, for their citizens, by the Treaty of 1858. If I rightly apprehend the spirit of the note of the Foreign-office, and of the regulations which accompany it, there is, to state it in the least objectionable form, an apprehension in the Yamen that it may become necessary to curtail some of these rights, in consequence of the alleged conduct of French missionaries. This idea cannot be entertained for one moment by the United States.

The President will see with deep regret any attempt to place a foreign ecclesiastic, as such, on a different footing from other foreigners residing in China. It is a fundamental principle in the United States that all persons, of every sect, faith, or race, are equal before the law. They make no distinction in favour of any ecclesiastical organisation. Prelates, priests, and ministers, can claim equal protection here, and enjoy equal rank in the eye of the civil law. The United States asks no more in China than they confer at home. Should the peace of the Empire be disturbed by efforts from any quarter to induce or compel the Government to confer unusual civil rights on foreign ecclesiastics, you will make it plain that the United States have no sympathy with such a movement, and regard it as outside of the Treaty rights which have been conferred upon the Western nations. Should these demands, however, be complied with, this Government will then consider whether, under the Thirtieth Article of the Treaty of 1858, a similar right will not at once inure to the benefit of all the public officers, merchants, and citizens of the United States.

The President would look with equal regret upon any attempt to withdraw the native Christians from the jurisdiction of the Emperor without his free consent, or to convert the churches founded by the missionaries into asylums. He can well conceive that the enjoyment of such a right might, as intimated by the Yamen, operate for the nominal and apparent conversion of desperadoes and criminals, who need a place of refuge to escape from punishment. On the other hand, he is mindful that the faith of the Empire is pledged to the United States that not only citizens of the United States, but Chinese converts, who peaceably teach and practise the principles of Christianity, shall in no case be interfered with or molested. He feels confident, therefore, and expects that whatever may be the disposition of the turbulent and evil-disposed among the subjects of the Emperor, the native converts to Christianity will enjoy the full measure of protection guaranteed to them by the Treaty of 1858. Except so far as the guarantee of that Treaty extends, the President cannot permit the officials of the United States to participate in any attempt to disturb the natural relations between the Emperor and his Christian subjects. He particularly desires it to be understood that the profession of the Christian faith is not regarded by the officers of the United States as a protection against punishment for crime. Ecclesiastical asylums for criminals have never existed in this country, nor will they be planted elsewhere through its agency.

This Government has studiously and stedfastly observed its Treaty engagements with China. The policy of the President and of his administration was elaborately set forth in the despatch of August 31, 1869, to Mr. Bancroft, a copy of which was enclosed in Mr. Fish's No. 2 to you. The President has no reason to change that policy. On the contrary, the events which have occurred since that despatch was written have the more convinced him of its justice. We stand upon our Treaty rights; we ask no more, we expect no less; if other nations demand more, if they advance pretensions inconsistent with the dignity of China as an independent Power, we are no parties to such acts. Our influence, so far as it may be legitimately and peacefully exerted, will be used to prevent such demands or pretensions, should there be serious reason to apprehend that they will be put forth. We feel that the Government of the Emperor is actuated by friendly feelings towards the United States. We recognise the existence, to a limited extent, of the popular feeling and danger of outbreak which are set forth in the note of the Foreign-office. As far as we can, consistently with the duty which the Government owes to those who have the right to claim its protection, we desire to aid the Government of the Emperor in calming that feeling and in preventing such outbreak.

Should other nations seek our advice, or counsel with us on this subject, we shall not fail to urge these views. But in order to urge them with success we must be in a position to say that the Chinese Government is able and anxious to perform all its international duties, whether founded upon Treaty or on well-settled principles of public law. We could speak with still greater force if we could give an assurance that it is disposed to enlarge its intercourse with the West, and to revise its Treaties in that spirit. The guarantees for peace lie in this direction rather than in the revival of a restrictive policy.

With these general principles stated, it is not necessary to refer in detail to the note of the Foreign-office, or to the rules. Your reply to them has anticipated much that I should have otherwise said. I content myself with saying that as no complaint is made against the American missionaries, so there is no necessity to make such rules for their observance.

A copy of these instructions will be sent to the various Treaty Powers. You will communicate the substance of them to Prince Kung.—I am, &c.

(Signed) J. C. B. DAVIS, Acting Secretary.

Frederick F. Low, Esq.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, FEB. 26, 1872.

THE COOLIE QUESTION IN PARLIAMENT.

THE debate on this subject—to which we have so often drawn attention as one affecting our interests in more places than those which seem immediately concerned, as well as involving the national honour in every place where the odious traffic is carried on—in the House of Commons, on the 16th, was singularly barren, if not altogether unpromising. Scarcely a member rose without parading, somewhat ostentatiously, his ignorance of, or want of sympathy with, the question. Mr. R. N. FOWLER'S opening speech was a very tame affair, and Mr. HUGHES, as seconder, fell as far short of "Tom Brown" as Mr. FOWLER did of "Ginx's Baby"—the author of which trifle he most superfluously dragged into the discussion. Mr. EASTWICK followed in worse taste than either of his predecessors, inquiring with surpassing audacity, "why "this country should be so Quixotic as to interfere in mat- "ters that did not concern her directly"—though he "did not deny the horrors of the traffic." Mr. MCARTHUR and Sir CHARLES WINGFIELD having followed with short addresses which might have been omitted from the debate without any disadvantage to its interest, Lord ENFIELD made a lengthy speech, which might not have been out of place in ENFIELD'S "Speaker," but which was unquestionably far behind the spirit of the present House of Commons. Sir C. ADDERLEY was more brief, but quite as aimless, in the next speech; and Mr. GILPIN, who never loses an opportunity of speaking on any subject with which he is unacquainted, uttered some of the platitudes which find favour in Northampton. To crown the whole, Mr. Under-Secretary KNATCHBULL-HUGESSEN frankly stated that "if he "had expected that Hong Kong would be so much referred "to he would have prepared himself with more exact "information," and proceeded to treat the Senate with some information which we may presume was inexact. And so the debate ended; and, for any practical purpose—putting aside for the time the unquestionably good intentions of the mover and seconder—it had better not have been brought forward at all than conducted to so sorry an end.

THE SINGAPORE JUDGESHIP SCANDAL.

OUR readers can scarcely have forgotten the very peculiar circumstances under which, in the absence of the Chief Justice, the Senior Magistrate, Mr. OWEN, was temporarily appointed Judge of the Supreme Court of Singapore, and as suddenly removed because it was alleged that he had refused to accept the order of Government as to the hearing or non-hearing of a certain suit. Into the merits of this question we have no occasion to re-enter now. We give below an official despatch from the Earl of KIMBERLEY on the subject, which fully corroborates the view we originally took of the circumstances. As our readers will perceive, Lord KIMBERLEY has written to Mr. OWEN'S brother to say that he has "no reason to believe that Mr. OWEN either neglected or evaded his duties." In his official despatch on the case, Lord KIMBERLEY says also:—"I must further express my opinion "that a good deal of not strictly relevant matter has been "introduced into this case by the Colonial Secretary," who seems to have gone afield in search of dirt to throw on an honourable man. If the Colonial-office take no further notice of aspersions which it has pronounced unfounded and irrelevant, yet at the same time it failed to rebut, it must not expect a high standard of character or bearing in the officers of its service. The official despatch to which we have referred was addressed to the Governor of the Straits Settlements, and ran as follows:—

I have received your despatch No. 166 of the 11th July, containing a letter addressed to me by Mr. Charles Owen on the subject of his temporary appointment as judge, and enclosing various other papers with reference to the same. The subsequent death of Mr. Owen, which I have learnt with great regret, renders it unnecessary for me to go so fully into the case thus brought under my notice, as I should otherwise have felt called upon to do. Looking, however, to the possibility of similar appointments being made in the future, I am bound to observe that you had no legal power under the Ordinance No. V. of 1868 to limit the powers of the person appointed to act as temporary judge.

Mr. Owen unquestionably had the full powers of a Judge to deal with all cases that were brought before him; and, subject to any special reasons for adjourning the trial of such cases, or for reserving them for Sir William Hackett, he was bound to deal with them in the ordinary manner so long as he continued to hold the office.

It is to be regretted that there was any misunderstanding between Mr. Owen and Mr. Birch as to the nature of the duties which the temporary Judge would have to perform; but it seems to me that the apparent discrepancy of evidence upon this point may be explained without much difficulty. Mr. Birch probably expected that the duties of Mr. Owen would be confined to dealing with a certain class of work, and intended, though he had no legal right to do so, to make Mr. Owen's appointment to the office conditional upon his confining himself to that work; Mr. Owen, on the other hand, did not understand that any condition of this kind was imposed, though he may have supposed, after Mr. Birch's explanation, in answer to the doubt expressed whether the work would not be too onerous, that the work he would practically be called upon to perform would be of this lighter nature.

I must further express my opinion that a good deal of not strictly relevant matter has been introduced into this case by the Colonial Secretary, but I shall submit to the Board of Trade the papers relating to the inquiries into the loss of the *Amazon* and *Clarendon*, and request their opinion as to the proper mode of transmitting the depositions taken in similar inquiries."

REAR-ADMIRAL GARNAULT has been appointed to the command of the French naval division in the waters of China and Japan, *vice* Rear-Admiral GIZOLME, whose term of service has expired. The new commander will hoist his flag on board the ironclad corvette *Belliqueuse*, which is being prepared for sea at Toulon, and which will replace the ironclad *Alma*, now on the China station, but which has been ordered home.

A NEW line of P. and O. steamers between Southampton and Bombay, to be despatched at regular intervals *via* the Suez Canal, will commence running towards the close of the current year.

IN another column will be found the official text of the Treaty concluded with the Dutch Government with reference to the island of Sumatra.

THE appointment of Sir ARTHUR KENNEDY as Governor of Hong Kong appeared in the *Gazette* of the 20th inst.

TRADE BETWEEN FRANCE AND CHINA.

The annual returns just issued by the French Board of Customs exhibit the trade between France and the Far East in 1871, compared with the preceding year. To form, however, a fair estimate it is also necessary to include the year 1869, which was free from the disturbing elements of war and revolution, from which the last two years have suffered. The importations of silkworms' eggs, which had risen from 4,064 kilos. in 1869 to the enormous quantity of 87,500 in 1870, ceased almost entirely last year, having fallen to 400 kilos. only. On the other hand, the importations from Japan show exactly opposite results. The eggs sent from that country, set down at 88,853 kilos. in 1869, appear to have been discontinued in 1870, as none are registered; if any exportations of eggs were made the quantity must have been so insignificant as not to be worth classification, in which case they would be comprised under the heading "other countries." In 1871, however, when the importations from China had descended to 400 kilos., those from Japan had again increased to 98,600 kilos., or nearly 10,000 more than in 1869. The above figures represent the entire imports, a large portion of which were re-exported to other silk-producing countries, the principal of which is Italy; thus the total importations from all countries amount in 1869 to 107,184 kilos., of which 85,567 only were retained for home consumption; in 1870, when the general imports were almost unvaried, amounting to 106,900 kilos., the quantity taken for home cultivation was only 67,900, or a diminution of 18,000 kilos.; last year, however, with the return of peace the trade revived, and of 122,900 kilos. received in

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France, 106,900 were employed at home. This trade with the Far East has increased during the last ten years in extraordinary proportions. The largest importations of silkworms' eggs were previously from Turkey, which country then sent from 30,000 to 40,000 kilos. to France every year. The first importation from Japan dates from the year 1864, when 448 kilos. were received, and in the following year the trade had increased to 56,899 kilos. From China 227 kilos. were imported in 1863, 1,027 in 1864, and 19,166 in 1865. At present four-fifths of the total importations are from those two countries.

The importations of cocoons from China amounted to 59,780 kilos. in 1869, 56,100 in 1870, and 75,100 in 1871, all taken for home consumption. No return is given for Japan beyond what may be comprised under the general heading of "other countries." Even from China the trade had until the last seven or eight years been of a very intermittent nature. Thus in 1858 the value of the imports of cocoons had amounted to 324,000f., during the five following years they had almost entirely ceased, the total value during the whole of that period not having amounted to 80,000f. From 1864, however, there was a revival, the trade in that year amounted to 261,100f., in 1865 to 355,235f., and in 1866 to 1,313,224f., which is about the present average.

The trade in raw silk from China was 681,122 kilos. in 1869, 800,500 kilos. in 1870, and 377,500 kilos. in 1871, the proportion taken for home consumption in the three years being respectively 509,898 kilos., 585,600 kilos., and 308,100 kilos. Ten years ago, in 1862, the imports amounted to only 4,728 kilos., but the following year they sprung to 318,543 kilos., and have since steadily increased.

The direct importations of tea were 238,996 kilos. in 1869, 287,070 kilos. in 1870, and 285,043 in 1871; from England in the same years 197,971 kilos., 175,151 kilos., and 163,911 kilos.; and from other countries 81,078 kilos., 41,513 kilos., and 40,781 kilos. Of the total of 518,045 kilos. imported in 1869, 317,760 kilos. were entered for home consumption; of 503,734 kilos. in 1870, 419,063 kilos. were taken for home use; and of 489,735 in 1871, 279,786 kilos.

The consumption of tea in France, although it has doubled within the last twenty years, is still quite insignificant, that beverage being little used, except medicinally or as an article of luxury. The average consumption of the last three years was but 338,000 kilos., or about three ounces per head of the population, while in England it exceeds four pounds per head.

The importations of porcelain ware, which may also be considered as an article of luxury, have also suffered from the war, and the pecuniary embarrassments it has caused. From 1,293,363 kilos. in 1869 they fell to 25,003 kilos. only last year. This diminution of trade has naturally led to an entire cessation of the exportations of silver, which in 1869 had amounted to 570,000 ounces.

MR. MEDHURST ON CHINA.

The effort recently made by Mr. Herbert Laurance to implant among the British public some knowledge of the manners and customs of the Chinese people, has been followed up by Mr. Medhurst, Her Majesty's Consul at Shanghai, who delivered a lecture on Thursday, at Streatham, taking as his text "The Foreigner in Far Cathay," and we are glad to be enabled to state found a numerous and an appreciative audience.

In commencing his address Mr. Medhurst—being, doubtless, fully aware that his auditors knew little or nothing of the subject before them—drew a brief, but at the same time comprehensive, sketch of the first acquaintance of European nations with the "Flowery Land," and of the various circumstances which in the end led to the establishment of our existing relations with the Chinese Empire; and he concluded his preliminary remarks by expressing his opinion that the leaders of all the several expeditions which it has been from time to time found necessary to organise in protection of our interests in China have fallen into the same error, namely, of withdrawing the pressure upon the Chinese Government at the moment when complete success had crowned our military operations under the influence of pledges which, the pressure once removed, were no longer respected. The bases of the mistake consisted in placing the Chinese Government on an equality with the more civilised Western nations, and in believing that it would hold sacred promises made under the influence of a successful foreign invasion. The great point which should have been insisted on was personal access to the Emperor, and this, he believed, would yet have to be achieved at the cost of further bloodshed.

Passing on to the immediate subject of the lecture, Mr. Medhurst drew a graphic description of life and manners in the Foreign Settlements in China. Taking Shanghai as the "model Settlement," he said that the English merchants there differed but little in their social characteristics from their prototypes at home; and that, as regards municipal arrangements and public and residential buildings, Shanghai could favourably compare with like establishments here. The community might be divided into two sections, the mercantile and the missionary. Alluding to the remarks passed at various periods by the press upon the Opium trade, he characterised that pursuit as a "political necessity," and repudiated the assertion that British merchants had been the only persons concerned in the introduction of the drug. In describing the daily routine of domestic life, he put in a word of praise for the Chinese servant whom he distinguished as being trustworthy, willing, and competent. Glancing at the peculiar dialect termed "pidgin English," he considered that the foreign merchants would greatly benefit by the acquirement of a colloquial knowledge of the Chinese language, which would enable them to communicate personally with the native dealers, and thus tend to the suppression of that *bete noir*, the Chinese "middleman" or broker. Passing on from the mercantile to the missionary element of the foreign population, he acknowledged our indebtedness to the Roman Catholic missionaries as being the pioneers of the introduction of foreigners into the country. He, however, regretted that the French Government had made the toleration of Christianity a special clause of a treaty. This, he said, had led to the Catholic missionaries meddling in political matters, in endeavouring to sever the allegiance of their converts from their native Government, thus bringing the Christian religion into bad repute, and paving the way for the terrible massacres (such as that at Tientsin) which had shocked the civilised world. The Protestant missionaries, although at times guilty of indiscretions, compared favourably in this respect with their Catholic *confreres*. The comparative failure of Protestant missionary enterprise was attributable to several causes, among which he would specify the obtrusion of denominational differences, and the erection of pretentious ecclesiastical edifices, which had the effect of exciting the jealousy of the Chinese priesthood. He would add that the more frequent adoption of native costume, and a more persistent mixing in the society of the natives than at present obtained would enable the missionaries to exercise a greater influence than they now possess among those they seek to convert. The lecturer went on to say that the opposition to foreigners displayed by the Mandarins was not based upon religious grounds, but arose from the fear that the introduction of railways, telegraphs, and other modern improvements would, by enlightening the people, weaken their authority and gradually undermine their influence. He protested against any concession of our Treaty Rights, believing that they should rather be extended than lessened in any respect. With regard to the Consular Service—to which as concerning himself personally he alluded as briefly as possible—he considered the British Consuls as a body hardworking, zealous, and efficient in carrying out what were often very difficult duties. They had been accused of being too ready to call for the assistance of the naval force, but he believed that all those who had had personal experience of China would acknowledge that such aid had never been claimed except when absolutely necessary.

Passing from his sketch of foreign life in China, Mr. Medhurst made a few observations upon the Chinese themselves, whom he described as by no means so bad as they had been represented. The stories told of the prevalence of infanticide, although based upon some foundation of fact, had been greatly exaggerated. The crime was in reality contrary to the Chinese character, in which love for children was an universal feature. The generally credited report that the Chinese were, without scarcely an exception, opium smokers must also be received *cum grano salis*. He acknowledged that the houses specially set apart for the indulgence of the habit referred to were lamentably numerous; still every country possessed some popular vice, and he believed that opium smoking prevails to no greater extent in China than does drunkenness among many nations of Europe. The production of native opium was rapidly extending, but its quality was far inferior to the Indian growth, and, consequently, its effects were less pleasurable. This, he hoped, would in some degree check the vice. Contrary to the generally received opinion, the Chinese were extremely fastidious in their food, and Mr. Medhurst could assure his hearers that neither cats nor dogs were esteemed as luxuries, as had been often stated. He had himself partaken of a soup composed chiefly of the celebrated edible birds'-nests, which was superior to any soup known to English cooks, turtle only excepted. The lecturer went on to describe the manners and customs of the Celestials; their marriage ceremonies and general social etiquette illustrated by anecdotes, and the exhibition of several "curios" collected during his residence in China. He alluded to the singular fact that in a country in which literature had been universally known from time immemorial, no newspaper press existed, and he believed that the introduction of a properly conducted native journal would exercise a most enlightening effect, and conduce in a great degree to raise foreign *prestige* in the country.

Concluding his lecture with a few remarks upon the present position of affairs in China Mr. Medhurst stated his belief that the presence of foreigners in that country had hitherto exercised no good effect. Missionary labour had produced but barren results, and the Chinese absolutely declined to take advantage of the improvements placed within their reach and offered for their adoption; this was attributable to the general apathy of the Chinese character. An apt illustration of this was afforded by the conduct of Chung How, who during his visit to this country and to France had had the opportunity of inspecting the most wonderful inventions which European civilisation is able to produce, but had not expressed, nor apparently felt, the slightest desire for their introduction into his own country. Notwithstanding this want of appreciation China must eventually make some progress, and this must be brought about by the extension of foreign influence, not suddenly or violently, but gradually. With this expression of opinion Mr. Medhurst brought a most interesting lecture—of which the limits of our space prevent us from giving more than the present brief report—to a close.

THE SUMATRA TREATY.

We received on Sarurday last from the Foreign-office the subjoined communication, giving the official text of the Convention between Her Majesty and the King of the Netherlands for the settlement of their mutual relations in the Island of Sumatra, of which the ratifications were exchanged at the Hague on the 17th inst.:—

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland and His Majesty the King of the Netherlands, being desirous to consolidate more and more, in the spirit of the Treaty of the 17th of March, 1824, the friendship between the two countries, and consequently also to remove all occasion of misunderstanding in their mutual relations on the Island of Sumatra, have agreed to conclude a Convention for that purpose, and their Plenipotentiaries have agreed upon and concluded the following articles:—

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ARTICLE I.

Her Britannic Majesty desists from all objections against the extension of the Netherland dominion in any part of the Island of Sumatra, and consequently from the reserve in that respect contained in the notes exchanged by the Netherland and British Plenipotentiaries at the conclusion of the Treaty of the 17th of March, 1824.

ARTICLE II.

His Majesty the King of the Netherlands declares that, in the kingdom of Siak Srie Indrapoora and its dependencies, as it is defined in the compact concluded by the Netherland Indian Government with that kingdom on the 1st of February, 1858, the trade of British subjects and the British navigation shall continue to enjoy all the rights and advantages that are or may be granted there to the trade of Netherland subjects and to the Netherland navigation; and, further, that the same assimilation shall be granted to the trade of British subjects and to the British navigation in any other native State of the Island of Sumatra that may hereafter become dependent on the Crown of the Netherlands, provided always that British subjects conform themselves to the laws and regulations of the Netherland Government.

ARTICLE III.

The stipulations of the preceding Article shall not interfere with the distinction established by the Netherland-Indian laws and regulations between individuals of Western and individuals of Eastern extraction, nor with the application of the stipulations of the Convention of the 27th of March, 1851.

ARTICLE IV.

The present Convention shall be ratified as soon as possible, and shall remain without force or effect until it has received, as far as shall be required, the approval of the States General. In witness whereof the respective Plenipotentiaries have signed the same, and have affixed thereto the seal of their arms.

THE NEW BILL OF LADING—MEETING OF UNDERWRITERS.

A meeting of underwriters was held at Lloyd's on the 21st inst., to consider the question of the new Bill of Lading for the Eastern Trade as it may affect insurance on goods.

Mr. F. B. B. Natusch, the chairman, read the notice convening the meeting. He explained that the meeting had been occasioned by a circular addressed, by Mr. Macandrew, to merchants and others interested in the Eastern trade, recommending them to insert in the policy of insurance a clause which would cover all the risks taken upon himself by the merchant under the new Eastern Trade Bill of Lading. The clause in this Bill of Lading which he considered objectionable was that which exonerated the shipowner from loss arising through the neglect or default of the pilot, master, or crew. This clause relieved the shipowner of the anxiety he now very properly felt to put in command of his ship a careful captain.

Mr. R. J. Lodge, after expressing the importance he attached to this matter, said that it would be well to keep in view the fact—though no doubt it was but a truism—that the shipowner and the shipper had an undoubted right to come to any agreement whatsoever, and it would be impertinent on the part of the underwriter to offer any observation on it, supposing it were simply an agreement between the shipowner and the shipper. But when this had been done, as he was almost afraid that this had been done, relying in some sort on the acquiescence of the underwriter, the underwriter could no longer remain silent, and it became their duty to face the thing in all its bearings. He thought that in coming to this agreement both parties had all along had an eye on the underwriter as the most convenient person to take upon himself these risks, which belonged legally to the shipowner. It was for the underwriter to say whether this should be done. He thought that a merchant running his own risk would not have made such an agreement; but the fact of the insurance by the merchant had no necessary connection with the shipowner, who was not entitled to any benefit from that insurance of the merchant. He thought they had already been paying for some time past liabilities properly attaching to the shipowner, and the interests of shipowners, he thought, would have been to leave the underwriters alone. There were owners who took a pride in the way in which their ships were navigated, and the state in which the goods were delivered, and if this alteration were made these great shipowners would be degraded down to the lowest level. He thought the proposed alteration would be fraught with mischief and trouble to them all.

Mr. Mackintosh moved, "That this meeting, having considered the Eastern Trade Bill of Lading, and a proposal from a committee of merchant shippers to attach it to, or to import certain of its conditions into the marine policy of insurance, hereby nominates the following gentlemen a committee to consider this proposal, and to ascertain, as far as may be, its precise bearing on the position of the underwriter, and, if need be, to take the opinion of counsel thereon, and to report thereon generally to a further meeting of underwriters, to be summoned by them for that purpose." This was seconded by Mr. Danson.

The resolution was then put and carried, and the following gentlemen were appointed on the committee:—Messrs. Tozer, Leathley, Mackintosh, Danson, and Natusch.

THE PRESS ON THE COOLIE QUESTION.

The Times says that any one who will be at the pains of searching out such misdeeds as these, and forcing them on the attention of civilised Governments, performs as great a service to humanity as can fall to the lot of a private person in our day. The attention of the public has been called to this subject by the murder of Bishop Patteson. It has been shown that in the reign of Queen Victoria, forty years after slavery has been abolished throughout the Empire, it is possible for the simple islanders of the Pacific to be drugged, kidnapped, and carried off by British subjects in British vessels for service in a British Colony. "Emigration," "apprenticeship," "hiring for a term of years," and other fine names may be given to the process by which the rich fields of Queensland were to be supplied with labour; but no one now doubts that the thing was a slave trade, and nothing else. What is called the Chinese Coolie Traffic is beset by malpractices of the same nature, which, if suffered to continue, may produce evils of far greater magnitude. One of the most extraordinary phenomena of the present age is the entrance of the Chinese people into the labour market of the world. Such a movement as this is worth encouraging and protecting merely as a matter of policy, and putting humanity out of the question. But nothing is more certain than that a traffic in the transport and the hiring out of labourers in a distant country is apt to induce horrible abuses unless it be strictly watched. Whether in Peru or Cuba, the condition of the immigrants differs in no respect from that of slaves. "Every year thousands of Chinese are kidnapped or induced under false pretences to leave their country, many of them die on the voyage, others destroy themselves, while the scuttling and burning of the vessels in which they are conveyed show that they are not willing emigrants." These are the circumstances under which an appeal is made to the British Government and the House of Commons. The Coolie Slave Trade, as it may truly be called, is carried on at certain known points of the Chinese coast. The Portuguese at Macao appear to be among the chief offenders. Lord Enfield assures us that Her Majesty's Government have several times remonstrated at Lisbon, but to no purpose. If it be so, we cannot but think the remonstrance must have been not very zealous and not very impassioned.

The *Pall Mall Gazette* says the "reply" of the *two* Under-Secretaries *(sic)*, each for his own department, the Foreign and the Colonial, afforded an example, only too common in these days, of a Government under representative institutions admitting the existence of a crying evil as well as a scandal, and yet putting off all responsibility for inaction. Mr. Eastwick, in the true spirit of the non-intervention policy, asked why this country was to be so Quixotic as to interfere in matters that did not directly concern her? This is to descend rather low in the scale of motives for a justification of indifference to the perpetration of a great wrong. But under the existing rule the supply to the labour market is checked. Give a Chinaman a fair prospect of saving money and returning within some definite and reasonable period to his own land, and he will go to the ends of the world of his own free will. The problem to be solved is doubtless not without its difficulties—real and practical difficulties—but they are so far from insurmountable that a short time would suffice, if not to apply a radical remedy to all the abuses of the existing system, at any rate to diminish the evil greatly, and prepare the way for a speedy termination of anything approaching to a mere slave traffic. The first step would seem clearly to be the prohibition by law of all shipment of coolies under contract from the Chinese coasts, including Macao, in British ships. The next step would be to devise a system of emigration which might afford a more sufficient safeguard against the employment of deception or force in the shipment of coolies willing to seek more distant labour-markets.

The *Daily News*, after a rambling reference to Goldsmith's "Citizen of the World," appears to agree with Mr. Hughes when he urged that the system of licensing, and deriving a revenue from the infamous gaming-houses, makes us accomplices in the perpetration of all evils which arise from their existence. Some things, of course, this country and the United States can do by virtue of their own authority to stop this odious traffic; but there is a great deal which can only be accomplished by remonstrance and moral pressure. One good result which came directly from the debate was that it elicited a strong declaration of opinion, not merely from Mr. Hughes and Mr. Gilpin, but likewise from the representatives of the Colonial-office, against gambling-house licensing in Hong Kong.

Monetary and Commercial.

The tenders for £600,000 in bills on India were received on the 21st inst. at the Bank of England. The amounts allotted were—To Calcutta, £415,000; to Bombay, £185,000. The minimum price was fixed, as before, at 1s. 11d. on all the Presidencies. Tenders on Calcutta and Madras at 1s. 11½d. will receive about 58 per cent., and on Bombay at that price in full. These results exhibit a diminution in the demand for the means of remittance to the East.

The report of the Indo-European Telegraph Company for 1871 has been issued. The receipts during the year were £49,030 13s. 1d., against £25,268 1s. 3d. in 1870, and the expenditure was £43,746 17s. 7d. The company have secured from the German Government a prolongation of their concession for ten years, and negotiations are in progress with the other Governments for similar privileges. A disputed point with the Post-office relative to a sum of £12,000 has been submitted to arbitration.

The report of the Anglo-Italian Bank, announces that, owing to the old losses at Naples having exceeded by £40,000 the sum anticipated, no dividend can be recommended. The directors of the Commercial Union Assurance Company recommend a dividend of £10 per cent., free of income tax—making with an interim dividend paid last September, £12½ per cent. for the year. The report

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of the British Land Company ( ) recommends a dividend of 4 per cent.

A report will be found in another column of the proceedings at a meeting of Underwriters, which has been held to consider the effect which the new Eastern Bill of Lading will exercise on the conditions governing the insurance of goods shipped.

We regret to find that recent gales in Java have been productive of serious consequences. In addition to the destruction of the Rice crop, we are now informed that the Clove crop has met a similar fate.

We learn by telegram from Washington that the American House of Representatives has passed a Bill repealing the duties upon tea and coffee imported into the United States.

The following is an official return of the tonnage and nationality of the ships passing through the Suez Canal during the year 1871 :—

British	546,621	American	4,170
French	91,841	German	3,520
Austrian	43,113	Spanish	3,157
Italian	29,400	Norwegian	1,316
Turkish	16,959	Portuguese	919
Egyptian...	13,394	Danish	660
Dutch	6,711	Burmanian	408
Russian	4,820		
Belgian	4,400	Total	771,409

Bar Silver has decidedly lessened in value, a very large quantity having been sent out during the past week, and the exchanges from India on London showing a decline. The price may be now quoted as 60½d. per oz. Mexican Dollars remain without alteration in value, the arrivals being unimportant; the demand for the New Coinage is, however, not very active.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th Feb., 1872, compared with the corresponding periods of the two preceding years :—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th Feb., 1872, 7,559,901 yards; for the twelve months, 105,016,523 yards; for the twelve months, 1871, 87,122,376 yards; for the twelve months 1870, 43,921,279 yards. Increase for 1872 against 1871, 17,894,147 yards.

COLOURED COTTONS.—Export for the month ended 16th Feb., 1872, 101,198 yards; for the twelve months, 5,940,102 yards; for the twelve months, 1871, 11,932,927 yards; for the twelve months, 1870, 1,933,681 yards. Decrease for 1872 against 1871, 59,928,125 yards.

PRINTED COTTONS.—Export for the month ended 16th Feb., 1872, 196,550 yards; for the twelve months, 2,786,207 yards; for the twelve months 1871, 2,574,760 yards; for the twelve months, 1870, 961,021 yards. Increase for 1872 against 1871, 211,447 yards.

COTTON YARN.—Export for the month ended 16th Feb., 1872, 955,700 lbs.; for the twelve months, 10,324,291 lbs.; for the twelve months 1871, 10,717,449 lbs.; for the twelve months 1870, 5,364,209 lbs. Decrease for 1872 against 1871, 393,158 lbs.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th Feb., 1872, 33,753,076 yards; for the twelve months, 372,201,553 yards; for the twelve months 1870, 297,596,950 yards; for the twelve months 1869, 219,852,944 yards. Increase for 1871 against 1870, 74,604,603 yards.

COLOURED COTTONS.—Export for the month ended 16th Feb., 1872, 596,360 yards; for the twelve months, 8,949,135 yards; for the twelve months 1871, 11,354,622 yards; for the twelve months 1870, 14,857,209 yards. Decrease for 1872 against 1871, 2,405,407 yards.

PRINTED COTTONS.—Export for the month ended 16th Feb., 1872, 353,231 yards; for the twelve months, 7,254,298 yards; for the twelve months 1871, 4,296,730 yards; for the twelve months 1870, 5,604,128 yards. Increase for 1872 against 1871, 2,957,568 yards.

COTTON YARN.—Export for the month ended 16th Feb., 1872, 55,200 lbs.; for the twelve months, 601,056 lbs.; for the twelve months 1871 551,636 lbs.; for the twelve months 1870, 512,863 lbs. Increase for 1872 against 1871, 49,420 lbs.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th Feb., 1872, 1,117,773 yards; for the twelve months, 34,725,192 yards; for the twelve months 1871, 33,669,005 yards; for the twelve months 1870, 16,522,866 yards. Increase for 1872 against 1871, 1,056,187 yards.

COLOURED COTTONS.—Export for the month ended 16th Feb., 1872, 90,720 yards; for the twelve months, 2,092,817 yards; for the twelve months 1871, 2,975,723 yards; for the twelve months 1870, 1,991,530 yards. Decrease for 1872 against 1871, 882,906 yards.

PRINTED COTTONS.—Export for the month ended 16th Feb., 1872, 48,365 yards; for the twelve months, 1,283,999 yards; for the twelve months 1871, 1,084,937 yards; for the twelve months 1870, 580,624 yards. Increase for 1872 against 1871, 199,062 yards.

COTTON YARN.—Export for the month ended 16th Feb., 1872, 1,212,498 lbs.; for the twelve months, 11,433,202 lbs.; for the twelve months 1871, 10,263,572 lbs.; for the twelve months 1870, 6,206,085 lbs. Increase for 1872 against 1871, 1,169,630 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th Feb., 1872, 6,618,695 yards; for the twelve months, 63,216,506 yards; for the twelve months 1871, 80,876,723 yards; for the twelve months 1870, 51,493,306 yards. Decrease for 1872 against 1871, 17,660,217 yards.

COLOURED COTTONS.—Export for the month ended 16th Feb., 1872, 839,944 yards; for the twelve months, 5,652,121 yards; for the twelve months 1871, 9,991,257 yards; for the twelve months 1870, 5,699,378 yards. Decrease for 1872 against 1871, 4,339,136 yards.

PRINTED COTTONS.—Export for the month ended 16th Feb., 1872, 327,665 yards; for the twelve months, 4,673,469 yards; for the twelve months 1871, 5,018,377 yards; for the twelve months 1870, 5,347,567 yards. Decrease for 1872 against 1871, 344,908 yards.

COTTON YARN.—Export for the month ended 16th Feb., 1872, 175,800; for the twelve months, 2,403,409 lbs.; for the twelve months 1871, 2,991,300 lbs.; for the twelve months 1870, 2,154,283 lbs. Decrease for 1872 against 1871, 587,891 lbs.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th Feb., 1872, 1,327,732 yards; for the twelve months, 18,380,944 yards; for the twelve months 1871, 16,457,303 yards; for the twelve months 1870, 8,934,388 yards. Increase for 1872 against 1871, 1,923,641 yards.

COLOURED COTTONS.—Export for the month ended 16th Feb., 1872, 277,925 yards; for the twelve months, 9,635,264 yards; for the twelve months 1871, 10,224,826 yards; for the twelve months 1870, 8,130,697 yards. Decrease for 1872 against 1871, 589,562 yards.

PRINTED COTTONS.—Export for the month ended 16th Feb., 1872, 869,345 yards; for the twelve months, 11,600,973 yards; for the twelve months 1871, 11,081,328 yards; for the twelve months 1870, 4,801,470 yards. Increase for 1872 against 1871, 519,645 yards.

COTTON YARN.—Export for the month ended 16th Feb., 1872, *nil*; for the twelve months, 767,789 lbs.; for the twelve months 1871, 382,978 lbs.; for the twelve months 1870, 310,070 lbs. Increase for 1872 against 1871, 384,811 lbs.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th Feb., 1872, 359,164 yards; for the twelve months, 5,465,591 yards; for the twelve months 1871, 20,296,876 yards; for the twelve months 1870, 15,815,906 yards. Decrease for 1872 against 1871, 14,831,285 yards.

COLOURED COTTONS.—Export for the month ended 16th Feb., 1872, 107,950 yards; for the twelve months, 7,783,735 yards; for the twelve months 1871, 8,222,726 yards; for the twelve months 1870, 10,510,265 yards. Decrease for 1872 against 1871, 438,991 yards.

PRINTED COTTONS.—Export for the month ended 16th Feb., 1872, 31,840 yards; for the twelve months, 332,473 yards; for the twelve months 1871, 1,363,440 yards; for the twelve months 1870, 1,030,337 yards. Decrease for 1872 against 1871, 1,030,967 yards.

COTTON YARN.—Export for the month ended 16th Feb., 1872, 22,120 lbs.; for the twelve months, 328,941 lbs.; for the twelve months 1871, 493,054 lbs.; for the twelve months 1870, 220,703 lbs. Decrease for 1872 against 1871, 165,143 lbs.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From YOKOHAMA and FOOCHOW to LONDON, per Hopewell, entered Feb. 17.—From Yokohama: 8 packages merchandise—W. R. Winch; 1 package merchandise—P. Cohen and Co.; 125 packages merchandise—Order. From Foochow: 2571 chests 9158 half-chests 4415 boxes tea, 1 cask wine, 2 boxes lychees—Order.

From SHANGHAI, FOOCHOW, and SINGAPORE (via S.C.), to LONDON, per Canton (str.), entered Feb., 19.—From Shanghai: 2510 packages copper—Schultz and Mehr; 7 packages merchandise—J. P. Hertz; 1676 chests 1866 half-chests 1158 boxes 931 packages tea, 175 bales wool, 24 packages merchandise, 36 cases wine, 57 bales hemp, 49 cases rhubarb—Order. From Foochow: 6532 packages 16 chests 46 half-chests, 6 boxes tea (in transit), 3352 boxes 12,273 half-chests 2437 boxes tea, 6 half-chests lychees—Order. From Singapore: 740 slabs tin—Order.

From CANTON and MACAO to LONDON, per Burdwan, entered Feb. 19.—8160 boxes tea—L. Reiss, Bros., and Co.; 5 cases cigars, 275 half-chests 16,402 boxes 6 packages tea, 34 cases preserves, 3 cases ginger, 70 packages canes, 2 packages merchandise, 3 cases lychees, 131 bales cocoons—Order.

From SHANGHAI to LONDON, per Amoor, entered Feb. 20.—1889 chests 3438 half-chests 470 packages tea, 65 bales silk—Order.

From SARAWAK to LONDON, per Altair, entered Feb. 21.—5¾ tons 6000 bags antimony ore, 60 tons oxide antimony, 3514 bundles canes, 1594 bags sago flour, 150 baskets gum, 19 boxes gum damar—R. and J. Henderson; 4 cases effects—Borneo Company.

From CANTON, SINGAPORE, MACAO, HONG KONG, &c. (via S.C.), to LONDON, per Warrior (str.), entered Feb. 22.—From Canton: 3 cases oil—Smith and Martindale; 4930 slabs tin, 3 cases mace, 10 cases nutmegs, 21 cases fish maws, 1 case dragon's-blood, 915 bales tobacco, 43 bales hides, 3 cases essential oils, 1,754 bundles rattans, 550 bags paper, 420 cases cassia lignea, 2 boxes ink, 3 packages sundries—Order; 100 cases merchandise (in transit)—Petty and Co. From Singapore: 1063 bags pepper, 516 baskets 40 bags gutta-percha, 1553 bags tapioca, 1343 bags sago flour, 35 boxes dragon's-blood, 556 bags pearl sago, 2160 bags gambier, 70 cases cassia liquorice, 4 cases isinglass, 8 cases gamboge, 357 bags turmeric, 50 pieces buffalo hides, 10 cases oil, 12 cases wine, 608 bags cubebs, 57 bundles hides, 2539 bundles rattans—Order. From Macao: 100 boxes tea—E. and A. Cohen; 14,774 boxes 7 packages tea, 13 packages sundries, 460 boxes merchandise—Order. From Hong Kong, 21 cases merchandise—A. G. Walker; 62 boxes camphor—Forbes, Forbes, and Co.; 2 cases ginger—J. Pook; 37 packages sundries, 1 package cigars, 1 package silk, 12 packages cassia lignea, 20 packages 122 half-chests tea, 1 package tobacco—Order. Remainder of cargo from Galle and Malta.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.
				Tns.	Tons.	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£	£	Cwt.	Cwt.	£
Glengyle, str., via S.C.	Singapore, &c.	London.	Jan. 31	...	...	5	...	...	247	227	994285	107286	...	...	...	289	423	13200	...	...	...	180	...	...	...	...	...	472	91	...	...	...	...	...	10
Do. do.	Hong Kong ...	,,	,, 31	...	...	8	250	...	...	816	832632	4130	...	...	20	13052	460	80300	...	...	...	30	...	35	29	27	1210	900	1795	...	...	310	...	...	...
Do. do.	Foochow ...	,,	,, 31	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	5	2	6	160	54	...	...	...	...	...	...	...	...
Do. do.	Shanghai ...	,,	,, 31	19	...	...	450	...	350	599	3379374	129352	...	...	...	14807	...	500	...	...	...	100	...	126	30	407	...	...	931	...	...	...	...	...	6
Do. do.	Chefoo ...	,,	,, 31	...	...	...	...	...	40	...	255400	2680	...	...	...	...	28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...
Do. do.	Yokohama ...	,,	,, 31	...	...	...	...	...	...	1353	463100	23784	...	...	...	1810	...	48200	...	...	...	...	...	...	...	...	90	200	...	...	20	...	...	70
Vidas, str., via S.C.	Java ...	,,	Feb. 3	2	...	25	...	...	350	202	455580	432275	...	3955	...	668	...	8500	...	...	...	8	...	...	...	70	...	...	115	...	...	...	...	...	1599
Galley of Lorne, str., via S.C.	Singapore, &c	,,	,, 3	...	...	...	...	...	...	710	680710	125200	...	300	...	1537	24	3330	...	...	...	216	...	...	...	39	...	15	1911	...	...	...	4	20	51
Do. do.	Hong Kong ...	,,	,, 3	76	4	...	...	...	...	332	944200	20000	13	...	350	1649	22	60000	43	...	...	39	...	61	...	39	500	86	429	...	50	17	15	14	143
Do. do.	Shanghai ...	,,	,, 3	50	12	...	...	...	...	1027	7188921	336066	2460	610	...	23581	265	...	...	...	...	17	...	326	94	324	...	...	594	38	...	312	...	19	68
Do. do.	Yokohama ...	,,	,, 3	...	...	...	...	...	...	254	8000	...	...	...	...	3890	...	76000	...	...	...	...	...	...	...	225	...	60	704	...	...	20	...	...	...
Mont Cenis, str , via S.C.	Colombo ...	,,	,, 5	1	11	5	...	...	530	135	1023750	276900	...	...	...	155	...	1750	...	...	...	...	...	241	117	...	...	...	858	...	...	...	2	6	...
Strathclyde, str., via S C.	Do. ...	,,	,, 6	12	30	...	3	...	11	719	1161457	55311	...	170	...	58	...	4390	...	3	...	1307	794	14	340	323	...	43	1076	...	...	14	16	53	219
Africa, str., via S.C.	Singapore ...	,,	,, 7	...	1	...	...	...	52	316	1127856	...	200	1110	...	140	...	84	20	75	36	...	...	2	...	130	...	35	775	...	...	256	18	...	184
Do. do.	Hong Kong ...	,,	,, 7	50	...	...	...	...	...	328	2797681	...	...	...	811	...	...	152900	43	...	...	...	...	146	...	29	500	731	815	70	...	280	70	20	42
Do. do.	Shanghai ...	,,	,, 7	...	...	5	200	2	105	713	2495360	81007	...	...	200	4673	90	2000	125	7	...	53	...	39	345	477	1500	...	916	...	...	47	5	28	100
Do. do.	Yokohama ...	,,	,, 7	...	1	...	...	...	260	320	40200	...	...	...	90	...	...	1335	...	...	...	...	...	53	...	...	...	...	1834	...	40	25	23	...	21
Yangtsze, str., via S.C.	Singapore, &c.	,,	,, 10	...	...	...	...	...	...	296	14208	...	...	...	...	142	...	...	45	...	...	35	...	6	30	26	...	...	...	...	...	...	...	...	15
Do. do.	Hong Kong ...	,,	,, 10	97	...	35	...	...	...	219	532040	...	...	...	...	1514	...	121120	...	...	7	7	...	6	12	177	200	52	151	...	17	...	8	...	47
Do. do.	Shanghai ...	,,	,, 10	...	...	...	66	2	1250	872	1087674	...	60	...	...	6842	520	...	...	5	...	18	...	91	...	...	...	500	...	...	...	14	15	11	197
Do. do.	Japan ...	,,	,, 10	...	...	...	...	...	...	246	833	...	...	...	35	...	...	...	...	...	...	...	...	...	...	...	...	...	80	...	...	8	...	...	...
Hector, str., via S.C.	Singapore, &c.	Livrpool	,, 9	...	...	...	...	...	1cs.	513	483093	91443	...	...	274	2397	...	22400	...	...	...	...	...	...	...	...	...	...	567	40	...	...	£280	19	...
Do. do.	Manilla ...	,,	,, 9	...	...	...	...	...	...	65	97537	120273	219	...	1cs.	2cs.	...	10000	...	...	...	...	...	...	...	...	...	...	990	...	...	...	...	...	...
Do. do.	Hong Kong ...	,,	,, 9	...	...	...	...	...	32	141	387203	5100	...	...	...	2594	...	155000	...	...	...	40	...	2	...	530	...	...	480	63	...	...	...	24	...
Do. do.	Shanghai ...	,,	,, 9	6	...	...	2	...	...	159	1717383	9600	...	...	...	5851	...	128500	...	...	...	...	...	...	...	...	...	...	520	...	...	...	1cs.	2	...
Do. do.	Japan ...	,,	,, 9	...	...	...	...	...	...	80	...	8163	...	...	...	200	...	28800	...	...	...	...	...	...	...	...	...	...	891	...	...	12	...	...	...
Stephensons, str., via S.C.	Colombo ...	,,	,, 12	2	5	...	...	...	...	319	196913	27750	...	...	...	...	...	...	...	15	52	447	...	68	...	281	...	16	...	...	...	118	...	5	2

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	Cwt.	£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Glengyle, str., via S.C.	Singpre., &c.	18	9	...	104	18	..	91	...	...	30	194	15	380	...	...	...
Do. do.	Hong Kong	11	...	...	9	10	1087	8	...	...	293	...	70	253	...	...	22
Do. do.	Foochow ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. do.	Shanghai ...	60	...	10	120	...	44	146	26	85	84	232	...	...	140	...	...
Do. do.	Chefoo ...	...	..	...	37	28	...	...	...	...	32	...	...	...	...	...	11
Do. do.	Yokohama...	...	...	...	58	...	45	...	...	...	169	...	...	...	...	...	...
Vidas, str., via S.C.	Java ...	10	...	84	45	24	...	285	95	...	30	55	143	...	...	...	...
Galley of Lorne, str., v. S.C.	Singpre., &c.	13	...	...	...	...	76	168	16	227	10	...	10	252	50	...	...
Do. do.	Hong Kong	19	30	...	227	57	378	98	51	...	40	...	...	1735	83	£55	...
Do. do.	Shanghai ...	123	...	22	92	...	...	340	23	140	60	163	...	...	...	...	150
Do. do.	Yokohama...	...	...	...	322	...	96	1388	...	25	342	330	...	...	...	...	75
Mont Cenis, str., via S.C.	Colombo ...	24	...	12	48	35	...	45	...	10	35	...	...	12	...	...	...
Strathclyde, str., via S.C.	Do.	14	2	15	290	22	439	102	12	166	253	6	54	137	...	...	...
Africa, str., via S.C.	Singapore ...	72	...	115	26	29	197	208	140	26	9	314	52	652	20	88	...
Do. do.	Hong Kong	74	3	6	141	40	1317	235	80	...	95	...	12	280	175	...	45
Do. do.	Shanghai ...	130	4	28	369	90	306	...	37	...	4	120	7cwt.	41	70	90	16
Do. do.	Yokohama...	48	...	50	477	84	2239	846	465	...	115	...	11cs.	...	265	...	...
Yangtsze, str., via S.C.	Singpre., &c.	60	...	...	11	...	...	...	...	69	...	98	...	...	...	214	...
Do. do.	Hong Kong	154	...	...	74	33	115	79	40	...	15	...	10	250	...	...	...
Do. do.	Shanghai ...	137	½	82	133	18	...	126	81	139	...	349	...	...	...	...	59
Do. do.	Japan ...	...	...	...	68	...	...	1929	12	...	...	...	200lbs	...	...	...	...
Hector, str., via S.C.	Singpre ,&c.	40	...	...	79	...	...	...	...	110	70	...	...	40	1cs.	80	...
Do. do.	Manila ...	74	...	145	...	...	17	...	50	...	1cs.	...	...	...	166	...	...
Do. do.	Hong Kong	...	...	2cs.	...	...	...	4cs.	...	...	...	...	...	...	...	...	...
Do. do.	Shanghai ...	...	...	...	...	...	...	8cs.	...	...	...	610	...	...	...	...	...
Do. do.	Japan ...	...	...	29	230	...	...	560	71	...	...	...	...	...	2cs.	...	...
Stephenson, str., via S.C.	Colombo ...	...	...	...	37	...	20	...	...	...	...	...	11	...	80	135	...

ADDITIONAL.—Per GLENGYLE (str.).—To Singapore, &c.: Cottons, £2,620; corks, £70; goods, manufactured, £89; effects, £100. To Hong Kong: Cottons, £1,478; corks, £10; goods, manufactured, £140; tin plates, 100 boxes; quicksilver, 400 bottles. To Shanghai: Cottons, £1,536; effects, £64; grindstones, £65; goods, manufactured, £142. To Chefoo: Effects, £26. To Java: Plain cottons, 39,400 yards; coloured cottons, 268,403 yards; woollens, £160; British spirits, 22 gallons; haberdashery, &c., £50; earthenware, £15; provisions, £15. To Macassar: Printed cottons, 9,600 yards.

Per VIDAS (str.).—Cottons, £60; clocks, £130; goods, manufactured, £162.

Per GALLEY OF LORNE (str.).—To Singapore, &c.: Cottons, £530; effects, £670; goods, manufactured, £35; india-rubber manufactures, £30. To Hong Kong: Cottons, £1,054; effects, £320; silver bullion, £10,000. To Shanghai: Cottons, £13,475; caoutchouc manufactures, £35; dogs, £80; effects, £644; goods, manufactured, £53; sugar, 10 cwt. To Yokohama; Effects, £163; goods, manufactured, £727.

Per STRATHCLYDE (str.).—Cottons, £800; corks, &c., £76; cement, £55; effects, £785; goods, manufactured, £11; silver plate, £40; sugar, 21 cwt.; beef and pork, 10 cwt.

Per AFRICA (str.).—To Singapore: Cottons, £3,862; carriages, £150; effects, £112; goods, manufactured, £38. To Hong Kong: Caoutchouc manufactures, £365; carriage, £125; goods, manufactured, £497. To Shanghai: Cottons, £6,700; carriage, £100; effects, £745; mineral waters, £30; steel manufactures, 4 cases; telegraph materials, £225; plants, £20. To Yokohama: Drugs, 2 cases; effects, £95; goods, manufactured, £10; plants, £42.

Per YANGTSZE.—To Hong Kong: Lighthouse materials, £3,500; silver plate, 172 ounces; quicksilver, 50 bottles. To Shanghai: Cottons, £3,000; felt, £185; india-rubber manufactures, £38; mineral waters, £20; sugar, 16 cwt.; scientific instruments, £35. To Japan: Caoutchouc manufactures, £30; goods, manufactured, £697. To Foochow: White wine, 24 gallons; red wine, 108 gallons.

Per HECTOR (str.).—To Singapore, &c.: Cottons, 9 cases and £90; cigars, 1 case; ironware, 8 cases; mercery, 2 cases; merchandise, £1,500; woollens, 26 cases. To Manila: Cottons, 4 cases and £371. To Hong Kong: Cottons, £100; merchandise, £2,000. To Shanghai: Ironware, 8 cases; merchandise, £700; thread, 8 cases; woollens, 4 cases. To Japan: Effects, £100; leather, 2 cases; merchandise, £2,200; mineral waters, £17. To Macassar: Plain cottons, 6,360 yards; printed cottons, 25,304 yards; hardware, £250. To Colombo: Hardware, £134; haberdashery, £115; machinery, £12; oil, £196. To Java: Machinery, £75; hardware, £40; plain cottons, 209,900 yards; dyed cottons, 240,622 yards; woollens, £56; haberdashery, £40; manufactured leather, £40.

Per STEPHENSON (str.).—Effects, £9; tobacco, 25 cases and 40 boxes.

Per CLYMENE, from Liverpool to Hong Kong, cleared Jan. 29.—Coals, 1,027 tons.

Per SOEMBING, from Liverpool to Sourabya, cleared Feb. 7.—Merchandise, £430; coals, 1,722 tons.

Per FEARNOUGHT, from Liverpool to Singapore, cleared Feb. 12.—Tobacco, 344 lbs.; coals, 1,771 tons.

Per TRINIDAD, from Greenock to Java, cleared Feb. 5.—Coals, 970 tons.

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ARTICLES OF IMPORT.

—o—

TEA.

The market has continued in a satisfactory position, though easier rates have ruled for Tayshan leaf and Congou below the value of 1s. per lb., supplies being in excess of the requirements. The demand has been chiefly for useful to medium Teas of China growth, and large transactions have also taken place in Indian leaf, supplies of which have again been very heavy, and sales have been advertised almost daily. The export trade has been quiet. During the past few days the market has been quiet, transactions being on a more limited scale than for some time past; prices, however, show little if any alteration, importers holding their Teas with great firmness. The deliveries for the week have amounted to 2,882,281 lbs., against 2,808,518 lbs. last year.

Black: Red leaf, of siftings and broken, there has been a pause in demand; good flavoury and Kaisow kinds are ½d. per lb. lower; for medium to fine Kaisow there has been no inquiry. Pakling: Few sales, supplies being limited. Tayshan leaf: Large arrivals, per sailing vessel, of medium to fine; per steamer, of good common to fair, the latter have sold at 1s. 1½d. to 1s. 2½d., medium, strong malty kinds at 1s. 3d. to 1s. 5d., fine at 1s. 6d. to 1s. 8d., and finest at 1s. 9d. to 2s. per lb. Dealers must be well in stock, as arrivals past six weeks have been exceedingly large, and importers have been free sellers. Quotations are ½d. to 1d. per lb. lower all round, except for finest. Black leaf: Ordinary to good common Shantam district, ex Ottercaps, has sold at 9d. to 11½d. per lb., or 1d. per lb. decline on sales a fortnight ago; fair to good at 1s. to 1s. 2d. has rather favoured buyers; medium quality; several chops have sold at 1s. 4d. to 1s. 5d. per lb.; in good medium to fine at 1s. 6d. to 1s. 9d. transactions have been few; finest, very little done. Souchong: No change. Oolong: Medium to fine, yellow leaf kind closes 1d. per lb. lower; Formosa sort as before. Scented Teas: Canton Orange Pekoe, supplies have come on in good quantity, and owing to an improved demand, advanced rates have been paid; good to medium 1s. 3d. to 1s. 5d., fine 1s. 7d. to 1s. 9d., finest 1s. 10d. to 2s. per lb. Caper, also, shows improvement, more particularly finest, which has sold at 1s. 10d. to 2s. per lb. Foochow Scented Orange, medium well scented 1s. 4d. to 1s. 5d.; fine and finest in no request. *Green:* Small lots of Moyune have been received, and very high rates paid for finest qualities, say 3s. 6d. to 4s. for No. 1 Gunpowder, 2s. 9d. to 3s. 1d. for No. 1 Young Hyson, and 2s. 4d. to 2s. 6d. No. 1 Imperial. Ping Suey kinds, no change. Japan leaf, no improvement; small lots of common quality, two or three years old, sold at public sale at 5d. per lb.

The public sales of the 16th inst. comprised 2,616 packages, and all sold without reserve; those of the 20th inst., 16,541 packages, of which 11,827 were sold without reserve.

SILK.

The public sales were concluded on the 22nd; there was a full attendance of the trade, but as usual the business done in the sale-room has been chiefly limited to a few parcels of various Silks, either taxed at easy rates or advertised for unreserved sale. Prices show firmness generally, but there has not been much business doing during the week.

The current quotations are—Tsatlee, 23s. 1d. to 31s.; Taysaam, 13s. 10d. to 26s.; Canton, 15s. to 22s. 6d.; Japans, 15s. to 29s. The deliveries from 1st to 22nd inst. were—China 1,624 bales, Canton 653 bales, Japans 529 bales.

COFFEE.

Notwithstanding that the Dutch sale has passed with a favourable result, the market here is dull, and the public sales have gone off heavily at a slight reduction in the rates current for last mail. Plantation Ceylon has, however, maintained a firmer tone than other kinds. The latest prices paid for Ceylon have been, *Plantation:* triage and ordinary 66s. to 72s. 6d., small 74s. to 76s. 6d., low middling 77s. to 78s. middling 78s. to 82s. 6d., bold 85s. to 87s., pea-berry 87s. to 89s. *Native:* good bold 72s., fine 73s., pea-berry 72s. 6d. Privately 1,200 bags *Native* have realised 70s. 6d. to 71s., fine bold 72s. 6d. to 73s. The only other sale of East India has been 275 bags *Singapore* pale Bonthyne sort, at 70s., two lots 70s. 6d.

The deliveries for last week show a considerable falling off compared to the several preceding weeks, both as regards those for home use and for export, and were 330 tons less than in the corresponding week last year; and the landings being 200 tons larger, the deficiency in the stock is reduced to 5,300 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 160,707 cwt., against 184,011 cwt. at the corresponding date of 1871; Native, 45,512 cwt., against 22,001 cwt. The quantity of Coffee landed in the seven weeks ended Feb. 17, 1872, was, of Ceylon, 3,366 tons, against 2,370 tons during the corresponding period of 1871; of all descriptions, 6,536 tons, against 4,982 tons. The quantity entered for home consumption was, of Ceylon, 1,160 tons, against 1,405 tons; of all descriptions, 2,329 tons, against 2,667 tons. The quantity exported was, of Ceylon, 2,241 tons, against 1,404 tons; of all descriptions, 6,199 tons, against 3,649 tons. The stock on Feb. 17 was, of Ceylon, 9,096 tons, against 13,166 tons; of all descriptions, 17,932 tons, gainst 23,214 tons.

The first periodical auction of the Dutch Trading Company this year was held on the 21st inst. at Amsterdam, when 75,200 bags Java, &c., were offered. The sales went off with good spirit at 1c. to 1½c. above the valuations, which were rather below the previous prices; good ordinary Java sold at 44½c. against 42c. in the November sale.

SUGAR.

Notwithstanding that prices continue to decline, the rates for unclayed Manila being 1s. lower than those quoted for last mail, there is still an almost entire absence of demand, and the offers at the public sales have gone off wholly without competition. Prices show a reduction from the late highest point of 4s. per cwt. The only sale during the week has been 8,860 bags unclayed Zebu Manila, at 22s. 9d. to 23s. per cwt.

The landings last week consisted chiefly of Java, Manila, and Mauritius, and were slightly in excess of those in the previous year; the deliveries showed a further reduction, being as much as 1,100 tons below those in 1871, and the deficiency in the stock was therefore diminished to 15,600 tons. The quantity of Sugar landed in the seven weeks ended Feb. 17, 1872, was, of Penang, 373 tons, against 11 tons in the corresponding period of 1871; of Manila, Java, and China, 4,849 tons, against 1,567 tons; the quantity entered for home consumption was, of Penang, 383 tons, against 595 tons; of Manila, Java, and China, 3,702 tons, against 3,744 tons. The quantity exported was, of Manila, Java, and China, 277 tons, against 490 tons. The stock on Feb. 17 was, of Penang, 447 tons, against 2,364 tons; of Manila, Java, and China, 12,938 tons, against 25,127 tons.

CAMPHOR.—Market very quiet, and no business done, holders firmly resisting any concession in prices.

COCOA-NUT OIL.—Ceylon quiet but firm at £37 15s. for fair, and £38 15s. for fine quality.

COIR GOODS.—Steady, without alteration in prices.

CUTCH.—Very quiet, and no transactions to report; holders are firm; 760 boxes and 138 bags in auction retired.

GAMBIER has continued firm, but rather quiet. Privately about 3,000 bales sold—Cubes, 24s. 9d. to 25s.; Block, 22s. 6d. Afloat 100 tons near at hand 22s. 6d., and 650 tons, December to March shipment, at 21s. 6d. to 20s. 6d. At auction, of 1,984 packages offered one-fourth sold—Pressed cabes, at 23s. 6d. to 23s. 9d.; free cubes, 24s. 6d.

GALLS.—No movement in either China or Japan on the spot, the firmness of holders having checked business; 509 cases China sold afloat at £3 1s. per cwt.

GUMS.—*Benjamin:* Siam firm; none offered. *Sumatra* firm, but of 170 cases, only a few were sold; fair to good 2nds £7 10 to £8 10s. *Copal:* A shade easier; of 578 cases at auction, only a small proportion sold at 35s. 6d. to 36s. 6d. per cwt. for good bold and medium hard; and 22s. 6d. inferior drossy. *Damar* in request; of 406 cases at sale, more than half sold; fine Batavia 58s. 6d. to 59s. 6d. per cwt. *Gamboge:* Early in the fortnight 11 cases were retired at auction, and afterwards a strong demand was apparent, and nearly half the stock has been cleared off the market at £13 to £17 per cwt., since which retail sales have been effected up to £20 per cwt. for fine. The stock is much reduced.

GUTTA-PERCHA.—Market quiet, but about 250 tons reported sold privately at 3s. per lb. for good middling genuine. At auction, of 1,868 packages and 11 tons offered, barely half sold; fair to good genuine at 2s. 6d. to 3s.; middling 2s. to 2s. 4d.; reboiled 1s. 6d. to 1s. 6½d.; White, part weak 1s. 2d. to 1s. 7¾d.

HEMP.—Manila continues firm, although not much business has been done; current rates are, Sorsagon £50 10s. to £51; superior brown £44 5s. to £44 15s.; brown £40 to £41.

HIDES.—At the public sales on the 22nd the supply of East India Kips was very heavy, but with a continued good demand both for home consumption and export the principal portion was disposed of without material alteration in prices, although better qualities sold in some instances at a decline of ¼d. to ½d. per lb. Of Buffalo the quantity offered was also large, but with a fair demand abour former rates were realised. *Ox and Cow:* Of 10,572 dry Penang offered 9,500 sold, first light, 5⅞ to 6⅝ lb., at 11d. to 11½d., one lot 10¾d.; heavy, 9 to 9½ lb., at 9¾d. to 10¼d.; extra heavy, 13½ to 14⅜ lb. at 10d. to 10½d.; thirds, 7d. to 7¾d. *Buffalo:* Of 5,406 Penang and Singapore offered 3,150 sold, heavy, 28½ to 36¾ lb. at 5½d. to 5¾d.; seconds, 5d. to 5⅜d.; light, 13⅜ to 17½ lb., at 6¼d. to 7d., one lot, 10¾ lb., at 9d.; 1,635 indirect Java were all withdrawn.

INDIA-RUBBER.—At public sale 36 packages Singapore and Penang, and 18 packages Borneo were retired; privately 50 tons Borneo sold at 1s. 9¾d. up to 1s. 10½d.

JAPAN WAX.—A further slight advance is to be reported; of 323 boxes at auction, about one-half sold at 90s. to 91s. 6d. per cwt. for good hard saucers.

MUSK, with continued scarcity, has advanced considerably, and at auction the bulk of 53 caddies was sold, good to fine even well shaped pods 38s. 6d. to 43s.; rough and bally good 19s. to 20s.; ordinary old 15s. to 17s. per oz.

PEPPER.—*Black* has manifested considerable activity, and an extensive speculative as well as consumptive business is the result. Transactions privately for the fortnight embrace 2,000 bags Singapore up to 6 11-16d., and rather over 10,000 bags Penang at 5¾d. to 6⅞d. per lb., which is the closing figure, and afloat some 300 tons at 6½d. to 6 5-16d. At auction 232 bags Singapore and 5,385 bags Penang—one-fourth of the latter only sold within above prices. Market closes quieter. *White* has been steady but quiet, and at the close is a shade easier; of 765 bags Singapore at sale, half were placed, good bold at 11⅜d. to 11½d.; brownish, 11½d. to 11¼d.

RICE.—Market quiet but firm at last quoted rates.

SPICES.—*Cinnamon:* Nothing doing, in anticipation of large sales to be held on the 26th. *Cloves:* Quiet at unaltered rates. *Mace.* Again rather cheaper—of 35 packages at auction half sold, very good and fine new, 4s. 4d. to 4s. 6d.; middling to good, 3s. 11d. to 4s. 3d. *Nutmegs:* Very quiet, and scarcely a transaction, 25 cases bought in.

STICKLAC.—In public sale 20 boxes Siam quitted at £4 9s.

TAPIOCA.—Market continues quiet; at sale only a small proportion of 979 bags Singapore sold—good at 2½d.; and of 305 bags Penang one-third at 2⅝d. for good. *Flour* quiet; 480 bags bought in; Pearl firm; about 50 bags sold, bullets 22s. to 22s. 6d.

TIN.—During the last few days a better tone has pervaded the market, and several parcels of Straits have changed hands at £138 to £138 10s. Banca is very firmly held, both here and in Holland; the current quotation here is £144.

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NEW YORK MARKET REPORT.—FEB. 10.

TEA.

There has been an improved demand for Green, but owing to the extreme views of holders transactions have been rather limited. Blacks remain quiet but steady at former rates. The inquiry for Japan is moderate, and prices are irregular. The import of Tea from China and Japan to the United States from June 1 to Dec. 6 amounted to 39,840,000 lbs., about one-half of which came *via* San Francisco. The exports during the same time in 1870 were 29,115,000 lbs.

SILK.

The imports during the past season continue to show an increased supply, and the deliveries have been in proportion larger than for previous years. The stock remaining unsold is relatively small at this date. Prices are firmer, and have ruled for some time below the quotations in China ports, and late advices from Canton report an advance, owing to small supplies to come forward. Fine Silks are quite scarce. With the present prospect of a good spring trade, and a semi-monthly steamer from China, *via* San Francisco, a larger business is expected. Total imports received from Jan. 1 to Dec. 31, 1871, 9,973 packages; same time 1870, 5,552.

COFFEE.—The market for all kinds is dull, with a declining tendency. The sales of the fortnight include 500 bags Government Java at 23¼c., and 5,919 piculs Java, per Jan van Brakel, on private terms.

STOCK IN NEW YORK, FEB. 1.

	1869.	1870.	1871.	1872.
Java Government ...	... bags 2,451	... 1,385	... 200	... 6,500
Java	... mats 27,808	...18,857	... —	... 1,193
Singapore	... „ 2,270	... —	... —	... —
Manila	... „ 6,769	... 2,627	... —	... —

CORDAGE.—Manila is steady, with a fair demand at previous rates.

CAMPHOR.—China is quoted 16c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $3; Cassia, $2.25 gold (duty paid).

GUNNY CLOTH.—Market quiet at 16c. to 17c. for Borneo.

HEMP.—The market for Manila continues very dull, and the fortnight has passed without any transactions being effected. The nominal quotation is 13c. to 13¼c. gold.

	1872. Bales.	1871. Bales.	1870. Bales.
Manila Hemp imported into the United States from Jan. 1 to Feb. 1	19,081	13,729	6,870
On the way to the United States from Manila, Jan. 31	28,551	46,128	34,614
Stock in importers' and speculators' hands in Boston, Jan. 31	3,850	12,347	8,050
Stock in importers' and speculators' hands in New York, Jan. 31	9,472	20,507	16,390

SUGAR.—There has been a steady business doing, but the demand has chiefly centered in new crop Cuba Muscovado, which has begun to come forward. The sales of East India have been 18,071 bags Manila ex Samuel G. Glover at 8⅛c., and 17,540 bags ex City of Agra, at 8⅛c.

SPICES.—The market has been more active for invoices than for many weeks past, and the increased business is accompanied with a feeling of greater buoyancy. Considerable transactions have taken place in Pepper, the purchases embracing 5,000 to 6,000 piculs, to arrive here, on private terms; prices are firm, but no higher. Cloves have been active and excited, and, with a very large business, prices have rapidly advanced, say 1½c. per lb., closing strong at 14c. gold; the sales are four cargoes, to arrive, the exact quantity that the vessels will bring as yet unknown, and 5,000 to 6,000 bales on the spot, for export, on terms not made public. In Nutmegs there has also been considerable business, both on the spot and to arrive, but the particulars have not transpired; quotations, however, are unchanged, and we quote Penang cases as before, 99c. to 100c. Mace, with an advance of $7 to $8 per picul in the primary markets, is held firmer, though prices here are not notably higher. Cassia, with a still accumulating stock, is unsettled and nominal. There is a steady trade demand, and we notice sales from store of Mace at $1.35 to $1.42½, according to quality; Nutmegs, 99c. to 100c.; a few casks, 97½c.; China Cassia, 30c. to 31c.; Batavia, 20c. to 32c., a wide range, owing to the quality of this article differing greatly; Pepper, 17c. to 17½c. for Sumatra, and 18c. to 18½c. for Singapore; White Pepper, 37½c.; Cloves, commencing at 12½c., and closing at 14c., all gold. Cassia Vera is quiet at 25c. currency.

TIN.—The market is again at a standstill, and prices are in consequence nominal; Straits is quoted 36½c.; Banca, 41c. gold.

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
Feb.16	Estrella	Ottazava	Manila	London
15	Sir Harry Parkes	Chapman	China via New York.	Do.
17	Hopewell	Parson	Yokohama & Foochw.	Do.
	Anorie S.	—	Simon's Bay	New York*
17	Falke	Gottsche	Foochow, for Hmburg	Falmouth
17	Hotspur	Corrigall	Maulmain	Do.
18	Canton (s.)	Jaques	Sing., China, &c. S.C.	London
17	Cornelius Smit	Dieper	Rangoon	Falmouth
18	Annie Fletcher	Allewyne	Do.	Liverpool
19	Burdwan	Ray	Canton & Macao	London
20	Amoor	Pearce	Shanghai	Do.
17	Medea	Ankrigna	Batavia	Brouwershaven
17	County of Nairn	Bain	Sourabaya	Do.
20	Altair	Tidey	Sarawak	London
18	Christina	Visser	Tjilatjap	Texel
6	Black Prince	Inglis	Yokohama	New York
7	Taitsing	—	Shanghai	Do.
14	Elizabeth Henderson	Henderson	Do.	Penarth
19	Sophie	Ohlsen	Hong Kong	Cuxhaven
19	Amitie	Ferrandy	Singapore	Marseilles
22	Warrior (s.)	Thomas	Sing., China, &c., S.C.	London

* With cargo ex Aldebaran, Meyboom, at Batavia.

DEPARTURES.

Date.	Ship.	Captain.	For	From
	Johanna Margaretha	—	Batavia	Rotterdam
	Ida Maria de Raath	—	Do.	Do.
Feb.14	Viscount Canning	Hesketh	Singapore	Cardiff
14	Fearnought	Graham	Do.	Liverpool
16	Alerte	Drielick	Batavia & Sourabaya	London
16	Rifleman	Smith	Penang	Do.
15	Ambassador	Gray	Hong Kong	Cardiff
15	Southport	Efford	Singapore	Do.
15	Daniel Draper	Roger	Do.	Penarth
15	Victoria	Bollequi	Manila	Liverpool
16	Roslin Castle	Alexander	Singapore	Falmouth*
17	Fenella (s.)	Williams	Colombo, &c., via S.C.	London
17	Aracan	Harwood	Shanghai	Do.
16	Yeavering Belle	—	Do.	Newcastle
2	Franklin	Brown	New York & Batavia	Boston
16	Canopus	Hencke	Cardiff & Hong Kng.	London
19	Yarra	Orfeur	Amoy, Chefoo, &c.	Do.
19	Punjaub (s.)	McKirdy	Colombo, &c., via S.C.	Do.
17	Taunton	Chalmers	Shanghai	Cardiff
17	Sea Mew	Cowan	Hong Kong	Do.
17	St. Kilda	Dyett	Anjer	Liverpool
12	Stephensons (s.)	Bray	Colombo, &c. via S.C.	Do.
20	Erasmus	Hulshoff	Batavia	Gravesend*
19	Agincourt	Carter	Shanghai	Sunderland
20	Everest	Owen	Hong Kong	London
21	Maiden Queen	Forsyth	Do.	Do.
21	Western Chief	Hill	Do.	Do.
21	Leander	Knight	Yokohama	Do.
19	John George	Barron	Singapore	Sunderland
20	Plato	Hart	Hong Kong	Do.
20	Warden Law	Johnson	Do.	Do.
21	Runnymede	Fearon	Galle	Liverpool

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For
Since Feb. 11	... Glengyle	... London	... Sing., China, &c.
—	... Oxfordshire	... Colombo	... London
—	... Nestor	... China, Sing., &c.	... London
—	... Priam	... Liverpool	... Sing., China, &c.
—	... Galley of Lorne	... Glasgow & London	... Do.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Lord of the Isles, Canton, Parnausses. For Colombo, &c.: Emblehope, Singapore.

SAILING VESSELS.—For Yokohama and Hiogo: Whiteadder, Engelbert. For Yokohama: Velocity. For Shanghai: Langstone, Derwent, John R. Worcester, Hopewell. For Chefoo and Tientsin: Fanny. For Hong Kong: Irvine, Guinevere, Dragon, Sir Harry Parkes, Malacca. For Manila: Maria. For Batavia and Sourabaya: Samuel. For Singapore: Pasithea, Janet Ferguson, Star of the South. For Penang: Peri. For Colombo: Southern Belle, Caroline Hutchings, Alchymist, Seafield. For Galle: Connemara.

At LIVERPOOL.—For Penang, Singapore, and Hankow (via S.C.): Erl King (str.). For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Ulysses (str.), Antenor (str.), Achilles (str.). For Singapore, Hong Kong, and Shanghai (via S.C.): Abbotsford (str.). For Hong Kong (via Cardiff): Elise. For Manila: Alejandro, Loyola, Gloria. For Batavia and Sourabaya: Bothwell Castle. For Singapore: Adeline, Miranda, White Star. For Colombo, &c. (via S.C.): Statesman (str.). For Galle: Caranjah.

At GLASGOW.—For Hong Kong: Archos. For Batavia and Sourabaya: County of Bute.

At GREENOCK.—For Singapore: Windhover. For Galle, &c.: Diadem.

SPOKEN.

PRINS VAN ORANJE (str.), Nieuwe Diep to Batavia, Feb. 11, off Malaga
CLARA (Am. brq.), Batavia to Boston, six days out, Nov. 2, 29 S., 104 E
AVON, Shanghai to London, Jan. 12, 6 S., 16 W. [10 W.
GYSBERT KAREL GRAAF *v.* HOGENDORP, Texel to Bat., Feb. 7, 47 N.,
SPIRIT OF THE NORTH, Colombo to London, Jan. 11, 26 S., 25 W.
CHRISTIANA, Java to Amsterdam, Jan. 8, 26 N., 36 W.
GERARDINA WILHELMINA, Amsterdam to Padang, Dec. 3, 39 S., 26 E.
ZEALANDER, London to Java, Nov. 8, 52 days out, 43 S., 18 W.
ABOUKIR, Sourabaya to Falmouth, 56 days out, 34 S., 17 E.
RANCAGUA, Manila to Boston, Dec. 9, 28 S., 54 E.
SCHOONDERLOO, Sourabaya to Amsterdam, Dec. 15, 38 S., 38 E.
BOYNE (barq.), London to Hong Kong, Dec. 28, 30 S., 23 W.
ADELINA (barq.), Shields to Singapore, Dec. 28, 30 S., 23 W.

FREIGHTS AND CHARTERS.

Outward berth freights are without alteration since our last issue; there is still a good inquiry for suitable vessels homewards.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama and Nagasaki: 100s. meast. To Hiogo: 110s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 60s. meast. To Sourabaya and Samarang: 95s. meast. To Padang: 105s. meast. To Batavia: 90s. meast. To Saigon: 100s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Yokohama: 35s. weight, 30s. meast. To Shanghai: 40s. weight, 30s.

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meast. To Chefoo: 45s. weight or meast. To Tientsin: 50s. weight or meast. To Hong Kong: 35s. weight, 25s. meast. To Manila: 35s. weight, 50s. meast. To Amoy: 40s. weight or meast. To Singapore: 20s. weight or meast. To Penang: 30s. weight, 35s. meast. To Ceylon: 15s. meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £36. To Penang: £25. To Singapore: £25. To Galle: £20. From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 42s. To Chefoo: 42s. 6d. To Shanghai: 47s. to 48s. To Hong Kong: 37s. to 38s. To Manila: 25s. To Colombo: 22s. 6d. To Galle, 22s. To Singapore: 27s. To Cheriben, 21s.

From Birkenhead, per ton.—To Shanghai: 36s. To Hong Kong: 30s. To Singapore, 20s. to 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 40s., ship 45s.; to Shanghai, steamer 35s., ship 40s.; to Hong Kong, steamer, 30s., ship 35s.; to Singapore, steamer 25s., ship 25s. to 27s. 6d.

The Admiralty have invited tenders for the conveyance of 32 tons stores to Hong Kong, and of 80 tons to Trincomalie.

MISCELLANEOUS.

At PORT SAID.—Feb. 18, Prins v. Oranje (str.), from Nieuwe Diep, for Java.

CASUALTIES.

The Fanny Breslauer, which sailed, Feb. 8, from Cardiff, for Shanghai, put back on the 16th to Waterford, with loss of maintopsailyard.

A telegram received at Liverpool Feb. 19, dated Anjer, 17th, states as follows:—Banda here making five inches water hourly; six men sick; shipping extra hands.

Advices from Helvoet, received at Rotterdam Feb. 17, state that the Antje, Julius, from Batavia, had grounded in the Ventjagersgat, but had been towed off and arrived at Helvoet.

The Viscount Canning, Hesketh, which sailed, Feb. 14, from Cardiff for Singapore, put back to Bristol; reported leaky.

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J. THOMSON, Chairman.

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LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.

Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

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Foochow	Hiogo	Bombay
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The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

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   A Reference Table and Traversing Lines eastward and westward, and Notes to elucidate periodical action of Solar Light and Heat, and Mean Temperature of Various Climates.
5. Maps of Arctic and Antarctic Regions.
6. Maps of Celestial Hemispheres and Sun's Course.
   Method of Colouring indicates the Territorial Extent of Races, Languages, or Religions, as English, Spanish, Mohammedan, &c.

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AND PILLS.—GOUT, RHEUMATISM, SCIATICA.—These maladies are always more or less connected with disorder or disease of the digestive organs. Hence the facility with which they yield to Holloway's remedies. Temporary alleviation immediately follows the proper application of this soothing Ointment, while the Pills taken internally reduce the digestive functions to order and avert all inflammatory tendencies. Nervous invalids will derive ease and consolation from the influence of these medicaments, which are free from mercury and all noxious ingredients. Holloway's celebrated Ointment and Pills present, at a trifling outlay, the means of preserving the health or uprooting diseases which have assailed the body through accident, luxury, indolence, or other causes.

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An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

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CARE OF W. H. SMITH, UNITED CLUB,

YOKOHAMA.

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THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January 1872. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

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ALEXANDRIA, ADEN, BOMBAY	,, ,,	Every Monday at 5 A.M.
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For Alexandria ... Every Thursday (noon)
,, Constantinople... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,, ,,

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

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Port.	Ship.	Class.	Dock.	Last Shipping Day.
Penang, Singapore, H. Kong, and Shanghai, taking goods for Japan.	Sea Gull, s.s. via S.C.	100 A 1	E.I.D.	Mar. 15
Shanghai ...	Derwent	AA1	SWID	With des.
Ditto	Hopewell	A1 13 yr.	SWID	With des.
Ditto	Sir J. Family	A1 14 yr.	E.I.D.	To follow
Hong Kong.	Guinevere	A1 16 yr.	E.I.D.	With des.
Ditto	Sir H. Parkes	A1 13 yr.	W.I.D.	With des.
Yokohama...	Columbus	A1 16 yr.	E.I.D.	With des.

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China	in 44	,,	,,
New Zealand	in 42	,,	,,
Australia	in 47	,,	,,

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Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Penang, Singapore, H. Kong, Shanghai, & Hankow	ErlKing.ss	AB 1	L'pool.	1st March
	Russia, s.s.	A1 100	SWID	March
	New Stmr.	A1 100	SWID	April
Hong Kong.	Burdwan ...	A1 14 yr.	SWID	March 15
Shanghai ...	Ailsa	A1 16 yr	SWID	With des.
Yokohama & Hiogo.....	Devana ...	A1 13 yr.	SWID	With des.
	Velocity ...	A1 14 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's court, Cornhill, London; 10, Orange-court, Liverpool, or York Chambers, 55, King-street, Manchester.

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Destinatn.	Ships.	Class.	Tns.	Dock	Last Shppng Day
Pen., Sing. Hg.Kg., & Shanghai, via S.C...	Canton, s.s.	A1.....		SWID	March 4
Shanghai..	Langstone	A1.....	746	EID	Wth des
	J. R. Worcester ...	A1 14 yr.	844	EID	To follw
Hg. Kong	Irvine	A1.....	655	EID	Wth des
Chefoo & Tientsin	Fanny	A1 10 yrs	398	EID	Wth des
Hiogo & Nagasaki	Zohrab.....	A1 9 yrs	412	EID	Wth des

Excellent accommodation for passengers.

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STEAM VIA THE SUEZ CANAL.—To PENANG, SINGAPORE, HONG KONG, AND SHANGHAI, taking cargo for transhipment to Java, Japan, &c, at through rates at shippers' risk (last shipping day March 4, unless previously full), the favourite full-powered Screw Steamer CANTON, 100 A1, 1,215 tons register; 200-horse power nominal, J. C. JAQUES Commander; South West India Docks. This magnificent steamer, built last year by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, has proved herself well adapted for it both by great speed (having in her present voyage passed Port Said in 28 days from Foochow) and sound delivery of cargo. Has splendid accommodation for passengers.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

"Castle" Line of Steam Packets.

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With quick despatch.

FOR HONG KONG, the well-known Clipper Ship, COREA, A1 14 years, 581 tons register, ROBERT CARR, Commander; London Docks.

For Freight, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

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	Tons	Brokers.	To Sail
Janet Ferguson, A1 14 yrs.....	581	Mills & Milne.....	Feb. —
Canton, s.s. A1. 100	1,215	Norris and Joyner...	Mrch. 4
Pasithea A1	587	Wright Bros. & Co.	Mrch. 1
Star of the South, A1	665	Wright Bros. & Co.	Mrch 15
Drummond Castle, A1.....	1,281	Thos. Skinner & Co.	Mrch —
Colombo s.s. A1. ...	1,215	Norris and Joyner...	Mrch 20
LIVERPOOL.			
Ulysses, s.s.	1,520	Alfred Holt.....	Feb. 24
Antenor, s.s.	1,601	—	Mrch. 7

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

The London Line of Packets for Japan.

FOR YOKOHAMA and HIOGO, with prompt despatch, the splendid Clipper Barque, ENGELBERT, 480 tons register, Captain D. BALLEHR; loading in London Dock. This fine vessel was built in 1870 under special survey, and classed 3-3rds L 1. 1. for nine years, being the highest class in the French Veritas; is coppered and copper-fastened. Has just discharged her cargo from Nagasaki in perfect order, and having proved herself to be one of the fastest clippers afloat is specially adapted for the conveyance of fine goods.

For further particulars, apply to MORS LE BLANCH and Co., 7, East India Avenue, London; or The Albany, Liverpool.

FOR YOKOHAMA and HIOGO with quick despatch, the well-known China clipper, WHITEADDER, A1 11 years (owned by Messrs. John Willis and Son), 915 tons register, R. E. HARRIS, Commander; East India Docks. This fine vessel, so well known in the trade is confidently recommended to shippers. Has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 444.] LONDON, MONDAY, MARCH 4, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received March 4.
JAPAN — Yokohama	Nov. 17	Jan. 9	Jan. 16
Yedo			
Osaka and Hiogo	—	—	,, 10
Hakodadi			
Nagasaki	—	—	,, 11
CHINA — Peking	—	—	,, 1
Tien-tsin	—	—	,, 2
Chefoo	—	—	,, 5
New-chwang			
Hankow	Nov. 17	Jan. 10	,, 13
Kiu-kiang	—	—	,, 14
Chin-kiang			
Shanghai	Nov. 24	Jan. 14	,, 19
Ningpo	—	—	,, 12
Foochow	—	—	,, 16
Formosa			
Amoy	—	—	,, 18
Swatow	—	—	,, 20
Hong Kong	Dec. 8	Jan. 18	,, 25
Canton	—	—	,, 23
Macao	—	—	,, 22
PHILIPPINES—			
Manila	Dec 1	Jan. 17	,, 21
COCHIN-CHINA—			
Saigon	Dec. 8	Jan. 13	,, 22
SIAM — Bangkok	Dec. 8	Jan. 15	,, 26
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	Dec. 15	Jan. 22	,, 26
Samarang	—	—	,, 25
Sourabaya	—	—	,, 24
MALACCA STRAITS—			
Singapore	Dec. 22	Jan. 23	Feb. 1
Penang	Dec. 29	Feb. 1	,, 3
CEYLON—Galle	Jan. 12	Feb. 4	,, 10
Colombo	—	—	,, 8

THE MAILS, &c.

The P. and O. mail, bringing the above dates, was delivered, *via* Brindisi, this morning, its due date. The next inward mail (French), with dates, Yokohama Jan. 23, Shanghai Jan. 26, Hong Kong Feb. 1, Singapore Feb. 9, is due, *via* Marseilles, on Monday next, the 11th inst., but will probably reach London by Friday, the 8th.

Telegrams by the China Submarine and Red Sea Lines are being received, allowing for difference of time, in about five to six hours.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. Company's steamer *Simla*, arrived Feb. 29,—From Shanghai: Mr. Lindsay. From Hong Kong: Mr. Somerville, Lieut. J. C. Helme. From Penang: Mr. Barrett. From Galle: Mr. Watson.

To Southampton, per P. and O. Company's steamer *Mooltan*, expected to arrive March 11.—From Hong Kong: Mr. G. J. Lamb. From Singapore: Mr. J. S. Still, Mr. Crooke, Mr. Johnstone, Capt. Halpin, and two second-class passengers. From Galle: Lieut. Harrison, Mr. Moseley.

PASSENGERS OUTWARD.

Per French mail steamer *Ava*, from Marseilles, March 3 (booked from London).—To Yokohama: Mrs. Cargill and family, Mr. Barbanchou. To Shanghai: Mr. Newbiggen, Mr. and Mrs. F. H. Belle and family, Mr. and Mrs. Rowley Miller, Mr. and Mrs. Brand, Mr. Balfour. To Hong Kong: Mr. H. B. Femann, Mr. C. T. Haden, Mr. and Mrs. Bellance and child, Miss Buck, Miss Smith, Mr. F. Bowden, Mr. Rinon and family. To Saigon: Mr. Hamonic, Mr. Caraman.

Per French mail steamer *Cambodge*, from Marseilles, March 17 (booked from London).—To Shanghai: Mr. Hogarts, Mr. Von Root, Mr. Zilmans. To Hong Kong: Mr. T. B. Usill.

Per French mail steamer *Peiho*, from Marseilles, March 31 (booked from London).—To Shanghai: M. de Geoffroy (French Minister to China), Mr. J. Sheldon. To Batavia: Mr. H. Slinkers, Mr. G. Livert. To Galle: Mr. and Mrs. D. Young and family.

Per P. and O. steamer *Massilia*, from Southampton, Feb. 29.—To Yokohama: Mr. J. Leckie, Mr. J. Humble, Mr. W. Webb, Mr. F. Pyne. To Shanghai: Mr. W. G. Hardeman. To Hong Kong: Sir A. Kennedy, Lady Kennedy, Mrs. Pyke, Mr. G. H. Woollatt, Mr. R. M. Gray, Mr. B. Layton, Mr. S. G. Bird, Capt. O'Callaghan. To Singapore: Captain Innes, Assistant Commissary Hutton. To Ceylon: Miss Hammond Spencer, Mr. J. Dowson.

Per P. and O. steamer *Simla*, from Brindisi, March 11.—To Shanghai: Mr. R. H. Percival. To Hong Kong: Mr. N. C. Stevens, Mr. J. Manger, Mr. and Mrs. W. Jackson, Mr. and Mrs. Kleinmachter, Mr. R. H. Cook, Mr. F. D. Bovis, Mr. J. A. Mann. To Singapore: Mr. R. J. Harris.

Per P. and O. steamer *Malta*, from Southampton, March 14.—To Shanghai: Mr. A. W. Brown. To Hong Kong: Commander Patterson. To Ceylon: Mr. H. Craven, Mr. and Mrs. J. V. Tippett, Mr. J. Parsons.

Per P. and O. steamer *Nyanza*, from Brindisi, March 25.—To Shanghai: Mr. E. Townend, Mr. M. P. Evans. To Hong Kong: Mr. W. Newman.

Per P. and O. steamer *Mooltan*, from Southampton, March 28.—To Shanghai: Mr. W. Glover. To Ceylon: Hon. Justice and Mrs. Stewart.

Per steamer *Ulysses* (Holt's Line), Captain J. Henderson, from Liverpool, Feb. 21.—To Singapore: Mr. John Cuthbertson, Mr. G. Nissle. To Shanghai: Messrs. Alexander Pollock, R. W. Manning, A. Manning, T. Truscott.

Per steamer *Lord of the Isles*, from London, Feb. 26.—To Shanghai: Mr. S. C. Love, Mrs. McIlwraith and three children. To Hong Kong: Messrs. B. Gillett, G. Scott, W. Chaplin, Miss Oxlad.

Summary of News from the Far East.

CHINA.

SHANGHAI.

Dates extend to the 19th January; the French mail, with London advices to Nov. 24, arrived out Jan. 12. We take the following summary of news from the *North China Herald*:—

The prospectus has been published of the new Bank which has been so much talked of lately. It is to be called "The Bank of China." The proposed capital is Tls. 2,500,000, in 25,000 shares of Tls. 100 each. The design is that the bank shall be principally directed in Shanghai. The provisional committee are Messrs. O. C. Behn, F. Hormusjee, A. A. Hayes, C. J. King, R. W. Little, J. A. Maitland and D. Reid.

The Asiatic Society has held its opening meeting in the new rooms in Yuen-ming-yuen-road, when a large number of members and the public were present. After a few remarks from the President, Judge Goodwin, relative to the auspicious circumstances under which they were met, and from Mr. F. B. Forbes regarding the manner in which the funds for the building had been provided and other financial detail, officers and council were elected. (Mr. Goodwin President, Messrs. Forbes and Wylie Vice-Presidents). The President then introduced Mr. Thomson, F.R.G.S., who read a paper on the antiquities of Cambodia, afterwards illustrating it by a series of photographic views enlarged by the lime-light process. On the invitation of the President a number of those present visited the upper room—a spacious and cheerful library and museum, where the Wylie Library was seen to advantage in new bookcases, and a number of specimens in natural history, chiefly entomological, were displayed. Among the specimens was a vulture, recently shot by the keeper of the Shaweishan lighthouse, and preserved by Messrs. Pryer and G. Barton.

We understand that a requisition addressed to the Commissioner of Customs, urging him to represent to the proper authorities the importance of immediate action being taken with a view to deepen the channel over the Woosung Bar, is being circulated, and has been already very numerously signed.

A somewhat curious case came up at the Mixed Court lately, before Chen and Mr. Haas, Acting American Assessor, when a foreigner named Delcour was prosecuted at the instance of a Chinaman. The plaintiff, a photographer, had, at defendant's order, taken a number of views of "Au Chalet," which were handed to an agent for the sale of the property, the latter getting a commission covering disbursements incidental to the sale should it be disposed of, but receiving nothing if it were not. No sale was effected, the agent left Shanghai, and the photographer applied to defendant in this action for payment of his claim of $13. Defendant refused to pay, and plaintiff therefore applied for a summons at the French Consular Court, when he was informed that the defendant was not registered as a French subject, and that the Court had no jurisdiction. He was advised to try the American Consulate, and on doing so received a similar reply

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The British authorities referred him to the Mixed Court where, after urging his case for two months, a summons was granted him, of which defendant, however, when it was served, took no notice. Plaintiff was again thrown back on the Mixed Court, which subsequently issued a warrant for defendant's arrest. As defendant was living on the French Concession, the warrant was, as is usual even in the case of Chinese, *viséd* by the French Consul-General, and duly put in force. Defendant was at once liberated on engaging to appear at the Mixed Court, which he did, and paid the amount under protest that he was a French subject.

The Volunteer Parade, which we lately spoke of as pending, is definitely fixed for the 19th January. It is several months now since we have had a general parade, and a march out will come back with all the force of novelty, for a march out is, we believe, to be the programme, with the usual refreshment at the end of the fight. These "field" days were so much enjoyed last year that there is sure to be a good muster of all who have shared in them, as well as of new comers who have heard the tradition.

We are glad to learn that while almost every other kind of amusement has its zealous votaries in Shanghai the noble game of chess is not neglected. A meeting for the arrangement of a chess tournament has been held at the Library, and was well attended. It was decided that a tournament should be held in the Library, commencing on the 22nd. Regulations for the tournament were made, the entrance fee fixed at $2, and a committee elected, consisting of Messrs. Rennie, Curjel, E. George, L. J. Mullins, and Drs. Barton and Gottburg. It was resolved that any surplus funds there might be should go to the formation of a chess club, in favour of the establishment of which there was a very strong feeling.

The annual meeting of the Committee of the Sailors' Home has been held. The report and accounts show a very satisfactory improvement in the condition and working of the Home under its new constitution.

The steamer *Patroclus* has brought a large and expensive plant of machinery for the Keangnan Arsenal, to be used in the manufacture of Remington and other breech-loading cartridges. We hear that a gentleman will come out by next mail, from the Laboratory department, Woolwich Arsenal, to superintend the working of the machinery.

For some months past rumours have been more or less prevalent that the Chinese Government intended to open one or more new ports, of which Ichang on the Yangtsze was to be one. We by no means feel certain of the truth of the report, but it seems to have come from quarters sufficiently well-informed to have some blush of probability about it; the more especially as the audience question is sooner or later likely to take a more definite form than it at present presents. While there is no doubt that the Chinese Government has not been so blind as not to see the advantages both it and the people under its charge have gained from the opening of the present ports, it would yet be too much to expect from that body to grant freely, and without a *quid pro quo*, what they—for all that they themselves were the greater and most immediate gainers—would still pretend to look upon as a concession. In other words, we look upon the report as a feeler in order to find out what privilege is already granted.

The *News-Letter* reports another little "complication" at Kiukiang, about the treaty rights of missionaries. It appears that some months ago an American and an English missionary visited Nanchang, the capital of Kiangsi province. They were denied admittance into the city, and forced to leave the place by the mandarins. A week or two ago the English missionary returned and anchored in the water-course outside the walls. His boat was besieged by deputations of mandarins, trying by every device to get him to leave. But as he sturdily stood on his treaty right to preach and sell books, they at last incited the soldiers, whom they had placed professedly as a guard over the boat, to assail it with stones and bricks; under which, and the fear of worse violence, the missionary was forced to retire. A communication from the Taotai or Chi-fu of Nanchang had reached Kiukiang almost as soon as the missionary, representing that the people had risen upon the missionary, and would have done him grievous harm, had not the mandarins restrained them, and got the foreigner away in safety!

A Peking correspondent writes:—"This is really not so bad a place in winter as you Shanghai people imagine. It is cold, certainly, when we get a strong north wind; but we don't have these often. We are a little isolated too, and not quite so busy and practical as you are in Shanghai; but there is plenty of society; and for amusements we have billiards, bowls, riding, and skating. The atmosphere is beautifully clear and dry. We have only had one fall of snow, three or four inches deep; and that has entirely disappeared, except in shady corners, where it will probably lie till April. There is no particular news. Why don't your Chamber of Commerce insist on having an official declaration in the transit-due matter? If this is let slip back again into the old groove, it will be all the Ministers' fault—and the merchants' for not agitating it."

The *Peking Gazette* contains a memorial from the Governor of Hunan, reporting destructive floods in his province. Judging from the map, the area which he reports inundated must be larger even than that covered by the floods in Chihli. And the distress, notwithstanding that the harvest had already been gathered, must be very great.

HONG KONG.

Advices by this mail extend to the 25th January; the London (French) mail of December 8 arrived out January 19. The following summary of news is from the *China Mail*:—

The licensed gambling-houses were finally closed on the 20th January. The effect of the system is so well known after an experiment of nearly four years that it is quite superfluous to say what the opinions of the majority of the community are on the matter. Everyone knows that it has worked mischief, bringing to ruin many a man who would otherwise have remained uncontaminated had not the temptation of open gambling, carried on under the special sanction and to the increase of revenue of the Government, been glaringly set before his eyes. This has been pointed out to the authorities so many times that we shall only briefly note what the licensees think of the coming withdrawal of their license. Hitherto they have derived great profits from this source, and they cannot but view the withdrawal in an unfavourable light, as their goose that lays the golden egg will be killed; they regret it the more as they know perfectly well that for the future, unlike all previous attempts, secret gambling will be visited with unflinching severity, and that they will not be able to carry on their game even on the sly with perfect impunity. They also knew that Sir Richard, with his usual energy, will endeavour to put an end to police-connivance, so that they have not the slightest chance of resuming their nefarious business. At any rate, even if they did, they would not be able to realise an out-turn sufficiently remunerative to make it worth their while to incur the risk of the severe penalty of the law, as the stakes at these secret tables are invariably smaller than those at the licensed ones. This conclusion may appear strange, but certainly there is plausibility in the argument given in support of it, and it is this: when people play at unlicensed houses they are in constant fear of the police, and not unfrequently it is the trick of the keeper of the table, when he is about to lose a large amount, to cause an alarm of "the police are coming" to be given, and in the scramble and confusion he will sweep everything into his drawer, or, at any rate, will evade paying the winnings. Thus it has been urged that secret gambling can never assume the magnitude of licensed gambling, and with stringent laws it may be reduced to a minimum, if not entirely eradicated. We are sure his Excellency will now turn his energy in a direction opposite to his old policy for the suppression of gambling, and, let us hope, with good results.

Twelve men charged with conspiracy to make an armed attack on certain piece-goods shops at Showkewan have been brought up before the Acting Chief Justice, when the Acting Attorney-General said that he had decided, under the circumstances of the case, to enter a *nolle prosequi* against the prisoners, as he was sure a verdict could not be obtained against them. The prisoners were then removed to answer a minor charge at the Magistracy. It appeared that the informer contradicted himself in so many important points that it rendered his evidence of no use, and the Acting Attorney-General therefore came to the determination of not proceeding with the case unless fresh evidence was obtained. Nothing can illustrate more clearly the inapplicability of English law to the governance of the Chinese than this trial. The desperate character of the intended attack was shown by the large quantity of arms and other offensive weapons found on board the junk in which the plot was concocted, and had the plan not been frustrated, we might fairly have expected a repetition of the tragedy that occurred in the same village some two years ago, in which Sergeant Mahoney met his death and two Sikh constables were severely wounded. That the law should be powerless against a set of vagabonds who were caught "red-hot" in the act of accomplishing their atrocious design is much to be regretted, seeing that others of the lawless population will be sure to take courage from what has happened to the twelve men. It is evident from the quantity of formidable weapons, offensive as well as housebreaking, with which the prisoners had armed themselves, that they meant to show fight, and to take life if need be, especially when we are told that the surrounding of the police station to prevent the police from acting formed part of the programme. If, in a case of such audacity, and with an object so villainous, the perpetrators could not be indicted on a more serious charge than misdemeanour, our laws are deplorably defective. But what are we to say when the Attorney-General, finding that nothing can be done to them, was obliged to enter a *nolle prosequi* against them? Surely the time is come that our laws should be modified to meet the special wants of the Colony. We are averse to arbitrary legislation, but what can be done when people of this depredatory stamp are allowed to escape through the meshes with which our law is surrounded? Had this occurred in China, the mandarins would undoubtedly make short work of the criminals, in fact the mere possession of the arms was in itself sufficient to convict the men.

At present, while China is in its semi-chrysalis state, we must be prepared for very glaring blunders, or hugely impertinent and clumsy attempts to damage the local trade of Hong Kong. The Customs cordon and alleged right of search were what may be termed to be, and fortunately were treated as, very "cheeky" proceedings; and the little scenes at Macao even, though probably more defensible, were not devoid of a rising arrogance, apparently caused by a dim notion of power acquired through the means of Western appliances. An-

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vertiser. It appears to be an account ... has been taken by the Haikwan at Canton, to ensure the Adjunks foreign-laden proceed to Canton or Pakhoi, in the first instance, whatever may be their port of destination. If the Chamber of Commerce ever had presented to it a subject of immense importance, bearing on the trade of the port, that is assuredly the proposition thus coolly made by the Haikwan. It is fortunate that Sir R. G. MacDonnell is now amongst us, because one of the best and most popular traits of his Excellency's administration is the true English jealousy with which he has always guarded the port and its tradal interests from outside enemies. We should not be at all surprised to hear that Sir Richard had snuffed out such a barefaced proposition before the bodies here had time to take any step in the matter.

The case of Remedios *v.* Reynolds has been decided in the Supreme Court. It appeared that the plaintiff entered the defendant's employ as clerk in June, 1861, but no understanding as to what should be his salary was come to. In October, 1863, Mr. Reynolds left the colony and the plaintiff assumed the management of the firm in Hong Kong, the defendant giving him a power of attorney and a letter in which the plaintiff was allowed to draw salary from the firm at the rate of $1,500 per annum to begin with. The plaintiff continued charging $1,500 per annum up to December 31, 1865, but in the month following to July, 1867, he drew a salary at the rate of $320 a month. The plaintiff had rendered the accounts to the defendant, who did not take objection to the different items charged for salary, and now he complained of overcharge to the extent of $8,925. This was the subject of this action. The acting Chief Justice gave judgment in favour of defendant.

Another case brought before the Court had reference to the bankruptcy of Lyall, Still, and Co., being a motion by Henderson and others to recover from the official assignees fifty trusses of long ells, ex steamer *Poonah*, or the proceeds thereof, viz. $10,000; and a motion by Liebert and another to recover ten bales of jeans, or the proceeds thereof, viz., $2,311.27. His Lordship decreed in favour of the petitioners; the costs of this proceeding to be borne by the general estate.

The first concert of the season given by the Choral Society on the 22nd Jan. was in every way a great success, whether judged by the well-selected music chosen to form the programme, or by the admirable manner in which it was performed.

REPLY TO THE PUBLIC MEMORIAL.

The following is the reply vouchsafed by the Home Government to the memorial passed at the indignation meeting held on Sept. 25th of last year. It speaks for itself:—

Colonial Secretary's Office, 22nd Jan., 1872.—Gentlemen: With reference to the memorial addressed to the Secretary of State requesting appointment of a Commission of Inquiry into the Police, I am directed by the Governor to acquaint you, for the information of the gentlemen who signed the document, that by the last mail his Excellency received a despatch of the 1st Dec. from the Right Hon. the Earl of Kimberley, who desires his Excellency to inform the memorialists that the condition of the police force has for a considerable time been a source of anxiety to his Lordship, and that he had had frequent communication with the Governor on the subject. His Lordship has further instructed his Excellency in connection with the suppression of the gambling-houses to strengthen the police force, and to spend on it a considerable portion of the special fund. His lordship had been enabled to secure in England a certain number of well-trained police of good character, young and physically strong, and trusts to be able to obtain more men of the same stamp, and confidently hopes that the Governor's experience will enable him to establish an improved condition of affairs. His Lordship fears, however, that the complete reorganisation of the police system, to which the memorialists point, and which may, perhaps prove to be necessary, cannot well be undertaken by Sir Richard MacDonnell, as the termination of his tenure of office is so near at hand. He is, however, authorised to inform the petitioners that his successor will, before proceeding to the colony, be made fully acquainted with the condition of affairs and with the views of the memorialists, and it will be his first duty to inquire thoroughly into the matter.

After giving the memorial careful consideration his Lordship is of opinion that the appointment at the present moment of the proposed Commission would not be opportune, and that it would be better for the Governor's successor to enter on so important a question without finding any points prejudged, or any recommendations formally placed on record. He will have the advantage of hearing the opinions of the Legislative Council and consulting them freely on all matters of principle or detail connected with the police force. But, although for these reasons Lord Kimberley has not thought it expedient to advise Her Majesty to comply with the prayer of the memorialists, his Lordship feels it unnecessary to commend the subject to the Governor's most serious attention, and requests him to take whatever steps he may deem practicable for effecting an immediate improvement in the efficiency of the force.

I am further directed to acquaint you that previous to the receipt of the despatch above referred to his Excellency had received a telegram from the Earl of Kimberley approving of the Commission which he had decided on appointing.—I have the ... to be, gentlemen, your most obedient servant, J. GAR... Secretary.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices to the 1st February; there had been no mail arrival since that of the French mail of Dec. 22; but the P. and O. mail of Dec. 29 was due on the 2nd Feb. The following is from the *Straits Times*:—

There has been little of public interest occurring during the fortnight. The criminal session is dragging slowly along, and there are a number of cases yet to be tried. The case of Captain Sachsze, of the barque *Burlington*—who was sent down by H.B.M. Consul-General of Siam for trial on a charge of murder—has not yet been before the grand jury, and we hear there are several more bills to be sent in. The case against Moh Choon, the head of the Ghee Hok kongsee, has been fixed for the 5th of Feb., and will, we presume, occupy four or five days. In addition to this, the jury failed to agree in two cases, which will have to be re-tried, so that there is little prospect of the closing of the session under another fortnight.

The want of court accommodation has been severely felt during the present session, and Chief Justice Sidgreaves has passed some severe strictures upon the Government with regard to the matter, calling the attention of the Attorney-General, as the legal adviser of the Government, to the serious inconveniences under which he was obliged to labour. The Attorney-General replied that it would be impossible to get any improvements made until the return of Sir Harry Ord, who is shortly expected, the judge pointedly remarking that he might be in his grave by that time, as his health was suffering from the constant exposure to which he was subjected. He says truly that it is a disgrace to the Settlement. His position as Chief Justice in Court is exposed to such violent draughts from the external air that he has difficulty in preventing his papers from being blown away, and precluding his properly taking notes. Though it is a usual custom for administrators to decline undertaking public works or material alterations on the eve of a governor's return, yet this is no excuse for neglecting really urgent works.

The approach of the Chinese new year has, as usual, been made an excuse for levying a heavy percentage upon coppers and small coin in exchange for dollars—four and five per cent. being charged here, and we hear the exactions in Penang have reached seven per cent. Various theories are given to explain this annual extortion, one of which is that the Chinese are hoarding copper cents to gamble with during their new year, but as there does not appear to be any scarcity of coppers, the true explanation appears to be that the charge is a tax levied by the Chinese shopkeepers, through whose hands most of the coppers pass, to enable them to have more money to spend in their new year celebration. The want of a plentiful supply of a small coin currency in the colony is just now painfully apparent, and it is to be hoped Government will take steps to provide so urgent a need.

Although there has been no serious riot, the turbulent spirit of the Chinese population requires all the vigilance of the police to keep them within bounds. There has for some time past been ill-feeling between the Say Lims—or the Lim family—and a portion of the Ghee Hok kongsee, which during the past fortnight became threatening, there having been one or two street fights. More serious consequences were prevented by the promptness of the police, who were on the alert and quickly arrested the ringleaders; the headmen were then made special constables, and compelled to do active police duty, of which they eventually got tired, and came to a settlement of their differences.

This difficulty was hardly over before another event occurred which gives more serious ground for apprehension. On the 30th Jan. the dead body of a Chinese was found in the sand on the Brass Bassa Canal, where it had evidently been left by the tide; the skull was broken in, and appearances indicated that the man had been murdered. The body was identified as that of a Teo Chew Chinese named Quay Ah Tow, aged about fifty years, who was the head Sin Say er secretary of the Ghi Hin kongsee—a powerful secret society—and who bore a high reputation among his clan, he being chosen as referee in nearly all their disputes, and was greatly respected by all who knew him. Strange to say, among the papers found on his person was one containing an extract from the rules of the society, stating the procedure in case of the murder by one member of another member of the society. The object of his murder could not have been plunder, as his clothing and purse were untouched, and suspicion rests upon persons who were known to have been in his company the previous evening, three of whom have been apprehended. The murder has awakened considerable excitement among his countrymen and his numerous friends, and unless it can be proved against the guilty parties, may be charged by the Teo Chew Chinese upon their enemies the Hokiens, and used as an argument to stir up another general riot.

Cases of robbery by gangs of petty thieves are increasing in number and boldness. Numerous cases of thefts of poultry and clothing continue to be reported, showing that an increase in the number and efficiency of the police is a crying necessity. A few

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nights since some of these thieves paid a visit to the [illegible] occupied by Mr. H. J. D. Desker, [illegible] nights afterwards the while the occupants [illegible] Desker's premises, and carried off an[illegible] of clothing, &c., being the fourth box of sundries which they have succeeded in stealing within a few days.

A Marine Court of Inquiry into the loss of the British barque *Burlington* has been held before F. H. Gottlieb, Esq., Magistrate of Police, H. Ellis, Esq., Master Attendant and Marine Magistrate, and J. L. Kirby, Esq., Lloyds' surveyor, but the decision has not yet been given.

The schooner *Night Glass*, which left this port on the 2nd Dec. for Rangoon, has not since been heard of. A reply to a telegram to Rangoon, and dated the 17th Jan., states that she had not arrived there at that date.

PENANG.

Dates extend to the 3rd February; the P. and O. steamer with the London mail of Dec. 29 arrived out Feb. 1. We take the following from the *Penang Argus*:—

We have been furnished with the return of our imports and exports for the past year. The return is a very satisfactory one, inasmuch as we have it officially announced that our increase in trade for last year exceeds by several millions of dollars any previous advancement we have had since the transfer. The total under the head of imports from British colonies and foreign countries amounts to sixteen millions, eight hundred and eighty one thousand, and six hundred and thirty nine dollars, being an increase of nearly four millions over the imports for the previous year. The value under the head of Imports from British Colonies has attained the high figure of nine millions, two hundred and sixty-two thousand, and seven hundred and fifty dollars, being an increase over the previous year of a little above two and a quarter millions of dollars. From foreign countries our imports were seven millions, six hundred and eighteen thousand nine hundred and eighty-nine dollars, showing an increase of nearly a million and a half over the imports for the previous year.

The total value of exports to British colonies amounts to nine millions, two hundred and eighteen thousand and nine hundred and twenty dollars, which, when compared with the exports of the year 1870, which were seven millions, six hundred and eighteen thousand and eight hundred and twenty-six dollars, show an increase of more than a million and a half of dollars. Our exports to foreign countries have also increased nearly thirty per cent. over those for 1870. We have for 1871 a total of seven millions, nine hundred and seventy eight thousand and six hundred and forty-five dollars, whereas in the previous year we have only six millions, two hundred and forty-two thousand, and four hundred and one dollars. Our readers will therefore perceive that the total value of our Imports for 1871, which are sixteen millions, eight hundred and eighty-one thousand and six hundred and thirty-nine dollars, exceeds that of the previous year, which were only thirteen millions, two hundred and eighteen thousand and nine hundred and forty-four dollars, by the very respectable sum of three millions, six hundred and sixty-two thousand, and six hundred and ninety-five dollars, being fully twenty-seven per cent. in excess.

We are glad to find that the Committee of the Chamber of Commerce have passed a resolution calling upon the Colonial Government to take steps to provide a fresh supply of copper coinage without delay. We have alluded to this matter before, but the subject is so important that we do not hesitate to reiterate our opinion upon it—namely, that the neglect of the Government has been the cause of the great inconvenience and loss the Penang public are exposed to in the difficulty of getting a fair exchange for a dollar. The discount now has reached a height that is more than a serious inconvenience to the poor, and is far from pleasant to the rich.

On the 22nd January Mr. Siddons was arrested on a charge of having embezzled certain sums of Government money while acting chief clerk of the Magistrate's Court at Butterworth. He was released on bail, and brought up before Captain Ord on the following day. The prosecution, however, had not got their case ready, and the magistrate postponed the hearing to suit their convenience to the 29th; but on that date again, when Mr. Siddons appeared with his sureties, he was informed that a further postponement to the 5th Feb. had been decided upon. The reason for this delay was not given, and we think as no one appeared on behalf of the prosecution the magistrate should have dismissed the case. The charge against Mr. Siddons is of a serious nature and if the prosecution have no case, we ask in common justice that the charge should be at once dismissed.

We are glad to hear that Mr. Hogg, who for a short time held an appointment of Inspector of Police, from which he was removed by order of the Administrator because the appointment had been made by Captain Speedy, has again been taken on, the Administrator having been pleased to reconsider his decision in the case.

It is proposed to locate a portion of the European troops shortly expected in the building now used as Her Majesty's gaol, and eventually to extend the barrack accommodation by occupying the two premises by the [illegible] of an additional wing between the latter and the gaol.

The owner of a house who is known to keep his premises for the purpose of gambling has been summoned by the assistant superintendent of police for "being the keeper of a common gambling house." We hope, if this charge is proved, the magistrate will impose a heavy fine on the offender. It is time some more stringent measures were taken to check this vice. The employment of "honest detectives" would be a step in the right direction.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

HAGEDORN—On the 23rd Feb., at Uhlenhorst, Hamburg, the wife of E. Hagedorn, Esq., of Singapore, of a son.

HALKET—On the 1st Jan., at Shanghai, the wife of R. W. Halket, Chinese Civil Service, of a daughter.

NELSON—On the 16th Jan., at Shanghai, the wife of the Rev. R. Nelson, of a daughter

NORBURY—On the 28th Feb., at Taviton-street, Gordon-square, the wife of John Norbury, Esq., of a daughter.

PERKIS—On the 1st Jan., at the British Legation, Peking, the wife of Albert E. Perkis, of a daughter.

SMALL—On the 12th Jan., at Chinghae, the wife of Mr. R. G. Small, I.M. Customs, of a daughter.

MARRIAGES.

CORNABE—FARMER.—On the 28th Feb., at Balfarg, Markinch, Fifeshire, Scotland, by the Rev. John Barclay, of Glasgow, W. A. Cornabé, of Chefoo, China, to Isabella White, only daughter of James Farmer, Balfarg. No cards.

HOBSON—CHALMERS.—On the 17th Jan., at Canton, by the Ven. Archdeacon Gray, Robert Morrison Hobson, Imperial Maritime Customs, to Margaret Anne, eldest daughter of the Rev. John Chalmers, A.M., of Canton.

JOYNER—JONES.—On the 24th Feb., at St. Matthew's, Bayswater, by the Ven. Archdeacon Hunter, M.A., assisted by the Rev. C. B. Reid, M.A., Alfred Batson Joyner, of Cornhill, E.C., and Westbourne-park Villas, to Mary Anne Elizabeth, eldest daughter of Professor Rymer Jones, F.R.S., of Westbourne-park.

SPILLER—FULLERTON.—On the 27th Feb., at Hove, Brighton, by the Rev. Walter Kelly, Martin Tinker Spiller, son of the late Colonel George Spiller, R.A., to Harriet Caroline, daughter of the late William Elphinstone Fullerton, Esq., and granddaughter of the late Robert Fullerton, formerly Governor of Penang, and of Carstairs, Lanarkshire.

DEATHS.

BLENKARNE—On the 26th Feb., at Holloway, Commander Wm. Blenkarne, R.N.

LAWSON—On the 25th Feb., at Suez, George Lawson, Esq., District Judge of Ceylon, aged 50.

Commercial Report.

(*For dates see first page.*)

IMPORTS.

HANKOW.—The transactions in Piece Goods had been on a fair scale for the season of the year, and, owing to the firmness of holders, rates had improved, and closed with an upward feeling for Grey Cottons. An improvement had taken place in Grey Shirtings, the closing quotations being firm and likely to advance; 7 lbs., Tls. 1.70 to 1.74; 8¼ lbs., Tls. 1.84 to 1.94; 9¾ lbs., Tls. 2.40 to 2.60 per piece. White Shirtings: Small sales of best counts, common being still neglected. T-Cloths: Good inquiry at a rise of about 2 to 5 candareens on 6 and 7 lbs.; 6 lbs. common, Tls. 1.15 to 1.20; Mexican, Tls. 1.38 to 1.42; 7 lbs., Tls. 1.38 to 1.45 and Tls. 1.50 to 1.63; 36-inch, Tls. 1.80 to 1.86. Drills: Inquiry favourable, and prices well maintained. Fancy Cottons: Business limited to a few small sales at about former values. Woollens and Worsteds: Rates demanded for Camlets curtailed operations, and the dealers were only purchasing for actual requirements. Low prices continued to be offered for Long Ells with no immediate prospect of recovery. Other descriptions without change.

SHANGHAI.—We last reported a growing disposition on the part of the dealers to operate in Plain Cottons in anticipation of the spring demand. Since then the desire has been somewhat stimulated by telegraphic advices quoting a material improvement in Manchester; but these advices had, at the same time, influenced holders to greater firmness, and the settlements, although large, had in consequence been considerably restricted. Grey Shirtings: At the close there was less excitement apparent, buyers being unwilling to give prices asked, while holders, generally, refused to make any concession. Best common chop 8¼ lbs. held for Tls. 1.94 to 1.95 per piece, dealers offering Tls. 1.91 to 1.92. Dewhurst's Eagles sold to some extent at Tls. 1.96 for immediate clearance, and as high as Tls. 2.00 paid, by a speculator, for delivery before China New Year. 7-lb. continue scarce. Value Tls. 1.70 to 1.76 per piece for common to best qualities. Best heavy Shirtings worth Tls. 2.75 to 2.80, and in good request. White Shirtings: Steadily improving. Ordinary to good 64 reeds, Tls. 2.0.5 to 2.1.0; best Tls. 2.1.5 to 2.1.8 per piece. T-Cloths: Prices improved; M.T. quality quoted Tls. 1.6.1 to 1.6.2 and saleable. Mexicans, as usual at the season, had attracted most attention; but lower counts had likewise been in fair request. Drills: A further advance had taken place; best English 15-lbs worth Tls. 3.1.0 to 3.1.2. Dutch Improved to a similarr extent. American nominal. Jeans: English Tls. 2.32, markets at the close shewing signs of renewed activity. Sheetings: Only one sale of English —950 pieces at Tls. 3.27; and another of American—900 pieces at Tls. 4.10 reported. Fancy Cotton: Prices, with the exception of those of Brocades and Spotted Shirtings, fully maintained. White Spots and White Brocades—inferior—quitted at Tls. 1.80, and Dyed Brocades at Tls. 2.71½ to 2.72½ per piece. Dyed Damasks advanced to Tls. 5.00. Chintzes and Turkey Reds are slightly dearer. Woollens: Market stronger, and beyond recording sales, that is all that can be said of it at present. Metals.—Lead: Good inquiry for long dates; sales reported at Tls. 4.80 to 4.85 for L.B. Iron: Settlements 19,200 bdls, at Tls. 2.75. Market very strong, and holders, as a rule, asking much higher prices

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than natives were inclined to give. Coals: Market without noticeable alteration; Cardiffs—nothing done; English—sales to arrive at Tls. 10; American—without either sales or inquiry.

HONG KONG.—Messrs. Olyphant and Co. report as follows:—Cotton Yarn: Although the demand for shipment to the northern markets and elsewhere is light, dealers have been supplying themselves freely, and have bought largely of Nos. 16 to 24, as the stocks at Canton are known to be small; prices have consequently improved, and an advance of $2.50 per bale is well supported; Nos. 28 to 32 are saleable to a slight extent at former prices; Nos. 38 to 42 are unchanged in value, but good chops still find buyers. Piece Goods: A good business has been done during the fortnight, and the staple goods generally have improved in price; 7 and 8.4 lbs. Grey Shirtings have been steadily bought, and are now in demand at the advanced quotations given; heavy weights are 5 cents dearer. White Shirtings have commanded considerable attention, and the common descriptions have been taken at a rise of 15 to 20 cents per piece; 64/66 and 68/72 reeds are dearer, and previous values of best sorts are well maintained. Drills have been comparatively neglected, and Dutch and English makes are now obtainable upon easier terms; Americans being out of stock are nominal. Stocks of common 6 lbs. T-Cloths are light, and prices 2½ cents per piece dearer have been paid; 6 lbs. Mexicans are not asked for; common 7 lbs. goods are saleable at quotations, and Mexicans are in more request; 8 lbs. are held for higher figures. Assorted Brocades and Spotted Shirtings find buyers at a rise of 10 cents. Turkey Reds and Chintzes are but little wanted. Woollens: Advices from the home markets have led to speculative enquiries here, and prices for nearly all articles have advanced. Long Ells are readily saleable, and Scarlet kinds are 15 cents. per piece dearer. English Spanish Stripes are wanted at an advance of 3 cents. per yard, though German sorts are unchanged. Blankets are quoted 15 to 25 cents. per pair higher. Lastings and Crapes are steady. Camlets are $1.00 to $1.50 per piece dearer. Metals: Bar Iron has advanced 10 to 15 cents in value, and Hoop and Nail Rod kinds are wanted at last rates. Wire and Steel are firmly held for quotations. Lead is not being asked for, but holders are not anxious sellers. Tin Plates are 50c. per case hearer. Tin has declined $1 per picul. Quicksiver does not command former prices by $3 to 4. Coal: The arrivals comprise only 420 tons of Australian, and the reported sales are 1,594 tons of English at $13.50 per ton "to arrive." Inquiry has further strengthened during the past fortnight, and holders of the present moderate stocks are now firmly demanding maintained and better prices, the position of the market being very strong. Australian is much wanted, English cannot be bought "to arrive" under $14, and Cardiff is held for $15 per ton; Anthracite would command quotations, but there is none in stock, and no supplies are expected. Quotations: Yarn, per bale, $98 to 103; No 16 to 24, $115 to 122.50; No. 28 to 32, $125 to 130; No. 38 to 42, $125 to 137.50. Grey Shirtings, 7 lbs., $2.22½ to 2.27½; 8.4 lbs., $2.50 to 2.60; 9 to 10 lbs., $2.85 to 3.50. White Shirtings, $2.30 to 3.25; finer qualities, $3.65 to 4.75. Grey T-Cloths, 6 lbs., $1.65 to 1.67½; 7 lbs., $1.85 to 1.87½; 6 lbs., Mex., $1.70 to 1.75; 7 lbs., $2 to 2.20; 8 to 8.4 lbs., $2.40 to 2.45 per piece. Grey Twills, English, 15 to 15 lbs., $3.85 to 4.05; American, 15 lbs., $4.10 to 4.20; Dutch, 13½ to 14½ lbs., $3.82½ to 3. 87½; Jeans, 8 lbs., $2.90 to 3. Brocades, White, $2.60 to 2·70; Dyed, assorted, $3.65 to 3.95. Damasks, Dyed, assorted, $6 to 6.30. Turkey Red Cambrics, 3 lbs., $2.30 to 2.55. Blankets, asserted, p. lb., 45c. to 51c. Long Ells, per piece, H Scarlet, $8.10 to 8.15; HH, $8.15 to 8.25; H assorted, $7.50 to $7.60; HH, $7.60 to 7.70. Camlets, SSS, assorted, $17.50 to 18; SS, $19.50 to 20; S, $20.50 to 21; Dutch, $23 to 24. Lastings, assorted, $15 to 17. Iron Nail Rod, $2.95 to 3.10. Iron, Bar, $2.80 to 3; Hoop, $.40 to 3.50. Quicksilver, $91 to 92; Lead, L. B., $6 to 6.05; W. B., $6.20 to 6.30.

MANILA.—The market had been quiet but steady. On a limited business had been transacted during the fortnight, but prices were firmly maintained at the previously ruling range.

BATAVIA.—There had been little alteration to notice in our market for Cotton goods during the fortnight. Late telegraphic advices from Europe had tended to impart some firmness to holders, but the demand for consumption was as yet too meagre to enable importers to establish any advance in prices. Heavy rains had seriously interfered with business, communication with the up-country markets having been rendered extremely difficult by the unsatisfactory condition of the roads, while traders with the coastplaces were unable to ship off their goods owing to the bad state of the weather and the interruption of communication with the harbour.

SINGAPORE.—Messrs. Boustead and Co.'s Circular contains the following:—39-in. Grey Shirtings: Transactions had been limited in all weights, dealers not being in a position to give the advance asked by holders; sales of 8½ lbs, at $2.50 to 2.57½, 7 lbs. at $2.17½ to 2.25; 6 lbs. firmly held for higher rates. 45-inch 8 lbs. in no demand, and nominal; 9 lbs. worth $2.95 to 2.97½, but not much doing; other weights very dull. 32-in. Grey T-Cloth: Quotations for all weights show a slight advance, at which a moderate business had been done. 32-in. Grey Madapollams: 2¾ lbs. continue in inquiry at $18.75; 3 lbs. small sale at $20. 36-in. Grey Supers: No. 1 still inquired for at $2, but holders ask an advance; No. 2, quiet, at $2.05 to 2.07½; No. 3, no demand, and nominal at $2.15 to 2.17½. 36-in. White Shirtings: All descriptions quoted slightly higher but not much doing at the advance. 45-in.: Demand small at $3.45 to 3.50. 36-in. Dyed Shirtings and Brocades: Very little demand for both plain and figured at about last quotations. Velvets very dull. Turkey Red Cambrics in good demand; 2¾ lbs. $2.35 to 2.37½; 3 lbs., $2.40 to 2.45; light weights little inquired for. Turkey Red Mulls in better demand; 1¾ lbs., $30½ to 31. Woollens Goods generally very quiet. Grey Yarn: Speculative demand for 40s and 18-24s met at $118 to 121 and $100 to 107½ respectively, large sales made; 30s, small sales at $110. Iron: Stocks of saleable descriptions keep low, and but little business doing; Staffordshire flat bar sold at $2.85, and a sale of Nailrods at $2.82½ to arrives reported. Lead: Holders firm, but demand still very dull, and no sales reported.

PENANG.—The improvement lately affected in the market had been sustained, and although transactions had been only moderate in extent, price showed an upward tendency, buyers being willing to pay advanced rates.

EXPORTS.

TEA.

KIUKIANG.—No business had been transacted, and but three chops of Green Tea had come in during the fortnight.

HANKOW.—Arrivals had been very small; only one small chop of common Oonam had been settled, and but 2,461 chests had been shipped to Shanghai.

SHANGHAI.—*Black:* Transactions had been small, and showed little alteration in the market. Purchases consisted entirely of Hohow and Oonam produce of indifferent quality. Supplies appeared to have come almost to an end, and the stock was reduced to a small compass. *Green:* There was but a very small business transacted during the first part of the interval, but subsequently a better demand had set in, and the settlements were fully up to those of the previous fortnight. Prices had undergone little change, though chops had been settled which Teamen held for some time for a much higher figure. The prices paid had been about as follows:—Teenkai, Tls. 39½ to 43; Moyune, Tls. 35 to 47.75; Pingsuey, Tls. 34 to 51; Local-packed, Tls. 29½ to 31. Settlements, 12,964 half-chests.

AMOY.—The total supply of Ooloongs was reported to have been received, and the stock on offer had been entirely cleared off the market, with the exception of a few insignificant parcels. The Clementia sailed for New York on the 8th Jan., and there was no other vessel expected.

CANTON.—The market has been quiet, and the small purchases reported have been made at previous rates.

SILK.

SHANGHAI.—Messrs. Skeggs and Co.'s Circular says:—During the fortnight considerable anxiety was shown to secure Silk, and prices advanced Tls. 5 to Tls. 10 on about 1,000 bales shipped as follows:—429 bales per French mail steamer, 418 bales per Holt's steamer, and 293 bales per American mail steamer. Since the above departures dulness has again prevailed, and only about 250 bales are reported to have been settled at similar rates. The stock is small and of unattractive description, besides which the dealers are very firm and exchange has advanced, all combining to check business. No chops have been fixed, but the following market Silks have been taken:—Euke-fong Blue Elephant, 27s. 11d.; Chin Jan Kukee's, 27s. 11d. to 28s. 2d.; Chun-ling Red Peacocks, 27s. 2d.; Kin Hock Kukee's, 26s. 11d. to 27s. 2d.; Ting-fong Green Elephant, 26s. 4d.

CANTON.—There had been a fair business doing during the fortnight at rather advanced rates, and holders were very firm. On account of the near approach of the China New Year dealers refused to contract for any re-reeled kinds, and as there were none but common parcels on the market quotations for the superior kinds were nominal. Settlements for the fortnight:—272 bales for Europe, 40 bales Re-reels for America, and 70 bales of inferior Silk for Bombay. Stock:—1,000 bales Tsatlee Reels, 70 bales Longkoongs, 150 bales Re-reeled kinds, and about 400 bales of common kinds. Quotations:—Tsatlee Reel, extra, $585 to 590 per picul; best No. 1, $540 to 545; market No. 1, $490 to 495. Loongkong, extra, $600; best No. 1, $565 to 585; market No. 1, $530. Cumchook and Lacklow, $500; re-reeled do. best, $565 to 585; market No. 1, $545 to 550; Re-reeled Kotengon, best, $660. Waste No. 1, $85 to 88; No. 2, $70 to 71; Pierced Cocoons, $82.

JAVA AND STRAITS PRODUCE.

BATAVIA.—Considerable transactions in the coming season's Sugars had transpired, and the price had been maintained firmly at f.16.50 for whole crops mostly consisting of Nos. 15 and under; on these terms low numbers especially, were being eagerly bought up for the American market. Total transactions of the fortnight 150,000 to 200,000 piculs, mostly at Sourabaya and the Eastward ports. For immediate delivery f.17.25 paid for No. 14 and under, and Nos. 19/20 had been sold at f.16, for No. 14, but at close were held for a higher price. Coffee: without any transactions on delivery to report. Planters in the Samarang district asking f.43, for West India preparation, and f.39 at f.40 for ordinary. Small lots of Palembang sold for consumption from f.39 to f.42; and f.35 paid for 400 piculs Bali. Rice: in better demand; sales of No. 1, Batavia from f.155 to f.175, per coyan, according to quality, No. 2, also higher, and for local consumption f.135 to f.148 had been paid. Cargo not in the market, worth nominally f.115 to f.130. Black Pepper and Gum Damar: No transactions. Hides: still in great demand at last quotations. Arrak: 100 leaguers sold at f.105. Nutmegs and Mace: quiet, without arrivals or sales.

SINGAPORE.—The Produce Markets had continued very firm, and quotations for most articles showed an advance on last rates; there had been a good demand and a fair amount of business. Gambier had risen considerably, the market opened at $3.72½ per picul, at which quotation a limited business was done, the rate afterwards advanced to $3.85 and 4, and at the close a sale was reported at $4.15 per picul; about 1,000 tons had been contracted for. Black Pepper: In fair inquiry and price hardened, moderate business at $10.75 and 10.85 per picul closing firm at the higher quotation. White Pepper advanced, but market closed weaker. Coffee unchanged; sales reported at previous rates. Pearl Sago bought at an advance on last rates, fair inquiry. Flour unchanged, and readily taken up at previous prices. Tapioca much firmer. Tin opened weaker, a considerable business being done at $35¾ to 35¼, but latterly recovered and the last sales reported were at $36¼ per picul. Active demand for Gutta-Percha of all qualities, and prices had risen considerably, best descriptions very scarce, medium and low readily taken up at a heavy advance on last prices. India-Rubber nominally unchanged, no business transpired.

PENANG.—A good demand had been exhibited during the fortnight. Prices for the most part remained as last quoted.

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EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales & Cses
From June 1 to Dec. 31, 1871	—	74095219	43769904	—	12738919	130604042	4739
Corresponding period last season	10826	64979146	38875781	349447	10061661	114266864	27280

Shipments Since:

Dec. 31 per Canton	From Foochow	...	1,476,700	
Jan. 6 ... Albert Victor	... Shanghai	...	1,128,511	82
— 11 ... Mirzapore (str.)	... Shanghai, &c.	...	—	928
— 17 ... Enterprise (s r.)	... Canton	...	71,377	100
— 18 ... Gambodge (str.)	... Shanghai, &c.	...	—	490
— — ... Nestor (str.)	... Shanghai	...	92 853	
— 19 ... Ditto	... Canton	...	28,920	

TO THE CONTINENT.

							Bales.
From June 1 to Dec. 31, 1871	...	...	...	...	...	4346179	15169
Corresponding period last season	...	...	...	...	...	2061652	8449

Shipments Since:

Jan. 11 per Mirzapore (str.)	From Shanghai, &c.	...	— 245
— 18 ... Gambodge (str.)	... Do.	...	— 561

TO UNITED STATES.

							Pcls.
From June 1 to Dec. 31, 1871	...	...	...	...	...	43274504	2519
Corresponding period last season	...	...	...	...	...	33909788	1650

Shipments Since:

Dec. 29 per Omba (addl.)	From Shanghai	...	16,653
— — ... Johan Carl	... Canton	...	10,000
Jan. 4 ... S. G. Reed	... Shanghai	...	685,628
... 6 ... Hampton Court	... Do.	...	322,492
— — ... Ringleader	... Canton	...	623,820
— 12 ... Oregonian (str.)	... Shanghai	...	38,801

TO AUSTRALIA.

From June 1 to Dec. 31, 1871 ... ... 12,241,399 lbs
Corresponding period last year 9,730,293

Shipments Since: None.

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844	51,022,600	...*	1862 to 1863	121,273,580	72,887
1845 to 1846	57,334,200	18,600	1863 to 1864	117,463,586	46,603
1850 to 1851	63.972.000	22,144	1864 to 1865	121,236.870	32,313
1853 to 1854	77,327,800	61,283	1865 to 1866	118,333 042	62,890
1855 to 1856	92,240 300	50,481	1866 to 1867	118,423,290	50,052
1857 to 1858	76,990,255	68,315	1867 to 1868	116 890,430	57,449
1858 to 1859	65 789,792	83,184	1868 to 1869	142 789,804	70 917
1859 to 1860	85,560,452	64,169	1869 to 1870	139,740,193	63,807
1860 to 1861	90,066,160	70,644	1870 to 1871	131,969,850	51,329
1861 to 1862	109,854,040	79,199			

* Including the Continent

TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Sarah Scott	Aug. 15	Shanghai	815,500
Avona	Sept. 14	Do.	960.500
Hope	Oct. 2	Do.	585.200
Constantia	— 23	Do.	581,600
Victoria Nyanza	Nov. 13	Do.	1,470,000
Ailsa	— 18	Do.	1,477,600
Borealis	Dec. 9	Do.	1,201,200
Florence Nightingale	Oct. 21	Foochow	625,800
Carmelita and Ida	— 30	Do.	451,400
Ino	Nov. 10	Do.	406,000
Brockham	— 20	Do.	1,371,300
Reigate	— 22	Do.	1,318,800
Allandale	— 22	Do.	591.200
Beemah	— 29	Do.	1,215,200
Rollo	Nov. 30	Canton	783,800
Carricks	Jan. 1	Do.	1,168,600

SHANGHAI SILK SHIPPERS.

June 1, 1871, to Jan. 14, 1872.

	Bales.		Bales.
Adamson, Bell, and Co.	1,151	Lindsay and Head	82
Barnet and Co.	1,421	Maertens, A. H.	312
Birley, Worthington, & Co.	1,212	Milsom and Tod	1,250
Birt and Co.	444	Nachtrieb, A., and Co.	1,110
Blain and Co.	60	Pila and Co.	766
Borntraeger and Co.	231	Pustau, W., and Co.	113
Bourjau, Hubener, and Co.	255	Reiss and Co.	1,281
Bovet, Brothers and Co.	380	Robison, J. S.	56
Bower, Hanbury and Co.	1,684	Russell and Co.	726
Brand Brothers, and Co.	1,372	Sassoon, D., Sons, and Co.	1,742
Bull, Purdon and Co.	32	Scheibler, Matthael, and Co.	324
Butterfield and Swire	593	Shaw Brothers and Co.	1,118
Essex and Co.	1,358	Siemssen and Co.	435
Findlay, Wade, and Co.	120	Skeggs, C. J. and Co.	4,425
Fogg, H., and Co.	298	Telge Nolting and Co.	237
Gamwell, F. R.	777	Textor and Co.	2,505
Gibb, Livingston, and Co.	1,400	Thorne Brothers and Co.	382
Gilman and Co.	2,519	Turner and Co.	297
Heard, A., and Co.	676	Vaucher Freres	18
Helbling, J. C., and Co.	375	Westall, Brand, and Co.	425
Hogg Brothers	828	Wright, Burkill and Co.	540
Jardine, Matheson, and Co.	719	Sundries	3,951
Jarvie, J., and Co.	1,623		
Lacroix Cous. and Co.	1,680	Total bales	48,693

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Div'n
Shanghai Dock Company	500	500	190	4 p.c
Shanghai Gas Company	100	100	145	12 p.c
Shanghai S.N. Company	100	100	140	12 p.c
S. Tug and Lighter Company	850	850	400	5 p.c
French Gas Company	50	50	68	10 p.c
Hong K. Fire Insurance Co.	$1,000	$200	$556	12 p.c
North China Insurance Co.	Tls.1,000	Tls.200	Tls.460	100 p.c
North China Steamer Company	100	100	72	7½
Union S.N. Company	100	100	200	12 p.c
Yangtsze Ins. Association	500	500	885	12 p.c
Union Insurance Society	$5,000	$1,000	$2,500	100 p.c
China Traders Co. (Limited)	1,000	1,000	3,500	$475 p.s
Hong Kong and China Gas Co.	£10	£10	nom.	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100	Tls.205	12 p.c
Victoria Fire Insurance Co.	$500	$100	$167	12 p.c
China Fire Insurance Co.	500	100	164	12 p.c
Hongkew Wharf Co.	Tls. 100	Tls. 100	Tls.160	...

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 6d.	4s. 6⅛d.	4s. 6⅛d.
Shanghai	6s. 0⅛d. to 6s. 1d.	6s. 1⅛d.	6s. 1⅛d.
Canton	4s. 5d.	4s. 5⅛d.	4s. 5⅛d.
Hong Kong			
Macao			
Singapore	4s. 5⅛d. to 4s. 5⅛d.	4s. 5⅝d.	4s. 5⅛d. to 4s. 6d.
Manila		4s. 5d.	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	304½ to 305	219½
„ Hong Kong	27½ to 28 dis.	—
Bar silver	111.2.5.	11 prem.
Mexican dollars	75.4.5	2 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 62; Old, 64 per cent. prem.
Hong Kong Gas Company, $61 per share.
Hong Kong and Whampoa Dock, 27½ per cent. discount.
China Traders' Insurance, $1,900 premium, ex div.
Hotel shares, 61 per cent. discount.
Hong Kong and Macao Steamboat Company, $53 premium.
Hong Kong Fire Insurance Company, $360 prem.
Union Insurance Company, $1,500 premium.
China and Japan Marine Insurance Company, Tls. 102 to Tls 105 premium.
China Fire Insurance Company, $58 premium.
Victoria Fire Insurance Company, $63 premium.
China Sea, Saigon, and Straits Steamship Company, $7 per share
China and Straits Steam Navigation Company, nom.
Indo-Chinese Sugar Company, $37½ dis.
North China Insurance Company, Tls. 460 per share; new office, Tls. 520 per share.
Shanghai Steam Navigation Company, Tls. 58 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $8 dis.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Cardiff, Feb. 16, Adria (by telegram).

At SHANGHAI.—From London, Jan. 14, Ethiopian; from Liverpool, Patroclus (str.); from Clyde, previous to Feb. 21, Gordon Castle (str.); previous to Feb. 25, from London, Carmarthenshire (by telegram).

At HONG KONG and CANTON.—From London, Jan. 19, Ornate; 21, Northfleet; from Hamburg, 18, Aline; from Callao, 18, Louisa Cannevaro; 22, Joaquin Regan, America; 23, Sara.

At MANILA.—From Liverpool, previous to Feb. 23, Buena Ventura (str.) (by telegram).

At SINGAPORE.—From London, Jan 31, Eleanor; from Liverpool, 26, Mongol; from Cardiff, 30, James A. Wright; 31, Eastern Star; from London, Feb. 1-15, Batava Boyan Snee (str.); from Cardiff, R. C. Rickmers, Peter Rickmers; previous to Feb. 27, from London, Havelock, Vixen (str.), Ajax (str.), Lochleven Castle (by telegram).

At PENANG.—From Liverpool, Jan. 31, Glaucus (str.); from Newport, Hindostan.

At BATAVIA.—From London, Jan. 19, Vier Gebroeders; from Liverpool, Batavia; from Glasgow, 10, County of Argyle; from Holland, 16, Lichtstraal; 17, Kosmopoliet I.; 18, Aletta Augusta; Jan Pieterszoon Koen; 19, Maria and Sarah; from Newcastle, 18, J. Is. Enshoven.

DEPARTURES.

From SHANGHAI.—For Liverpool, Jan. 12, Nestor (str.); for New York, 8, Hampton Court.

From FOOCHOW.—None.

From HONG KONG and CANTON.—For London, Jan. 19, Nestor (str.).

From MANILA.—For Liverpool, via Cebu, Jan. 17, Templar; for New York, 7, Fred. Warren; 13, Belvidere.

From SINGAPORE.—For London, Jan. 25, Enterprise (str.); 26, Nestor; 30, River Elen; for Liverpool, 26, Jacoba Helena.

From PENANG.—For London, Jan. 23, Alice; 29, Enterprise (str.).;

From BATAVIA.—For Rotterdam, Jan. 18, Kanagawa; for Holland, 21, Cornelia.

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VESSELS LOADING.

At YOKOHAMA.—For London, Argonaut; for New York, Ada, Naworth Castle.

At SHANGHAI.—For London, Patroclus (str.) (full); for New York, Laurel (full.)

At FOOCHOW.—For London, none; for New York, Chusan.

At HONG KONG and CANTON.—For London, Cathaya; for New York, Puritan.

At MANILA.—For Channel (f.o.), Maria Fidela, Moss Glen; for Cork (f.o.), Arabie; for Cadiz, Chica; for Havre, Hans; for New York, Highlander, Anahuac, Gemsbok, Southern Cross; for Boston, Ceylon.

At SINGAPORE.—For London, Amber Witch, Mongol, Therese Behn; for Liverpool, Edwin Bassett, Moorhill, Nydia; for Cork (f.o.), Ocean Belle; for New York, Katarina Maria, Paralos.

At PENANG.—For London, Annie Marie.

FREIGHTS AND CHARTERS.

At SHANGHAI.—For London there is no vessel on the berth; for New York the rate is £4 per ton.

At FOOCHOW.—To London, per steamer, £3 ; per sailing vessel, nominal.

At HONG KONG and CANTON.—Rates for home remain without change, with scarcity of suitable tonnage.

At MANILA.—For London or Liverpool, £3 7s. 6d. sugar, £4. 10s. hemp.

At SINGAPORE.—To London, per sailing vessel, £3 2s. 6d. dead weight, £3 12s. 6d. light cargo; per steamer, tin, £3 to £4; £3 10s. light cargo.

At PENANG.—To London, dead weight, £4; to Liverpool, £3 15s., measurement £4 per ton.

At BATAVIA.—To Holland, sugar f.72.50; coffee, f.70.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Jan. 9	Min	Singapore	Liverpool
,, —	Blanche	Do.	London
,, —	Auriga	Cardiff	Singapore
,, —	Japan	Amoy	New York
,, —	Iris	Macao	Callao
,, 11	Litla N. Long	Shanghai	New York
,, 12	Gesine Brons	Macao	Buenos Ayres
,, —	Friso	Singapore	Hamburg
,, 16	Sea Flower	Manila	New York
,, —	Lichstraal I.	Rotterdam	Batavia
,, 17	Kosmopoliet	Do.	Do.
,, —	Hertha	Newcastle	Singapore
,, —	Fray Bintos	Macao	Callao
,, 18	Ringleader	Hong Kong	New York
,, 19	Queen of India	Newcastle	Singapore
,, —	Nonpareil	Havre	Bangkok
,, —	Mentor	Amsterdam	Batavia
,, 20	Isaure	Marseilles	Saigon
,, —	Martin Luther	Singapore	Liverpool
,, —	City of Aberdeen	Hong Kong	New York
,, —	Johan Carl	Do.	Do.

LATEST TELEGRAMS.

THE STRAITS TIN MINES.

PENANG, FEB. 27.—Operations in the Larote Tin Mines have been suspended, in consequence of fighting amongst the miners.

THE KING OF SIAM.

CALCUTTA, FEB. 26.—The King of Siam embarked to-day on his return to his kingdom.

COMMERCIAL.

CHINA.

HONG KONG, FEB. 24.—Nothing doing in Piece Goods; Grey Shirtings, 6¼ catties, 8¼ lbs., $2.70. Tea: Total export (from China and Japan) from commencement of the season, 140,000,000 lbs. Silk: Total export (from China and Japan) from commencement of the season, 68,000 bales. Exchange on London: Bank bills, six m.s., 4s. 5½d.

STRAITS SETTLEMENTS.

SINGAPORE, FEB. 27.—Grey Shirtings, 7 lbs. $2.30, 8¼ lbs., $2.67½; T-Cloths, 6 lbs., $1.72½; Cotton Yarn, 40's, $132; Gambier, $4.25; Tin, $35.75. Exchange on London: Bank bills, six m.s., 4s. 5¾d.

PENANG, FEB. 27.—Grey Shirtings, 8¼ lbs., $2.65; Cotton Yarn, 30's, $110, 40's, $125. Pepper, black, $12.25, white, $19; Sugar, No. 2, $4.75, No. 3, $3.30; Tin, $34½. Exchange on London: Bank bills six m.s., 4s. 5¼d.

SHIPPING POSTCRIPT.

ARRIVALS NOT IN THE TABLES.—Feb. 29, at London, from Macao, Corea; from Shanghai, Elizabeth Graham. March 1, at London, from Colombo, &c., Valkyrien; from Foochow, Killarney; at Plymouth, from Sourabaya, Aboukir; from China, Singapore, &c. (via S. C.), Commander (str.); Feb. 28, at Texel, from Batavia, Amstelstroom; March 1, at Plymouth, from Manila, Peter; Feb. 29, at Brouwershaven, from Samarang, Wm. Kroon Prins der Nederlanden; March 4, off Deal, from Penang, Cutwater, from Singapore; Agra, from China; Veronica.

DEPARTURES.—Feb. 29, from London, for Shanghai, Langstone; 28, from Cardiff, for Shanghai, Furst Bismarck; for Manila, Sedmi Dubrovacki; from Penarth, for Galle, Cartsburn; from Newcastle, for Singapore, Ranavola; March 1, from London, for Hong Kong, Guinevere; for Galle, Connemara; Feb. 26, from Penarth, for Yokohama, Kate Covert; Jan. 25, from Monte Video, for Galle, Marie Felicite; March 2, from Liverpool, for Singapore, China, &c. (via S.C.), Erl King (str.).

VESSELS PASSED THE SUEZ CANAL.—Hector (str.), from Liverpool, for China.

LAID ON.—At London, for Yokohama, Columbus; for Yokohama and Hiogo, Devana; for Hong Kong and Foochow, Her Majesty; for Hong Kong, Corea; At Liverpool, for Ceylon, Gaston.

SPOKEN.—Esmeralda, Sourabaya to Rotterdam, Jan. 11, 18 S., 2 W.; Duke of Gloucester (?) (brq.), Shanghai to London, 130 days out, Jan. 28, 3 N., 23 W.; Cutwater, Penang to London, Jan. 31; d.p., 1257 (English ship), Foochow to London, Dec. 19, 26 S., 53 E.; 4th d.p., 1870 (ship), Sourabaya to Rotterdam, Jan. 4, 28 S., 8 E.; Prospero (brig), from Foochow, 59 days out, Dec. 4, off Cape Agulhas; Hope (barq.), Shanghai to London, Dec. 25, 34 S., 17 E.; Carmelita and Ida, Foochow to Amsterdam, Feb. 11, 26 N., 41 W.; Panic, for Manila, Jan. 30, 5 N., 24 W.; Vimeira, Colombo to London, Jan. 7, 15 S., 7 W.; Chloris (Ger. barq.), Samarang to Rotterdam, Nov. 23, off Anjer.

CASUALTIES.—The Emiliano (str.), from Manila and Singapore (via S. C.), arrived at Liverpool, which was sunk after collision with the Parthia (str.), and afterwards floated, had discharged 600 bales of her cargo, wet, into lighters. The Yarra, Orfeur, which sailed from London, Feb. 19, for Amoy, Chefoo, &c., put into Falmouth, 29th, to restow cargo. A portion of the cargo, consisting of 762 bales of tobacco, has been discharged perfectly dry from the fore hold of the Emiliano (str.), de Larrinaga, arrived at Liverpool from Manila and Singapore (via S.C.). It is believed that a further quantity of 250 bales (dry) is still in that compartment of the vessel. The whole of the vessel aft of the fore hold was submerged, and the cargo, particularly the tobacco, in the other compartments is much damaged.

ROYAL GEOGRAPHICAL SOCIETY—PAPER ON MANCHURIA.—At the last meeting of the Royal Geographical Society the paper read was, "On the Recent Journey of the Archimandrite Palladius through Manchuria," by Mr. D. Morgan. The paper, which had been translated from the Russian original and adapted by Mr. Morgan, gave an account of a journey performed by Palladius (a priest of the Russian Mission at Pekin), from Pekin to Newchwang and Moukden, and then north-westward through Tsitsihar, by the Nonni river, to Blagovestchensk, on the Amoor. Palladius had also descended the Amoor, and passed by the Ussuri and Lake Khinka to the Russian coast settlements of Manchuria; but the part of his journey entirely new was that through the north-western districts. A large portion of this region consisted of rich prairie land, thinly peopled; the towns, however, were well built, and important as places of trade. A remarkable fact was the almost complete supersession of the native Manchu national habits and language by the Chinese immigration, so that a nation which, by its warlike habits and force of character, had formerly conquered China, was now becoming quietly suppressed by the superior civilisation and perseverance of the conquered race.

IN our last issue, in recording the appointment of Colonel Hook to the command of the Ceylon Rifle Regiment, we inadvertently stated that he had never been employed on active service. A correspondent calls our attention to the fact that the gallant Colonel took part in the Affghanistan and Sutlej campaigns, his services being detailed as follows in "Hart's Army List:"—"Lieut. Col. Hook served with the 9th Regiment throughout the campaign of 1842 in Affghanistan (medal) under Sir George Pollock, and was present at the forcing of the Khyber Pass, storming of Namookail, storming the heights of Jugdulluck, affair in the Tezeen Valley, storming of the Tezeen and Huft Kotul mountains, occupation of Kabool, expedition into Kohistan, storm, capture, and destruction of Istaliff. He served as adjutant of the 9th Regiment through the Sutlej campaign of 1845-46, and was present in the battles of Moodkee, Ferozeshah (horse shot under him), and Sobraon (medal and clasps)."

THE irregularities and delays for which the Modane Station on the Mont Cenis route has become proverbial has occasioned the issue of a public notice by the Alta Italia Railway Company, advising passengers to attend to the transfer of their luggage from the French to the Italian lines. Without this precaution their luggage may be left behind them, or possibly sent round by Marseilles. The Alta Italia Railway Company wish it to be distinctly known that the Modane Station belongs exclusively to the Paris, Lyons, and Mediterranean Company. Though the former has no responsibility for delays which may occur there, it will continue to inquire into complaints to which the joint service may give rise.

CHINESE LABOURERS IN CUBA.—The official paper at Havannah publishes a new batch of edifying provisions by Valmaseda in regard to the Chinese labourers in the Island of Cuba. Chinamen out of work will be sold; those who want passports shall not have them; those who do not have them will be sold; having no passports they cannot change their place of residence; if they want to go anywhere they must go to the "Government Depositories," which is official Spanish for slave-pens. It is thought this will have a tendency to check vagrancy and furnish the planters with cheap labour.

THE paper, by Captain Blakiston, which Sir Harry Parkes read at the Geographical Society, 'On the Island of Yeso,' was, we understand, part of a large work by that writer on Japan, which cannot be completed and printed for some time to come.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, MARCH 4, 1872.

THE SUPPRESSION OF THE GAMING HOUSES IN HONG KONG.

WE welcome with much satisfaction the official announcement that the gambling licence system is not only doomed, but absolutely put a stop to. Gaming has been described by COTTON—an amusing author who wrote in the beginning of the last century—as "an enchanting witchery, gotten betwixt idleness and avarice." But that a vice which causes so much wretchedness should not merely be permitted, but the practice of it superintended by Government, and that it should contribute to the revenue, has long been a subject of indignant remonstrance. It is, perhaps, a subject of painful reflection that, at this moment, and within immediate access, there exist a greater number of gambling houses in London than in any other city in the world, though it was professedly put down by that most sincere and potential of "Defenders of the Faith"—HENRY the EIGHTH—some three centuries ago. It must be admitted that we come before the Asiatics with a rather ill-grace under such circumstances, but perhaps, next to the repenting of our own misdoings, comes the reforming of our neighbours.

SALARIED CONSULS V. MERCHANT CONSULS.

As we have never ceased to advocate the substitution of paid officials for the merchant Consuls hitherto employed in most of our dependencies, we cannot but regard with satisfaction the movement of the German Government in this direction. While, however, we hail the new system as a step in the right direction, we should be very sorry to appear to deny for a moment the great services our own merchants have rendered to their country and their country's allies in the execution of the arduous, unwelcome, and tedious duties that devolve upon Consuls in remote ports. It is precisely because the duties have these drawbacks that we have advocated their transference to paid and regularly constituted officials. We believe that the new system will be more satisfactory o the shipping, the mercantile, and the diplomatic world. By the great majority the demands of personal business have ever been set aside with a self-denial that has been most honourable for the adjustment of petty disputes of the most vexatious and ungrateful kind. It is discreditable to our Government that it should now hesitate to appoint a paid official for the Consulate at Saigon, and we understand that the matter will be brought before the House of Commons on an early day.

A QUESTION was asked on Friday last in the House of Commons by Mr. WHITWELL, whether our Treaty relations with Japan were likely to be revised at an early period; and if the attention of the Foreign-office had been directed to the report of the Yokohama Chamber of Commerce, issued in December last, on the revision of our Treaty with that country. The Under Secretary for Foreign Affairs replied to the effect that the Government had complied with the request forwarded in the month of November last by the Japanese Government, asking us to postpone the revision of our Treaty with that country until the return of the special Japanese mission, which was expected to arrive in this country shortly. Lord ENFIELD stated further that an important communication in connection with the subject had been received at the Foreign-office, which would be considered when the negotiations in respect of that Treaty took place.

WE give below some additions to the report of the lecture of Mr. MEDHURST, our Consul at Shanghai, who is now in London on leave. We think it is a pity that Mr. MEDHURST's services cannot be retained here for the guidance of our Foreign-office magnates, but, failing this, we hope that Lord GRANVILLE will see the wisdom of making him Consul-General at Shanghai. His long service and generally recognised ability entitle him to this distinction; but, apart from that, it is necessary for the maintenance of British authority and prestige in Shanghai. At present it is a common occurrence to see our Consul playing second fiddle at general meetings in consequence of other Powers having Consuls-General. Considering what it has cost Great Britain to open up China, in comparison to other nations, it is an anomaly that we trust will shortly cease.

MR. F. O. ADAMS, now Secretary to Her Majesty's Legation in Japan, has been appointed Secretary to the British Embassy at Berlin. Although we congratulate Mr. ADAMS on this promotion, we trust that in the interests of our relations with Japan he will not be removed before the return of Sir HARRY PARKES, accompanied by the new Secretary of Legation. In another paragraph it will be seen that Lord ENFIELD has stated in the House of Commons that the revision of our Treaty is to be postponed until the return to Japan of the mission now *en route* to Europe.

THE March number of the *Cornhill Magazine* contains a second article on Travel in Japan, by Mr. A. B. MILFORD, which we trust will serve as a spur to residents now in that country—with similar facilities—to utilise their opportunities to enlighten others with knowledge so interesting and instructive. The interest displayed in Europe and America in Japan increases daily.

MR. WALTER EDWARD KING has been appointed to the post of Vice-Consul at Kiukiang. Mr. KING, who is now at home on leave, entered the Consular Service in China in 1855, and until lately held the appointment of Acting-Consul at Newchwang.

THE appointment of M. HENRI HINNEKINDT as Consul at Singapore for the Belgian Government has received Her MAJESTY'S approval.

MR. MEDHURST ON CHINA.

In the report of Mr. Medhurst's lecture which appeared in our last issue an inaccuracy appeared sufficiently important to require correction. We made Mr. Medhurst advocate the more frequent adoption of the native costume by missionaries in China, whereas he expressed a diametrically opposite opinion. His exact words were: "The Protestant missionaries, save in the case of one particular denomination, retain their national dress and habits, and they are right. Disguise, although so universally and successfully employed by the Romanists, I regard as objectionable. It is calculated to lower the individual in the opinion of the natives, and when it is employed in the exceptional case I have alluded to by the female members of the mission, I think the effect is even more mischievous."

We embrace this opportunity to give the full text of the observations with which Mr. Medhurst brought his lecture to a conclusion, and of which, owing to the limited space at our command, we were only enabled to summarise last week.

Two individuals, said the lecturer, cannot be thrown together for any considerable period without in some way or another exercising an influence the one upon the other—it may be for good or it may be for evil. With nationalities the same rule more or less holds good, and it is well worth considering what has been the influence in this instance and in which direction. As the stronger, more pushing, and more assertive people, the foreigners, it may be taken for granted, would be able to show the preponderance of influence on their side. And such has been the case, no doubt, in a commercial and political point of view. A trade has been exacted which has developed itself into vast dimensions, and China has been compelled to take up a position relatively to other nations, whether she likes it or no. But the amount of good concomitantly effected is questionable. Their own favourite motto, that "Commercial intercourse enriches a nation," has certainly received practical illustration in the material enrichment of various tracts and districts more immediately connected with foreign trade. But it may be questioned how far this good has been counterbalanced in the one case by the immeasurable misery which has been occasioned by the rebellions indirectly brought about by repeated collisions with Western Powers, and in the other case by the introduction of opium, the sad effects of which have hitherto been ever on the increase. There are the beneficial results of missionary teaching to

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be brought into account, but these are so far infinitesimal as compared to the mass of the nation that even they too would fail, I fear, to bring the preponderance on the right side. As to any influence that foreigners may exercise by their mere presence in the country, it is simply *nil*. A few sparks of fire dropped upon an iceberg might really be attended with more tangible results, comparatively speaking, than have as yet transpired through the residence of the few handfuls of foreigners amongst the millions of the Chinese. Indeed, if anything, the influence has lain the other way, for I have found as a rule that Chinese do not improve by being brought into intimacy with foreigners and by adoption as a consequence of their habits and ideas. The few Europeanised Chinese that are to be met with are, with very few exceptions, most insufferable creatures. The people generally, of course, know us better than they once did, and the inhabitants of those districts which have been most resorted to by us would I think for the most part be glad to increase this acquaintance, not only on grounds of self-interest but from their own natural kindly feeling. But the ruling and influential classes still only tolerate our presence in the country, and I firmly believe they would hail the day when they could see—were such a thing possible—the last foreign factory razed to the ground, and the last ship leave the coast, malgrè the loss to the national revenue and the ruin of the districts dependent on our trade that would certainly follow. Experience of our more advanced civilisation and our improved appliances appears to have brought the Chinese nothing so far. Returning emigrants fall back instinctively into their native notions and conceits, looking back upon their foreign sojourn as an ordeal happily over. Even men of some pretence to social position who have of late years visited the West in a quasi-diplomatic capacity have shown no sign of having been impressed by what they have observed, or moved to introduce like innovations and advantages into their own country. Chung How, the only really high-class mandarin who has visited Europe, disappointed me keenly when I was conversing with him last August by exhibiting the most listless indifference to my suggestions as to the vast amount of novel and interesting sights which it would be well for him to see whilst in this country. I happened to attend him at Shanghai when he embarked for the first time on board one of the finest vessels of the French Messageries fleet, and took possession of his cabin for the voyage. The next time I met him was in his handsome room at the Grosvenor Hotel, a day or two after his arrival. Yet on both occasions he took as litte heed of his novel surroundings as he would have done when stepping on board one of his own wretched Chinese junks, or walking into one of his still more primitive native hotels. To my mind there must be something more in this than an affected indifference, arising out of simple conceit. It must be the result of an inborn incapacity in the Chinese mind to entertain any subject, save by the particular process of thought, or to notice any object apart from the particular association to which it has been schooled by custom and tradition. . . . As regards Chinese passengers and shippers in foreign vessels, I have never observed the betrayal of a single word of admiration or wonder at the amount of science, labour or means expended in the construction of the very vessels in which they were being conveyed, although most of them now plying in the Yangtaze are specimens of the largest and finest river steamers that the Americans can build. On the contrary, I have heard the terms "barbarian" and "foreign devil" freely employed at such times by Chinese conversing among themselves, and I verily believe that most of these travellers in first class foreign vessels have in every case returned to their several homes only to ridicule or sneer at the outlandish people amongst whom they have for the moment been thrown, although fully appreciating, mind you, all the time the comfort and rapidity with which they have been carried, and the security and despatch attending the transit of their merchandise.

The establishment of large and effective arsenals by the Government loses much of its value as an indication of influence in favour of progress, from the fact, as I believe, that the innovation has been adopted with the object of so improving the effective appliances of the country as to place it in a position to cope with foreign Powers when a favourable opportunity offers for realising that dream of eventual ejectment which still lingers in the brain of the majority of Chinese statesmen. There have been those who have asserted from high places and in authoritative style that the Chinese desire progress, and many English and American newspapers have echoed the sentiments. But it is a mistake; and those who initiated the cry too readily allowed their eyes to be blinded to the fact that it was a mistake. One has only to live among the people, to correspond and converse with the mandarins and to study the numerous memorials addressed to the Throne by leading statesmen to convince one's-self that however much portions of the trading section of the population would like to see foreign relations extended, the ruling Powers deprecate progress even at the slowest rate of advance, whilst the mass of the people are altogether indifferent to the subject. Yet it does not follow that progress is to be despaired of in the future of China. Further awakenings through collision with foreign Powers must occur, for the Chinese cannot indefinitely go on shilly-shallying, one moment solemnly accepting international obligations, and another moment covertly receding from them. At the same time, I am not one of those who advocate an abrupt and unreasoning obtrusion of progress as we understand it, either by force or persuasion. China is by no means ripe for an instantaneous reception throughout her entire territory of the highly advanced condition of civilisation to which we and the Western peoples have attained. Let, however, the thin end of the wedge be introduced as opportunities may offer, in whatever shape, method, or direction may seem most suitable, but always in the way of private enterprise, not as a matter of Governmental institution, and the commercial enterprise of the people is so active that it will gradually but surely overrule all the obstructiveness and conceit which form such marked characteristics in the Chinese nature, and no very long time need elapse before a radical regeneration ensues which shall at once satisfy the merchant, the diplomatist, and the missionary.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Feb. 28.

The manifestations in Antwerp, caused by the presence of the Count de Chambord, have created much sensation here, which has been augmented since it has become known that he has gone to Dordrecht. It is rumoured that the Count has put himself in communication with our Papal Zouaves, who will be ready to fight at his call for the restoration of the Papal temporal power. I must add that this *on dit* has no official confirmation, and I believe it to be wholly without foundation. This much seems certain, that if the Count decides to reside here or in the Hague no such boisterous, and at the same time nonsensical, manifestations will be permitted as those of which Antwerp was the scene. Our people are more calm, and do not care much for "Henri V.," and our police will not be so indulgent to the pretender as were those of Belgium.

Mr. Hoffmans, the canton judge who was superseded against his wishes, has been heard in the Second Chamber, and the result was a complete *fiasco*, and the matter has entirely dropped. I regret that I have to state the same with reference to the "question Janssen," the officer who was dismissed because he had dared to write to a daily paper about military matters, and who most certainly is a victim of the former Minister of the War Department. Public opinion being roused, it was hoped that Mr. Janssen would be restored by the influence of the Second Chamber. One of the Liberal members made a proposal in that sense, but after a lengthened discussion this motion was altered in such a way by Mr. de Roo that the vote of the Chamber is now of no value. In a few days Mr. Heemskerk, the leader of the Conservative party, will interpellate the Ministry, and will once more bring forward the question of the transfer of our settlements on the West Coast of Africa, in view of the debate held in the English Parliament. It is not very clear of what use this interpellation may be, because the transfer is an accomplished fact, which cannot be altered. I was much astonished to find that the official text of the Sumatra Treaty was not published earlier. You will remember that I gave you the full and literal details of the Treaty early in November last. Of what use was it to keep secret what was known publicly elsewhere?

The Bill about the revisal of the East India tariff and that about the construction of the railways in Java are now under examination in the sections. It is said that there is some likelihood that the members will deal with these Bills before the Easter recess.

In almost every town lists are circulating to collect contributions to cover the cost of the national festivals, which are to take place on the 1st of April next, in celebration of the foundation of our liberty on that date three hundred years ago.

The department of the Colonies has received a telegram from the Governor-General of Java, stating that the expedition against the Rajah of Goenoeng Tinggi on the east coast of Sumatra had resulted in a complete success. This news has caused great satisfaction. Some papers, however, ask whether the reports which were published by the Batavia papers about this expedition were not exaggerated.

The steamer *Conrad*, of the Company Nederland, will leave Texel on the 24th of March for Java.

PRODUCE MARKETS.

The chief event since my last letter in our Produce Market has been the spirited result of the Trading Company's public sale of coffee, which went off at advanced rates, and continue since to be fairly maintained. The tea sales held here some days ago have also been attended with a satisfactory result, and the business done privately in other articles of produce bears general evidence of continued firmness, without, however, transactions being characterised by much animation.

COFFEE.—A brisk competition manifested itself at the Trading Company's public sale, which caused prices to advance, on an average, 1c. to 1½c. over the valuations for the Java, and ½c. for the Santos. The whole quantity put up was eagerly secured, and the market has since continued in a firm position, with buyers at the sales' prices, but no sellers, except at some advance. About 1,100 bags Java, ex Ada, and 3,738 bags African and San Thome, ex steamer Waverley, have changed hands by private treaty on secret terms.

SUGAR.—Without anything doing; no transactions, and little on offer.

SPICES keep steady. Some parcels Nutmegs and Mace, ex Veritas, have changed hands. A speculative demand has sprung up for Cloves, consequent upon a report of the destruction of the crop, which, however, still lacks confirmation. Amboyna No. 2 are held for 35c. to 36c., and No. 3 for 34c. to 35c.

TEA.—The public sales of Java and China, held here, went off very currently, nearly the whole quantity put up having been disposed of at fair prices.

JAVA TOBACCO.—Sales have been closed by secret tender of 201 bales Java, mark PA/Malang, 166 bales AS/Malang, and 395 bales sundry marks afloat.

RICE remains dull. The cargo of Java Table ex Noach III. has been sold; the same consists of 8,338 bags Indramayoe and about 4,200 bags Kandanghauer.

RATTANS.—The first of the public sales, on account of the Netherlands Trading Company, of this article for the present season will take place on the 14th proximo, and will comprise about 61,000 bundles.

TIN.—A somewhat better feeling has prevailed for this article since my last. Banca has sold for usual prompt, at f.84¾ and f.85, and ex the coming spring sale at f.85½, whilst Billiton, ex the late Batavia public sale (February), changed hands for forward delivery at f. 83½ and f.84 to f.84¼.

COCOA NUT OIL.—About seven tons Cochin changed hands in resale at f.26½ to f.27¼. Ceylon at f.25.

KAPOK.—A public sale of 297 bales cleared ex Amazone will take place to-day.

HIDES.—This article remains quiet, in waiting for the forthcoming public sales.

ARRACK.—Twenty casks Batavia, ex Reichstag, have changed hands.

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Monetary and Commercial.

The report of the Telegraph Construction and Maintenance Company for the past year has been issued. The net profit amounted to £108,704 13s. 9d., to which is added £13,776 17s. 3d., brought forward from last account, making a total divisible sum of £122,481 11s. Of this £22,410 has been appropriated to the payment of an interim dividend of 5 per cent., and the directors now propose to distribute 48s. per share, or 20 per cent., making a total of 25 per cent. A contract has been entered into for the manufacture of 3,530 miles of cable, to be laid in 1873, from near the Land's End in Cornwall, to New York.

At a meeting of the Indo-European Telegraph Company (Limited) the report given in our last issue was adopted, and a resolution passed, authorising the directors to declare dividends previous to providing £10,000 per annum to reserve fund. At a meeting of the Anglo-Mediterranean Telegraph Company (Limited) the following resolutions were adopted:—

That the company is hereby authorised to acquire the concessions of, and to purchase or lay down and to maintain and work, as branches and extensions of their telegraph system, all or any of the lines of telegraph comprised in a concession from the Ottoman Government of 28th and 29th November, 1870; concessions from the Greek Government of 1st December, 1866; 19th January, 1867; 30th May, 1868; 19th October, 1868; and 14th January, 1869; a concession from the Emperor of Austria of a line between Ragusa, Corfu, Malta, or Egypt, and in a provisional concession from the Government of Italy to this company for a line from Brindisi to the Ionian Islands and Egypt; and the directors are hereby authorised to take such steps with respect to carrying out this resolution as they may think advisable, but so that no further payment in respect of the proposed purchase beyond £50,000 be made without a meeting of the shareholders. 2. That in the opinion of this meeting it is desirable that an amalgamation should be effected of the several telegraph companies having lines between England and the East, and the directors of this company are hereby authorised to negotiate with the directors of the other companies with a view to bring about such amalgamation.

The half-yearly meeting of the Mediterranean Extension Telegraph Company (Limited) is convened for the 12th inst., to declare a dividend.

The annual meeting of the Liverpool and London and Globe Insurance Company was held on the 26th ult. The fire premiums of the year were £1,131,594, but the total losses, inclusive of £614,000 at Chicago, amounted to £1,178,749. No dividend was, therefore, declared beyond the 10 per cent. paid in September last, leaving the invested funds at £3,647,783.

A dividend for the half-year at the rate of 10 per cent. per annum has been announced by the Anglo-Indian Tea Company (Limited). A second issue of 1,000 £10 shares of the company is announced.

Bar Silver has again slightly declined in value, and the price may now be quoted as 5s. 0¾d. per oz. standard. The demand has somewhat lessened, owing to a further fall in the Exchange. Mexican Dollars remain as last quoted, the quantity arriving being but small. There is little or no demand for China; the new coinage remains at 4s. 11 9-16d., and the old at 5s. 1d. per oz.

The amount of bullion by the P. and O. Company's steamer *Ceylon*, which left Southampton 29th ult., was, in gold—to Singapore, £5,000; to Calcutta, £5,000; to Madras, £8,500: to Bombay, £41,100; in silver—to Shanghai, £7,645; to Hong Kong, £29,350; to Singapore, £19,850; to Penang, £1,165; to Bombay, £179,800; total in gold, £59,600; total in silver, £237,810.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From FOOCHOW to LONDON, per Columbus, entered Feb. 28.—94 chests 104 half-chests tea—Brown and Shipley; 327 half-chests tea—W. Brandt, Sons and Co.; 3578 chests 10,654 half-chests 4861 boxes 46 packages tea—Order.

From CANTON and MACAO to LONDON, per Crest of the Wave, entered Feb. 28.—From Canton, 5518 boxes tea, 300 cases ginger, 905 rolls matting, 59 cases 258 boxes chinaware, 215 packages canes, 138 packages chairs, 1 box paper fans, 4 boxes palm leaf fans, 45 boxes earthenware, 286 bales waste silk, 67 bales raw silk, 11 packages sundries, 2 boxes ginger, 145 cases provisions, 4 boxes dried lychees, 105 bales waste silk, 10,427 boxes tea—Order; 604 boxes tea—D. Sassoon and Co.

From SOURABAYA, PASAROEANG, and BATAVIA, to LONDON (via (S.C.), per Edinburgh (str.), entered Feb. 28.—From Sourabaya: 395 bales tobacco, 23 baskets gutta-percha—in transit; 6539 bundles rattans, 1 package merchandise, 3214 baskets sugar—Order. From Pasaroeang: 324 bales tobacco, in transit, 3275 baskets sugar—Orde. From Batavia: 1700 slabs tin—T. and W. Bolitho; 3,800 slabs tin, 2026 hides, 107 boxes mace, 7 cases nutmegs, 7 baskets india-rubber, 1 case cigars, 2 packages merchandise, 12 packages sundries—Order.

From SHANGHAI to LONDON, per Centurion, entered Feb. 28.—625 chests tea—Forbes and Co.; 961 packages tea—C. Shaw and Co.; 999 packages tea—L. Reiss, Bros., and Co.; 12 packages tea, 1 case ginger, 2 packages merchandise—Captain; 66 bales silk, 2274 chests 6384 half-chests 991 boxes 9520 packages tea—Order.

From MANILA to LIVERPOOL, per Emiliana (str.) (via S.C.), entered Feb. 27.—5 cases 243 bales merchandise, in transit, 15 tons sapanwood, 16 cases cigars, 10,715 piculs copper, 23,085 mats sugar, 2240 mats coffee, 13 packages merchandise, 2 cases shells, 42 cases indian blue, 3 bales hemp—Order; 2342 bales tobacco in transit—Order.

From SHANGHAI to LONDON, per Avon, entered Feb. 29.—1813 chests tea—Reiss, Brothers, and Co.; 6097 chests 1719 half-chests tea, 44 boxes galls—Order.

From MACAO, CANTON, and HONG KONG to LONDON, per Onward, entered Feb. 29.—From Macao: 10 cases paper, 5750 packages 6148 boxes tea—Order. From Canton: 260 packages canes, 5 casks soy, 400 cases ginger, 131 cases chinaware, 300 bales waste silk, 12 boxes palm leaf fans, 2267 rolls matting, 10 cases 12 boxes paper, 1 case ivory, &c., 5768 boxes tea—Order; 2624 boxes tea—D. Sassoon, and Co. From Hong Kong: 7 boxes effects—Order; 5 boxes ginger, 15 boxes tea—Captain.

From SHANGHAI to LONDON, per Celestial Queen, entered Feb. 29.—1072 chests tea in transit, 5251 chests 6952 half-chests 120 boxes tea, 18 chests rhubarb, 68 packages gallnuts, 1580 packages hemp, 25 bales waste silk, 6 cases effects—Order; 21 boxes tea—Captain.

From FOOCHOW to LONDON, per Killarney, entered March 1.—223 chests 142 half-chests—Kenneth, Dowie, and Co.; 3165 chests 4017 half-chests 1254 boxes—Order; 4 boxes tea, 1 box ginger—Captain.

From FOOCHOW and SHANGHAI to LONDON, per Her Majesty, entered March 1.—From Foochow: 17,925 packages tea—Order. From Shanghai: 553 packages tea—F. Huth and Co.; 3049 packages tea—Gledstanes and Co.; 1887 packages tea—Order; 13 boxes tea, 6 half-cases ginger—Captain.

From HONG KONG, CANTON, and MACAO, to LONDON, per Corea, entered March 1.—From Hong Kong: 30 cases gamboge—Forbes, Forbes and Co.; 6496 boxes tea—L. Reiss Brothers and Co.; 4530 boxes tea, 2 cases sundries, 60 cases wax—Order. From Canton: 50 cases gall nuts—C. Goedelt; 1000 boxes tea—A. Tesdorpf and Co.; 1900 boxes tea—D. Sassoon and Co.; 1000 boxes tea—L. Reiss Brothers and Co.; 9956 boxes tea, 807 bales silk, 10 cases preserves, 508 rolls matting, 20 bales cocoons, 40 packages canes—Order. From Macao: 4706 boxes tea—Order. 1 box tea, 6 cases preserved ginger—Captain.

From FOOCHOW to LONDON, per Devana, entered March 1.—3564 chests 13,185 half-chests 2671 boxes tea 3 ¼-casks sherry—Order. 2 cases sundries—H. S. King and Co.

From SHANGHAI to LONDON, per Fort Regent, entered March 1.—3951 half-chests tea—Gledstanes and Co.; 3040 chests 4012 half-chests 1686 packages 417 boxes tea, 68 bales raw and 76 bales waste silk—Order. 5 boxes tea—Captain.

From SHANGHAI to LONDON, per Elizabeth Graham, entered March 1.—1313 packages tea—Gledstanes and Co.; 2228 chests 3161 half-chests 2689 boxes 4372 packages tea, 100 boxes gallnuts—Order.

BANK AND MISCELLANEOUS SHARES.

Shares.	JOINT STOCK BANKS.	Paid.	Closing Prices.
£10	Agra Bank, ...	All	7½ to 8
25	Bank of Egypt	All	45 to 47
20	Chartered Bank Ind., Aust., and China	All	15 to 16
25	Chartered Merc. of India and China ...	All	27 to 28
20	City Bank	10	12½ to 13½
100	Colonial Bank	30	54 to 56
500fr.	Comptoir D'Escompte of Paris	All	
£28¼	Hong Kong and Shanghai Bank ...	All	45 to 47
28¼	Do. Do. new	22½	16 to 17 pm.
100	Imperial Bank	20	22 to 23
50	London and County	20	58½ to 59½
50	London Joint Stock	15	43½ to 44½
100	London and Westminster	20	64 to 66
25	Oriental Bank Corporation	All	46 to 47
50	Union of London	15	42½ to 43½
	TELEGRAPH COMPANIES.		
100	Anglo-Mediterranean	All	163 to 168
10	British Indian Submarine	All	9¾ to 10½
10	British Indian Extension	All	11½ to 11¾
10	British Australian	All	8½ to 9½
10	China Submarine	All	9 to 9½
10	Falmouth, Malta, and Gibraltar ...	All	11 to 11½
10	Great Northern	All	15½ to 16½
10	Do. China and Japan Extension	All	12½ to 13½
25	Indo-European	All	11 to 13
10	Mediterranean Extension	All	4½ to 5½
12	Telegraph Construction Company ...	All	34 to 34½
50	Indiarubr., Gutta Percha, & Tel. Works Co.	45	43 to 45
	MISCELLANEOUS		
20	British India Tea Company	All	4½ to 5½
20	Brit. and Foreign Marine Insurance Co.	4	6¾ to 6¾ pm.
20	Ceylon Company	All	14 to 16
20	Do.	10	5½ to 4½ dis.
50	Colonial Company	20	½ dis. to ½ pm.
5	Credit Foncier of England	All	5 to 5½
10	General Credit and Discount Company	7½	2½ to 2½ pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	½ dis. to ½ pm.
98	Japan Loan, 9 per cent.	All	107 to 109
20	London and Prov. Marine Insurance Co.	2	2½ to 3 pm.
25	National Discount Company	5	13 to 13½
25	Ocean Marine Insurance Company ...	5	13 to 14 pm.
500fr.	Messageries Maritime of France ...	All	
50	P. and O. Steam Company	All	50 to 51
50	Do. Do. 1867	10	3 to 1 dis.
100	Royal Mail Steam Company	60	87 to 89
20	Realm Marine Insurance Company ...	3	¾ to ¼ dis.
20	Thames and Mersey Marine Insur. Co.	2	5½ to 5¾ pm.
20	Universal Marine Insurance Company	5	8½ to 9½ pm.

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ARTICLES OF IMPORT.

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TEA.

There has been a quiet market since our report of the 26th ult., the Thanksgiving holiday having in a measure interfered with business. There is but little change to notice in prices, except in Canton Teas, large supplies of which have been on offer, ex Burdwan and Warrior; Congous show 1d. per lb. decline for fair, and 1d. to 1½d. for good, whilst Orange Pekoes of good medium quality have given way 1d. per lb. The public sales of the 23rd ult. comprised 6,857 packages, of which 5,564 packages were sold without reserve; those of the 26th, 1,970 packages, all without reserve; those of the 28th, 3,631 packages, of which 2,531 packages were sold without reserve; and those of the 29th (yesterday), 4,335 packages, of which 3,925 packages were sold without reserve. The deliveries for the week amounted to 3,327,277 lbs., against 4,137,250 lbs. last year.

Black.—Red-leaf kinds: Siftings have been dull. Broken-leaf kinds have sold rather lower, both privately and at public sale; fair to good common have been firm, there being some demand for export. Fair to good Kaisows have met with but little enquiry; fine to finest show no change. Pak Lin kinds remain steady. Black-leaf kinds: Low quality has sold at public sale from 8½d. to 9d. per lb.; fair to good common are without change; fair to good medium have sold to a moderate extent at about previous prices; in fine to finest but little has been done. Amoy kinds show no alteration. New-make Canton kinds: Large supplies have been offered, and prices for common to fair show 1d. per lb. reduction; good, 1d. to 1½d.; the finer kinds have sold at previous prices. Oolongs: The demand for all but fine Formosa kinds has been dull, and prices show 1d. per lb. decline. Souchongs show no material change. In Flowery Pekoes there is nothing of interest to report. Scented Teas: Canton Capers have sold rather lower. Foochow kinds at previous prices. Orange Pekoes: Canton kinds have sold from 1s. 5d. to 1s. 7d. for good, and 1s. 10d. to 2s. for fine quality; the later sales show a decline of 1d. per lb. Foochow kinds continue difficult of sale at about former prices. Uncoloured Japans show no change. Green: The market has been steady. At public sale the fine and finest kinds have fetched extreme prices up to 4s. per lb. for finest Moyune Gunpowder; the common to medium kinds have not been quite so firm.

SILK.

The market is without change; the tone continues quiet, and prices are as last quoted.

COFFEE.

The quiet tone of the market has continued throughout the week, and prices have suffered a further slight decline. The public sales, although of moderate amount, have gone off without spirit, and prices were mostly in buyers' favour. The rates realised for Ceylon have been—*Plantation:* Triage and ordinary, 65s. 6d. to 72s.; small, 74s. to 78s.; low middling, 76s. to 77s. 6d.; middling, 78s. to 80s.; bold, 81s. 6d.; pea-berry, 86s. 6d. to 91s. *Native,* 70s. 6d. to 71s. An offer of 132 bags *Singapore,* mixed pale greenish, sold at 70s. to 70s. 6d. For arrival about 600 tons Native Ceylon are reported to have been sold or resold, but no further particulars are divulged; 80 tons Native Ceylon are known to have been sold at 71s., guaranteed good ordinary.

The landings last week included 900 tons Plantation Ceylon and 250 tons Brasil, and were 200 tons in excess of the same week last year, the deliveries being 2,260 tons less than the unusually heavy amount in 1871, which was owing to the opening of the Continental ports after being closed by ice; the deficiency in the stock was thereby reduced from 5,300 tons in the previous week to 2,800 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 160,707 cwt., against 184,011 cwt. at the corresponding date of 1871; Native, 45,512 cwt., against 22,001 cwt. The quantity of Coffee landed in the eight weeks ended Feb. 24, 1872, was, of Ceylon, 4,254 tons, against 2,877 tons during the corresponding period of 1871; of all descriptions, 7,912 tons, against 6,122 tons. The quantity entered for home consumption was, of Ceylon, 1,320 tons, against 1,604 tons; of all descriptions, 2,655 tons, against 3,092 tons. The quantity exported was, of Ceylon, 2,477 tons, against 2,886 tons; of all descriptions, 6,749 tons, against 6,357 tons. The stock on Feb. 24 was, of Ceylon, 9,588 tons, against 11,992 tons; of all descriptions, 18,432 tons, against 21,221 tons.

CINNAMON.

The first periodical auctions of the year were held on the 26th ult., when a larger supply of Ceylon was brought forward than for a long time past, the total amounting to 3,439 bales, against 2,886 bales at the corresponding sales in 1871. Holders were, for the most part, willing to accept easier rates, and the greater part was disposed of with fair competition. Compared to the previous quarterly sales in November last, prices show a general decline of 1d. to 2d. per lb. for good and fine qualities, of 2d. for medium, and 2d. to 3d. for ordinary and inferior. Of the whole quantity offered about 2,650 bales were disposed of as follows:—

Bales.		s. d.	s. d.
660	First sort, good to superior, sold at ...	3 5	to 3 8
	A few bales very superior ...	4 0	to 4 2
	Medium to good medium ...	2 8	to 3 4
	Ordinary and low medium ...	2 4	to 2 6
1394	Second sort, fine to superior	3 2	to 3 5
	Medium to good medium ...	2 6	to 3 1
	Low and ordinary	2 0	to 2 5
242	Third sort, good to superior	2 5	to 2 11
	Low to medium	1 6	to 2 4
443	Fourth sort, medium to fine	2 1	to 2 6
	Low to good ordinary ...	1 0	to 2 0

A large quantity of chips, amounting to 2,206 bags Ceylon, was offered, but there was little demand, especially for common and medium kinds, which were all bought in, and only about 600 bags found buyers, coarse to thin bark, 2½d. to 3½d.; medium to good chips, 6d. to 7½d.; small lots of fine quills, 1s. 2d. to 1s. 9d. per lb.

SUGAR.

The dulness which has of late characterised the market has continued, and scarcely any sales have been effected, although holders have again lowered their terms. The only transactions to report consist in the sale of 30 baskets *Penang* (duty 4s.), at 28s., and 100 bags washed at 22s. per cwt.; also by private contract 2,050 bags Taal unclayed *Manila* of old import at 21s.

The delivery for home consumption last week was again small, but as the amount in the corresponding period last year also showed some falling off, this year's shows a deficiency of only 400 tons, and as the imports were 2,000 tons less, the discrepancy in the stock is increased to 17,300 tons. Stock, Feb. 17, 39,801 tons, against 55,418 tons last year; Feb. 24, 39,634 tons, against 56,982 tons last year. The quantity of Sugar landed in the eight weeks ended Feb. 24, 1872, was, of Penang, 373 tons, against 11 tons in the corresponding period of 1871; of Manila, Java, and China, 6,351 tons, against 2,707 tons; the quantity entered for home consumption was, of Penang, 418 tons, against 6,251 tons; of Manila, Java, and China, 4,338 tons, against 4,559 tons. The quantity exported was, of Manila, Java, and China, 611 tons, against 583 tons. The stock on Feb. 24 was, of Penang, 417 tons, against 2,313 tons; of Manila, Java, and China, 13,470 tons, against 25,359 tons.

COCOA NUT OIL.—The market is quiet at £38 for Ceylon.

COWRIES.—A parcel of 37 bags good Ceylon Maldive was quitted at 32s.

CUTCH.—No transactions; at auction 580 boxes good Penang were bought in at 26s. per cwt.

GAMBIER.—Without change; the sales on the spot have been about 500 bales block at 22s. 9d.; 244 bales were bought in at 23s., also 1,032 baskets 15 bags cubes at 26s. For arrival 100 tons February shipment sold at 20s. 9d. ex ship.

GALLS.—In public sale of 325 cases *China*, chiefly of fresh import, offered, 140 cases sold at 62s., and 56 cases *Japan* sold at 60s.

GUTTA-PERCHA.—At auction a large supply, amounting to 1,198 baskets and 17 tons in slabs offered met only a moderate demand, and the bulk was bought in at 1s. 3d. to 3s. 3d., according to quality, and fine genuine No. 1 at 4s. 2d., only 200 baskets being sold, ordinary and white qualities at 1s. to 1s. 4d., medium 1s. 7d. to 2s. 1½d. per lb.

HEMP.—Holders of Manila continue to show great firmness in declining to accept any reduction upon current rates, and the greater portion of the quantity offered has been bought in; at auction 355 bales were chiefly bought in, Sorsagon at £53, only 35 bales second class sea-damaged selling at £50, and 31 bales indirect repacked at £47 15s.; privately the tone is very firm, and there are no sellers under £50 for good fair roping.

INDIA-RUBBER.—Market firm; we note the sale of 2 baskets Singapore at 2s. 1d. per lb.

PEPPER.—There has been but little inquiry, and sales are unimportant. *Black:* At public sale 2,003 bags Penang were offered, but there was only a limited demand, and nearly the whole was bought in, only 150 bags finding buyers at 6½d. For arrival 1,000 bags Singapore, February shipment, have been sold at 6¾d. *White:* At auction 289 bags Singapore went off slowly, and only 170 bags sold at 11½d for dull, and 11½d. for fair quality.

PLUMBAGO.—At auction 340 barrels Ceylon met a strong demand; 300 barrels, chiefly of fresh import, sold at dearer rates, especially good bright lump and chips; good bright lump sold at 30s.; middling small to fair clean, 25s. to 27s.; ordinary, 23s. to 24s.; ordinary small lump and dust, 20s. 6d. to 21s 6d.; fair to fine bright chips, 18s. to 21s. 6d.; ordinary to good dust, 8s. to 11s. per cwt.

RICE.—The market is very quiet, and no sales are reported on the spot. The business done "to arrive" comprises new white Bengal, December sailing to March shipment, at 11s. 6d. to 12s. 6d.; Madras, February to April shipment, at 10s. 6d. to 10s. 7½d., both quay terms. Also the floating cargo, per Moss Rose, 1,090 tons Rangoon; October sailing, at 9s. 3d. for the Continent; and a floating cargo of Necransie of new crop, supposed to consist of 580 tons, at 9s. 9d. open charter.

SPICES.—*Cloves:* 80 bags Java sold at 6½d., 20 bales mother cloves at 1¾d. to 2d. *Mace:* 19 cases Penang met few offers, and were bought in at 3s. 9d. to 4s. 2d. *Nutmegs:* 8 boxes Penang, average 82 nuts to the lb., bought in at 3s. 7d.

SAGO.—In auction 70 boxes 334 bags good small pearl were bought in at 18s. 6d. to 19s.; of 114 bags large one-half sold at 18s. 6d. *Flour:* 160 bags Singapore were bought in at 16s. 6d.

STAR ANISEEDS.—Out of an offer of 200 cases China of fresh import 30 cases sold at £6 10s.

TAPIOCA.—*Pearl:* Of 585 bags Singapore offered 200 bags sold at lower rates, chiefly extra large at 21s. to 21s. 6d., medium 22s. *Flour:* 122 bags Singapore were bought in at 2½d.

TIN.—The market is still improving. A good business in Straits was done at £138 to £140, up to the 26th ult. On the 28th a telegram was received in London reporting riots amongst the tin miners in the East, since which the price has advanced, and closes at £142 10s. to £143, with a firm tone. Banca in Holland stands at 86 guilders, and is quoted here at £146. Billiton, £142. Business has been done in Straits afloat at £143 per ton.

TOBACCO.—At public sale 1,640 bales *Japan* sold at 8d. to 10½d., 735 bales do. (country damaged) 2½d. to 9d., 50 bales do. (sea damaged) 2½d. to 9½d., one lot 1¾d., 6 bales *Java* were withdrawn.

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ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £9 10s. to £9 15s. Bars, £9 10s. to £9 15s. Staffordshire Best: Bars, £11 15s. to £12 10s.; Nail Rods, £11 15s. to £12 10s.; Hoops, £12 15s. to £13 10s.; Sheets, £13 10s. to £14 5s.; Scotch, Pig No. 1, £3 17s. to £4 9s.; Swedes, Bars, Hammered, £12 10s. to £13 10s.; Swedes, Steel in kegs, ½ and ¾ in., £15.

YELLOW METAL.—Sheets, 4 by 4 ft., 7½d. to 8d.; Sheathing and Rods, 8¼d. to 8½d. per lb.

TIN.—English Refined, £148. Tin Plates: Charcoal I C, per box. 35s. to 38s.; Coke, 31s. to 34s.

LEAD.—W.B., nominal; do., other brands, £19 5s. to £19 7s. 6d.; Spanish, soft, ex ship, £18 15s.; Sheet, £20 15s.; Shot, kegs, extra, £22; White, do., £26 10s.; Red do., £22.

SPELTER.—Silesian, £21 15s. to £22; English, smelted from ores, £23.

QUICKSILVER.—In bottles of 75 lbs. each, £10.

MANCHESTER GOODS.

Since the 23rd ult. the market has undergone no material change, either as regards tone or prices. The 27th was observed as almost a close holiday, and there has been few attempts at business since.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	6s. 10½d.	7s. 9d.	8s. 3d.	8s. 9d.	8s. 10½d.	9s. 3d.	9s. 10½d.	10s. 3d.
Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
price.....	10s. 9d.	11s. 0d.	12s. 0d.	12s 3d.	12s. 0d.	13s. 6d.	7s. 9d.	8s. 10½d.
Width ...	...	...	...	...	49/50 in.	...	54 n.	60 in.
Quality...	35	36	39	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	8s. 10½d.	10s. 0d	11s. 3d.	13s. 6d.	11s. 3d.	12s. 9d.	14s. 3d.	15s. 6d.

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	6s. 4½d.	6s. 6d.	7s. 4½d.	7s. 4½d.	8s. 3d.	9s. 6d.	9s. 9d.

	s. d.	s. d.
China Grey Shirtings, 8½ lbs. (Eagle Chop) ...	10 6	—
Maddapollams	4 0	—
Long Cloths	9 10½	—
White Spot Shirtings ... nominal) ...	12 4	—
,, Brocade... ... do. ...	12 10	—
,, Damasks ... do. ...	22 6	—
Cotton Yarn, Nos. 16-24 China	1 2½ to 1 3½	
Nos. 28-32 do.	1 4½ to 1 5½	
No. 40 do. (mock) ...	1 4½ to 1 5½	
No. 40 Mule Twist	1 3½ to 1 5½	

WOOLLEN AND WORSTED GOODS.

The Leeds market for Woollens and Worsteds continues firm, without alteration in prices. The current quotations are as follow:—

Spanish Stripes, 62 in., 19 yards, Elephant Chop, 3s. 9d. per yard for scarlet; Long Ells, 30/31 in., 24 yards, Lion Chop, 34s. 6d. per piece for scarlet; Camlets, best SS, 30/31 in., 58 yards, Elephant Chop, 90s. 0d. per piece for scarlet; Lastings, 31 in., 30/31 yards, Lion Chop, 75s. per piece for gentian; Brocades, 31 in. 29 yards, Half Moon Chop, 27s. 3d. per piece for scarlet.

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb.19	Parnassus (s.)	Froud	Sing, China, &c. S.C.	Glasgow
22	Dragon	McClemon	Hong Kong	London
22	Adeline	—	Singapore	Liverpool
7	Escort	Nichols	Batavia	Boston
22	Emblehope (s.)	Joss	Colombo, &c., via S.C.	London
21	Marie	Siegener	River Amoor	Bremen
23	Ulysses (s.)	Henderson	Sing., China, &c., S.C.	Liverpool
23	Miranda	Tyrer	Singapore	Do.
23	Elise	Hansen	Hg. Kg., via Cardiff	Do.
22	Sea Gull (s.)	—	Java	Brouwershaven
24	County of Bute	Cummings	Batavia & Sourabaya	Glasgow
26	Lord of the Isles (s.)	Blow	Sing, China, &c., S.C	London
26	Empress	Hanson	Cardiff & Hong Kong	Do.
	Clymping	Bagley	Colombo	Waterford
24	Everhard	Hortsmann	Hong Kong	Cardiff
26	White Star	—	Singapore	Liverpool
Jan.31	Derbyshire	Isaacks	Galle	Trinidad
	Tycoon	Andrews	Singapore	Shields
Feb.27	Southern Belle	Morrice	Colombo	London
27	Fanny Breslauer	Yeoman	Shanghai	Waterford*
27	Caranjah	Cowse	Galle	Liverpool
26	Penseur	Gandeau	Singapore	Cardiff
26	Marie Joseph	Rose	Amoy	Do.
26	Hermit	Burgess	Singapore	Do.
27	Caribou	Wood	Chefoo	Do.
26	Adelaide	—	Singapore	Penarth
26	Alhambra	Nielsen	Hong Kong	Do.
28	Emulation	—	Shanghai	Shields
14	Flying Spur	Barnett	Do.	New York
14	Oracle	Humphreys	Hong Kong	Do.
26	Robertus Hendrikus	Hageraats	Java	Swansea*
	Windhover	Balfour	Singapore	Greenock

* After repairing.

ARRIVALS.

Date.	Ship	Captain.	From	At
	Edith	—	Singapore, for Boston	New York
Feb. 8	Dirigo	Staples	Sourabaya	Boston
8	Nesutan	Schyole	Do.	Do.
24	Chanticleer	Taylor	Canton	Deal
24	Onward	Anton	Do.	Do.
Jan.20	Mille Tonnes	Menard	Macao	Callao
21	Hong Kong	—	Do.	Do.
24	Providencia	—	Do.	Do.
Feb. 4	Clara	Nickels	Batavia	St. Thomas
27	Centurion	Taylor	Shanghai	London
27	Edinburgh (s.)	Cato	Batavia & Sourabaya	Do.
28	Crest of the Wave	Harris	Canton and Macao	Do.
14	Brunette	Webb	Hong Kong	New York
15	Pons Ælii	—	Shanghai	Do.
15	Anna Krell	—	Batavia	Do.
	Adolph	—	Singapore	Do.
	W. A. Farnsworth	—	Do.	Do.
28	Avon	Scott	Shanghai	London
28	Columbus	McNeal	Foochow	Do.
27	Emiliano (s.)	Larrinaga	Manila, via S.C.	Liverpool
28	Celestial Queen	Watt	Shanghai	Deal
28	Fort Regent	Olsen	Do.	Do.
27	Her Majesty	Aldridge	Do., and Foochow	Off Plymouth
28	Ino	Bannan	Foochow, for Hambg.	Falmouth
	Devana	—	Foochow	Off the Lizard

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Canton, Parnassus, Sea Gull. For Colombo, &c.: Singapore.

SAILING VESSELS.—For Yokohama and Hiogo: Whiteadder, Engelbert. For Yokohama: Velocity. For Shanghai: Langstone, Derwent, John R. Worcester, Hopewell. For Chefoo and Tientsin: Fanny. For Hong Kong: Irvine, Guinevere, Sir Harry Parkes, Malacca, Burdwan. For Manila: Maria. For Batavia and Sourabaya: Samuel. For Singapore: Pasithea, Janet Ferguson, Star of the South. For Penang: Peri. For Colombo: Caroline Hutchings, Alchymist, Seafield. For Galle: Connemara.

At LIVERPOOL.—For Penang, Singapore, and Hankow (via S.C.): Erl King (str.). For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Antenor (str.), Achilles (str.), Diomed (str.). For Singapore, Hong Kong, and Shanghai (via S.C.): Abbotsford (str.). For Hong Kong (via Cardiff): Sapphire. For Manila: Alejandro, Loyola, Gloria. For Batavia and Sourabaya: Bothwell Castle. For Colombo, &c. (via S.C.): Statesman (str.). For Galle: Runnymede.

At GLASGOW.—For Shanghai: Merse. For Hong Kong: Archos.

At GREENOCK.—For Galle, &c.: Diadem.

SPOKEN.

ROBERT AND LEWIS, Newport to Singapore, Jan. 5, 18 S., 32 W.
AMSTELSTROOM (barq.), Batavia to Amsterdam, Feb. 8, 35 N., 35 W.
NIEUWE WATERWEG (Dutch), Batavia to Amsterdam, Jan. 4, 35 S., 23 E.
INDIA (Am. ship), Cardiff to Hong Kong, Dec. 4, 16 S., 32 W.
ZOHRAB, Nagasaki to London, Nov. 22, in Gaspar Straits.
COUNTY OF LANCASTER, Sourabaya to Rotterdam, Dec. 31, 29 S., 46 E.
DUNEDIN, Manila to New York, Jan. 10, 31 S., 36 E.
MARCO POLO, Penang to New York, Jan. 26, 17 S., 3 W.
SPIRIT OF THE NORTH, London to Colombo, Dec. 18, 11 S., 41 W.
NORTHERN QUEEN, Shields to Colombo, Dec. 25, 36 S., 6 E.
FREDERIC (Fr. barq.), Java to Nantes, Dec. 29, 27 S., 55 E.
JULES DUFAURE (F. barq.), Macao to Havana, Jan. 22, 26 S., 6 E.

FREIGHTS AND CHARTERS.

Outward freights for vessels loading for the different ports are without material alteration, and the various berths are well supplied with shipping. Coal freights are quiet, but there is rather more inquiry for vessels for Ceylon and China. In homeward business there is but little doing, but some demand exists for ships to load at Java for next season.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama and Nagasaki: 100s. meast. To Hiogo: 110s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 60s. meast. To Sourabaya and Samarang: 95s. meast. To Padang: 105s. meast. To Batavia: 90s. meast. To Saigon: 100s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Yokohama: 35s. weight, 30s. meast. To Shanghai: 35s. weight, 30s. meast. To Chefoo: 45s. weight or meast. To Tientsin: 50s. weight or meast. To Hong Kong: 35s. weight, 25s. meast. To Manila: 30s. weight, 45s. meast. To Batavia and Sourabaya: 20s. weight or meast. To Singapore: 20s. weight or meast. To Penang: 30s. weight, 35s. meast. To Ceylon: 15s. meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £36. To Penang: £25. To Singapore: £25 to £26. To Galle: £20. From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 42s. To Chefoo: 42s. 6d. To Shanghai: 47s. to 48s. To Hong Kong: 37s. to 38s. To Manila: 25s. To Colombo: 22s. 6d. To Galle, 22s. To Singapore: 27s. To Cheriben, 21s.

From Birkenhead, per ton.—To Shanghai: 36s. To Hong Kong: 30s. To Singapore, 20s. to 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 40s., ship 45s.; to Shanghai, steamer 35s., ship 40s.; to Hong Kong, steamer, 30s., ship 35s.; to Singapore, steamer 25s., ship 25s. to 27s. 6d.

CASUALTIES.

The Emeliano (str.), Larrinaga, from Manila and Singapore, to Liverpool (*via* Suez Canal), with a cargo of tobacco, sugar, cocoa, and

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copper, sunk close to the Tranmere slip, Liverpool, on the 27th ult., after having been in collision with the Parthia (str.), but she has since been raised and towed into dock.

The Robert Fletcher, from Hong Kong to New York, was reported by telegram, received Feb. 8, as having proved a total loss on the Long Island, Nantuck Shoal (near New York). Later advices, dated Feb. 14th, state that she was ashore at East Moriches, and would become a wreck, and be sold as she was lying. About 3,000 rolls of matting had been landed, and a part of it had been brought to New York, as well as the silk portion of her cargo.

The Brunette, Webb, which arrived at New York, Feb. 14, from Hong Kong, had encountered a heavy N.E. gale, lasting twenty-four hours, Feb. 10, twenty miles off the Delaware Capes, when she lost sails.

Advices from St. Helena, dated Jan. 27, state that the Minnie Graham, Veal, from Formosa to New York, arrived there Jan. 18, and reported having experienced a very severe gale on the 4th, off Cape Agulhas, during which she lost topsails and foretopmast staysail, and received other damage.

The Adriatic, from Hiogo to New York, put into Table Bay Jan. 4 with damage to rudder; she had experienced a typhoon in the China Sea, and sustained damage to mizenmast.

The Marie Elize, v. Deursen, from Batavia to Amsterdam, put into Table Bay, Jan. 4, for repairs, having sustained damage during a gale on Dec. 4.

Advices from Cape Town, dated Jan. 24, state that the Princess Louise, Robb, from Quebec to Batavia, put in there Jan. 22 with damage, and had gone into dock for repairs.

A telegram received from Singapore, dated Feb. 25, states as follows:—The Pacific (barque), from Hong Kong to Valparaiso, has put in here leaky, and will dock for repairs.

The Emblehope (s.), Joss, which left London Feb. 22, for Colombo, &c. (via S.C.), anchored in the Downs on the 26th with machinery slightly out of order, but, after repairing the same, left on the 27th for her destination.

MISCELLANEOUS.

At PORT SAID.—Africa (str.), Galilee, from London, for Singapore, China, &c.

At TABLE BAY.—Jan. 4, Maria Elise, van Duersen, from Batavia; Adriatic, Cappon, from Japan (for repairs); 15, Jules Dufaure, from Macao, and sailed, 18th, for Havana; Francis, Hill, from Singapore; 15, Golden Fleece, Way, and sailed for Colombo.

At ALGOA BAY.—Jan. 12, Elze, Horne, from Hong Kong.

At ST. HELENA.—Jan. 13, Lochnagar, Neill, from Manila, and sailed for Boston; Japan, Hoyer, from Singapore, and sailed 15th for New York; 15, Conception, Tuton, from Macao, and sailed, 16th for Havana; 17, Astracan, Paige, from Colombo, and sailed for London; 19, Dordrecht 2nd, Rotgans, from Batavia, and sailed for Dordt; 20, Mary Killam, Butler, from Sourabaya, and sailed for Boston; Taffarette, Rocher, from Hong Kong, and sailed 21st for Havre; 25, Helena and Henrietta, from Macassar, and sailed 26th for Amsterdam; 26, Catharina Maria, Nolet, from Batavia, and sailed for Rotterdam; Glamorganshire, Matthews, from Zebu, and sailed for Falmouth; 28, Utrecht, Moller, from Batavia, and sailed 29th for Rotterdam; Feb. 1, Ben Nevis, Moodie, from Penang.

Off ST. HELENA.—Jan. 13, Ellida (German barque), from Java, for Falmouth; Loch Awe, from Sourabaya, for Rotterdam; 16, Mountain Laurel, from Singapore, for Liverpool; 19, Victoria Nyanza, from Shanghai, for London; 23, Silentium (French barque), from Macao, for Havana; 25, Aracan, from Macao, for Havana; 29, Fair Leader, from Singapore.

There was launched on the 24th ult., from the building yard of Messrs. Bowdler, Chaffer, and Co., of Seacombe, a very handsome screw-steamer of 320 tons, for Mr. Alfred Holt, of Liverpool. The engines for this vessel are being made by Messrs. James Taylor and Co., of Birkenhead. This vessel is intended to tow the large steamers belonging to this firm through the Suez Canal, and also to be occasionally used as a passenger vessel. Upon leaving the ways the vessel was named the Wasp by Mrs. Alfred Holt.

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THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
15th February, 1872.

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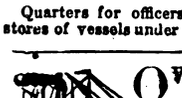

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

February 18 March 3 March 17 April 14 April 28 May 12 May 26	For	Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

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The steamers of the 3rd March, 31st March, 28th April, and 26th May connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
„ Constantinople... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

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THE ELLIPTICAL MAP OF THE WORLD FOR 1872

COMPRISES FOLLOWING DETAILS OR CHARACTERISTICS:—

1. The Greenwich Meridian bisects the Map equally, the Parallels of Latitude right lines, Meridians of Longitude equidistant as to latitude, converging to the Poles, and length of every Tenth Degree in English Miles.
   International Voyaging, Travelling, Exploring, and Telegraphic and Railway Routes, with distances in English Miles.
2. Oceanic Currents and Trade Winds, &c., indicated by a series of darts and arrows of direction.
3. Magnetic Variations, illustrated by a system of circular signs, and lines of no variation of compass.
4. Various Geographical Notes—
   Antipodes of certain localities determined—Sites of Ancient Cities and Land of Eden—Last Voyage of Sir J. Franklin—Farthest points reached by Navigators towards the Poles, &c.
   A Reference Table and Traversing Lines eastward and westward, and Notes to elucidate periodical action of Solar Light and Heat, and Mean Temperature of Various Climates.
5. Maps of Arctic and Antarctic Regions.
6. Maps of Celestial Hemispheres and Sun's Course.
   Method of Colouring indicates the Territorial Extent of Races, Languages, or Religions, as English, Spanish, Mohammedan, &c.

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THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

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JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

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JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

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An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

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CARE OF W. H. SMITH, UNITED CLUB,

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SAN FRANCISCO.

THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January 1872. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

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Hong Kong Hg. Kg. & Poochow-foo	Burdwan ...	A1 14 yr.	SWID	March 15
	Her Majesty	A1 14 yr.	SWID	With des.
Shanghai ...	Ailsa	A1 16 yr.	SWID	With des.
Yokohama & Hiogo	Devana ...	A1 13 yr.	SWID	With des.
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Port.	Ship.	Class.	Dock.	Last Shipping Day.
Penang, Singapore, H. Kong, and Shanghai, taking goods for Japan.	Sea Gull, s.s. via S.C.	100 A 1	E.I D.	Mar. 15
Shanghai ...	Hopewell ...	A1 13 yr.	SWID	With des.
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Destinatn.	Ships.	Class.	Tns.	Dock	Last Shpng Day
Pen., Sing. Hg Kg., & Shanghai, via S.C....	Canton, s.s.	A1.....		SWID	March 8
Shanghai..	J. R. Worcester ...	A1 14 yr.	844	EID	Wth des
Hg. Kong.	Irvine	A1.....	655	EID	Wth des
Chefoo & Tientsin	Fanny	A1 10 yrs	398	EID	Wth des
Hiogo & Nagasaki	Zohrab.....	A1 9 yrs	412	EID	Wth des

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Janet Ferguson, A1 14 yrs.....	581	Mills & Milne.....	Mrch. 5
Canton, s.s. A1. 100	1,215	Norris and Joyner ...	Mrch. 6
Star of the South, A1	665	Wright Bros. & Co.	Mrch 25
Drummond Castle, s.s., A1.....	1,281	Thos. Skinner & Co.	Mrch 31

LIVERPOOL.

Agamemnon, s.s. ...	1,550	Alfred Holt.....	Mrch 15
Antenor, s.s.	1,601	—	March 7
Achilles, s.s.	1,550	—	Mrch 26

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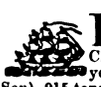

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Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, March 4, 1872.

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FRENCH MAIL EDITION.

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 445.] LONDON, MONDAY, MARCH 11, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received March 8.
JAPAN — Yokohama	Nov. 24	Jan. 16	Jan. 23
Yedo			
Osaka and Hiogo	—	—	,, 17
Hakodadi			
Nagasaki	—	—	,, 19
CHINA — Peking	—	—	,, 6
Tien-tsin	—	—	,, 9
Chefoo	—	—	,, 11
New-chwang			
Hankow	—	—	,, 19
Kiu-kiang	—	—	,, 21
Chin-kiang			
Shanghai	Dec. 1	Jan. 20	,, 26
Ningpo	—	—	,, 19
Foochow	—	—	,, 23
Formosa			
Amoy	—	—	,, 25
Swatow	—	—	,, 27
Hong Kong	Dec. 15	Jan. 27	Feb. 1
Canton	—	—	Jan. 30
Macao	—	—	,, 29
PHILIPPINES—			
Manila	Dec. 1	Jan. 17	,, 21
COCHIN-CHINA—			
Saigon	Dec. 22	Jan. 29	Feb. 5
SIAM — Bangkok	—	—	Jan. 30
BORNEO—Labuan			
Sarawak	—	—	,, 29
JAVA — Batavia	Dec. 22	Jan. 23	Feb. 4
Samarang	—	—	,, 3
Sourabaya	—	—	,, 2
MALACCA STRAITS—			
Singapore	Jan. 5	Feb. 7	,, 9
Penang	—	—	
CEYLON—Galle	Jan. 19	Feb. 14	,, 15
Colombo	—	—	,, 13

THE MAILS, &c.

The French mail, bringing the above dates, was delivered, *via* Marseilles, on the 8th inst., three days in advance of its due date. The next inward mail (P. and O.), with dates, Yokohama Jan. 30, Shanghai Feb. 2, Hong Kong Feb. 8, Singapore Feb. 15, is due, *via* Brindisi, on Monday next, the 18th inst.

List of Passengers.

PASSENGERS INWARD.

By this (French) mail, to Marseilles, per Messageries Maritimes steamer *Peiho*, arrived March 6.—From Yokohama: Messrs. Milsom, Kane, De Ruyter, Bloem, Alp, Madame Jaquemot, Madame Morf. From Shanghai: Mr. and Mrs. Carter, Mr. and Mrs. Tate, Mr. F. Delestre. From Hong Kong: M Augustin Ruiz, M. Cavaro. From Saigon: Messrs. Aimable, Pierre, Candau, Michel-Jean. From Singapore: Major and Mrs. McNair, Messrs. Buys, Morren, Jacinta, Ester, Gretierres, De Mola, Michelina, Perez, Mauraut, Juan, Lopez. From Batavia: Messrs. Albras, Haiter, Fobias. From Galle: Mr. Tytler, Mr. and Mrs. Jansen. From Aden: Mr. H. Perard.

PASSENGERS OUTWARD.

Per P. and O. steamer *Ceylon*, from Southampton, Feb. 29.—To Yokohama: Mr. J. Leckie, Mr. J. Humble, Mr. W. Webb, Mr. F. Pyne. To Shanghai: Mr. W. G. Hardeman. To Hong Kong: Sir A. Kennedy, Lady Kennedy, Mrs. Pyke, Mr. G. H. Woollatt, Mr. R. M. Gray, Mr. B. Layton, Mr. S. G. Bird, Capt. O'Callaghan. To Singapore: Assistant-Commissary Hutton. To Ceylon: Miss Hammond Spencer, Mr. J. Dowson.

Per P. and O. steamer *Nyanza*, from Brindisi, March 11.—To Shanghai: Mr. R. H. Percival. To Hong Kong: Mr. N. C. Stevens, Mr. J. Manger, Mr. and Mrs. W. Jackson, Mr. and Mrs. Kleinmachter, Mr. R. H. Cook, Mr. F. D. Bovis, Mr. J. A. Mann. To Singapore: Mr. R. J. Harris. To Ceylon: Mr. and Mrs. Leechman, Mr. J. Penny, Mr. W. Penny, Captain Innes.

Per P. and O. steamer *Malta*, from Southampton, March 14.—To Shanghai: Mr. A. W. Brown. To Hong Kong: Commander Patterson, Mr. Powell. To Singapore: Capt. Lloyd. To Ceylon: Mr. H. Craven, Mr. and Mrs. J. V. Tippett, Mr. J. Parsons, Lieut. Kelly.

Per P. and O. steamer *Nyanza*, from Brindisi, March 25.—To Shanghai: Mr. E. Townend, Mr. M. P. Evans. To Hong Kong: Mr. W. Newman, Mr. A. B. Gibb, Mr. J. McNab.

Per P. and O. steamer *Mooltan*, from Southampton, March 28.—To Hong Kong: Mr. and Mrs. Chapman, Mr. Devenny. To Shanghai: Mr. W. Glover. To Ceylon: Hon. Justice and Mrs. Stewart.

Per P. and O. steamer *Nyanza*, from Brindisi, April 8.—To Hong Kong: Mr. F. Leyburn. To Singapore: Mr. P. Weyergang.

Per French mail steamer *Cambodge*, from Marseilles, March 17 (booked from London).—To China: Attaché to the Embassy of China. To Shanghai: Mr. Hogarts, Mr. Von Root, Mr. Zilmans, Mr. Jaffray, Mr. R. G. Ogle. To Batavia: Mr. and Mrs. J. Doornik, M. F. de Lesseps and Madame de Lesseps. To Singapore: Mr. R. St. McLarino.

Per French mail steamer *Peiho*, from Marseilles, March 31 (booked from London).—To Shanghai: M. de Geoffroy (French Minister to China), Mr. J. Sheldon. To Batavia: Mr. H. Slinkers, Mr. G. Livert, Mr. and Mrs G. Couperns. To Galle: Mr. and Mrs. D. Young and family, Madame d'Ereville and son.

Per French mail steamer *Mei-Kong*, from Marseilles, April 14 (booked from London).—To Batavia: Mr. Van de Brook.

Per steamer *Antenor* (Holt's line), from Liverpool, March 7.—To Hong Kong: Lieut. Clanchy, R.N., Lieut. Swan, R.N. To Singapore: Mr. J. B. Cruikshank, Mr. Jean Kau.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present (French) mail brings advices from this port to the 23rd January. The following summary of news is from the *Japan Herald*:—

The Government has recently received the new *kinsats* which have been made under contract at Frankfort. We presume that as soon as the necessary arrangements have been made the old issues will be recalled, and the new paper money substituted. It is by no means improbable that a part of the existing paper circulation, representing the internal debt of the country, created by the necessities of civil war, will not be re-issued; if not redeemed in cash, Government bonds, bearing interest, may be issued. They would be a convenient investment, and could be bought up, and paid off when the finances of the country are sufficiently elastic to enable such a step to be taken without embarrassment.

Some excitement has been created by a photographer here having taken a negative of a group of which the Mikado was the prominent figure at the recent ceremony at the Yokoska Arsenal. Application had previously been made for a sitting, but had been refused; in spite of this the photographer succeeded in getting a couple of negatives, and advertised the pictures for sale; when, however, the native authorities became aware of the proceedings, they applied to the photographer, who is an Austrian subject, to abstain from selling them, and after some official correspondence the negative was seized by policemen acting under the orders of the Austrian Minister; it is impounded in Court until the case can be adjudicated on.

We believe that we are correct in stating that the long-advocated measure of placing the Japanese Customs under foreign inspection is on the point of being carried out, by the appointment of a gentleman, now on his way from America, to fill the important and lucrative office of Chief Commissioner, or Inspector-General. In addition to this, several subordinate offices have necessarily been created, and which will be presently filled.

On the return of the Embassy from abroad his Imperial Majesty the Mikado will visit foreign countries. His Majesty will remain about one year. Three Japanese men-of-war will shortly leave here for Europe to meet the Embassy which left for Washington by the steamer *America*, and will take the route to Hawaii and ports of South America, on the way to London. Prince Akidsuki and his son will leave for Europe in February.

It is the intention, we learn, of the Japanese Government to erect in the course of a few months a handsome Custom-house on the site of the present structure, commensurate with the importance of the port. The plans, designs, and estimates for the new building are now in hand.

By a proclamation in the Government *Gazette* we learn that the flag of Japan is to be altered as follows:—A red lozenge on white ground as heretofore, with the addition of a green band stretching diagonally to the lozenge from the four corners.

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Dollars have been ranging at as high as 415 boos per hundred, with every possibility of reaching 440 before Japanese New Year —some forty days hence. Transactions amounting to nearly a million are daily reported at the Sho-sha.

Government sales of Japanese rice will shortly take place, at which foreigners and natives will be enabled to purchase, and if purchased by foreigners they will be allowed to export without duties having to be paid in addition.

The Government have sanctioned the survey of a line of railway from Yedo northwards to Oshu (Awamori). The erection of the telegraph across the same line of country is ordered to be [illegible].

The Japanese cavalry have received a new uniform, consisting of a red cap, a green coat with red facings, red trousers and long boots, and a cavalry sword.

The new police of Yedo are dressed in dark blue with red facings, and a hat somewhat after the shape of that of "sergeants de ville" in France.

Out of 160 guards for the use of foreigners in Yedo, 120 have been dismissed; the remainder are stationed at the different Legations.

The Pacific mail steamer *Japan*, from Yokohama January 24th, arrived at San Francisco on the 15th Feb. The summary of the news as telegraphed to New York contains nothing additional to that received by this mail, the date being only one day later.

HIOGO.

At a meeting of the Chamber of Commerce the following gentlemen were elected a committee for the current year:—Messrs. A. O. Gay (chairman), Bovenschen, Browne, Korthals, and Heimann.

Some twenty steamers are now employed in carrying on communication between Kobé and Osaka, but as these are chiefly commanded by Japanese masters, in whose skill no great faith is placed, the completion of the railway between the two ports is anxiously looked forward to. The works are progressing favourably.

An energetically disputed election for Municipal Councillors has resulted in the return of Messrs. Borse, Byrne, and Millitzer.

Another steamer, the *Tamai Yoshai Marui*, has been launched from Messrs. Board and Co.'s yard. H.M.'s *Sylvia* has returned from a surveying cruise in the north.

The steamer *Orphan* has been burned near Simonoseki, while on her way from Hiogo to Nagasaki. All hands were saved.

The weather has been excessively cold.

CHINA.

TIENTSIN.

A correspondent writes from this port as follows:—

The first day of the year rises upon us here mild and beautiful. In the way of business there has been nothing done for some days past. The weather has been mild, but the roads are said to be so soft as to prevent carts travelling on them; consequently goods cannot be sent any distance into the interior. Small carts, however, can run through from Tientsin to Peking.

A gentleman has arrived here overland from Chinkiang-fu, and was thirteen days on the way. He reports that, with the exception of about ten or fifteen miles from Tientsin, there was no sheet of water or of ice visible on either side of the Grand Canal. In the distance to the westward he saw ice. This information proves conclusively that our river at Tientsin has overflown by the water from the plain, and upon that alone. You will remember that during the flood season the water covered both sides of the Grand Canal for nearly 700 li. Our river is still open here, and is clear of ice, although the water is gradually falling. A current three to four knots an hour keeps running down. There ought to be no difficulty in draining the plain when the river gets low, and it continues to drain as it has done. We should have dry land all around us in the early spring if the authorities would give some assistance.

Several foreign gentlemen, assisted by native officials, have lately been distributing money, collected from foreigners, among the poor in the villages about this. Great distress is visible among them, and the poor people receive with evident thankfulness the donations so kindly given them. Much distress also exists on the road from Chinkiang, but as at several parts on this line of road a large quantity of grain has been stored, waiting till the opening of the canal to be sent north, it is to be hoped the poor people will not be called to suffer more than they can bear.

SHANGHAI.

Dates extend to the 26th January; the P. and O. mail from London Dec. 1 arrived out Jan. 19, and the following French mail of Dec. 8 was expected to arrive the same day that this mail left.

On the proposed extension of the Holt Line to the Yangtsze, the *North China Herald* has the following:—Our readers will remember that we gave this information some little time ago. Mr. Holt has organised a new steamer company in England, to contest with the S.S.N. the monopoly of the Yangtsze. It is only right and fair to say that S.S.N. Company, considering the power possessed by it, has acted during the term of its virtual monopoly with liberality and justice. It has afforded reasonable accommodation for the public, has patiently listened to complaints, has never been accused of undue preferences; and, in a word, has seldom committed those faults to which monopolists are prone. When the tea trade of China with Europe was carried on by sailing vessels, the traffic on the river attracted but little notice, except amongst the houses immediately concerned. But when the opening of the Suez Canal threw the home trade into the hands of steamers, and gave a spurt to the introduction of steam on every possible line of traffic, the manner in which the large tea export of Hankow was carried down the river naturally began to draw attention. While steamers were not unwilling to accept, for a passage of some ten thousand miles, rates of three or three and a-half pounds sterling, other vessels here were earning, from a short run of six hundred miles, an average of thirty shillings a ton. It was true there were extra expenses, but these expenses seemed out of proportion with the rates; and the more this conviction forced itself on men's minds the more they began to look about for a remedy. It was not, however, till the events of the last two years showed how enormous were the capabilities of the trade, that men were found willing to run the risk. The gradual return to prosperity of the valley of the Yangtsze shows that a great and increasing local traffic has to be accommodated; that this traffic is capable of still greater development there can be no reasonable doubt, and to this development we look for a prosperous time, not only for the new but for the old companies.

The following items are also from the *North China Herald*:—

Once again the nuisance of the Woosung Bar has been brought up. The steamer *Sunda* had to wait for a high tide to enable her to cross, and the steamer *Peking*, from Hong Kong, was detained outside, unable to enter the harbour.

We are glad to hear that the Taoutai has given his assent to the extension of the Yangtzee-poo-road to Woosung. He stipulates only that the bank along which it is purposed to carry it shall not be lowered, and that amicable arrangements shall be made with the country people for any land required on either side of it.

The "Chinese Giant," Chang, has returned from his travel round the world. He arrived by the barque *Novelty*, from Sydney. He is dressed in European clothes, and excites vast interest among the native population in his walks. He has married an Australian wife.

The completion of the filling out of the English Bund in front of the Club is now all but complete, and gives one a pleasant prospect of what a magnificent promenade the settlement will possess when the same process has been carried out all the way to the Jetty.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Jan. 25.

Sudden deaths have occurred with alarming frequency during the past few months, and after a pause in the series a fresh shock was given to the community on the 23rd inst. by a report that Mr. Littledale, of Barnet's house, had, while apparently in perfect health, dropped dead in his office. The main fact was true, but it appears that he had been ailing for a few days, complaining of headache and seediness, with inability to work, and it is conjectured that the rupture of a small vessel in the brain, with subsequent continued bleeding, brought on the fatal event. Littledale was very popular, in spite of, or, perhaps, on account of, his strongly-defined principles, which, though not shared by all his friends, were respected by them. By the public he was chiefly known as one of the champion athletes of the place.

The Christmas and New Year festivities are nearly over, and by way of relaxation after the weekly balls which have for some time been regular institutions, we are promised a series of theatricals—English and German—and concerts by the German and Philharmonic amateurs. A new and ambitious experiment is to be made some evenings hence by the "Amateur Dramatic Corps," who, pending the erection of a new theatre, are hospitably housed by their rivals of the German Club Concordia. "The divine Williams" is to appear on the Shanghai stage, the "Road by Gadshill" and "Room in the Boar's Head Tavern," scenes from the first part of *King Henry IV.*, being the selection made. To Mr. Henry Raymur—who under this anagrammatic alias will be at once recognised by old Shanghai and Hong Kong theatre-goers—is due the credit of starting the notion. Upon him, as "fat Jack," will, moreover, fall the chief burden of the representation. I understand that infinite pains have been taken to secure success, and there can be little doubt of the result. At any rate the attempt ought to be welcomed, for the Shanghai Amateurs are perfectly competent to play high comedy instead of the broad farce or burlesque which they have hitherto chiefly attempted.

The French mail, which is due here to-morrow, will bring Chung How, on his return from his successful mission to France. By an early opportunity we also expect Dr. Thin, Chung How's mortal enemy—on paper. The learned doctor will no doubt soon herald his approach by fulminations against all and sundry things Chinese, hurled through the *Evening Courier*, which since his departure from Shanghai has been singularly tame in its utterances. Dr. Thin's lucubrations are generally more vigorous than

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elegant, more nervous than correct; but, such as they are, they have been sadly missed by the subscribers to the evening journal.

Talking of Chung How, I must not forget to tell you that a Chinaman asked me the other day how much I thought had been really paid to M. Thiers in order to secure his acceptance of the Chinese Minister's representations. I said, of course, that nothing had been paid, but it was quite evident that I thereby got the credit of lying most audaciously. However, my questioner satisfied himself by saying that if that were so Chung How's fortune was made, for he would assuredly bring in a long account of moneys expended in bribes.

The story is naught in itself, but it shows pretty clearly what the opinion held in China is, as regards official integrity in Europe, and how much credit the French are likely to gain for their indulgence in this particular case. As to its illustration of native official corruption nothing need be said. The whole subject of the Tientsin Massacre, Chung How's legation, &c., &c., is now nearly played out here, and beyond a passing notice, the Minister's return will probably elict no fresh burst of public opinion. But I have no doubt that M. Thiers's gross blunder in admitting Chung How to a personal audience, while the representatives of Foreign Powers at Peking are contemptuously excluded from the Imperial presence, will have its effect in making the Chinese more stiff-necked than ever, and will remove any doubts as to Foreign inferiority which may have been left behind by the English apology for the Formosan affair, by the French fiasco in the Corea, and by the equally ridiculous exhibition made there last year by the Americans.

In sober truth we have to blame ourselves for the greater part of Chinese "cheek." I believe that even now the big-wigs at Peking believe in the immeasurable superiority of China to all the nations of the earth as implicitly as they did in the old Canton days of Governor Lin. On our part we do everything possible to maintain that belief. Our hope—tell it not in Gath—now is that some special impertinence may be offered to the North-German Minister, and then—Bismark to the rescue! But this last is, of course, in confidence, and of course you won't think of publishing it.

Nobody who has read the Shanghai papers for the last few years can have failed to observe the constantly recurring complaints of failure of justice, according to foreign ideas, at the Mixed Court. Without pledging myself to admiration of that extraordinary tribunal, let me give an instance in which, whatever is to be said about the question of law, the question of common sense as between the English Supreme Court and the Mixed Court must be decided in favour of the latter. A batch of coolies employed in one of the newspaper offices suddenly struck work, and left at the moment when the paper was ready for delivery. The manager had the men up before the Mixed Court, one of the Consular interpreters (American, as it happened) sitting as assessor. The native magistrate, with the assessor's approbation, decreed that the culprits should forfeit a month's wages. Nothing loath, the manager refused to pay when pay-day came round. Thereupon the coolies summoned him before the English police-magistrate—a young gentleman who lately, during an absence from Shanghai of about eighteen months, scampered through enough law to obtain his call. The decision in this case was that the manager could not for any offence stop wages already earned, although, in fact, the Court to which the plaintiffs were alone amenable had mulcted them in a fine to the amount of their wages. The absurd part of the business is that then the English Police Court took upon itself to reverse the decision of the Mixed Court, a tribunal with which it has nothing on earth to do. It is due to the Mixed Court to tell this little tale to its credit.

Change and improvement in the external appearance of Shanghai are rapidly going on, although we hardly notice them unless we leave the settlement for awhile. The most noteworthy in progress at present is the gradual extension of the English bund to a line with the magnificent French bund. No extensive operations have been undertaken, but as opportunity offers the foreshore is filled in, and already a considerable impression has been made upon this eyesore.

Nobody knows what the permanent arrangements at the English Consulate will be. Mr. Medhurst is expected to resume his post about May. Meanwhile, Mr. Davenport is Acting Consul, and Mr. Alabaster actual Vice-Consul. Mr. Hewlett, also a Vice-Consul, was recently ordered here from Foochow, and rumour has it that Mr. Hughes may be sent to take charge until Mr. Medhurst's return. As the Consulate is already much over-officered, Mr. Hughes's arrival would necessitate one or two removals.

HONG KONG.

We have advices from this port to the 1st February; the P. and O. mail of 15th Dec. arrived Jan. 27.

Another of the civil cases arising out of the now notorious conspiracy" trial came on for hearing on the 29th Jan., on a petition filed by Lee A-cheong, the defendant in the first action, under Ordinance No. 3 of 1858, whereby it was prayed that Abdool Moussa, the plaintiff in the first action, should be restrained by injunction from further proceeding with the said action; that he, Lee Acheong, might be ordered to pay the sum of $7,191.36, claimed from him therein by Abdool Moussa, into Court; and that it should be referred to a jury to determine to whom the goods, in respect of which the sum of $7,191.36 claimed by the said Abdool Moussa belonged. The Acting Attorney-General objected to the application, and, after some discussion, the Court ordered that the money claimed by Abdool Moussa, the plaintiff in the first action, should be paid into Court with costs; that all further proceedings should be stayed; and that the money should remain in Court to abide the result of Writs of Foreign Attachment, if properly issued by the plaintiffs in the second, third, and fourth actions.

An official announcement of the Commission appointed to inquire into the condition of the police appeared in the *China Mail* of the 1st Jan., when evidence or suggestions for the increased efficiency of the force were requested. We observed, also, that the Editor of the *China Mail* offered his evidence on some points named in His Excellency's memorandum, and, in order to be able to give his opinion with the greater confidence, applied for copies of the "Reports and Suggestions of Messrs. Deane and Rice." The Commissioners expressed themselves as willing to receive the Editor's evidence, but they declined either to forward the documents for his inspection, or to allow him to peruse them. The question is—upon what ground this point, on which his Excellency formally invited evidence, is thus closed?

The Yacht Race for the Douglas Challenge Cup came off on the 29th Jan. The holder (*Naiad*) was a yacht of great power and speed, and to beat her in a strong breeze and sea was no easy task. Her competitors on this occasion were the *Naomi*, *Loiterer*, and *Wave*, the first-named of which proved to be the victor, the *Naiad* coming in second, by little more than two minutes. The first Douglas Challenge Cup was won by Mr. Hawke in the *Mayflower* in 1867 and 1868, and consequently became his property. The present Cup has been now raced for five times, and has been won thus:—1869, *Wave;* 1870, *Mosquito;* 1871, *Naiad;* 1872, *Naomi*.

By this mail we have received the *China Mail's* "Report of the Conspiracy Case," comprising the whole of the facts, the comments of the local press, and the evidence—with all of which our readers must be by this time so familiar that we need not repeat any part of it.

The following paragraphs are from the *China Mail*:—

Gossip is taking liberty with very high names indeed. His Excellency the Governor, it is confidently said, is going home in May, accompanied by the Hon. J. G. Austin, present Colonial Secretary, and by his (*i.e*, H.E.'s) private secretary, Mr. Russell. The Hon. C. Smith will, it is rumoured, succeed to the Colonial secretaryship, and Mr. Tonnochy will be promoted to the position now so well filled—as a magistrate—by Mr. Russell. Rumour is silent as to the disposal of Mr. May. The most important feature of this change is, of course, that which relates to his Excellency. Who is to be his successor?

The examination and exhibition of the Government Central School took place on the 30th Jan. Several gentlemen interested in the prosperity of the school, together with a few ladies, were present, and the pupils of the first class were examined in reading, spelling, geography, and algebra, the Rev. Drs. Legge and Eitel and Dr. Pottinger, R N., taking part. It was gratifying to observe the wonderful accuracy of pronunciation evinced by many, notwithstanding the fact that there were Japanese, Portuguese, Chinese, and Parsees, all eagerly endeavouring—and succeeding too—to overcome their national difficulties of expression and enunciation. The oral examination (which is too often the weakest and least satisfactory feature of such an exhibition) was most satisfactory, especially that referring to geographical knowledge. These latter portions of the drill were conducted by Mr. Steward, head master; by Dr. Legge; and by Mr. Willcocks, second master. Nearly the same course was followed in the Junior School, which is conducted by Mr. A. Falconer, third master; and here the translations from English into Chinese was, considering the youthful appearance of the boys, very creditable. The writing books of some of the boys in this department were exceedingly meritorious, especially one by a boy of only a year's training. H.E. Sir R. MacDonnell was present for some time during the proceedings.

It appears that, on the application of Mr. C. D. Williams (whose appointment as U.S. Consular Agent at the new port of K'uinchow in Hainan we recently noticed), to the Viceroy of Kwangtung to take the necessary steps to open that port to foreigners, his Excellency refused to move in the matter, saying he had no instructions from Pekin. News has since been received from Peking that the Imperial Government, in response to a representation on the subject by H.E. Mr. Low intimated that the necessary instructions have been sent to the Viceroy, and that no further difficulty need be anticipated.

The German members of the community have completed their new club building. A dramatic entertainment is to be given in celebration of the event. A large number of visitors have been invited, and, from all that is said, we judge we may look forward to a great treat, the talents of the German amateur dramatists being well known.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices to the 9th February; the P. and O. mail, with London dates to Dec 29, arrived out on the

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3rd, and the following French mail of Jan. 5 on the 7th Feb. The *Straits Times* contains the following items of news :—

We are sorry to hear that Major McNair is so ill that his medical advisers have ordered him to seek an immediate change to a cold climate. Major McNair is well known amongst us, and the cause of his departure will be much regretted. We trust that before he leaves the Government will be alive to the necessity of taking such steps as will ensure proper supervision, during his absence, over the large number of convicts now in our jails.

We understand that a Mr. Campbell from Ceylon has been appointed by Lord Kimberley to act as Lieutenant-Governor at Penang during the absence on leave for twelve months of Lieut.-Colonel Anson. Why should not an officer of this Government have been selected to act at Penang? On the occasion of Mr. Cairns going home on leave, the Auditor-General was sent over to Malacca, and we all know that Mr. Charles Irving performed his duties as Acting Lieutenant-Governor right well. Why should he not have been appointed to act at Penang? The next thing we may look for is to find the Government searching amongst the military for ambitious sons of Mars to fill vacancies in the Civil Service; and if such should be the case, we may safely say that the public here will not pass over any such attempt to make the colony a victim to the schemes of private or party interests.

In noticing the appointment by the Secretary of State for the Colonies of Mr. W. A. Pickering as Chinese Interpreter for the service of the Government of the Straits Settlements, we were under the impression that he was merely one of the Colonial-office cadets, several of whom have already been sent out here as "interpreters." We are happy to learn, however, that the appointment under notice is an exception to the rule, and has been made solely with reference to the gentleman's qualifications and the wants of the colony. Mr. Pickering is, we are informed, a gentleman formerly in the Chinese Customs service, who resigned his appointment on account of conscientious scruples. He is an able Chinese scholar, and writes and speaks the language fluently. He went home, and was specially recommended to Earl Kimberley for the service of this Government by Mr. Douglas, an accomplished Chinese scholar, who is at present in England superintending the publication of a comprehensive Chinese dictionary.

The opium-shop murder case occupied the Court for two days, when Teo Ah Pah was indicted for the murder, on Oct. 23rd last, of a coolie, in an opium shop kept by one Lim Ah Lak in North Bridge-road. Mr. Aitken prosecuted, and Mr. Aitchison defended. This murder was committed during the riots. The principal witness was Lim Ah Lak, keeper of the opium shop. The jury returned a verdict of guilty. The verdict surprised most of those present, as the summing up was generally considered very favourable to the prisoner. As it was, the Chief Justice passed sentence of death, but we believe this was only formal.

The annual general meeting of members and subscribers of the Agri-Horticultural Society was held in the Exchange Rooms on the 6th Feb., H.E. the Administrator in the chair. The report, which was adopted unanimously, showed a balance of $603.42 to the credit of the society, and the revenue for 1872 is estimated at a similar sum. During the past year the lake has been drained, cleared, and deepened at the upper end, and the orchid house and fernery approach completion. It having long been obvious that the gardens cannot be rendered really useful to the settlements, and generally to the advancement of botanical knowledge, until they are under the control of a thoroughly qualified scientific botanist, and as the existing income is inadequate for that purpose, an application was made to Government for an increase of the grant in aid, from $1,200 to $2,500 per annum. This application was very favourably received by the Executive, but four of the un-official members of Council stated that they would not at present support any further grant to the gardens whilst so many other works of public utility were lacking funds, and it was useless for the Committee to press the matter further, though they have by no means relinquished the project.

If any positive argument were needed against the present Court-house, it was afforded on the 2nd by the undignified spectacle presented during a heavy squall, when the Chief Justice, after asking for an umbrella, was obliged to suspend the proceedings, leave his seat, and take shelter below his bench at the Registrar's table from the deluge that came pouring into the open verandah behind him, the spray from the falling rain even wetting the jurors in the jury-box. A screen has since been put up behind the Judge's chair, but though useful it is not ornamental.

The Marine Court of Inquiry into the loss of the British barque *Burlington* has decided that the certificate of the master, McGee, should be suspended for three months, the Court being of opinion that he had not exercised proper judgment and caution.

Commercial Report.

(*For dates see first page.*)

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IMPORTS.

YOKOHAMA.—The market was steady and fairly active. An extensive business had been transacted, especially in Grey Shirtings and Cotton Yarn. Metals were firm.

SHANGHAI.—There had been little change in the market. The business done during the week had been small, and for the most part speculative. Of Grey Goods—except T-Cloths and English Sheetings—the natives have bought very sparingly, and in T-Cloths their purchases had scarcely amounted to an average; the high prices demanded had deterred native dealers. Grey Shirtings: The rates paid for 8¼ lbs. had been irregular, ranging between Tls. 1.9.8. and Tls. 2.0.5 for Dewhurst's Eagles, according to the time of clearance. Foreign speculators had been the chief operators, and they had directed their attention almost exclusively to that chop. The natives had bought only to satisfy immediate wants. 7 lbs. to 8 lbs. had been asked for at a shade over last quotations, but few had changed hands. White Shirtings: Sales of between 7,000 and 8,000 pieces reported on the basis of Tls. 2.10 per piece for good ordinary 64-reeds. T-Cloths: High prices asked had restricted business, still a fair quantity had been placed, and the market closed with an upward tendency. The sales made give the following rates:—MT, 7 lbs., Tls. 1.60 to 1.62 per piece; 6 lbs., Tls. 1.44 to 1.46.; T, 7 lbs., 1.44 to 1.46; 6 lbs., 1.25 to 1.26 per piece; 8 lbs., no change. Metals.—Nailrod and Bar Iron: About 5,200 bundles M.M. Nailrods had been disposed of at Tls. 2.60 to 2.70, and 20 tons of Bars at Tls. 2.65. Telegraphic advices quoted higher rates ruling in England, and had caused the majority of holders to act with continued firmness.

HONG KONG.—There had been no change of importance in the market during the week.

SAIGON.—The market remained dull, no transactions of any importance had taken place, and prices were unaltered. Quotations: Grey Shirtings, 8¼ lbs., $2.57½ per piece; ditto, 7 lbs., $2.25 per piece. T-Cloth, 6 lbs., $1.68; 5 lbs., $1.40; 4½ lbs., $1.32; 4 lbs., $1.15. White Irishes, $1.75-77½.

SINGAPORE.—There had been no change in the market since last mail. The current quotations were: 40 Mule Twist, $125; 8¼ lbs. Shirtings, $2.62½; 7 lbs. ditto, $2.25; 5 lbs. T-Cloths, $1.45; 6 lbs. ditto, $1.72½; 7 lbs. ditto, $1.90.

EXPORTS.

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TEA.

YOKOHAMA.—There had been an extensive business doing, but the transactions had been almost wholly confined to the lower grades, the fine qualities being held for an advance of $3. Export from 1st July, 1871, to date, 8,551,800 lbs.

SHANGHAI.—There had been no change in either Black or Green. Settlements during the week, 2,240 chests Congou, at Tls. 12 to 12½, and 8,658 half-chests Green, at Tls. 29 to 56. Stocks reduced to 4,000 chests Congou, and9,000 half-chess Green.

SILK.

YOKOHAMA.—Market without change; settlements for the month ending Jan. 23rd, 1,800 bales.

SHANGHAI.—The market was quiet, barely 400 bales having been settled for this mail. Prices were a little weaker, though some Silks purchased just after the departure of last mail showed an advance of Tls. 2½ per picul. The following settlements were reported:—80 bales Tsoping, at Tls. 585 for No. 3; 30 bales Gold Lion, at Tls. 560 for No. 3¼; 10 bales Grasshopper, at Tls. 552½; 50 bales Blue Elephant, at Tls. 537½; 15 bales Green, at Tls. 505. Red Peacocks were quoted Tls. 522½. The unsold stock was estimated at 1,600 bales.

COCHIN CHINA PRODUCE.

SAIGON.—Messrs. Kaltenbach, Engler, and Co. report as follows:—Rice: High prices have been ruling here since we last reported, brought about by favourable news from Hong Kong and smaller supplies of grain than usual at the same period in former years. The lateness of the rainy season alone accounts for the latter circumstance, for during the past week arrivals became already more regular, and brought prices down from $2.05 to 1.95 per picul. Tonnage in harbour is now very small, but on the other side all the ready Rice has been shipped off and fresh supplies, owing to the Chinese holidays, will again be insignificant for some time, and hardly sufficient to fill up the few vessels still left. Latest telegrams from China report $2.65, low prices here can therefore not be expected till this country is sufficiently supplied with grain. We quote to-day $1.98 equal to 8s. 1d. f.o.b. per picul. Hides: Supplies of Cowhides are very insignificant and prices firm at $13½; Buffalo are offered at $7.90 to 8 per picul. Horns find buyers at $8 good average size. Gamboge: The season is over and nothing remains on the market.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6¼d.	4s. 6⅝d.	4s. 6¼d.
Shanghai ,, ,, ...	6s. 0⅞d. to 6s. 1d.	6s. 1⅛d. to 6s. 1⅛d.	6s. 1⅛d. to 6s. 1⅛d.
Canton ,, ,,	4s. 5⅛d.	4s. 5⅝d.	4s. 5⅛d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 5⅛d.	4s. 5⅛d.	4s. 6d. to 4s. 6¼d.
Manila ,, ,, ...		4s. 5d.	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	304⅛	219⅛
,, Hong Kong...	27⅛ to 28 dis.	—
Bar silver	111.3.0.	11 prem.
Mexican dollars	75.4.5	2 per ct. prem.

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SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 62; Old, 64¼ per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 27 per cent. discount.
China Traders' Insurance, $1,900 premium, ex div.
Hotel shares, 59 per cent. discount.
Hong Kong and Macao Steamboat Company, $32½ premium.
Hong Kong Fire Insurance Company, $375 prem.
Union Insurance Company, $1,500 premium.
China and Japan Marine Insurance Company, Tls. 95 to Tls. 97½ premium.
China Fire Insurance Company, $62 premium.
Victoria Fire Insurance Company, $64 to 65 premium.
China Sea, Saigon, and Straits Steamship Company, $7 per share
China and Straits Steam Navigation Company, 25 per cent. dis.
Indo-Chinese Sugar Company, $25 dis.
North China Insurance Company, Tls. 460 per share; new office, Tls. 520 per share.
Shanghai Steam Navigation Company, Tls. 58 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $8 dis.

TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Sarah Scott ...	Aug. 15	Shanghai	815,500
Hope ...	Oct. 2	Do.	585,200
Constantia ...	— 23	Do.	581,600
Borealis ...	Dec. 9	Do.	1,201,200
Chukiang ...	Jan. 5	Do.	356,900
Albert Victor ...	— 6	Do.	1,128,500
Brockham ...	Nov. 20	Foochow	1,371,800
Reigate ...	— 22	Do.	1,318,800
Allandale ...	— 22	Do.	591,200
Beemah ...	— 29	Do.	1,215,200
Rollo ...	Nov. 30	Canton	783,800
Carricks ...	Jan. 1	Do.	1,168,600
Enterprise (str.) ...	— 12	Do.	71,400

LIST OF SILK SHIPPERS FROM YOKOHAMA.—SEASON 1871-72.

	England.	France.
Aspinall, Cornes, and Co.	417	—
Aymonin and Co.	147	120
Abegg and Co.	88	20
Bavier and Co.	425	1,099
Bolmida	209	31
Comi, V.	113	313
Davison, James	58	10
Dell Oro I.	47	18
J. Rand and Co.	35	263
Fraser, J. C., and Co.	31	—
Findlay, Richardson, and Co.	23	—
Gilman and Co.	—	154
Gutschow and Co.	200	20
Heard, A., and Co.	115	—
Hecht, Lilienthal, and Co.	33	570
Hudson, Malcolm, and Co.	6	—
Jaquemot, J. M.	164	66
Jardine, Matheson and Co.	60	28
Kingdon, Scwabe, and Co.	91	—
Kniffler, L., and Co.	193	6
Leggatt, C. E., and Co.	28	—
Le Mare, J.	3	—
Macpherson and Marshall	266	—
Morf, H. C., and Co.	72	15
Mourilyan, Heimann, and Co.	8	—
Ravel, Blanc, and Co.	142	230
Reiss and Co.	334	—
Sitwell, Schoyer, and Co.	15	...
Schultz, Reis, and Co.	497	48
Shaw and Co.	50	—
Siber and Brennwald	267	85
Strachan and Thomas	356	—
Textor and Co.	500	—
Valmale, Schoene, and Milsom	—	893
Wilkin and Robison	405	35
Walsh, Hall, and Co.	57	—
Ziegler and Co.	256	110
Sundries	26	—

LATEST TELEGRAMS.

THE FLOODS IN JAVA.

SINGAPORE, MARCH 8.—Heavy floods have occurred at Samarang, the dykes bursting. Much damage has been done to shipping.

TREATY BETWEEN CHINA AND JAPAN.

ST. PETERSBURG, MARCH 8.—The *Journal de St. Petersbourg* of to-day, in its correspondence from Peking, publishes the text of a Treaty of Friendship concluded at the close of last year between China and Japan.

COMMERCIAL.

CHINA.

HONG KONG, MARCH 7.—Piece Goods very dull; Grey Shirtings, 6½ catties, 8¼ lbs., $2.65; Cotton Yarn, 16-24, $127. Tea: Season closed; total export (from China and Japan) from commencement of the season, 142,250,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 4½d.

SHANGHAI, MARCH 7.—Piece Goods very dull; Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 1.9.5; Cotton Shanghai, Tls. 12. Tea: Season for Black closed; Green quiet and in little demand; freights to London, $3 10s. Silk: Market quiet; No. 3 Tsatlee, Tls. 585; No. 4, Tls. 515; total export (China and Japan) from commencement of the season, 48,000 bales. Exchange on London: Bank bills, six m.s., 6s. 0¾d.; Mexican Dollars, Tls. 75¼.

STRAITS SETTLEMENTS.

SINGAPORE, MARCH 6.—Grey Shirtings, 7 lbs. $2.25, 8¼ lbs., $2.65; T-Cloths, 6 lbs., $1.70; Cotton Yarn, 40's, $132; Gambier, $4.25; Tin, $36.75. Exchange on London: Bank bills, six m.s., 4s. 5¾d.

PENANG, MARCH 6.—Grey Shirtings, 8¼ lbs., $2.65; Cotton Yarn 30's, $117, 40's, $126. Pepper, black, $12.10, white, $19; Sugar, No. 2, $4.75, No. 3, $3.30; Tin, $36. Exchange on London: Bank bills six m.s., 4s. 5¾d.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Liverpool, previous to Feb. 24, Burmah (reported by telegram).

At SHANGHAI.—From London, Jan. 18, Dilpussund.

At HONG KONG and CANTON.—From London, Jan. 31, Gordon Castle; from Liverpool, 30, A. E. Vidal; from Hamburg, 31, Laura; from Sunderland, Feb. 1, Stanfield; from Cardiff, Jan. 31, Canaan; from London, March 4, Glenroy (str.) (reported by telegram).

At SINGAPORE.—From Liverpool, Feb. 2, Glacus (str.), Buena Ventura; 7, Tribune; from London, 4, Peterborough; from Cardiff, 4, Auriga; 5, Glenaros, Etha Rickmers, Pellegrina Madre; from Sunderland, Victoria; from Swansea, Lindsay; from Hamburg, 5, Civiale; from London, March 5, Norham Castle (by telegram).

DEPARTURES.

From HONG KONG and CANTON, Jan. 27.—For New York, Ellen Munroe.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—March 8, at Deal, from Shanghai, Ailsa; 3, at Bremerhaven, from Maulmain (via S.C.), Isa (str.); 5, at Texel, from Foochow, Carmelita and Ida; 6, at Texel, from Batavia, Henriette Gerardine Susanna; 8, at Falmouth, from Rangoon, Chalmers; 9, at Deal, from Nagasaki, Zohrab; 6, off Lands End, from Ceylon, Lincelles.

DEPARTURES.—March 6, from Cardiff, for Singapore, Princess Dagmar; for Manila, Giovanni P.; from Glasgow, for Hong Kong, Archos; 5, from Hamburg, for Nicolajefsk, Carl Ludwig; 7, from Liverpool, for Colombo, &c. (via S.C.), Statesman (str.); from Amsterdam, for Samarang, Nehalennia; from Cardiff, for Hong Kong, Channel Light; from Penarth, for Hong Kong, Jane Sprott.

SPOKEN.—Northern Queen, Japan to London, Jan. 5, 34 S., 28 E.

LAID-ON.—At London, for Amoy, Veronica; at Glasgow, for Penang, Singapore, Hong Kong, and Shanghai (via London), Drummond Castle; at Liverpool, for Penang, Singapore, Hong Kong, and Shanghai (via S.C.), Agamemnon (str.).

CASUALTIES.—Liverpool advices of the 1st inst., referring to the cargo of the Emiliano (str.), from Manila, state that, in addition to the 914 bales of dry tobacco which had been discharged, it was estimated that there were still 90 to 100 more dry bales in the forehold, also 90 to 100 bales partially wet. The whole of the remainder, or, say, 1,300 bales, are reported as saturated. The coffee had burst the original bags, and was being put into new bags; the sugar had dissolved, most of the bags were one-half or two-thirds, and many of them entirely empty. The Ymuiden, Zeylstra, from Amsterdam to Batavia, already reported as having been ashore on the Goodwin Sands, and assisted off (with loss of anchor and chain) by boatmen, who proceeded in her to Nieuwe Diep, will have to return to Amsterdam, in order to be examined in dock.

The Antenor (str.), which sailed from Liverpool March 6, for Singapore, China, &c. (via S.C.), was in collision with the Etna (flat), with coals, which latter sank off Sandon Dock.

MISCELLANEOUS.—At Mauritius, Jan. 23, Josselin, Lebesque, from Singapore; 16, Sea Drift, Pybus; 27, Berwickshire, Wilson, and both sailed for Galle. The Admiralty have invited tenders for the conveyance of 130 tons stores to Hong Kong.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

EITEL—On the 27th Jan., at Hong Kong, the wife of Dr. E. J. Eitel, of the London Missionary Society, of a son.
GRAY—On the 5th Feb., at Peredenia, Ceylon, the wife of Thomas Gray, of a son.
HALLAM—On the 2nd March, at Hampstead, the wife of J. B. Hallam, of a daughter.
HENDERSON—On the 30th Jan., at Sourabaya, Java, the wife of George Henderson, jun., of a son.
HEWETT—On the 2nd March, at Glenwood, Lordship-lane, Dulwich, Mrs. W. Hewett, jun., of a son.
FORBES—On the 18th Jan., at Shanghai, Mrs. Frank B. Forbes, of a daughter.
LYON—On the 19th Jan., at Bangkok, the wife of J. M. Lyon, Chief Engineer of the B.C.L. Steam Rice Mill, of a daughter.

MARRIAGES.

MIDDLETON—CENTER.—On the 21st Jan., at Christchurch, Aspinwall, United States, by the Rev. J. D. Lee, John Middleton to Lillie, daughter of A. J. Center, of New York city.

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DEATHS.

ASHBURNHAM—On the 3rd March, at 104, Park-street, Grosvenor-square, General the Hon. Thomas Ashburnham, C.B., formerly commanding troops in China.

CAVELL—On the 1st March, on board the ship *Aboukir*, off Plymouth, on her homeward voyage from Batavia, quite suddenly, Maria, the beloved wife of Captain Cavell, and only surviving daughter of the late Peter Vezey, of Old Smithfield Market, aged 26.

COX—On the 3rd Feb., at Croydon, Frederick Cox, late of Tientsin, China, youngest son of John Cox, of Wellesley-road, in his twenty-eighth year.

FRASER—On the 5th March, at Park-crescent, Portland-place, London, James Fraser, late of Singapore, in his seventy-first year.

LITTLEDALE—On the 23rd Jan., at Shanghai, suddenly, Ambrose D. Littledale.

MAREUSSEN—On the 12th Jan., at Shanghai, Capt. L. J. Mareussen, of the Norwegian barque *Mozart*, aged 29.

ROBERTSON—On the 5th March, Harriet Eleanor, the eldest surviving daughter of J. Murray Robertson, Esq., Elm-grove, Barnes, formerly of Ceylon, aged 20.

WILLIAMS—On the 26th Feb., at Shanghai, in his 26th year, Rowland W. Williams, youngest son of Richard Williams, of Glyn Arthur, Denbigh.

PARLIAMENT.

HOUSE OF COMMONS.

(March 7th.) Mr. JAMES WHITE asked the Under-Secretary for Foreign Affairs, whether, having regard to our increasing trade at the Port of Saigon (the number of vessels under the British flag which entered and loaded thence for various ports being—according to the *London and China Telegraph*—247 during last year), it is the intention to transfer to, or appoint a paid Consul thereat, in succession to Mr. Caswell, a merchant at that port, who has resigned.—Lord ENFIELD in reply stated that in January last Lord Granville pointed out to the Treasury that in view of the increasing commercial importance of the port, it was desirable to appoint another consul in succession to Mr. Caswell; but the noble earl added that he was anxious to suspend the appointment until the labours of the committee had come to an end.

MR. CALDWELL'S APPOINTMENTS AT HONG KONG.

(8th.) Mr. R. FOWLER asked the Under-Secretary of State for the Colonies whether Mr. Caldwell, who was dismissed from the office of Registrar General of Hong Kong in 1862 was now a sworn interpreter in the local courts; whether in that or any other capacity he had been employed for the Crown; whether he was accepted by the late Governor as agent for the licences of the gambling monopoly; and whether he was not a proprietor of coolie barracoons. The hon. member said he understood Mr. Caldwell was charged with being an accomplice of a notorious pirate, and was dismissed from his office after an investigation by the Duke of Newcastle, then Colonial Secretary.

Mr. KNATCHBULL-HUGESSEN (Under-Secretary for the Colonies) said that Mr. Caldwell was a person who married a Chinese woman, and had been for many years extensively employed by the Chinese at Hong Kong. Some years ago that gentleman did occupy the position of Registrar-General at Hong Kong, and at that time charges were brought against him by Mr. Chisholm Anstey, then Attorney-General there. The charges were for the most part disproved, and ended in the discharge, not of Mr. Caldwell, but of Mr. Anstey. Sufficient evidence, however, was brought forward to call for further inquiry into the conduct of Mr. Caldwell. It turned out that he had rendered considerable services to the Government in the detection of piracy, but the story was that he got his information from a notorious pirate; and the view the Commissioners took was that Mr. Caldwell's intimacy with this man was of such a character that it was not proper he should be retained in Her Majesty's service. All the sworn interpreters in the local courts, with the exception of one Portuguese, were native Chinese; but some time ago a supernumerary list of interpreters was added, and the Chief Justice, in whose hands these appointments rested, placed Mr. Caldwell's name upon the list. Mr. Caldwell had, however, never acted in that capacity, and, indeed, the fees were so small that, having a great deal of employment from the inhabitants of Hong Kong he was not likely to take up that business. He had not been employed by the Crown in any capacity since the period of his dismissal from the service. Years ago he was employed by a Chinese firm to negotiate with the Government for the monopoly of the gambling houses; but for a long time a different system had been in vogue, and the licences had been let to the highest tenderer. Barracoons, in the sense in which the word was used at Macao, in connection with the slave trade did not exist at Hong Kong. By law a person who chartered a ship for the emigration of coolies to the British colonies was bound to provide proper depots for the emigrants, those places being under the strict surveillance of the Government, and it was possible that Mr. Caldwell might be the proprietor of one of these depots, though it was very doubtful, as no buildings were permanently so used.

Mr. EASTWICK considered the explanation satisfactory, but wished, in justice, to say that Mr. Anstey, subsequently to his recall, received a letter from the Duke of Newcastle acknowledging that he had performed a great public service.

BRITISH TROOPS IN JAPAN.

(8th.) Mr. S. AYTOUN inquired of the Government by what treaty or convention this country had acquired the right of maintaining a military force in Japan, what number of troops, if any, were now stationed there, and moved for a return of the number of troops and marines stationed in Japan during each year from the ratification of the treaty with Japan in 1859 to the 31st day of December, 1871, together with the sums expended in conveying such troops to and from Japan, and maintaining them in that country. The hon. member contended that the acquisition of territory in distant parts of the world only tended to weaken our strength as a military European nation, as it necessitated our maintaining garrisons in different countries. This it was, in his opinion, which prevented us obtaining an efficient army of reserve. There were two ways in which territory might be acquired. The first was by treaty, and the second by the indirect method, namely, by entering into some arrangement with a semi-barbarous nation, which led to complications and ended in war, the result being an acquisition of territory which it required large garrisons to enable us to retain. The treaty which Lord Elgin concluded with Japan in 1858 was entered into by the Japanese under the pressure of an overwhelming force, but there seemed to be no stipulation in it for the maintenance of an English force in that country. About six years ago the hon. member for Aberdeen had asked the noble lord now Chief Secretary for Ireland, who was then at the War Department, whether it was intended that troops should be kept in Japan permanently, and the answer was that they would be shortly removed. He (Mr. Aytoun) believed, however, that there was still a garrison there, although the House had received no intimation on the subject.

Lord ENFIELD (Under-Secretary for Foreign Affairs) said there would be no difficulty in supplying the returns so far as the Admiralty and War-office were concerned, but he would explain the circumstances under which a British force had been stationed in Japan for the last ten years. That force, which had varied very much in number, was not stationed there under any convention or treaty, but solely for the protection of British life and property, and to see that the treaties entered into were fairly and properly carried out. This appeared from a despatch sent by Earl Russell, when Secretary of State, to Sir Rutherford Alcock, in which he pointed out the uncertainty of the state of affairs in Japan at that time. Matters had since much improved in that country, and at present the force was reduced to 300 British marines and 300 French. There was reason to hope that in a short time, perhaps in the course of next year, if the state of things continued on the same footing, our force might be withdrawn from Japan.

The motion for the returns was then withdrawn.

ALLEGED MASSACRE OF NATIVE CHRISTIANS IN JAPAN.

(8th.) Mr. A. EGERTON asked the Under Secretary of State for Foreign Affairs if any information had reached the Foreign-office in regard to alleged wholesale massacres of native Christians in Japan.

Lord ENFIELD replied that information had that day been received to the effect that sixty or seventy heads of families professing the Christian faith had been removed from the villages in the neighbourhood of Nagasaki and taken in steamers to other parts of the country. The officials at Yedo have expressed regret at this conduct on the part of the local authorities, and had sent officers to make inquiries into the circumstances of the case. The Foreign-office had no information as to atrocities or cruelties practised on any individuals.

MISCELLANEOUS.

RUSSIA AND CHINA.

The *Eastern Budget's* correspondent at St. Petersburg writes as follows:—

"Considerable dissatisfaction has been produced here by the news that the Chinese Government has taken steps to re-establish itself in Kouldscha—a territory which Russia now claims as her own in virtue of the victory she gained there last year. It appears that the Chinese Governor of Kobdo, Yun-Zinan, has received instructions from his Government to proceed to Kouldscha, with a staff of officials, in order to take possession; and the Government paper of Peking has at the same time announced that an amnesty would be given to the rebels, adding that China would expect to be supported by that part of the population which had remained loyal to her rule. It is not yet known whether these events have come by surprise on the Government here, and if so, what course it would pursue in the matter. The Russian *chauvinists* are of course furious, especially as they anticipate that China will not take the slightest notice of the Russian claims, and that the Russians will simply evacuate the country without a word of objection. They strive hard to prove that such a retreat would be incompatible with the honour of Russia and her interests in Central Asia, and urge that for the sake of humanity Russia ought to maintain her position in Kouldscha so as to protect the insurgents from the vengeance of the Chinese. Moreover, it is alleged that China has so many difficulties to contend with at home, that she would find it practically impossible to maintain her footing in so distant and rebellious a province. On the other hand, the possession of Kouldscha would be in the highest degree advantageous to Russia. Her commerce would no longer be dependent on concessions by the Chinese Government, which have proved extremely unreliable, and she would be enabled to secure access for her goods into China and the whole of Southern Asia."

THE COOLIE TRAFFIC IN THE PACIFIC.

The Bill for the prevention and punishment of criminal outrages upon natives of the islands in the Pacific Ocean, brought into the House of Commons by Mr. Knatchbull-Hugessen and Mr. Forster, empowers colonial courts to try and punish British subjects for kidnapping natives of the above islands; to issue commissions for the examination of witnesses; to authorise commanders of Her Majesty's ships to obtain the attendance of native witnesses, and to convey them from and reconvey them to the islands in which they live, and to remunerate such witnesses. Certain British officials in any of her Majesty's possessions are authorised to seize suspected ships, and British Vice-Admiralty Courts are to have full power and authority to try the charges upon which such vessels have been seized, and to condemn the vessel and cargo as forfeited to Her Majesty, or to order them to be restored with or without costs or damages.

THE appointment of Sir Hercules Robinson, late Governor of Ceylon, to the Governorship of New South Wales, has been gazetted.

THE appointment of Lieutenant Burn, 75th Regiment, as Aide-de-Camp to Major-General Whitfield in China, has been made permanent.

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GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, March 6.

It cannot be denied that Prince Bismark possesses as fertile a conception of grand ideas as he has hitherto been fortunate in their execution. We have all heard from time to time of that great desideratum of a penny ocean postage between Europe and America, and many of us have felt much disappointment at the wet blanket thrown on it by the various Governments, whilst others looked upon it as a chimera emanating from the brain of a maniac. The German Chancellor of the Empire certainly does not deserve to be called a madman, and yet he has gone a step further and originated a plan for an international postage for the whole of the globe. I may here mention that the scheme entered his great mind nearly two years ago, but on the breaking out of the war with France he had more important and pressing work cut out for him to do, and he was obliged to postpone bringing forward his proposal till more quiet times. Though nothing of an official character has yet transpired on the subject, some particulars have leaked out in various quarters, and putting them together a rough, but imperfect, idea may be formed of the principal features of the plan, which I combine as follows:—The one single postal territory is to comprise the whole of Europe, including Russia in Asia, the Turkish possessions in Asia, Egypt, Algeria, the Spanish possessions in the north of Africa, the Canary Islands and Madeira, as well as the United States, and the British provinces in North America. The postage of a single letter from any one State in this complex to any other in the same, to be fixed at 20 centimes if prepaid, and 40 centimes if not paid beforehand; to which, however, an additional charge of 20 centimes may be added, provided the letter be conveyed more than three hundred nautical miles by sea. There are only to be two rates recognised—a single letter weighing less than fifteen grammes, and a double one from fifteen grammes up to a half-pound, as is the case now in Germany, and the states of the German postal union. Newspapers and other printed matter, as well as samples if packed according to the regulations now in force, to be charged ten centimes for every forty grammes, subject to the same addition of twenty centimes for sea-postage if above 300 miles of sea. Registered letters are admissible throughout the Union, and are chargeable with a registering fee of twenty centimes, without reference to weight. For pre-payment the stamps of the country where the letters are posted must be used exclusively, and the money so obtained is kept by each country, obviating the necessity of keeping accounts with other states. No claim for freedom from postage can be allowed, not even in the case of Government despatches or the correspondence of crowned heads and other potentates. Postage for the transit of mail matter through intermediate states to be everywhere abolished. Those states of the proposed Union running mail steamers to other countries—for instance to the Brazils—to negotiate postal treaties, in which all the other states of the Union participate equally. The above stipulations do not alter or limit the postal legislation of other states of the union, and their internal arrangements are not interfered with till the letters cross the frontiers. The above may appear crude and imperfect, and no doubt will require much alteration and have to pass through many phases before it can be said to be ripe for general acceptance; but the idea is well worthy of consideration, if found to be capable of being worked up into a tangible and definite form. The Chancellor further proposes to convene what may be termed a general Œcumenical postal Congress of delegates from all the States composing the proposed union, in order to hear their wishes and suggestions, with the view of amalgamating all the different systems into one homogeneous mass. It is said—but I know not with what amount of truth—that the Prince, before inviting the respective Governments officially to send delegates to the Congress, has instructed his diplomatic agents and Consuls to communicate the rough idea to the different Governments to whom they are accredited, and to sound their views in a quiet, private, and non-official manner.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, March 6.

The *entrée* of the new Minister of the War Department into Parliament was somewhat disappointing, and fears are entertained that he will adopt a policy as wavering and hesitating as that of his predecessor with regard to the important military measures, which must tend to wholly reorganise our army and means of defence. Of course, the general opinion is that Mr. Delprat has maturely considered these questions before accepting the portfolio; and the liberal and energetic measures he took to extirpate old abuses have raised hopes that we had at last obtained an energetic Minister. The answer given by him when he was interpellated about this matter has, however, created a good deal of astonishment. It was *naive* in the highest degree. The Minister declared in plain words that he wished to obtain the opinion of the Chamber upon the Military Reorganisation Bills before he should develop his views. I need not add that the Chamber answered that the Members' duties were to judge of the importance of Bills, but that they were not charged to do the Minister's work, excepting in cases where they took the initiative. And it was resolved that the military Bills should not be examined in the sections after the Minister had declared that, although he would adhere to the general principle laid down in them by his predecessor, he had not yet formed a precise opinion with regard to the details of the Bills. He wished that they should be examined at once in the sections, but this, as I have said, the Chamber refused, and thus the measures are postponed, which explains the general disappointment. The Chamber is now discussing the Bill regulating the right of coalitions, and several days must still pass before Mr. Heemskerk Az is enabled to revive the question of the transfer of our settlements on the West Coast of Africa.

The East India Railway Company has received by telegraph the very important news that last Friday the line had reached Djocjo, and that efforts are being made to open the line to the public on the 1st April next. If these endeavours are successful there will be daily two communications to Samarang from Djocjo in six hours. This news has caused much satisfaction here, but the particulars which we received by the last mail about the fearful inundations have occasioned much regret. Perhaps these details will tend to convince the public that their purses must be opened liberally to assist the unhappy victims. Up to this moment the subscriptions have realised only a very poor amount.

The newspapers are filled every day with accounts of the projected national festival on the 1st April. It will be a general patriotic movement. His Majesty will attend the festival in Brielle, and I hear that he will in the following month of May visit the provinces of Groningen, Friesland, and Drenthe.

H.M. frigate *Admiraal van Wassenaer* has left Nieuwe Diep, bound for the West Coast of Africa.

The weather has been alternately fine and wet throughout the week, but several nights have been frosty, which has had the effect of imparting a somewhat more active tone to the grain market.

PRODUCE MARKETS.

Quietness has been the prevailing characteristic in almost every branch of our trade in Colonial produce since the departure of last mail, and prices of most of our leading articles have been barely supported. A change for the better is, however, to be reported for Tin, which has undergone a material advance.

COFFEE has assumed a quiet appearance. Holders display a firm tone, but buyers keep on the reserve, and confine their purchases to their most pressing wants, which causes prices to be barely supported. Sales have been closed by private treaty since my last of 1,200 bags Java (Passarocan) ex Ada; 466 bags do. ex Noach III.; 379 bags Java, ex Sourabaya packet; 799 bales Maccio ex Batavia; 500 bales Java ex Regina Maris. Total stock of Java coffee 758,400 bags; floating supplies 472,700 bags.

TEA.—212/4 chests Pekoe, bought in at the public auction on the 23rd ult., changed hands by private treaty at a price kept secret. Result of the public sale of 1,467/4, and 1,101/12 chests China held at Amsterdam on the 29th. Mark RLT, 290/12 chests finest Lapseng Souchong 119c. to 120c. Mark RKT, 200 chests finest Lapseng Souchong 126c. to 134c. Mark Holmsdale, Kaishow Congou 110c. to 111c., flowery Pekoe 180c. to 200c., Lapseng Souchong 110c. to 117c. Part of this public sale has been bought in, viz., 15 lots Souchong, 49 lots Congou, and the whole of the Pekoe, but all has since been sold by private contract on secret terms. Stock 1,800/4 chests.

SUGAR remains very dull. No transactions are reported, and there is very little on offer. Stock, 5,750,000 kilos.

TIN.—A better feeling has prevailed for this article since my last, under the influence of animated accounts from London and also by the publication of favourable monthly returns of deliveries from the Trading Company's stores, which caused a material advance of prices. Banca has sold for usual prompt at f.85 to f.88 for delivery ex the coming spring sale at f.86, and sales have been closed of Billiton for forward delivery, ex the Batavia public sale of February, at f.84¼, ½, to f.87, and for delivery ex the December public sale at Batavia at f.86. Stock of Banca on warrants 18,400 slabs; new unsold stock 49,303 slabs, floating to Holland 18,144 slabs. Stock of Billiton 4,206 slabs.

RATTANS are firm in the face of the coming public sale, and the shipments ex Ada, Medea, and County of Nairn are reported to have been sold at high prices.

RICE remains quiet, and prices are but nominally supported. The 12,538 bags Java table ex Noach III. were sold at f.12. Stock 4,000 bags.

SPICES.—The demand for Nutmegs and Mace is but limited, but no change has occurred in prices. Amboina Cloves continue to be held for advanced rates, without, however, any business doing. Stock on warrants in the Trading Company's Stores: Nutmegs, 2,318 casks; Mace, 274 casks; Cloves, 2,514 casks.

INDIGO keeps firm, but sales are unimportant. A couple of small lots came to hand for our market.

HIDES.—The demand continues active, and all parcels offered for sale meet ready buyers at full prices. Sales have been closed by secret tender of shipments ex Fairwind, Vier Gebroeders, County of Nair and Amazon, comprising aggregately 16,619 Java Cows and 18,953 do. Buffaloes.

KAPOK.—297 bales cleaned, ex Amazon, were sold at 57c. to 66c.

TOBACCO (JAVA).—Small parcels have been disposed of. Total stock 2,017 bales.

SHIPPING.

ARRIVALS.—Feb. 29, at Brouwershaven, from Samarang, Willem Kroonprins der Nederlanden; March 5, at Brouwershaven, from Sourabaya, Petunia; at Texel, from Sourabaya, Esmeralda, Schoonderloo; from Foo-chow-Foo, Carmelita and Ida.

PASSENGERS INWARD.—From Java, per Willem Krooprins der Nederlanden, Messrs. J. Kruyt, Jut, de Vries, Miss Buckmann.

PORTUGAL.

(FROM OUR OWN CORRESPONDENT.)

LISBON, March 2.

On the 24th February Mr. Barros e Cunha, deputy for the Algarve, expressed in the Chamber his desire for information from the Minister for Foreign Affairs concerning the claims which, from the motion made in your House of Commons by Mr. Fowler, and from the reply thereto of Lord Enfield, might be inferred to exist in connection with the traffic of coolies carried on from the port of Macao; and, in fact, the language in *The Times*, perhaps because *The Times* enjoys a Godlike irresponsibility not vouchsafed to mortal Governments, interprets as a menace that which is but a history of the difficulties with which both the Portuguese and the English Governments have struggled, during many years, against the tricks of Chinese pirates and European speculators in order to repress that shameful traffic, and at the same time to protect legitimate Chinese emigration. These difficulties might perhaps be removed if the two Governments could agree to act in concert, but, in the meantime, it is hardly fair to throw upon the Portuguese the whole of the blame for those abuses and disasters which the English, with all their power, have been unable to prevent. The Government is preparing to answer Mr. Barros e Cunha, and it seems likely, from the turn the discussion has taken, that the debate will become general.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, MARCH 11, 1872.

JOINT-STOCK ENTERPRISE IN CHINA.

"THE prospectus of the new Bank has been issued." So runs the news in the *North China Herald*, received by last mail from Shanghai. The title adopted is similar to that started by the late MONTGOMERY MARTIN, who launched in 1865 an institution under the name of the "Imperial Bank of China," with very flourishing predictions on paper, which, it was soon found, would not bear the test of actual working. The concern was amalgamated with the "Bank of Hindustan," also one of the productions of that company mania set afloat by Mr. COSTERTON, formerly manager in China for the "Chartered Mercantile Bank of India," and who, like his bank, is now numbered with the dead, the losses on the working of the concern amounting to a million sterling. We trust that the "Bank of China" has a better fate in store. We hear that there is a difficulty respecting its registration under the Limited Act, as that could be done only at the British Colony of Hong Kong, but we think it a mistake to put these companies under the Act at all. The shares should be of such a nature as to be within the compass of all the shareholders, should misfortunes render it necessary to call up all the subscribed capital. If this condition be included in the prospectus and articles of association, viz., that the liability of the directors and shareholders is limited to the subscribed capital, no further risk is entailed by them. In the case of a Chartered Bank, such as the Oriental Bank, the liability extends to double the amount of the shares. We presume the "Bank of China" is intended to be of a local and personal character, to deal with some of the short loans daily arranged by the Chinese traders, and not for exchange operations or to encourage share speculations, which most assuredly would bring the concern to grief. The large increase of joint-stock enterprise in China has been a source of anxiety to all responsible merchants engaged in the trade. The facilities afforded to clerks and other subordinates is extremely prejudicial, and it behoves the heads of firms to strictly forbid any such operations, which are the sure forerunners of defalcations and similar disasters. We would also avail ourselves of this opportunity to caution managers of such companies, that more care should be exercised to prevent the transfer of shares to irresponsible persons. The result of the operations for the year and dividend, should also be more carefully protected against leakage and forestalling the market.

THE ABDOOL MOOSSA CASE.

THE Hong Kong *Daily Press* appears to have fomented its wrath against Mr. PAUNCEFOTE in reference to his management of the local *cause celèbre*—the ABDOOL MOOSSA conspiracy case—until it has taken shape in an article so feeble that we certainly think our other Hong Kong contemporary the *China Mail* need not have expended two columns and a half in demolishing it. Everybody is agreed that the conspiracy in question was one of a kind about which there could be no doubt, and the frequency of which exercises an influence most prejudicial to commerce. Mr. PAUNCEFOTE as Attorney-General took the case up with a spirit which it is to be regretted that none of his predecessors had shown in similar occurrences before. That Mr. PAUNCEFOTE rendered great public service by this course no single person has ventured to deny; for it has probably struck a death-blow to a vicious system of sham commerce and real swindling. It would be idle to reopen the arguments which we gave in our issues of December on this subject. Nevertheless, we may, perhaps, be pardoned for extracting a short passage in which the *China Mail* incontrovertibly "shuts up" the captious opponent who waited till Mr. PAUNCEFOTE had left the Colony before he attacked him again. It is this:—"In "the course of the civil cases he was retained in, he applied to "the Chief Justice in open court to relieve him from the double "duty he was called upon to perform, and allow the solicitor "for the creditors to take his brief, *which the Chief Justice "declined to do, there being no necessity for such a course.*"

OUR LISBON CORRESPONDENT.

WE call the attention of subscribers to our correspondent's letter from Lisbon, which we have arranged for in the interest of our readers at Hong Kong and Macao, and to give our Portuguese friends the opportunity of relieving themselves from the odium which now attaches to them in the continuance of the coolie traffic at Macao. We trust our correspondent will not miss any opportunity of attaining this desirable end. It is evident that the Portuguese Government has been roused to action in consequence of the debate in the House of Commons. Our correspondent is in error in regard to the position of the British flag—we have stopped the traffic from Hong Kong. The Portuguese Government must at once realise the fact that it is quite impossible to stop the chicanery of Chinese brokers in procuring coolies, and that there is no way of putting a stop to this vile traffic—which is alike an injustice to the Chinese Government and disgraceful to the Portuguese—but by the prohibition of the despatch of vessels from Macao. The European speculators in this traffic in human flesh are as bad—nay worse—than the Chinese crimps they employ; and to any one who knows anything of the treatment the poor coolies receive in Cuba and the Chinchas the matter is simply horrible. Let the people of Macao rouse themselves, and shake off this foul scandal.

THE "Papers Relating to the Foreign Relations of the United States for 1871" have just been published at the Government Printing-office at Washington. So far as regards the field in which our readers are more immediately concerned, the principal subjects of interest are the American views of the Korean Expedition and the Missionary Question in China — on both of which we have from time to time given full reports. With regard to Japan, the chief points touched upon in the correspondence published are the assassination of British subjects, and the arrival of General CAPRON and his *suite*, with the restrictions with regard to the appointment of Diplomatic and Consular Agents (citizens of the United States) to places under Governments to which they are accredited. Mr. DE LONG'S despatch on the qualities and inequalities of Consuls is admirable. The volume contains a mass of official correspondence relating to every other country, and is a compendium of valuable information for all who are interested in the position which the United States are taking with regard to the rest of the world.

MESSRS. C. AND A. BAZIN'S "Return of Traffic for the Year 1871 through the Suez Canal" has just been published by Messrs. CORY BROTHERS and Co., of Leadenhall-street. We have from time to time given so many of the statistics contained in the present publication that it would be superfluous to recapitulate any more than the totals. These, however, will be some guide to capitalists who may be invited to take shares in the new undertaking, if, as is reported, it should be about to be Anglicised. We give the following list with the greater pleasure because it shows the preponderating importance of the Canal to the merchants of our own country. In the course of last year, 761 vessels passed through the great Canal; of which 496 were British, 67 French, 67 Austrian, 30 Turkish, 20 Egyptian, 46 Italian, 6 German, and the remaining 29 made up from all nations. This was an advance on the previous year of 270 vessels, of which no less than 177 were British.

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WE refrained from publishing in our last the accounts received from Japan of the persecution of Christians, believing that the statements, which emanated from the *Nagasaki Gazette*, were grossly exaggerated. We now find by our correspondence by this mail that such is the case. It seems that the paper in question is under the influence of Roman Catholic priests at Nagasaki, and the converts were said to be of their order. The statement made by Lord ENFIELD, which will be found in our Parliamentary Intelligence, reveals the truth. Reference has also been made in Parliament to our troops in Japan.

THE Vice-Consul at Yedo, Mr. DOHMEN, has forwarded to the Foreign-office a letter from the Superintendent of Telegraphs, stating that the lines at present at work are as follow:—Tokeio to Yokohama, Gaimushio (Foreign-office) and Kinchi; Osaka to Kobé and the Royal Mint. The works in course of construction are:—Tokeio to Nagasaki, Nihon Bashi, Hougoo, Rioomoku, Bashi, Hasakusa, Kobashio, Akabane, and Yotsusga. The above extensions will probably be all completed in the course of six months. Further extensions have been ordered, but have not been commenced.

WE are glad to see that a remonstrance has been made by the new Chief Justice of the Straits against the condition of the Court at Singapore. Amid the extravagance which has characterised the local government, it is certainly a scandal that some portion of the large expenditure has not been devoted to the improvement of the law courts of the colony.

WE notice that Mr. WHITE has brought the matter of the Saigon Consulate to the notice of Parliament, and our friends interested may rely that he will follow up the matter. We are now waiting to know what arrangement Mr. CASWELL has made as to his successor.

Monetary and Commercial.

Tenders for £600,000 in bills on India were received on the 6th inst. at the Bank of England. The amounts allotted were—To Calcutta, £337,500; to Bombay, £200,000; and to Madras, £22,500. The minimum price was fixed, as before, at 1s. 11d. on all the Presidencies. Tenders on Calcutta and Madras at 1s. 11⅛d. will receive about 22 per cent., and on Bombay at 1s. 11⅛d. in full. A further falling off in the demand for remittances to the East is apparent.

Bar Silver shows a tendency to advance, owing to a demand for India and the absence of supplies; Fine bars are quoted at 5s. 0⅛d. Mexican dollars are scarce as regards the old coinage, and the price, therefore, is very firm at 5s. 1d. The new coinage being more offered, is easier, and may be quoted as 4s. 11⅛d. per ounce.

The ordinary half-yearly meeting of the shareholders of the Telegraph Construction and Maintenance Company (Limited) was held on the 5th inst., Sir Daniel Gooch, M.P., in the chair. The report, which was unanimously adopted, showed a net profit, including a balance of £13,776, to the amount of £122,481. Of this £22,410 has been appropriated to the payment of an interim dividend of five per cent., and £89,640, being at the rate of 48s. per share, or 20 per cent., will be divided, making, with the amount already paid, a total dividend of 25 per cent., free of income-tax, the balance, £10,431, being carried forward. The retiring directors were re-elected, and Mr. J. B. Wanklin was elected to a seat at the board, increasing the number of directors to eight.

At the meeting of the Société du Cable Transatlantique Français (Limited) a dividend of 6 per cent. was declared, making, with the dividends already paid, 12 per cent. for the year 1871. The directors were also authorised to lay a new Atlantic Cable, and to raise the necessary funds by the issue of 20,000 new shares of £20 each, and of debentures to an amount not exceeding £500,000. The shares are now offered to the present shareholders at par, but it is not the intention of the board to issue the debentures at present.

The London agent of the Great Northern Telegraph Company Mr. H. G. Erichsen, informs us that the traffic for the month of February on the Company's amalgamated lines has been as follows:—On the European lines, telegrams 32,979, revenue, 92,242 fcs. (against 29,066 telegrams, and 83,033 fcs. in 1871). On the China Japan lines 2,039 telegrams, revenue, 82,998 fcs. It is remarked that the Shanghai and Hong Kong line was interrupted during nine days in February, and the Chinese new year also occurred in that month.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From CANTON and HONG KONG to LONDON, per Veronica, entered March 4.—From Canton: 100 casks 150 cases ginger, 12 cases matting, 100 packages canes, 31 cases preserves, 1 package merchandise, 16,763 boxes tea—Order. From Hong Kong: 3600 boxes tea—L. Reiss Bros. and Co.

From HONG KONG, CANTON, and MACAO to LONDON, per Chanticleer, entered March 5.—From Hong Kong: 2420 boxes 400 half-chests 1198 packages tea—Order. From Canton: 902 cases preserves, 70 packages canes, 39 cases china ware, 40 bales silk, 15 bales waste silk, 397 rolls matting, 5700 boxes tea—Order; 1000 boxes tea—A. Tesdorpf and Co.; 380 boxes tea—Maclean, Maris, and Co.; 700 boxes tea—A. R. Johnstone; 20 cases paper—T. T. Raquet. From Macao: 8250 boxes tea—Order.

From SINGAPORE to LONDON, per Agra, entered March 5.—2130 bags 350 bales gambier—C. Guthrie and Co.; 8 bundles 8 boxes Malacca canes, 3 bundles dragon canes, 10 bundles ground rattans, 1571 bags 402 bales gambier, 120 baskets gutta-susa, 523 baskets gutta-percha, 1808 bags sago flour, 629 bags tapioca, 194 bags coffee, 287 bags pepper, 1350 buffalo 62 packages hides, 157 cases 47 chests gum damar, 34 cases 4 chests gamboge, 6 bales waste silk, 9 cases 20 chests gum benjamin, 72 bales hides, 274 packages, 27 cases cassia, 32 baskets india-rubber, 8 boxes mace, 150 bundles, 52 packages canes, 302 bags pearl sago, 14,925 bundles rattans, 9273 buffalo horns, 25 chests gum copal—Order.

From SINGAPORE and PENANG to LONDON, per Cutwater, entered March 5.—From Singapore: 617 bags tapioca, 186 bundles cassia vera, 1345 bags sago flour, 1171 bags gambier, 7750 bundles rattans, 5502 buffalo horns, 4502 sticks sapan wood, 84 bundles chicha, 408 bales malacca, and 1 box canes—Order. From Penang: 603 baskets, 2195 bags sugar, 7396 bags pepper, 50 cases nutmegs, 2250 bundles rattans, 213 bags tapioca, 290 bags arrowroot, 278 bags tapioca flour, 134 bundles hides, 2599 green snail shells, 1365 slabs tin, 4000 buffalo horns, 12 cases essential oil, 52 baskets india-rubber, 632 buffalo hides, 41 bags coffee—Order.

From FOOCHOW to LONDON, per Florence Nightingale, entered March 5.—2 cases succades, 1971 chests 2131 half-chests 6980 packages 2 cases tea—Order, 9 packages succades—Captain.

From PENANG, SINGAPORE, HONG KONG, CANTON, &c. (via S.C.), to London, per Commander (str.), entered March 5.—From Penang: 5231 slabs tin, 170 buffalo hides, 2003 baskets 501 bags sugar, 1200 bundles rattans, 331 bales hides, 682 bags copra, 19 cases india-rubber, 1421 bags pepper, 129 bundles putch leaf, 36 cases nutmegs, 3 cases mace, 1 box merchandise—Order. From Singapore: 143 bags pepper, 1420 bags sago flour, 1201 bales gambier, 52 bags coffee, 724 bags pearl sago, 206 bags teel seed—Order. From Hong Kong 12 packages merchandise — Rehder and Co.; 10 packages merchandise — J. P. Thor and Co.; 111 packages merchandise—A. Tesdorpf and Co.; 20 packages merchandise—J. Theyer; 45 boxes aniseed oil—G. H. and J. F. Wiel; 6 boxes tea—Barclay and Co.; 194 cases 380 boxes camphor, 4 cases cigars, 457 packages merchandise, 40 boxes cassia, 33 boxes rifles, &c., 30 boxes essential oil—Order. From Canton: 467 packages tea in transit, 50 bales waste silk, 180 cases cassia—Order; 100 cases cassia in transit—T. T. Raquet. Remainder of cargo from Malta.

From SHANGHAI to LONDON, per Avona, entered Mar. 5.—319 chests tea—J. A. Dickson; 1508 chests 2114 half-chests tea—Gledstanes and Co.; 3439 chests 5457 half-chests 723 boxes 530 packages tea, 243 boxes wax—Order.

From SHANGHAI to LONDON, per Victoria Nyanza, entered Feb. 8.—2 packages merchandise—T. Penfold; 2 packages merchandise—C. Luson; 504 chests 4451 packages tea—L. Reiss Bros. and Co.; 9195 chests 3845 half-chests 504 boxes tea, 199 bales raw silk, and 12 bales waste silk—Order.

From MANILA to LIVERPOOL, per Peter, entered March 7.—20,240 bags sugar—Order.

ARTICLES OF IMPORT.

TEA.

The arrivals during the past fortnight have been on a very large scale, exceeding 14,000,000 lbs. of China and 500,000 lbs. of Indian growth. A large business has been transacted during the week at prices favouring buyers. The yield of season 1871-2 is now nearly all to hand, so that a steady market during the next few months may be expected. The continental demand has been limited. Deliveries have been as follows:—

	1872.	1871.
Home consumption for London from Jan. 1 to Feb. 28. ...	3,880,000 lbs.	15,509,000 lbs.
Export do. do. ...	6,670,000 ,,	3,300,000 ,,
Sent coastwise do. ...	15,871,000 ,,	5,800,000 ,,
Total delivered ...	26,421,000 lbs.	24,609,000 lbs.

Black.—Red-leaf siftings and broken, no change; good flavoury, Kaisow kinds, and Sayunne, have sold at 1s. 1d. to 1s. 4d. per lb.; in medium to fine Kaisow still no business to report. Pakling, but few transactions. Tayshan-leaf: The arrivals have been unusually large, at least 70,000 boxes, or 1,500,000 lbs., and dealers being previously well supplied, business has only been practicable at lower rates; quotations now stand at 1s. 0½d. to 1s. 1½d. for fair quality, 1s. 2d. to 1s. 3d. for strong-burnt malty kinds, 1s. 4d. to 1s. 6d. for Pekoe kinds, and 1s. 7d. to 2s. 2d. per lb. for fine and finest. Black leaf: Ordinary common at Public Sale sold at 9d. to 10d. per lb., good common is worth 11½d. to 1s.; fair to good at 1s. 1d. to 1s. 3d. continues scarce, medium at 1s. 4d. to 1s. 6d. per lb., sales are on an extensive scale; fine and finest, no change. Souchong: No new feature. Oolong: Limited transactions. Scented Teas: For Canton Orange Pekoe early in the fortnight a good demand existed; with

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free supplies, business has latterly been at declining rates, prices showing 1d. to 2d. per lb. decline from the highest point. Capers are selling more freely, as prices rule low. Foochow Scented Orange Pekoe, fairly saleable at 1s. 4d. to 1s. 5d. for medium quality. *Green:* Supplies have been on a fair scale, and prices are easier for Moyune, which, however, still commands extreme rates for fine and finest. Japan leaf: Uncoloured, low quality, old import, has sold at 4½d. to 5d. per lb.

The stock in the United Kingdom on the 29th ult. was estimated at 93,400,000 lbs, against 98,400,000 lbs., and the quantity afloat at 26,634,700 lbs., against 23,802,000 lbs. last year.

Mr. W. E. Rowlinson's Circular says:—A public sale of China Tea took place in Amsterdam on the 29th February, comprising 1,266 chests Congou, 1,101 half-chests Souchong, and 201 chests Flowery Pekoe, ex Holmsdale. Of the first break only 48 half-chests Souchong out of 290 found buyers at 1s. 7¾d., which was fair value, but of the following break 200 half-chests Souchong were sold at from 1s. 8½d. to 1s. 9½d., which was an extreme price, as was 1s. 7d. for 247 half-chests sold later, but 200 half-chests, 1s. 6½d. to 1s. 6¼d. was about value, whilst 164 half-chests may be said to have sold slightly in buyers' favour at 1s. 6¼d. Of the Congous, 874 chests found purchasers; of the first lot offered only 40 chests out of 228 were sold at 1s. 6½d., which was a full price; this was followed by 219 chests at 1s. 4d., which was decidedly better value than the previous lot; only 8 chests out of a break of 204 forming the next lot were sold at 1s. 3½d., but the following one sold at 1s. 5d., which was fair value. The next break, 177 chests at 1s. 4½d., may be said to have gone very cheap, as also did 134 chests at 1s. 2¾d. which followed; the last lot, 100 chests at 1s. 5d., was slightly in favour of the buyer. The Flowery Pekoes were all bought in, prices ranging from 2s. 3d. to about 2s. 5d. being bid, but at these prices it was not considered advisable to sell.

SILK.

Since the public sales there has been an inactive market for most classes of Silk, but though it might be expected that the continued quietude would have caused a reduction in prices, such has not been the case to any marked extent, parcels offering at something under previous rates having been eagerly taken; this has especial reference to China Silk. There has been less doing in Cantons, and buyers have endeavoured to obtain a reduction upon the price of current qualities; holders, however, have remained firm, and all the business transacted has been at full rates, the best classes being even a shade higher. In Japans there has been a fair business, and the later arrivals have sold currently; in the Maibash and Sinchew classes, the Silk when clean and of firm thread is in good demand. Deliveries are satisfactory, being from the 1st to 6th inst. as follows:—China, 538; Canton, 149; Japan, 150; Bengal, 44; total, 926 bales.

Messrs. Arles, Dufour, and Co., in their Circular, dated Lyons, the 2nd inst., say:—"Consumption being supplied for immediate wants, the transactions throughout February have remained the more limited, as this time of the year is generally marked with inactivity. It must not be forgotten, also, that political intrigues of various parties, in shaking confidence in the future, have, since a month, brought depression upon trade in general. However, the opening of the spring season for the sale of Silk piece goods, if favoured with a propitious weather, and coupled with the appeasement of political questions will, we hope, give more life to business in March, and bring back more ctivity in Silk transactions."

LONDON QUOTATIONS.—MARCH 8.

CHINA.	
Tsatlee, No. 1	30s. 6d. to 31s. 0d.
,, ,, 2	29s. 6d. to 30s. 0d.
,, ,, 3	28s. 6d. to 29s. 0d.
Red Peacock	25s. 6d.
Yuenfaa and Hainin, Nos. 1, 2, and 3 ...	23s. 0d. to 25s. 6d.
Taysaam Keying, Nos. 1, 2, and 3	23s. 0d to 27s. 6d.
Long Reel	19s. 6d. to 21s. 0d.
Canton	14s. 0d. to 22s. 6d.
Chinese Thrown	24s. 0d. to 25s. 6d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	23s. 0d. to 28s. 0d.
Idah, No. 2	26s. 0d. to 26s. 6d.
Sodai, No. 2	24s. 0d. to 24s. 6d.
Oshiu, Nos. 1, 2, and 3...	25s. 6d. to 28s. 6d.
Koshiu, No. 2	23s. 0d. to 24s. 0d.
Eichizen	21s. 0d. to 25s. 0d.
Mashita	21s. 0d. to 24s. 0d.
Hatchoji	21s. 0d. to 22s. 0d.

COFFEE.

Although still quiet the market for Ceylon has assumed a firmer tone, and a large portion of the supplies at the public sales has been bought in, the prices offered being lower than sellers would accept. The business done gives the following range of prices—*Plantation:* Triage, 67s. to 70s.; small, 75s. 6d. to 76s.; low middling, 77s.; bold, 83s. 6d.; pea-berry, 84s. to 89s. The offers of *Native* have been for the most part bought in at 71s. for real good ordinary. In other East India we note sales of 191 bags *Java* from the Cape sold, fine yellow, 85s. to 86s.; superior brown, 94s. 6d. to 97s. 6d.; 575 bags pale *Manila* at 70s. 6d. to 72s., chiefly at 71s. 6d.; and 17 bags brown *Singapore* at 66s. A considerably quantity of *Plantation Ceylon* has been disposed of by private contract during the week, but the prices paid have not been permitted to transpire.

SUGAR.

The tone of the market during the week has been less depressed, and rather larger, although only moderate, sales have been effected; in prices, however, no improvement can be reported beyond an advance of 6d. per cwt. in Taal Manila. The following are the details of the business done:—

Manila.—No public sales. By private contract 2,500 bags low unclayed Taal have been sold at 21s., and 200 bags at 21s. 6d. Subsequently there has been a further sale of 4,500 bags old unclayed Taal at 21s. 6d., and 2,000 bags clayed (duty 4s.) at 27s. 6d.

Java.—In auction 561 baskets, per Windsor Castle, were bought in, low white (duty 5s. 8d.) at 37s., fine grainy yellow and grey (duty 5s. 8d.) at 36s. to 36s. 6d., good and fine yellow (duty 5s. 3d.) at 35s. to 35s. 6d.; but 350 baskets (duty 5s. 3d.) sold subsequently at 34s. 6d. to 35s. 3d. Privately 1,500 baskets washed fine grainy have been sold at 35s. A floating cargo, consisting of 500 tons No. 13, per Anita, has been sold in the Clyde for a near port at 29s. 9d.

CAMPHOR.—*China:* The market is firm though inactive; a small business has been done at £4 5s.; heavy arrivals are due. *Japan:* Nothing doing.

CARDAMOMS.—No business in Ceylon.

CHINA PRESERVES.—At public sale of 149 cases Ginger offered, 100 cases Chyloong sold at 9½d. to 10d.

CHINA SILK PIECE GOODS.—The public sales were held on the 6th inst. There was a good supply of Pongee Handkerchiefs, and fair demand. Of Plain White 800 pieces were sold, out of 840 offered, at 24s. 6d. to 25s. for good silky quality (28 inches), and of Figured White and fancy styles 566 were sold, out of 830 offered, at 26s. to 32s. 6d., according to quality and style, being full rates. There were no Shantung Pongees offered, none having arrived since last public sale.

CHINA GRASS.—The market is steady, but with only a moderate demand. About ten to fifteen tons fine white have been placed at £55 per ton; 666 bales per Ulysses were withdrawn from auction. Arrivals of 3,161 bales have taken place per Diomed, Celestial Queen, Canton, and Nestor.

CHINA ROOT.—No transactions to report.

COLOMBO ROOT.—Market quiet; small sale at auction of ordinary small, slightly wormy, at 24s. to 25s., fair bold being bought in at 30s. to 40s., and no good or fine quality being offered.

COCOA NUT OIL.—The market continues dull, the large quantity afloat, 6,080 tons, against 2,110 tons at the corresponding date last year, leading buyers to expect lower prices to rule. At public sale, of 242 casks Ceylon offered 34 hogsheads fine sold at £38 10s., the remainder being bought in at £38 10s. and pipes at £38. Privately small transactions have been effected on corresponding terms, but no business has been done afloat.

COIR GOODS.—At the last auctions a good supply of Yarn offered went off without competition, and all qualities sold at rather lower prices. Of 45 tons Ceylon 37 tons sold, good common to middling, £28 10s. to £30; fair well made, £31 10s. to £31 15s. Yarn, 1¼ tons Ceylon Brush sold at £34 to £34 15s.

CUTCH continues out of demand, and prices show a further decline; fine *Pegu* in boxes is offered at 26s. without finding buyers; at auction an offer of 580 boxes good *Penang* was bought in at 26s. per cwt.

DRAGON'S-BLOOD.—Dull; 14 cases Reed withdrawn at £10 10s. per cwt., and of block only 8 cases sold—very middling rather drossy and seedy at £5 12s. 6d.; rest retired at £5 15s. No good or fine offered.

EBONY.—Ceylon is in a good position, stock being small, and none reported afloat; prices firm at £12 to £18.

GALLS.—*China:* In good demand, and about 840 cases quitted at public sale, good colour and bold realising £3 2s., showing a slight advance; floating parcels are in request. *Japan* also in fair inquiry at £3 per cwt. for good clean sifted quality.

GAMBIER.—There has been scarcely any inquiry on the spot, and the transactions in this position have been unimportant. For arrival a fair business reported, but at rather easier rates. At auction, 2,160 mats 244 bales 1,033 baskets 215 bags Cubes were offered and bought in at 23s. to 26s., and 413 bales block at 23s. per cwt. Privately, on the spot, 500 bales block have been sold at 22s. 9d., and afloat 350 tons, January-February shipment at 21s. to 21s. 3d., February 20s. 9d., and March 20s. 6d., ex quay.

GUMS.—*Benjamin:* Dull; Sumatra, good bold seconds, £8 12s. 6d.; fair and good fair, £8 5s.; thirds, £3 4s. 5d. Siam: No business; fine free retired at £25, bright block at £12. *Damar:* Active, and good Batavia has realised 61s. 6d. to 62s.; Singapore is worth 61s. *Gamboge:* The recent advance has not been maintained, the speculative demand having ceased; at auction sales the prices paid were—fine pipe, £16 15s. to £17; good fair to good, partly run to £16 to £16 10s.; middling to fair, £15 to £15 10s.; low middling, £14 5s.; ordinary and very ordinary, £10 10s. to £11.

GUTTA-PERCHA.—The market continues quiet at about previous rates, the quotations being—fine genuine, 3s. per lb.; good middling, 2s. 3d. to 2s. 4d.; do. rather barky, 2s. to 2s. 1½d.; fine close white, mixed with genuine, 1s. 11d.; re-boiled, good to fair, 1s. 5d. to 1s. 8d.; common white, 1s. 2d. to 1s. 2¼d.

HEMP.—Manila still exhibits great steadiness, and at the close there is a disposition to hold for higher prices; Sorsagon is quoted £50 10s. to £51; superior brown, £44 5s. to £44 15s.; brown, £40 to £41. The business has been very limited.

HIDES.—At the periodical sales on the 7th a considerable supply was offered. The demand was less active than has recently been experienced, especially for common and heavy qualities, and prices of those were frequently ¼d. per lb. lower; better qualities participated in the dulness, and also sold in buyers' favour, and a large quantity was bought in. *Kips:* Of 5,035 Singapore and Penang offered, 2,200 sold—first light brined, 7¼ lb., at 12d.; second, 11½d.; extra heavy, 12 lb., 9½d.; third, 7¼d. to 7½d.; fourths, 5½d. *Buffalo:* 1,530 Singapore and Penang bought in—heavy at 6d.—except 100, which were sold—light 7¾d. Of 1,925 Batavia offered, 207 sold—first light, 7½d.; ordinary, 5d.

INDIA-RUBBER.—In excellent request for all descriptions at advanced rates; fine Singapore has realised 2s. 2d.; Borneo, 1s. 10½d. per lb.

JAPAN WAX.—Market steady, but quiet, at £4 10s. for good, and £4 11s. for fine saucers.

MUSK.—Maintains the late advance under the influence of a short supply. Quotations: first pile, rather mixed with bally 38s. 6d. to 39s.; good even flat shaped, well trimmed, 42s. to 43s.; ordinary to fair second pile, 19s. to 20s.; low, 17s.; perished and wormy, 14s. to 15s. 6d.

PLUMBAGO.—Lump has found a ready sale at higher prices, but inferior sorts are still only in moderate request. At auction, 551 barrels

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Ceylon were disposed of, common small to fine bold bright lump 20s. 6d. to 30s., chips 18s. to 21s. 6d., dust 8s. to 11s. per cwt.

RICE.—Bengal has been in improved demand at a slight advance, but soft grain kinds are again in but little request, and show some decline; middling white Bengal has been sold at 11s. 6d., fine white at 13s. 6d., ordinary Ballam at 8s. 9d. to 8s. 10½d., Madras at 11s. to 11s. 3d., ordinary old Rangoon at 9s. 4½d., middling at 9s. 6d. For arrival 100 tons new Askoolie January-February shipment have been sold at 10s. 6d. quay terms. The floating cargo per Sultana, 1,000 tons old Rangoon, has been sold at 9s. 3d., ex ship, for London.

RHUBARB.—Market for China without change.

SAGO.—In spite of falling off in shipments, and high prices quoted in Singapore, the article remains very dull and neglected, and as large shipments are almost sure to be made ere long, it is possible that unless the deliveries increase or speculation revives, the article will again decline in consequence of the accumulation of stocks; sales privately at 17s. 3d. cash; medium grain chiefly bought in at 18s. 6d., and a small quantity of large sold at 19s. 6d. *Flour*: Dull; offers in auction all bought in at 16s. 6d. to 16s. 9d.; private sales at 16s. 4½d. per cwt.

SAPANWOOD.—Firm; 8 tons Manila sold at £11 5s. per ton.

STAR ANISEEDS.—200 cases *China* have arrived, of which, at auction, about 30 cases sold at £6 10s. per cwt., being a serious decline, and since the sale a less price is reported to have been accepted.

SHELLS.—The periodical sales were held on the 5th inst. *Mother o'Pearl:* 53 cases fine bold picked Macassar were bought in at £13, 5 casks sold, small £9 2s. 6d. to £10 5s., broken 60s.; of 118 cases fair bold Manilla offered, 50 cases sold at £10 5s. to £10 15s. *Tortoise:* A total supply of 8,235 lbs. (not including Turtle) was offered, and East India sold on easier terms. Of 33 cases (3,774 lbs.) Singapore and other East India offered 3,000 lbs. sold, and fine clean mottled shell at 20s. 6d. to 22s., medium to good medium 15s. 6d. to 19s., ordinary 11s. to 12s. *Turtle:* 15 cases (2,953 lbs.) Manila, &c., met little demand, and only one case of 570 lbs. sold at 1s. 8d. *Ear Shells:* Of 37 tons loose Japan offered 8 tons sold at 10s. to 11s. 6d., 195 boxes sold at 14s., 294 packages bought in at 15s.

SPICES.—Business limited. *Cassia:* Market for Lignea quiet; unworked 104s. to 105s., and pile 2 at 109s. to 110s.; at these quotations small sales are daily effected. Vera: Padang without supply; the nominal quotation for good bright fairly thin is 92s. to 95s. Japan without transactions. Buds: Value nominal, in the face of an arrival of 100 boxes. *Cinnamon:* Little business done since the quarterly sales reported on in our last issue; 3 cases fair China sold at 90s., being slightly mouldy. *Nutmegs*: Dull; at auction recently 45 cases Penang partly sold as follows:—66 to the lb. at 3s. 6d., 72 to 77 at 3s. 5d., 82 to 84 at 3s. 4d., 103 at 3s. 2d., 110 to 112 at 3s. 1d. to 3s. 2d.

SOY.—Improving; 2s. 6d. paid for China, which is now held for a still higher figure.

OILS.—*Aniseed* and *Cassia* out of demand, and prices nominal. *Citronelle:* The recent speculative demand has ceased, and the quotation has declined to 2¼d. per oz. *Lemon Grass*: No business doing; quotations nominal.

PEPPER.—*Black:* Penang dull and lower. The Cutwater and Commander have arrived with about 9,000 bags. In sale yesterday 550 bags dusty but heavy East Coast sold at 6 1-16d.; 206 bags sea damaged at 5⅞d. to 6d.; and a few lots good West Coast at 6¼d. *White:* At public sales about 1,700 bags offered, and 1,160 sold, of which 574 bags Singapore and 96 bags Penang were "without reserve." Ordinary and very common sold at 10¼d. to 10⅝d.; middling at 10½d.; fair at 10½d. to 10⅝d.; good fair at 10⅝d. to 10¾d., and 30 bags very good at 10¾d. to 11¼d. A large lot of the above was per Warrior.

TAPIOCA.—Although there is a marked deficiency in the quantity afloat, this article does not improve, and speculative purchases having ceased, sales are most difficult to effect. *Flour*: Dull, and freely offered. Singapore and Penang sound have sold at 2¼d., and sea damaged at 1d. to 2d. per lb. *Pearl:* At the last sale, when 585 bags were offered, only 200 bags were quitted at lower rates, viz., good White Bullets at 21s. 6d.; extra large at 21s.; and medium at 22s.

TIN.—There has been an animated market, and as it is now certain that the shipments from the Straits for Europe during February were only 340 tons, and it is anticipated that those during the present month will be still less, coupled with the news of riots amongst the workmen in the tin-producing districts of the Straits, and the usual shortness of water at this season, the rise in price here has been great. A large business has been done at from £143 to £145 on the spot, up to £146 for floating parcels, but these quotations are not equal to the prices ruling at Penang and Singapore, which are about £150 laid down here.

ARTICLES OF EXPORT.

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WOOLLEN AND WORSTED GOODS.

The Leeds market for Woollens and Worsteds is without alteration. The current quotations are as follow:—

Spanish Stripes, 62 in., 19 yards, Elephant Chop, 3s. 9d. per yard for scarlet; Long Ells, 30/31 in., 24 yards, Lion Chop, 34s. 6d. per piece for scarlet; Camlets, best SS, 30/31 in., 58 yards, Elephant Chop, 90s. 0d. per piece for scarlet; Lastings, 31 in., 30/31 yards, Lion Chop, 75s. per piece for gentian; Brocades, 31 in. 29 yards, Half Moon Chop, 27s. 3d. per piece for scarlet.

MANCHESTER GOODS.

At the close of last week prices showed some irregularity, and owing to small sales of Cotton in Liverpool were slightly easier, producers being willing to accept offers somewhat below their quotations. The dulness continued up to the 4th inst., when the market assumed a steadier tone, which has since become further developed, and at the close the tone is firm but not active at the annexed quotations:—

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality.	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	6s. 10½d.	7s. 7½d.	8s. 1½d.	8s. 7½d.	8s. 9d.	9s. 0d.	9s. 10½d	10s. 0d.

Width ...	39 in	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	10s. 3d.	10s. 6d.	11s. 10½d	12s 3d.	11s. 10½d	13s. 3d.	7s. 7½d.	8s. 10½d.

Width ...	...	...	...	...	49/50 in	...	54 n.	60 in.
Quality...	35	36	39	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	8s. 10½d.	10s. 0d.	11s. 3d.	13s. 6d.	11s. 3d.	12s. 9d.	14s. 0d.	15s. 6d.

T-CLOTHS.

Width	32 in.	...	..	...	...	36 in.	...	
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4	
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18	
Price	6s. 4½d.	6s. 6d.	7s. 3d.	7s. 4½d.	8s. 1½d.	9s. 4½d.	9s. 7½d	

NEW YORK MARKET REPORT.—FEB. 24.

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TEA.

The market has been very quiet, the agitation of the Duty question having caused an almost entire cessation of the demand. Prices are nominally unchanged.

SILK.

The market has undergone but little change. A moderate business has been done in all classes of Silk, and prices are steady, with a slight tendency to advance on scarce grades. The detention of the cargo of the steamer *America*, at San Francisco, by reason of the snow blockade on the Union Pacific Railroad, has caused a scarcity of the medium grades of Re-reeled Haineen and Tsatlee, and extra fine grades of Re-reeled Canton, all of which are in good request, at full prices. Usual reeled Tsatlee and Taysaam meet with improved sales, in the absence of the above-mentioned Re-reeled sorts. In Re-reeled Canton the stock is of such indifferent quality that manufacturers take of it very reluctantly, and only to supply pressing wants, and fresh arrivals are anxiously looked for. Japans: No stock; no demand.

COFFEE.—The market for Brazil remains in an inactive and demoralised condition. Values are entirely nominal, the views of sellers and buyers varying as much as 1c. to 1½c. per lb. East India descriptions remain extremely quiet, and in the almost entire absence of demand from first hands quotations must be considered nominal.

CORDAGE.—Manila steady at previous rates.

CAMPHOR.—China is quoted 17c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $3; Cassia, $2.30 gold (duty paid).

FIRE CRACKERS.—We notice sales of 3,000 boxes Extra No. 1, duty paid, on terms not made public.

GAMBIER.—The current quotation is 4½c. gold; the market is firm, and shows an upward tendency.

HEMP.—Another fortnight has elapsed without transactions in Manila; the nominal quotation is still 13c. to 13½c. gold.

INDIGO.—Manila quiet, at $1 to 1.10 currency.

RICE.—There is a steady and fairly active demand for Rangoon for home consumption at $6.87½ to 7.12½ currency, and we note the sale of 1,000 bags in bond at $3.15 to 3.30 gold.

SUGAR.—Market without change, a steady demand having prevailed during the fortnight. The sales of East India have been 34,963 bags superior *Manila*, per Monte Rosa, at 8½c., and 576 baskets *Batavia*, per Anna Krell, at 9½c.

SPICES.—The market is steady, and for most descriptions firm—Cloves and Pepper notably being held with confidence. The accounts by telegraph, relative to the destruction of the Clove crop of Java, has but little effect here, the yield of that island being consumed wholly in Europe. In large lots, we notice sales of 500 bags Singapore Pepper, on private terms. There continues a moderate jobbing demand at, for Mace $1.25 to $1.35, Nutmegs 97½c. to 100c., China Cassia 30c. to 30½c., prime Batavia 32c., Cloves 14½c. to 15c., Clove Stems 7½c., Pepper 17c. for Sumatra, and 18c. for Singapore, all gold.

TIN remains dull, with scarcely business enough upon which to base quotations. We have only to notice sales of 50 slabs Straits at 36c.; Straits is generally held t 36c., and Banca 41c., gold.

Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
Feb.29	Corea	Carr	Macao	London
29	Elizabeth Graham	Bragg	Shanghai	Do.
28	Amstelstroom	Appel	Batavia	Texel
29	W.K.der Nederlanden	Zetteler	Samarang	Brouwershaven
17	Mary Whitridge	Cutler	Shanghai	New York
17	Willy Rickmers	Stolt	Do.	Do.
20	Scharnhorst	Hollmann	Padang	Do.
21	Endeavour	Warland	Shanghai	Do.*
21	Tavistock	McConnell	Colombo	Do.
	Horatio	—	Manila	Do.

* With sails split.

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ARRIVALS—*Continued.*

Date.	Ship.	Captain.	From.	At.
Mch. 1	Valkyrien	Edom	Colombo, &c.	London
1	Killarney	Howe	Foochow	Do.
5	Commander (str.)	Chambers	China, Sing, &c., S.C.	Do.
5	Cutwater	Hallett	Penang	Do.
5	Agra	Tozer	Singapore	Do.
4	Veronica	McLaughlin	China, &c.	Do.
5	Florence Nightingale	Cameron	Foochow	Do.
5	Ocean Rover	Morton	Colombo	Do.
5	Avona	Gibson	Shanghai	Do.
5	Magellan	Hughes	Colombo, &c.	Do.
4	Montano	Parsons	Rangoon	Liverpool
3	Ellida	Winters	Batavia	Belle Isle
	St. Roch	Grivel	Singapore	Marseilles
4	Albertina	Ohier	Do.	Havre
1	Abouker	Caville	Sourabaya	Plymouth
1	Peter	Nichelson	Manila	Do.
2	County of Lancaster	Fordyce	Sourabaya for Rotdm.	Off the Lizard
4	Petunia	Johnson	Java, for Rotterdam	Off Sth. Foreland
5	Vimeira	Self	Colombo	Off I. of Wight
4	Moss Rose	Smith	Rangoon	Queenstown
6	Nestor (str.)	Byrne	China, Sing., &c., S.C.	London
4	Schoonderloo	van Santen	Sourab., for Amtrdm.	Off Dungeness
5	Cameo	Graham	Maulmain	Clyde
Feb. 11	Naples	Strandberg	Macao	Havana
11	Rene	Herve	Do.	Do.
16	Blanche	Buhot	Do.	Do.
22	Midnight	Brock	Shanghai	New York
23	Clara	Nickels	Batavia	Boston
Mch. 7	Victoria Nyanza	—	China	Deal

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb. 29	Langstone	Turnbull	Shanghai	London
28	Furst Bismarck	Krause	Do.	Cardiff
28	Sedmi Duorovacki	Margaretich	Manila	Do.
28	Cartsburn	Young	Galle	Penarth
28	Ranavola	Evans	Singapore	Shields
26	Kate Covert	Minichin	Yokohama	Penarth
21	Franklin	Drew	Anjer	New York
16	Agnes	Teesdale	Do.	Do.
21	Runnymede	Feran	Galle	Liverpool
Mch. 1	Guinevere	Anthony	Hong Kong	London
1	Connemara	Hughes	Galle	Do.
2	Erl King (str.)	Berryman	Sing., China, &c. S.C.	Liverpool
2	Endymion	Richardson	Shanghai	Cardiff
2	St. Hilda	Kennedy	Singapore	Do.
2	Tyndale	Steel	Hong Kong	Penarth
5	Parnassus (str.)	Froud	Sing., China, &c, S.C.	London
5	Pasithea	West	Singapore	Do.
	Aurora	Visser	Batavia	Texel
5	Abbotsford (str.)	Patterson	Sing., China, &c., S.C.	Liverpool
Jan. 25	Marie Felicite	Renguer	Galle	Monte Video
Feb. 23	Benefactor	Berry	Hong Kong	New York
24	Feigo	Larudsen	Do.	Do.
Mch. 6	Samuel	Owens	Batavia & Sourabaya	London
6	Singapore (str.)	Mitchell	Colombo, &c., via S.C.	Do
6	Derwent	Gadd	Shanghai	Do.
	Cymbeline	Faye	Hong Kong	Cardiff
	Cresswell	White	Do.	Do.
6	Lochgail	Waterston	Do.	Liverpool
4	County of Lanark	McFarlane	Batavia	Clyde*
7	Adelaide	Arcus	Rangoon	Deal
5	Helen's	Inkster	Hong Kong	Sunderland
6	Antenor (str.)	Crompton	Sing., China, &c., S.C.	Liverpool

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Canton, Sea Gull. For Colombo, &c.: Scindia, Yorkshire.

SAILING VESSELS.—For Yokohama and Hiogo: Whiteadder, Engelbert, Devana. For Yokohama: Velocity, Columbus. For Shanghai: John R. Worcester, Hopewell, Fort Regent. For Chefoo and Tientsin: Fanny. For Hong Kong: Irvine, Sir Harry Parkes, Malacca, Burdwan, Corea. For Hong Kong and Foochow: Her Majesty. For Manila: Maria. For Singapore: Janet Ferguson, Star of the South. For Penang: Peri. For Colombo: Caroline Hutchings, Alchymist, Seafield. For Galle and Ceylon (via Swansea): Peveril of the Peak.

At LIVERPOOL.—For Yokohama and Hiogo: Dovenby. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Achilles (str.), Diomed (str.). For Hong Kong: Kentville. For Hong Kong (via Cardiff): Sapphire. For Manila and Singapore (via S.C.): Emiliano (str.). For Manila: Alejandro, Loyola, Gloria. For Singapore: North East. For Batavia and Sourabaya: Bothwell Castle. For Ceylon: Gaston. For Colombo, &c. (via S.C.): Statesman (str.).

At GLASGOW.—For Shanghai: Merse. For Hong Kong: Archos.

At GREENOCK.—For Galle, &c.: Diadem.

SPOKEN.

CHLORIS (German barque), Samarang to Rotterdam, Nov. 23, off Anjer.
PROSPERE (brig), from Foochow, 59 days out, Dec. 24, off Cape Agulhas.
CARMELITA AND IDA, Foochow to Amsterdam, Feb. 11, 26 N., 41 W.
PANIC, for Manila, Jan. 30, 5 N., 24 W.
A Dutch ship, Batavia to Amsterdam, Jan. 1, 35 days out.
JAN V. GABEN (Dutch brig), Singapore to Boston, Jan. 2, 60 days out.
MOUNTAIN LAUREL, Singapore to Liverpool, Jan. 28.
ROBERT KERR, Liverpool to Singapore, Jan. 24, 1 S., 23 W.
HENRIETTA GERARDINA SUSANNA, Bat. to Amstdm., Jan. 28, 4 N., 2 W.
MSYSORE (French), Siam to Marseilles, Jan. 31, 6 N., 25 W.
WYRUM (brq.), Amsterdam to Batavia, Oct. 7, 38 S., 19 W.
HOPE, Shanghai to London, Jan. 27, 3 N., 22 W.
LINCELLES, Colombo to London, Jan. 21, 1 W.
BLACKWALL, Samarang to Falmouth, Jan. 7, 30 S., 41 E.
DOROTHY, Colombo to London, Jan. 28, 34 S., 18 E.
WILLIAM POELMAN, Batavia to Rotterdam, Jan. 18, 31 S., 39 E.
BIXELLVAN (Brit. ship) (?), Macao to London, Nov. 17, 11 S., 107 E.
JAVA (N. G. bq.), Foochow to Falmouth, Dec. 26, 34 S., 26 E.
MUTLAH, Manila to New York, Dec. 3, 12 S., 94 E.
EVEREST, London to Hong Kong, Feb. 18, 42 N., 60 W.
MANLY (barq.), Shanghai to New York, Dec. 13, 35 S., 21 E.
A bq. showing No. 0,742, 3rd d. p., Shng. to Ld., Dec. 13, 35 S., 19 E.
AILSA, from Shanghai, Feb. 29, 43 N., 28 W.
COTHERSTONE, Newport to Singapore, Jan. 14, 33 S., 27 W.

FREIGHTS AND CHARTERS.

Berth freights to the East are steady, tonnage being in most request for Singapore and China. Coal freights from the northern outports are unchanged.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama and Nagasaki: 100s. meast. To Hiogo: 110s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 60s. meast. To Sourabaya and Samarang: 95s. meast. To Padang: 105s. meast. To Batavia: 90s. meast. To Saigon: 100s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Yokohama: 35s. weight, 30s. meast. To Shanghai: 35s. weight, 30s. meast. To Chefoo: 45s. weight or meast. To Tientsin: 50s. weight or meast. To Hong Kong: 35s. weight, 25s. meast. To Manila: 30s. weight, 45s. meast. To Batavia and Sourabaya: 20s. weight or meast. To Singapore: 20s. weight or meast. To Penang: 30s. weight, 35s. meast. To Ceylon: 15s. meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £36. To Penang: £25. To Singapore: £25 to £26. To Galle: £20. From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 42s. To Chefoo: 42s. 6d. To Shanghai: 47s. to 48s. To Hong Kong: 37s. to 38s. To Manila: 25s. To Colombo: 22s. 6d. To Galle, 22s. To Singapore: 27s. To Cheribon, 21s.

From Birkenhead, per ton.—To Shanghai: 36s. To Hong Kong: 30s. To Singapore, 20s. to 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 40s., ship 45s.; to Shanghai, steamer 35s., ship 40s.; to Hong Kong, steamer, 30s., ship 35s.; to Singapore, steamer 25s., ship 25s. to 27s. 6d.

CASUALTIES.

The Ymuiden (barq.), of and from Amsterdam, to Batavia, went ashore on the Goodwin Sands, March 2, but was assisted off by boatmen, who proceeded with her to Nieuwe Diep, where she arrived on the 4th, with loss of anchor and chain.

The Willy Rickmers, Stolt, which arrived at New York, Feb. 17, from Shanghai, had encountered a hurricane from E.N.E. to N.W., lasting twenty-four hours, Feb. 9, off Cape Hatteras, during which she lost foretopgallantmast, mizentopmast, and sails.

The Ranavola (barque), Evans, which sailed from Shields Feb. 28, for Singapore, put back March 5, having been ashore between Souter Point and Sunderland.

A telegram received from Hong Kong, dated March 4, states as follows:—The Cissy, Spencer, from Foochow to America, with tea, was ashore at Spiteful Island, River Min, during a hurricane; she is making no water, but has returned, and will probably discharge her cargo.

The Midnight, Brock, which arrived at New York Feb. 22, from Shanghai, had encountered strong N.E. and N.W. gales from Bermuda, during which she lost sails.

The Robert Fletcher, from Hong Kong to New York, ashore at East Moriches, has been much broken up during a gale; the cargo is out and scattered along the beach; a great quantity has been saved in a damaged condition, in addition to the portion secured (about one-half of the total cargo) before the vessel broke up.

The Yarra, Orfeur, which sailed from London, Feb. 19, for Amoy, Chefoo, &c., put into Falmouth, 29th, to restow cargo.

A portion of the cargo, consisting of 762 bales of tobacco, has been discharged perfectly dry from the fore hold of the Emiliano (str.), de Larrinaga, arrived at Liverpool, from Manila and Singapore (via S.C.). It is believed that a further quantity of 250 bales (dry) is still in that compartment of the vessel. The whole of the vessel aft of the fore hold was submerged, and the cargo, particularly the tobacco, in the other compartments is much damaged.

MISCELLANEOUS.

At ST. HELENA.—Feb. 1, Ben Nevis, Moodie, from Penang, and sailed for London; 3, Jeanie Louttit, Murdoch, from Shanghai, and sailed 4th, for New York; 5, West, Sentry, from Batavia, and sailed 7th for Falmouth; 6, Vigilant, Wood, from Colombo, and sailed for London; 7, Lubra, Bryant, from Amoy, and sailed 8th for New York; Erie, Duncan, from Zebu, and sailed for Liverpool; 8, Early Morn, Fursman, from Hong Kong; Cleta, Middleton, from Shanghai, and both sailed for New York; Mr. Jacob *v.* Lennep, *v.d.* Sprenkelf, from Sourabaya, and sailed 9th for Amsterdam; 10, Papillon, Leveque, from Macao, and sailed 11th for Havana; Josefina Calezada, from Zebu, and sailed 11th, for Falmouth; Unison, Walker, from Pasaroeang, and sailed for Boston.

Off ST. HELENA.—Feb. 6, Emma Louisa, from Philippines, for Queenstown; 2, Beemah, from Foochow, for London; 5, Catharine Fullarton, from Amoy, for New York; Brockham, from Foochow, for London.

At TABLE BAY.—Jan. 29, Bertie, Lecouteur, from Singapore.

Advices from St. Helena, dated Feb. 12, state that the Margaretha (German schooner), which arrived there 4th, from Table Bay, had been chartered to take on the remainder of the cargo ex Matador, Kimme, from Ilo Ilo to London, which put into St. Helena, leaky, and was afterwards condemned.

At SUEZ.—Vidar (str.), from London, and was to leave, March 3, for Batavia.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.
				Tns.	Tons.	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£	£	Cwt.	£
Sing Tai	Chefoo & Tient.	London.	Jan. 31	100	...	...	100	30	6035	45	54000	28000	...	...	...	20000	...	...	13	87	...	212	...	...	47	52	133	...	440	...	...	...	132	...	...
Albuera	Japan	,,	Feb. 5	370	27	...	63	...	1675	889	...	...	...	388	...	107808	...	24	128	822	649	4193	1262	2507	1589	193	347	45	583	171	...	515	442	14	...
Cutty Sark	Shanghai	,,	,, 6	259	...	...	100	5	198	655	2101188	...	...	3315	75	3700	105	102	234	336	997	6647	1979	...	46	137	191	830	507	644	6	141	276	...	...
Sir Lancelot	Do.	,,	,, 10	71	...	4	52	...	1100	566	1623190	...	...	2570	...	...	...	30	143	2118	221	710	684	6	119	...	...	573	152	36	...	62	74	6	...
Caldera	Colombo	,,	,, 13	362	1	...	...	...	...	544	50750	...	...	...	...	...	...	258	23	1040	1220	...	...	125	32	...	...	...	445	29	...	7	...	...	...
Wm. Ritson	Hong Kong	,,	,, 13	74	...	21	156	...	...	344	748950	...	...	400	...	80480	...	37	124	881	194	42	436	1100	240	105	514	...	139	11	9	458	175	...	...
Copernic, str.	Galle	,,	,, 16	...	...	...	...	...	...	16	375	...	...	11	...	...	...	...	...	...	...	...	...	...	...	120	...	...	4	5	...	28	...	...	115
Do.	Singapore	,,	,, 16	...	...	...	...	...	...	32	8000	5400	...	65	...	...	25	...	...	...	...	...	...	...	...	100	...	...	...	...	3	34	90	...	...
Do.	Batavia	,,	,, 16	...	...	...	...	...	54	110	2400	51188	...	60	...	1000	...	...	...	...	...	...	...	...	...	20	...	...	...	...	...	90	...	...
Do.	Hong Kong	,,	,, 16	...	...	...	...	...	...	100	756200	6000	...	275	202	48800	...	...	...	...	...	...	...	...	...	410	...	...	62	18	4	34	202	...	...
Do.	Shanghai	,,	,, 16	...	...	...	...	...	...	27	1825640	18720	...	6015	...	1000	111	...	...	56	25	...	294	3200	...	1878	...	...	...	...	20	155	202	...	...
Do.	Japan	,,	,, 16	8	5	...	...	...	...	196	141937	...	...	7487	...	40000	88	...	...	...	22	...	...	74	...	...	...	...	...	...	...	...	...	...	30
Aracan	Shanghai	,,	,, 17	127	...	...	250	13	350	899	2307250	...	...	6940	...	5600	55	...	85	412	186	662	677	65	160	...	...	...	68	8	...	186	147	11	238
Fenella, str., via S.C.	Colombo	,,	,, 17	...	...	...	...	...	...	...	407600	82200	...	...	...	...	...	...	...	...	39	...	...	...	...	...	...	...	...	...	...	...	...	...	250
Punjaub, str., via S.C.	Do.	,,	,, 19	...	...	...	...	...	30	466	362880	15400	...	111	...	...	...	...	...	...	...	...	...	...	...	60	...	...	...	5	36	20	...	...	300
Emblehope, str., via S.C.	Do.	,,	,, 23	...	36	...	...	1	32	810	303938	56570	...	...	...	...	...	121	26	60	...	377	226	55	61	1124	...	...	32	30	...	364	236	5	...
Lord of the Isles, str.—S.C.	Singapore, &c.	,,	,, 26	...	...	...	...	...	...	770	831604	...	...	...	...	...	...	...	...	...	...	97	146	...	28	226	638	...	3	£27	3	666	27	...	...
Do. do.	Hong Kong	,,	,, 26	42	...	10	25	...	30	950	1816575	9600	37	4257	210	92100	72	...	4	3	171	274	222	...	100	1601	...	...	40	73	6	140	255	...	270
Do. do.	Shanghai	,,	,, 26	...	...	25	102	...	225	3052	4219748	102757	...	34962	...	...	40	...	...	...	53	1494	271	...	160	172	...	18	109	68	£41	90	16	...	250
Do. do.	Yokohama	,,	,, 26	...	...	...	...	...	97	186	12220	...	199	2238	24	72820	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16	...	...	...
Ulysses, str., via S.C.	Singapore, &c.	Livrpool	,, 23	...	...	...	...	...	3cs.	105	1496936	82442	306	3994	610	27967	...	...	...	...	...	...	...	...	556	294	...	...	...	...	...	...	...	...	52
Do. do.	Java	,,	,, 23	...	...	...	...	...	...	40	285686	207629	608	100	...	...	...	...	...	3	37	...	77	...	...	270	...	...	...	...	...	16	...	...	...
Do. do.	Manila	,,	,, 23	...	...	...	...	...	...	45	13500	109070	...	620	...	5334	...	...	...	...	...	...	...	...	...	20	...	...	...	...	...	75	...	...	...
Do. do.	Hong Kong	,,	,, 23	...	...	...	...	...	700	55	763210	35500	...	1374	...	163200	...	...	...	...	...	...	...	...	...	180	...	...	...	64	...	...	...	...	...
Do. do.	Shanghai	,,	,, 23	...	...	...	6	...	...	345	3507867	187925	...	2174	...	16000	...	...	...	...	...	...	...	...	...	33	1cs.	...	3cs.	£250	4	...	10cs.	...	2cs.
Do. do.	Japan	,,	,, 23	...	...	...	...	...	...	174	...	13200	1cs.	1645	...	20000	...	...	...	...	...	...	...	...	...	63	...	...	...	250	4	...	...	...	8cs.
Rosedale	Singapore, &c.	Glasgow	,, 9	...	17	...	...	...	...	819	562470	61200	427	205	...	2610	...	105	236	...	...	300	105	...	...	40	...	198	435	10	...	1cs.	32	...	...	1cs.

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Sing Tai	Chefoo, &c.	16	...	21	12	...	...	63	...	...	...	...	...	...
Albuera	Japan	586	66	1669	648	...	...	85	1798	163	...	460	...	30
Cutty Sark	Shanghai	310	85	120	...	25	23	...	133	40	...	137	...	12
Sir Lancelot	Do.	114	...	10	110	47	...	...	180	24	...	...	...	...
Caldera	Colombo	...	...	52	...	...	34	25	...	138	...	...	...	...
Wm. Ritson	Hong Kong	30	...	87	22	...	14	...	16	16cs.	...	...	...	...
Copernic, str.	Galle	...	...	...	4	2	...	...	...	...	70	71	...	...
Do. do.	Singapore	...	18	138	8	...	...	...	50	...	107	...	...	450
Do. do.	Batavia	...	17	...	...	...	...	...	...	...	...	...	...	...
Do. do.	Hong Kong	2	33	1579	120	72	...	88	...	20	100	890	...	150
Do. do.	Shanghai	207	...	72	156	...	20	23	10	18	...	280	...	...
Do. do.	Japan	105	103	1640	542	761	...	260	222	...	...	166	...	...
Aracan	Shanghai	83	...	...	...	...	...	...	...	14	41	...	227	...
Fenella, str., via S.C.	Colombo	25	...	164	...	...	...	...	...	...	10	...	...	...
Punjaub, str., via S.C.	Do.	180	...	147	35	...	120	23	...	...	...	...	...	...
Emblehope, str., via S.C.	Do.	266	...	109	150	...	117	173	...	448	...	301	...	...
Lord of the Isles, str., v.S.C.	Singpre., &c.	120	...	...	8	62	120	16	...	130	28	...	...	13
Do. do.	Hong Kong	104	72	772	220	88	...	240	129	...	970	312	531	100
Do. do.	Shanghai	547	42	123	67	306	132	57	164	...	...	315	...	150
Do. do.	Yokohama	72	...	82	1383	129	...	178	...	...	...	98	...	...
Ulysses, str., via S.C.	Singpre., &c.	10	25	...	2cs.	2cs.	...	...	...	37	...	280	...	...
Do. do.	Java	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. do.	Manila	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. do.	Hong Kong	15cs.	...	...	129	...	...	...	...	...	...	...	...	...
Do. do.	Shanghai	5	...	15cs.	563	...	...	47	...	10cs.	...	40	...	...
Do. do.	Japan	60	...	...	...	...	1cs.	18	...	...	...	457	1cs.	...
Rosedale	Singpre., &c.	...	...	...	...	...	...	...	...	460	...	...	...	...

ADDITIONAL.—Per SING TAI.—Boards, £17; goods, manufactured, £25; matches, £256; coals and coke, 20 tons; gunpowder, 25 lbs.

Per ALBUERA.—Cottons, £1,780; carriage, £75; corks, £47; caoutchouc manufactures, £200; drugs, 13 cases; glass, 2 cases; goods, manufactured, £130; effects, £70; sugar, 20 cwt.; felt, £6; mineral waters, £12; matches, £240; oats, £13; fruits, 14 cwt.

Per CUTTY SARK.—Corks, £18; carriages, £175; goods, manufactured, £80; mineral waters, £272; sugar, 44 cwt.; shot, £85; geneva, 705 gallons; billiard, &c., tables, £90.

Per SIR LANCELOT.—Cottons, £520; corks, £12; cement, £250; felt, £53; mineral waters, £124; sugar, 112 cwt.; scientific instruments, £38; water-cart, £40; coals and coke, 489 tons; geneva, 480 gallons.

Per CALDERA.—Cottons, £575; cement, £50; coals and coke, 155 tons; geneva, 2,672 gallons; gunpowder, £1,500 lbs.

Per WM. RITSON.—Corks, £42; felt, £90; goods, manufactured, £100; matches, £260; mineral waters, £60; sugar, 55 cwt.; coals and coke, 340 tons; zinc, 1 ton; rum, 17 gallons.

Per COPERNIC (str.).—To Galle: Effects, £3. To Singapore: Goods, manufactured, £90. To Hong Kong: Cottons, £850 and 17 bales; effects, £759; goods, manufactured, £20; quicksilver, 650 bottles. To Shanghai: Cottons, £1,800; carriage, £110; cheese, 40 boxes; effects, £992; seeds, £10. To Japan: Cottons, £490; effects, £325; goods, manufactured, £260; delaines, &c., £400. To Manila: Church ornaments, £50; leather manufactures, £120; buttons, £20; stationery, £26; fancy goods, £60. To Hankow: Red wine, 12 gallons. To Batavia: Cambrics, &c., £70. To Eastern Ports: Bar iron, 5 tons; plate iron, 2 tons; steel, 1 ton; machinery, £40; hardware, £52; coloured cottons, 37,690 yards; mixed fabrics, £642; woollens, £5,591; plated ware, £53; beer in glass, 8 barrels; British spirits, 6 gallons; white wine, 26 gallons; oil, 12,719 gallons; haberdashery, £50; oilman's stores, £2,185; provisions, £257; stationery, £37; drugs, £1,182; manufactured leather, £2,340; fancy goods, £389; confectionery, £38; cottons, £200; india-rubber manufactures, £205; goods, manufactured, £50; cotton seed, £4; tea, 90 lbs.

Per ARACAN.—Caoutchouc manufactures, £390; candles, 300 boxes; goods, manufactured, £2; matches, £160; mineral waters, £63; geneva, 1,020 gallons.

Per FENELLA (str.).—Effects, £72; geneva, 11 gallons.

Per PUNJAUB (str.).—Effects, £114; cottons, £46; sacks, £30; tea, 251 lbs.

Per EMBLEHOPE (str.).—Goods, manufactured, £50; iron bridge, £1,708; matches, £537; sugar, 14 cwt.; delaines, &c., £240.

Per LORD OF THE ISLES (str.).—To Singapore, &c.: Cottons, £1,260; effects, £320; goods, manufactured, £253; billiard, &c., tables, £105. To Hong Kang: Cottons, £2,861; effects, £144; goods, manufactured, £1,129; quicksilver, 1,975 bottles. To Shanghai: Cottons, £21,978 and 106 bales; effects, £1,193; goods, manufactured, £8; mineral waters, £30; sugar, 24 cwt.; woollens, 100 cases; delaines, &c., £3,405. To Yokohama: Cottons, £24; effects, £225; goods, manufactured, £143.

Per ULYSSES (str.).—To Singapore, &c.: Cottons, £670; clocks, £40; hardware, 4 cases; woollens, 6 cases. To Hong Kong: Cottons, 10 cases and 1 bale; hardware, 11 cases; leather, 1 case; woollens, 3 cases; guns, £2,000. To Shanghai: Cottons, £1,000 and 61 bales; soap, 5 cases; shoes, 1 case; umbrellas, 5 cases; woollens, 12 cases. To Japan: Cottons, £30. To Macassar: Yarn, 3,295 lbs.; printed cottons, 28,800 yards.

Per ROSEDALE.—Cottons, £1,028; goods, manufactured, £254; iron pier, £3,900; gunpowder, 20,000 lbs.

Per MAIDEN QUEEN, from London to Hong Kong, cleared Feb. 21.—Coals, 1,086 tons. Per WESTERN CHIEF, from London to Hong Kong, cleared Feb. 21.—Coals, 944 tons. Per DRAGON, from London to Hong Kong, cleared Feb. 22.—Coals, 857 tons. Per CAVALIER, from Liverpool to Hong Kong, cleared Feb. 14.—Coals, 1,430 tons; tobacco, 162 lbs. Per MIRANDA, from Liverpool to Singapore, cleared Feb. 23.—Coals, 589 tons. Per WHITE STAR, from Liverpool to Singapore, cleared Feb. 24.—Coals, 2,213 tons; tobacco, 114 lbs.

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RESERVED FUND, £444,000.

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The great extension of steam communication both by sea and river, and the creation of telegraphic connections, since the existing local Bank was founded, have greatly added to the importance of Shanghai, until it has become the great depot or distributing point for the trade of Northern and Central China; but, while it seems desirable that Shanghai should be the head-quarters of the new Bank, and its direction on the spot where the principal interests are involved, a local committee will be formed in Hong Kong for the promotion of the undertaking there.

The success of other public companies in Shanghai and Hong Kong, and the evidence of a large sum of money seeking investment in China, encourage the belief that the proposed Capital for this Bank will be readily subscribed; many influential native merchants have already come forward as active promoters and supporters of the undertaking, and the Committee look for a very valuable constituency from Chinese sources.

The legal constitution of the Bank is engaging the consideration of the Committee, and reference has been made to London and elsewhere for the best legal advice upon the subject; and it is understood that no Shares will be allotted, nor will operations be commenced until the necessary arrangements have been completed, when further information will be laid before the intending Shareholders. In the meantime, applications for shares are invited until the 15th April, 1872, but must be on the prescribed forms, which can be obtained from the Secretary.

By order of the Provisional Committee,

J. GILFILLAN, Secretary.

Shanghai, 17th January, 1872.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

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MODERATOR LAMPS AND LAMPS FOR INDIA.

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ESTABLISHED 1807.

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NAVAL AND MILITARY GAZETTE,

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A SATURDAY MORNING PAPER,

ESTABLISHED 1833,

Now under new Editorship, gives all the Naval and Military News of the Week, from both Home and Foreign Stations, interesting alike to those in the Services and to their Friends.

Price THREEPENCE.

166, FLEET-STREET, E.C.

THE ELLIPTICAL MAP OF THE WORLD FOR 1872

COMPRISES FOLLOWING DETAILS OR CHARACTERISTICS:—

1. The Greenwich Meridian bisects the Map equally, the Parallels of Latitude right lines, Meridians of Longitude equidistant as to latitude, converging to the Poles, and length of every Tenth Degree in English Miles.
   International Voyaging, Travelling, Exploring, and Telegraphic and Railway Routes, with distances in English Miles.
3. Oceanic Currents and Trade Winds, &c., indicated by a series of darts and arrows of direction.
4. Magnetic Variations, illustrated by a system of circular signs, and lines of no variation of compass.
5. Various Geographical Notes—
   Antipodes of certain localities determined—Sites of Ancient Cities and Land of Eden—Last Voyage of Sir J. Franklin—Farthest points reached by Navigators towards the Poles, &c.
   A Reference Table and Traversing Lines eastward and westward, and Notes to elucidate periodical action of Solar Light and Heat, and Mean Temperature of Various Climates.
7. Maps of Arctic and Antarctic Regions.
8. Maps of Celestial Hemispheres and Sun's Course.
   Method of Colouring indicates the Territorial Extent of Races, Languages, or Religions, as English, Spanish, Mohammedan, &c.

DESIGNED BY G. T. EDKINS, LONDON.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

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JOHN GOSNELL and Co.'s La Noblesse Perfume.

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JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

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TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at he above port afford every facility. at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, an dat average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and ools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR MALTA	Every Thursday at 2 P.M.	—
ALEXANDRIA. ADEN BOMBAY	,, ,,	Every Monday at 5 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Thursday, Mar. 14, at 2 P.M. And every alternate Thursday thereafter.	Monday, Mar. 25, at 5 A.M. And every alternate Monday thereafter.
AUSTRALIA NW. ZEALAND (Cargo only.)	Thursday, Mar. 14, at 2 P.M. And every fourth Thursday thereafter.	Monday, Mar. 25, at 5 A.M. And every fourth Monday thereafter.

And all Ports touched at by the Steamers of the British India Company.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Orientalplace, Southampton.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

February 18
March 3
March 17
April 14
April 28
May 12
May 26
} For { Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The steamers of the 18th Feb., 17th March, 14th April, and 12th May connect at Aden with the steamers for Seychelles, Reunion, and Mauritius.

The steamers of the 3rd March, 31st March, 28th April, and 26th May connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
,, Constantinople... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,, ,,

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

PENANG, SINGAPORE, CHINA, AND JAPAN.

THE following SPLENDID First-class STEAMER and SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Penang, Singapore, H. Kong, and Shanghai, taking goods for Japan.	Sea Gull, s.s. via S.C.	100 A 1	E.I.D.	Mar. 15
Shanghai ...	Hopewell ...	A1 13 yr.	SWID	With des.
Ditto	The Sir J. Family ...	A1 14 yr.	E.I.D.	To follow
Hong Kong.	Sir H.Parkes	A1 16 yr.	W.I.D.	With des.
Yokohama...	Columbus ...	A1 16 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15 h calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days f om England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 42 ,, ,,
Australia ..... in 47 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Steamship Company and United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

CHINA AND JAPAN.

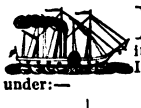
ROBERTSON and CO. will despatch the following first-class steam and sailing CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Penang, Singapore, H. Kong, Shanghai, & Hankow	Russia, s.s.	A1 100	SWID	March
	New Stmr.	A1 100	SWID	April
Hong Kong. Hg. Kg. & Foochow-foo	Burdwan ...	A1 14 yr.	SWID	March 15
Shanghai ...	Her Majesty	A1 14 yr.	SWID	With des.
Amoy	Allsa	A1 16 yr	SWID	With des.
Yokohama & Hiogo	Veronica ...	A1 14 yr.	SWID	With des.
	Devana ...	A1 13 yr.	SWID	With des.
	Velocity ...	A1 14 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's court, Cornhill, London; 10, Orange-court, Liverpool; or York Chambers, 55, King-street, Manchester.

PASSENGERS to CHINA PENANG, and SINGAPORE.—One of the steamers of the Russian Steam Navigation and Trading Company's Fleet.—The magnificent, new, full-powered ocean screw steam clipper ship RUSSIA, of the highest class granted by Lloyd's, 2,500 tons register, G. SOUTOCOVOY, Commander, will be despatched from the South West India Docks about the 25th of March. She is engined by the celebrated firm of Messrs. J. Penn and Son, of Greenwich, with an effective power of 1,500 horses, yielding a speed of 11½ knots per hour. Her state rooms are fitted in a superior manner and style, with no one berth over another, and ventilated by special fan and engines, while every modern improvement has been utilised, combined with all the requisites for a first-class steamer in the Indian and China trades to ensure the comfort and health of passengers. Her saloon is distinct from the state rooms, being on the upper deck, the latter being on the main deck. Ten first-class berths are in four cabins, two with three beds each, and two with two beds each, any one or two of which are equally available as ladies' cabins. Has also a superior second-class accommodation for twelve passengers.

Apply to GEO. RUSSELL and Co, 151, Fenchurch-street; or to ROBERTSON and Co., 5, Newman's-court, London, E.C.; 10, Orange-court, Liverpool; or York-chambers, Manchester.



PENANG, SINGAPORE, CHINA, & JAPAN—The following high-classed SCREW and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock	Last Shpping Day
Pen., Sing. Hg Kg.,& Shanghai, via S.C...	Canton, s.s.	A1.....		SWID	March11
Do.	Colombo.s.s.	A1.....	1259	SWID	March25
Shanghai..	J. R. Worcester ...	A1 14 yr.	844	EID	Wth des
Chefoo & Tientsin	Fanny	A1 10 yrs	398	EID	Wth des
Hiogo & Nagasaki	Zohrab.....	A1 9 yrs	412	EID	Wth des

Excellent accommodation for passengers.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

STEAM VIA THE SUEZ CANAL.—To PENANG, SINGAPORE, HONG KONG, AND SHANGHAI, taking cargo for transhipment to Java, Japan, &c., at through rates at shippers' risk (last shipping day March 11, unless previously full), the favourite full-powered Screw Steamer CANTON, 100 A1, 1 215 tons register; 200-horse power nominal, J. C. JAQUES Commander; South West India Docks. This magnificent steamer, built last year by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, has proved herself well adapted for it both by great speed (having in her present voyage passed Port Said in 28 days from Foochow) and sound delivery of cargo. Has splendid accommodation for passengers.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

"Castle" Line of Steam Packets.
Via the Suez Canal.

FROM LONDON FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo at through rates for Java and Japan. —Packet for March. – The magnificent new Clyde-built Steam-ship DRUMMOND CASTLE, 1,281 tons register, 100 A1, 255-horse power nominal, 1,250-horse power effective, A. McRITCHIE, Commander; will load in the South-West India Dock. Passengers are invited to inspect her superior saloon accommodation. She is provided with bath rooms, punkahs, and ice-house.

For Freight or Passage apply to THOS. SKINNER and Co., 5, East India Avenue, London, E.C.

STEAM VIA THE SUEZ CANAL.—To PENANG, SINGAPORE, HONG KONG, AND SHANGHAI, taking cargo for transhipment to Java, Japan, &c., at through rates at shippers' risk (last shipping day March 25, unless previously full), the splendid new full-powered Screw Steamer COLOMBO, 100 A1, 1,259 tons register; 200-horse power nominal, JAMES McNAB, Commander; South West India Docks. This magnificent steamer has just been built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressely for the China trade, and from being sister ship to the well-known and favourite screw steamers Canton and Hong Kong is expected to make a rapid passage. Has splendid accommodation for passengers.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street; or to NORRIS and JOYNER, 60 Cornhill, E.C

With quick despatch.

FOR HONG KONG, the well-known Clipper Ship, COREA, A1 14 years, 581 tons register, ROBERT CARR, Commander; London Docks.

For Freight, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Janet Ferguson, A1 14 yrs.....	581	Mills & Milne.....	Mrch15
Canton, s.s. A1. 100	1,215	Norris and Joyner...	Mrch. 8
Star of the South, A1	665	Wright Bros. & Co.	Mrch 25
Drummond Castle, s.s., A1.....	1,281	Thos. Skinner & Co.	Mrch 31
LIVERPOOL.			
Agamemnon, s.s....	1,550	Alfred Holt.....	Mrch15
Achilles, s.s.....	1,550	,,	Mrch26
GLASGOW.			
Charmian.....	559	T. Skinner & Co.	March

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 31, Great St. Helens, E.C.

The London Line of Packets for Japan.

FOR YOKOHAMA and HIOGO, with prompt despatch, the splendid Clipper Barque, ENGELBERT, 480 tons register, Captain D. BALLEHR; loading in London Dock. This fine vessel was built in 1870 under special survey, and classed 3-3rds L 1. 1. for nine years, being the highest class in the French Veritas; is coppered and copper-fastened. Has just discharged her cargo from Nagasaki in perfect order, and having proved herself to be one of the fastest clippers afloat is specially adapted for the conveyance of fine goods.

For further particulars, apply to MORS LE BLANCH and Co., 7, East India Avenue, London; or The Albany, Liverpool.

FOR YOKOHAMA and HIOGO with quick despatch, the well-known China clipper, WHITEADDER, A1 11 years (owned by Messrs. John Willis and Son), 915 tons register, R. E. HARRIS, Commander; East India Docks. This fine vessel, so well known in the trade is confidently recommended to shippers. Has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall street, London, E.C.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, March 11, 1872.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 446.] LONDON, MONDAY, MARCH 18, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received March 18.
JAPAN — Yokohama	Dec. 1	Jan. 23	Jan. 30
Yedo			
Osaka and Hiogo	Nov. 24	Jan. 17	,, 18
Hakodadi			
Nagasaki	—	—	,, 27
CHINA — Peking	—	—	,, 18
Tien-tsin	—	—	,, 22
Chefoo	—	—	,, 24
New-chwang			
Hankow	Dec. 1	Jan. 25	,, 28
Kiu-kiang	—	—	,, 26
Chin-kiang	—	—	,, 22
Shanghai	Dec. 8	Jan. 26	Feb. 2
Ningpo	—	—	Jan. 30
Foochow	Dec. 8	Jan. 26	Feb. 2
Formosa			
Amoy	—	—	,, 4
Swatow	—	—	,, 5
Hong Kong	Dec. 22	Feb. 2	,, 8
Canton	—	—	,, 7
Macao	—	—	,, 6
PHILIPPINES—			
Manila	Dec. 8	Feb. 2	,, 5
COCHIN-CHINA—			
Saigon	Dec. 22	Jan. 29	,, 5
SIAM — Bangkok	—	—	,, 4
BORNEO—Labuan			
Sarawak	—	—	,, 3
JAVA — Batavia	Dec. 22	Feb. 3	,, 10
Samarang	—	—	,, 9
Sourabaya	—	—	,, 8
MALACCA STRAITS—			
Singapore	Jan. 12	Feb. 13	,, 15
Penang	Jan. 12	Feb. 11	,, 17
CEYLON—Galle	Jan. 26	Feb. 18	,, 23
Colombo	—	—	,, 21

THE MAILS, &c.

The P. and O. mail, bringing the above dates, was delivered, *via* Brindisi, this morning, its due date. The next inward mail (French), with dates, Yokohama Feb. 6, Shanghai Feb. 9, Hong Kong Feb. 15, Singapore Feb. 23, is due, *via* Marseilles, on Monday next, the 25th inst., but will probably reach London by Friday, the 22nd. The Pacific mail, from Yokohama, Jan. 23, was received, *via* San Francisco, on the 11th inst., but the advices had been anticipated.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, about five hours in transmission. A fracture reported last week in the Great Northern Company's cable between Shanghai and Nagasaki has been repaired, and this line is also in working order.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Candia*, arrived March 14.—From Hong Kong: Mr. J. D. Carroll, Mr. and Mrs. Sharp.

To Southampton, per P. and O. steamer *Simla*, expected to arrive March 25.—From Penang: Mr. Holst. From Galle: Mr. and Mrs. Hodgson, two servants, and three second-class passengers.

By Pacific mail steamer *Japan*, arrived at San Francisco, Feb. 15.—To San Francisco: Lieut. J. F. Merry, U.S.N., Miss Nellie Thompson, N. S. Peele, C. H. Tegerina, Mrs. Simmons and son, J. Busch, J. French, Capt Merryman, Capt. H. W. Burdett, H. Bendell W. M. Anderson, S. Mayers, Dr. Junghauns, L. R. Harvey, T. O Connor, eight Europeans, and 329 Chinese in the steerage. To New York: C. H. Eldridge, U.S.N., Mrs Eldridge, infant and nurse, Miss Barnes, C. P. Eldridge, U.S.N., Miss Julia Bell, Capt. H. Derens, T. R. Wheelock, W. T. Newbury, Mrs. Klackmeyer, G Glackmeyer, A. Evers, Saki, O. Kaduro, L. K. Farran, C. T. D. Ackland. To Europe: Charles Hockin, Frank Lambert.

PASSENGERS OUTWARD.

Per French mail steamer *Cambodge*, from Marseilles, March 17 (booked from London).—To China: Attaché to the Embassy of China. To Shanghai: Mr. Hogarts, Mr. Von Root, Mr. Zilmans, Mr. Jaffray, Mr. R. G. Ogle. To Hong Kong: Mr. Tilligman, Mr. Kong. To Batavia: Mr. and Mrs. J. Doornik. To Singapore: Mr. R. S. McLarina.

Per French mail steamer *Peiho*, from Marseilles, March 31 (booked from London).—To Shanghai: Mr. J. Sheldon. To Singapore: Jules Fauber and wife. To Batavia: Mr. H. Slinkers, Mr. G. Livert, Mr. and Mrs. G. Couperns. To Galle: Mr. and Mrs. D. Young and family, Madame d'Ereville and son.

Per French mail steamer *Mei-Kong*, from Marseilles, April 14 (booked from London).—To Batavia: Mr. Van de Brook. To Galle: Sir Hercules and Lady Robinson.

Per P. and O. steamer *Malta*, from Southampton, March 14.—To Shanghai: Mr. A. W. Brown. To Hong Kong: Commander Patterson, Mr. Powell, Surgeon-major Crocker. To Singapore: Capt. Lloyd. To Penang: Capt, Speedy To Ceylon: Mr. H. Craven, Mr. and Mrs. J. V. Tippett, Mr. J. Parsons, Lieut. Kelly.

Per P. and O. steamer *Nyanza*, from Brindisi, March 25.—To Shanghai: Mr. E. Townend, Mr. M. P. Evans. To Hong Kong: Mr. W. Newman, Mr. A. B. Gibb, Mr. J. McNab.

Per P. and O. steamer *Mooltan*, from Southampton, March 28.—To Hong Kong: Mr. and Mrs. Chapman, Mr. Devenny. To Shanghai: Mr. W. Glover, Mr. B. Bourke. To Ceylon: Hon. Justice and Mrs. Stewart, Mr. J. Anderson, Mr. C. Leys.

Per P. and O. steamer *Nyanza*, from Brindisi, April 8.—To Shanghai: Mr. G. Peters. To Hong Kong: Mr. F. Leyburn, Mr. H. S. Hancock. To Singapore: Mr. P. Weyergang.

Per P. and O. steamer *Nyanza*, from Brindisi, April 22.—To Shanghai: Mr. Skeggs, Mr. C. J Skeggs.

Per steamer *Canton*, from London, March 14.—To Hong Kong: Mr. Alan Awston, Mr. Max Tiefenbacher. To Singapore: Capt. Givins (80th Regt.).

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to Jan. 30; the London mail of Dec. 1 had arrived out.

The *Japan Mail* publishes the following list of the names of the Japanese Embassy recently despatched to America and Europe:—The list is official, and the titles as given by the Japanese themselves. H.E.T. Ewakura, Ambassador; H.E.S.T. Kido, H.E.J.T. Okubo, H.E.J.H. Ito, H.E.J.M. Yamagutsi, Vice-Ambassadors; T. Tanabe, N. Ga, G. Foukoutsi, First Secretaries; Watanabe, S. Komats, T. Hayash, K. Nagano, K. Kawazi, Second Secretaries; M. Ikeda, 4th do.; T. Ando, 4th do.; Gov. Nakayama, Woutsumi, Yassuba, Nomura, Yashukawa, Kume, Attaches; T. Takassaki, Hon. Higashikuze, Itsutszi, Murata, Hon. Sasaki, Commissioners; Hiraka, Attache; Okawutsi, do.; Nakano, do.; F. Nagano, do.; General Yamada, Commissioner; Harada, Attache; Hon. Hida, Commissioner; Oshima, Attache; Wurio, do.; Hon. M. Tanaka, Commissioner; Wakayama, Attache; Oki, do.; Abe, do.; Tomita, do.; K. Suguima, do.; T. Yoshio, do.; F. Tanaka, Commissioner; Nakashima, Attache; Kondo, do.; Imamura, do.; R. Wutsimura, do.; Nogayo, do.; H. Madenokozi, Imperial Student; N. Matsugasaki, do.; Nishikinokozi, do.; Omura, Visitor; Matswura, do.; Yougawa, do.; M. Mori, do.; Jushi Mayeda, do.

The following is the translation of a message of the Mikado to the nobles, giving permission to them to take the female members of their families abroad:—

"We are of opinion that the reputation for civilisation, wealth and strength possessed by the countries of the globe arises from nothing else than the power of industry and perseverance which characterise their populations; and the reason why the populations develop their knowledge, polish their talents, and give effect to their power of industry and perseverance, is that each individual does his best as a member of the nation. We have lately changed our ancient system and desire to run equally in the race with other countries. How can we hope to succeed unless the whole population unanimously exert to the full its power of industry and perseverance? The nobles in particular occupying, as they do, an honourable and important position and being the object of the observation of the whole people, are looked upon as models of action. Is it possible to dispense with an extraordinary degree of industry and perseverance on their part, such as will fit them to be the leaders in animating the people? Their responsibilities are indeed grave. In order to secure the result of industry and perseverance, nothing else is necessary but to develop knowledge and to polish the talents. In order to develop knowledge and polish the talents, nothing else is required but to fix the eyes upon

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the aspect of the civilisation of the world, to cultivate pursuits of actual utility, to go abroad for purposes of study in foreign countries, and to learn practically. It may suffice for those whose advanced age precludes their being able to remain and study, to make a tour abroad, to widen their circle of knowledge by seeing and hearing, and thus to improve their understanding.

"In consequence, too, of the want of a system of female education in our country, many women are deficient in intelligence. Besides, the education of children is a thing which is connected intimately with the instruction of their mothers, and is really a matter of the most absolute importance. There is, therefore, of course, not the slightest objection to those who go abroad taking their wives, daughters, or sisters with them, so that they may learn that the instruction of females in foreign countries has a good foundation, and may become acquainted with the right system of educating children. If you will, all of you, really give your attention to this question and exert your powers of industry and perseverance, there will be no difficulty for us in advancing in the region of civilisation, in laying the foundation of wealth and strength, and in running equally in the race with the other countries of the world. Do you therefore take well to heart our wishes, each of you do his best, and assist us in gaining the object of our hopes."

Eight new fire-engines have arrived from the well-known house of Shand and Mason, imported under the order of Mr. Thomas Davis for the Japanese Government. Each engine is intended to be worked by twenty-two men and is supplied with eighty feet of leather hose, and 500 feet of canvas hose. The engines looked well, their numbers being painted in gold Japanese characters on the side, and were otherwise neatly got up with lamps, buckets, &c., also a helmet and trumpets for the head fire men. After they had been inspected by the head of the Japanese fire department, who minutely examined each, one was taken and tried in the Saibansho Court-yard, and made capital practice, throwing a heavy stream 102 feet horizontally.

We learn that the communication from the Japanese Government to the foreign representatives respecting the export of rice is couched in the following terms:—"Leaving the prohibition against the export of rice as it exists, it is intended henceforward, when there is a surplus in the country, as circumstances may demand, that some of the rice stored by the Board of Finance shall be sold at the open ports by public tender to Japanese and foreigners for exportation. The date for sending tenders will be notified on each occasion at the open ports. On certain occasions the Government may export on its own account."

There is no other news of importance from this port.

HIOGO AND OSAKA.

The Pacific mail brings dates from these ports to the 18th January. The Pacific mail from New York Nov. 20 arrived out on the 1st, and the French mail from London Nov. 24 on the 17th Jan.; telegrams from London to Jan. 13 had been received. The following items of intelligence are from the *Hiogo News*:—

The guard-houses which have for so long dotted the outskirts of the concession and native town are tenantless at last. The abolition of these grievances began at Kanagawa—of which the present *Chiji* is, we believe, a man of enlightened and advanced views—and has since extended both to Hiogo and Osaka. There can be no doubt that if Treaty arrangements had been conscientiously carried out they would never have had any existence at all, for very little trouble had to be taken by even the most careless inquirer, in order for him to be satisfied that the only reason of their existence was to put pressure in the shape of a tax on those who returned from Kobe carrying purchases made from foreigners, which was a clear and unmistakable infringement of Treaty rights.

There has been quite a revolution on a small scale, in the local Government of Osaka, all the upper officials having retired. The late Chiji, Mr. Yotsusuji, the late Daisanji, Mr. Iwashita, and the late Gon-daisanji, Mr. Mori, are all summoned to Yedo; the late Shosanji, Mr. Doi, alone of the higher officers remaining in Osaka. It is said that there is to be no new Chiji appointed. The new Gonchiji, or Governor, is Mr. Watanabi, formerly Daisanji, and Mr. Fujimura, late Shosanji of Kioto-fu, is the new Sanji or Vice-Governor. The other appointments of the higher grades have not yet been filled up.

We hear that nearly all the telegraph posts between Hiogo and Simonosaki have been erected, and that the completion of the line will be pushed forward as rapidly as circumstances will permit. It is highly probable, therefore, that before the first year commenced has reached its meridian the line will be completed between Hiogo and Nagasaki, thus connecting the settlement with the telegraphic system of the world.

There has been launched at Hiogo the largest steamer yet built at the port. She has been named the *Tamai Yoshi Maru*, and her dimensions are as follows:—Length all over 125 feet; length of keel 116 feet; beam 18 feet; depth of hold 7 feet 6 inches; tonnage 160 tons. She is a twin screw, and her engines, which were made in England to order, are double, high pressure, and fifty H.P. She has been built to the order of Messrs. E. C. Kirby, and Co., of Yokohama and Hiogo.

A steamer has also been launched at Osaka; she has been named the *Osaka-maru*, and was built by Mr. P. Seger to the order of Messrs. Kniffler and Co. The following are the dimensions, &c.:—Length, 86 feet; breadth of beam, 15½ feet; tonnage, 45 tons; depth of cargo hold, 4½ feet; engines, 23-horse power, nominal; draught of water, 3¾ feet; will carry 250 passengers. The vessel, it is said, is intended to run in the Inland Sea.

The usual Christmas festivities have passed off at these ports in the old time-honoured manner. Dinners have been the usual channels which have been chosen for the manifestation of the sentiments which pervade to a greater or less extent all European society at this time, and whatever may be said theoretically as to the propriety of celebrating a great festival of the Christian Church by an enormous "feed," it is certain at least that it answers well the purpose which is supposed to underlie all the celebrations, in spreading goodwill amongst men.

For the first time since the port was opened, Osaka owns a club of its own. The new institution, which is to be opened on New Year's Day, is located in the house lately in the occupation of Messrs. Adrian and Co., No. 16, Foreign Concession. The Club contains a well lighted billiard-room, some forty-four feet by twenty, a comfortable reading room, and other conveniences.

Lot six of the Foreign Concession at Hiogo has been sold by auction. The lot and buildings, which are centrally situated on the Bund, were knocked down to Messrs. Lehmann, Hartmann, and Co. for the sum of Mex. $18,000. This is, we believe, something under the original cost, and shows a depreciation in the value of real estate.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, Jan. 15, 1872, VIA SAN FRANCISCO.

My last usual monthly letter was despatched on the 15th ult.; since then the following mails have been delivered here, viz., 27th October, 3rd, 10th, and 17th November—the latter yesterday morning, fifty eight days from London.

The interval has been marked by fresh deportations of native Christians from the villages in the vicinity of the entrance to this port, but so secretly has it been done that reports appear to have reached Hiogo before any became public here. It is beyond doubt that some people have been removed, but the numbers stated range from sixty up to as high as 300, and the whole of them are men. In my first letter to you, despatched exactly two years ago, I had to convey similar intelligence to what this letter contains. At that time I was enabled to collect reliable and minute information regarding what was taking place, but at the present time everything is enveloped in deep mystery, or I should have written to you at once had I been able to give you particulars concerning the present raid. The missionaries here have been asked, but they are very guarded in their statements, and say that the publication of details, while not serving those already persecuted, would, in all probability, lead to more being suspected and becoming victims. Two years ago I could understand the Japanese authorities committing any barbarity, but at the present time such acts are incomprehensible, and are so contradictory to their recent policy in worldly matters.

It has been surmised by some that the deportation has a more political than a religious object, and that it is done with the view of colonising the island of Yesso; but, owing to its being carried out in such a paternal and secret manner, it has led to rumours getting afloat that it is a crusade against the Cross. This version may be the correct one, but one impossible to either contradict or confirm. As the Japanese Mission is likely to visit England shortly, they will perhaps be able to furnish the British Government with particulars of their actions, in order that the Foreign Minister in his turn may be able to give some satisfaction to any member of Parliament who might, in the interest of humanity, be led to ask what is the meaning of them. The red-hot Catholic journal of this place, the *Nagasaki Gazette*, has a furious article on the question; there is so much exaggeration in it, I do not send you clippings.

Of general news there is again but little to give. A cattle mania has been the prevailing topic here, and the natives have been purchasing and reselling amongst themselves at prices so absurd as to cause considerable doubts to exist as to whether the whole affair was not greatly exaggerated. By this steamer you will receive a *Nagasaki Express* giving a few particulars relating to it, which in some of the items is below the actual prices paid. In one instance as high as $800 was offered and refused for a very fine English pig, but nothing equal, I should imagine, to those taking prizes in England. After rapidly running its course and being the means of causing large importations, prices have declined very considerably, and will leave a very heavy loss to the foreign importers, who will have either to hold them and incur very heavy expenses for food, &c., or sell them to the Japanese for what they will realise. It is said that cattle is to be bred in Japan in future, and hence the excited demand which has been caused by speculators, who will now be able to purchase at their own prices and make foreigners pay for the excitement.

In re Glover and Co. a meeting has been held to confirm the appointment of Mr. J. J. van der Pol in succession to Mr. F. P. Tombrink. A report will be printed and issued as usual. The

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mine will be worked for the benefit of the creditors; which accounts for no dividend being declared yet, as the funds realised go to the account of working expenses.

Christmas-day at this place was as mild as spring in England, and quite out of order, as the climate at this time of year has closely resembled England of late years. Our harbour, which has been but scantily supplied with vessels, is now bare, and it is supposed that sailing vessels find more remunerative employment elsewhere—although the current rate for coals to Shanghai is $3½ to $3¾ per ton. H.B.M. gunboat *Thistle* left this morning for Hiogo. Vessels in harbour: *Boyarin*, *Ermak*, and *Gornoslay*, Russian. Exchange on London 4s. 6¼d. per dollar; Nebus 410 to 415 per $100.

CHINA.

SHANGHAI.

Dates extend to the 2nd February; the French mail from London Dec. 8 arrived out Jan. 26. The following summary is from the *North China Herald*:—

We are glad to learn that the port of Kiungchow in Hainan is to be opened to foreign trade. It was declared open by the treaties of Tientsin, but has never been claimed. Why this port has remained closed is not clear. Perhaps no one merchant has ever pressed his claim to settle there with sufficient energy, or perhaps our economical Government has shied at the cost of a house and Consul's salary. At last, however, the hesitation seems to have passed away, and there is every probability that Kiungchow will be opened in the spring.

In rather remarkable contrast to the rumours which our Tientsin correspondent has lately quoted of Imperialist reverses in Kansuh, the *Peking Gazette* of Dec. 20 describes a series of important victories. Which are we to believe? The places named are not marked on any map to which we have had access, so it is impossible to fix the exact scene of action. The only means of determining it approximately is the mention of the River Tao, which takes its rise in the southern extremity of Kansuh, at the foot of the Peh-ling range, and falls into the Yellow River at Lanchow. The probability is that the places referred to are in the south of the province, on the borders of Koko-nor.

Chung-how and his suite arrived on the 26th Jan., by the Messageries steamer *Meikong*. He has since paid official visits to the foreign Consuls and the Commissioner of Customs.

The prospectus is published of a "Shanghai and Pootung Foundry and Engineering Company." The company is formed, with a capital of Tls. 100,000 in 1,000 shares, to take over the business established by Mr. David Muirhead, and its directorate represents four large steamship interests.

The Woosung bar again! The steamer *Malacca*, which left on the 24th Jan., was unable to cross, and had to return to port and discharge a portion of her cargo. She then succeeded in getting over, on the 26th. In order to be able to get over the bar on the top of high water, the present mail steamer had to leave at 4 P.M. on the 1st Feb., and passengers and cargo had to follow. In consequence of the disreputable condition of this bar, the trade of the port is being seriously inconvenienced. It is high time the Chinese authorities did something; the harbour dues are carefully and punctually collected, and it is both just and necessary that out of this fund the approaches to the harbour and all connected with it should be kept in order.

In monopolies, the axe has been laid to the root of the tree; the establishment of a company to run boats on the Yangtsze is an acknowledged fact, and the million are about to derive advantages. For those immediately interested in the companies the position is at present uncertain; a fight will cost all so concerned much, but it seems to us that by avoiding war the companies may retain and secure a profitable trade, and the public a reasonable rate of freight. There are other monopolies which await the axe—not the least prominent, the Gas Company. This ought to be in the hands of the Municipal Council, which, instead of paying upwards of Tls. 10,000 per annum, would both light the place and derive a profit of considerable amount to go towards reduction of taxes.

The Chinese giant, Chang, continues to attract no slight curiosity alike from natives and foreigners. On the 30th Jan. he paid the Oriental Bank a visit, and a considerable crowd gathered in front of the building to obtain a sight of him, the numbers being constantly augmented by new arrivals, till a policeman found it necessary to require the Chinese portion to move on and not obstruct the side-walk. Chang's exit was delayed, and expectation satisfied itself for a few minutes with affecting to mistake for the giant several prominent members of the community, as they came out. In a short time Chang's tall figure really emerged, and the crowd were awed into silent observation as he walked away—the impression left by his appearance being that he was every inch a giant. Chang was dressed in foreign costume, including a "bell topper," and was accompanied by his foreign wife and a foreign-dressed Chinawoman. None of the party took any notice of the curiosity excited by their presence.

The annual meeting of subscribers to the British Church establishment was held at the British Consulate on the 29th Jan. The accounts, showing a balance of debt on the Church of Tls. 2,487.62, and on the parsonage of Tls. 2,441.64, were passed. A resolution to collect Tls. 11 extra from each seat-holder for the present year, for the purpose of wiping off the former amount, was carried. Messrs. J. Dent and A. A. Krauss were elected trustees, and Mr. F. R. Gamwell treasurer for the present year, and a vote of thanks was given to the subscribers to the Hobson memorial window.

Falls of snow occurred here more or less heavily from the 23rd to the 29th Jan. A heavy fall on the 31st put a stop to the usual weekly paper hunt. The snow did not, however, remain long on the ground, and all trace of it is now gone.

A Chinkiang correspondent writes on the 22nd Jan.:—The rice export continues unabated; the river is full of craft loading for the South. Another attempt is to be made to moor the hulks on the south side of the river; but rumour says a wharf is again talked of—and no place wants one more.

The Tientsin correspondent of the *North China Daily News* writes:—The people are dying in great numbers daily. A brother of one of my servants saw two people breaking open a child's coffin on the plain. This could hardly be for the clothes on it. He supposed they were going to eat the body. The authorities say, when speaking of the starving people, "there are too many people;" meaning too many to be fed by them, and it is impossible to avoid their dying of hunger."

Several failures connected with share operations have taken place.

A dividend of 10 per cent. has been declared by the French Gas Company.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Feb. 1.

Anticipating the publication of the Customs Gazette for the last quarter of 1871, which will include returns from all the Treaty ports, the Commissioner has issued a separate pamphlet giving the statistics of trade at Shanghai for the period. There is nothing either very interesting or very important in bare comparisons of figures for corresponding intervals of time in successive years, nor from such comparisons can any valuable inferences be drawn as to the increase or decadence of trade. The falling off or increase at one place may be more than balanced by an increase or falling off at some place in the immediate neighbourhood—Chinkiang or Ningpo, for example, if we were considering Shanghai alone. Then, again, a flood or a drought somewhere in the consuming or producing districts, fed by or feeding a port, will cause a temporary stagnation, which is no index at all to altered capacities in the port; or apprehension of political trouble at no distant date will stimulate trade temporarily, being followed, of course, by a corresponding reaction. An instance of this occurred at Tientsin shortly after the massacre. The Chinese for some months believed implicitly that war would be declared by one or several of the Western Powers, and that trade at the northern ports would be soon seriously interrupted. Accordingly during the six months following the massacre the native merchants imported most freely, trusting to get the goods into the interior before difficulties of transport should arise. So at Chefoo, in the third quarter of 1870 the dealers in foreign goods bought far in excess of their actual requirements, expecting (and no doubt devoutly hoping) that troubles at Tientsin would compel purchasers from the interior to resort to Chefoo, instead of to the more northern port. Thus the figures were temporarily inflated, but it is to be remarked that for many months the impression of impending war remained so vivid that large consignments of foreign goods continued to be daily sent into the interior from Chefoo. But it is both interesting and important to institute comparisons between two periods of considerable length separated by a long interval. Looking back to an old volume of returns I find that in 1861 the total value of the import and export trade of Shanghai was £22,853,537; namely, imports £10,403,972; opium $3,742,622; exports £8,706,943. No return has yet been made for 1871, but by a little calculation we can make an approach to what it will be. The total of duties, exclusive of tonnage dues, collected during the year by the foreign Customs was Hong Kong Tls. 3,119,361, or £1,039,787, and estimating the duties at 5 per cent. *ad valorem* all round, we arrive at a rough guess of £20,795,740 for the total value of foreign trade here for 1871. But a falling off to the amount of the difference would be most unfairly assumed, inasmuch as in 1861 a large proportion of what now goes direct to Ningpo came first to Shanghai, while the trade of Chinkiang, such as it was, was altogether absorbed by Shanghai. At any rate, a trade of 20¾ millions sterling per annum with Shanghai alone is not to be despised, and the great share of it which passes through British hands, and especially which comes from or goes to British possessions, entitles us, we think here, to a little more consideration than Her Majesty's Government seems inclined to accord to us. I have not the figures for Shanghai alone, but, putting all the ports together, the total value of the Chinese foreign trade during 1870 was Hong Kong Tls. 131 millions, out of which there was imported from and exported to Great Britain and British possessions produce to the value of Hong Kong Tls. 116½ millions, or, to put the matter more plainly, British possessions took whatever benefit was to be taken from almost eighty-nine out of every hundred parts into which the grand total of foreign trade in China can be divided.

It is curious to observe that in spite of the preponderance of British interests, American ways of living, eating, drinking, and even talking, are in the ascendant. Perhaps it is because Cousin Jonathan knows better than we do how to get the greatest

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amount of living out of an assigned period of life. A few years ago Shanghai was like a slice of England transported to the East; now, as I have said, it is more like a slice of Yankee-land. The daily papers are supplemented by "Expresses" flying about the settlement at all hours of the day, and announcing startling novelties in ladies' costume, lost dogs and bank notes, or oysters freshly arrived from Ningpo or Japan. Our quiet life is thus transformed into a perpetual hurry. American stoves have supplanted English fire-places; the American game of billiards has almost choked out the good, old-fashioned three ball game; "cocktails" reign supreme at the bar and at the side board; and those gifted with a curious talent for swearing import their expletives from New York and San Francisco. The surmise is not altogether to be scouted that some of this superabundance of the American element is due to the fact that our only very great local enterprise, the Shanghai Steam Navigation Company, is almost altogether "engineered" by Americans. What amount of preponderance the German element will eventually assume remains to be seen; but it is quite certain that the Teutonic part of the community is every year rising in importance. Germans work cheaper than Englishmen or Americans can or will, and the knowledge of this is not lost on the Chinese.

At the end of last year there was, without exaggeration, an average of one lottery establishment in every street of the settlement. Theoretically objectionable, it so happened that no instance of fraud by Chinese in foreign employ, perpetrated with a view to gambling at these establishments, was brought to light. But as the occurrence of such an event was only a question of time, and as the local Chinese authorities, on principle, objected to any enterprise of the kind from which they could not derive a squeeze, the Municipal Council and the mandarins for once agreed upon a course of action, and at their separate instance the Board of Consols decided upon putting down everything in the shape of a lottery that the police could lay their hands upon. Hence, many trials before the Courts, many protests, much ill feeling, and, I fear, much ruin among the owners (chiefly Macao Portuguese) of the lottery shops. Now that these outlets for gambling are closed the Manila Government will reap a great harvest, for its agency remains untouched, and gamble the Chinese will, whatever obstacles are thrown in their way.

The attempt to represent selections from Shakespeare on the Shanghai stage, to which I alluded in my last letter, was fairly successful, and we may hope that, encouraged by its reception, our local amateurs will make further and stronger efforts to acclimatise the legitimate drama. I mention this theatrical matter, not that I suppose it will very deeply interest your readers, but merely to aid them in realising the present appearance of the changing picture of Shanghai life.

HONG KONG.

Dates are to the 8th Feb. The London mail (French) of 22nd Dec. arrived out on the 3rd Feb. The following items are from the *China Mail*:—

In China politics are rather stagnant. Much talk is heard concerning the opening of Kiung Chow (Hainan), and a Consular agent for the United States is said to have been appointed; but little appears to be done as yet of a general character, and the fact does not appear to claim the attention which might naturally be expected.

The loss is reported of the well-known steamer *Suwonada*. She left this port on the 27th Jan., and struck on a sunken rock in Haitan Straits, near Foochow; attempt was made to run her ashore, but she subsequently slipped off into deep water. Fortunately all hands were saved. The rock, though right in the fair way, has never been touched before and was therefore entirely unknown.

We hear that the Hon. R. Rowett has sent in his resignation of his seat in the Legislative Council, as a preliminary to his well-earned holiday in Europe. We shall miss a good, earnest man in Mr. Rowett. It is doubtful who his successor in the Council is to be, but the person chosen will probably be one of the present Police Commission—either Mr. Locock or Mr. Lemann.

By the Ocean Company's steamer *Sarpedon* we note the arrival of a score of constables from the Edinburgh police, a corps which is acknowledged to be second only to the Irish Constabulary in discipline and efficiency. They are a fine, healthy, and stalwart body of men, and appear to be very fair specimens of the corps from which they have been selected. One of them appeared in the far-famed "garb of Old Gaul," and was an object of general remark and the greatest curiosity among the Celestial crowds who witnessed the landing and parade of the new contingent.

The Chinese authorities are taking stringent precautions to prevent the abduction of coolies to Macao. The steamer *Feiloon* is employed in overhauling all passage-boats leaving Canton for that place, and spies are at work, it is said, to discover the haunts of the coolie-brokers, who are supposed to decoy away a large number of victims from all parts of the province.

We are glad to learn that the services of Mr. Agostinho Guilherme Romano, Portuguese Vice-Consul in this colony, have been appreciated by his Sovereign, who has just made him a knight of the Order of Christ.

We hear from Canton, in connection with the numerous burglaries and robberies that have lately taken place at Fatshan, that the mandarins there have managed to arrest thirteen men, all of whom, we learn, have confessed their guilt, of course under pain of torture, except one man, who tenaciously held to a denial, even under the most excruciating pain. The men have been forwarded to Canton for trial.

An extraordinary general meeting of the China Trader's Insurance Company was held on Feb. 1 to pass certain special resolutions affecting the Articles of Association. The Chairman, having read the notice calling the meeting, explained that the changes proposed had been forced upon the Company by the changes which had been made in other companies. It was proposed that all contributors, whether shareholders or not, should receive their fair proportion of bonus to the extent of two-thirds, the other third to go as a dividend to shareholders; and that the interest on the capital of the Company, amounting to $25,000, should go to the reserve fund, until the latter reached the sum of $300,000. The Chairman then read the special resolutions, and concluded by proposing their adoption. A resolution was afterwards carried for the liquidation of the Company, but the question of the appointment of a liquidator was deferred to the next meeting, which was fixed for Feb. 14.

A special meeting of the Union Insurance Society of Canton has been held, for the purpose of proposing and passing special resolutions to the effect that from the 1st day of January, 1872, the profits of the society, instead of being divisible as provided by Clause No. 142 of the Articles of Association of the society, shall be divided amongst the shareholders in the manner following, viz.:—that the said profits shall be divided into three equal parts, that one-third part shall be payable to the shareholders generally by way of dividend in proportion to the number of shares held by each, and that the remaining two-thirds thereof shall be distributed amongst such of the shareholders as shall have contributed business to the society in proportion to their contributions. The resolutions were carried with only one dissentient.

At a meeting of the Hong Kong Hotel Company, the directors' report and accounts were adopted.

PHILIPPINES.

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MANILA.

The following account of the military insurrection, which was reported by telegram a month since, is from the *Daily Press*:—

Manila was thrown into a great state of alarm and excitement in consequence of a serious outbreak among the natives, who suddenly rose up and took possession of the Cavite Arsenal and Fort, killing several of the Spaniards. But for the prompt manner in which the governor acted, the affair would have assumed most serious dimensions. It is said that a secret society has been formed, having for its object the entire expulsion of foreigners. Some thirty to forty people occupying good positions are in custody. The governor, on receiving the information, immediately went to the barracks, and ordered the native soldiers to march at once, and by this prompt action he gave them no time to set about doing otherwise. The rebels held Cavite from Saturday night until Monday morning, having full charge of the guns, stores, and in fact everything. The governor's orders were to shoot everyone they came across, and some two hundred were despatched, not, however, before they had killed twenty-nine Spaniards. A batch of thirty to forty are to be shot this morning. On Sunday morning the town presented quite a martial appearance, the troops passing to and fro in all directions, and on Monday there was a very uneasy feeling among the people. A cry of fire was raised, and crowds rushed about in all directions, but the alarm turned out to be false. After the arrest of the more important rioters, and the return of the troops, on Tuesday matters quieted down again, and we are now going on as usual One bad sign is that several priests are mixed up in the affair, but the Governor is not the man to be overruled by priests or any one else. One of them went to him on Tuesday, asking him to spare the prisoners who had been brought in. His answer was:—"I know my business; you go and attend to yours. I shall shoot the rebels; you can pray for their souls."

We have been favoured with the following translation of the official announcement concerning the above event, which appears in the Manila papers:—

ORDER OF THE DAY.

Manila, Jan. 22, 1872.

Soldiers and Sailors,—During the night of the 20th inst., some individuals of the battalion of Marine Infantry in charge of the arsenal of Cavite, uniting with the small detachment of artillerymen in charge of the Fort of St. Philip, and some sailors—whose combined strength barely reached two hundred men—relying on the strength of their positions, gave the cry of rebellion against Spain, assassinated the Commandant of the fort, wounded his wife, and killed several unprotected officers.

The flag of the rebels did not fly over that fort more than the precise time necessary for organising the columns of attack, which, commanded by the brave General Espinar, Lieut.-Governor of these islands and efficiently aided by the naval forces under the command of Captain Manuel Carballo, acting admiral of the station, with heroic valour took the fort by assault this morning at six o'clock, bayoneting every insurgent found defending it.

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In the short time that this severe combat lasted you have given me another proof of your valour, of your discipline, and of your love for Spain. I am highly satisfied with you, and in the name of the King and of the Spanish nation I thank you.

RAFAEL DE YZQUIERDO,
Captain-General of the Philippines.

BORNEO.

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LABUAN.

Admiral Shadwell and the Bishop arrived at this port and were entertained by the Governor, Mr. Bulwer. Before his departure, the Admiral, accompanied by the Governor, visited the coal mines, and was highly gratified with his visit. A large quantity of the coal was taken by the ships of war, and we hear that the engineers are pleased with its good appearance. We trust this good opinion will be confirmed by a practical trial. Admiral Shadwell entertained Governor Bulwer at a dejeunér on board the *Iron Duke* on the morning of her departure, and the band of the ship performed a selection of fine music during the repast. She left on Feb. 1 for Manila *en route* to Hong Kong. The *Rinaldo* had left two days before, immediately after the arrival of the *Teazer*, in which the Governor will proceed to Brunei to pay his respects to the Sultan.

We are very glad to learn that Governor Bulwer is actively promoting the drainage of the island, which will improve its sanitary condition. The houses and grounds at the "lines" have been quite transformed, and present a very neat and clean aspect at present. Government House has also undergone many necessary alterations and repairs, by which its appearance is greatly improved. Its aspect of gloom has almost disappeared. Indeed, from all we learn, Governor Bulwer takes a lively interest in everything tending to the welfare of the Colony, and has won the esteem of all classes by his kindness and courtesy.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates by this mail are to the 15th Feb. The P. and O. mail of the 12th Jan. arrived on the 13th Feb. The following summary of news is from the *Straits Times* :—

The Chinese New Year festivities, which began on the 9th Feb., and will last for a fortnight, are being kept by the Chinese community in the usual manner, the principal feature that presents itself to Europeans being the roar of crackers, street wayangs, and an almost total cessation of business. The season is, however, passing off more quietly than usual, and no event worthy of note has occurred in connection with it. Even the robberies and larcenies usually so common on the approach of and during the new year are less frequent this year, and appearances indicate, if not a better state of feeling among the lower classes of Chinese, at least more regard for law and order than they have hitherto shown.

The arrivals *via* the Suez Canal have been the *Glaucus* from Liverpool, and the *Buena Ventura* from Liverpool, *via* Cadiz and Barcelona, both on the 2nd inst. The departures homeward have been the *Patroclus*, on the 9th, and *Coringa* on the 12th, both for London.

The question of the colonial steamers appears about to be reopened, if we may judge from the report of the surveyors who have recently examined the *Pluto's* hull, boilers, and machinery, according to which she is in a deplorable state, and requires very extensive repairs and new boilers. It was stated when she first arrived that she had been flimsily constructed, but it would appear, also, that she has not been used with regard to economy, or to anything else save the whims of the Executive, and that she has been literally worn out in constant and for the most part unnecessary labour. Never was a steamer so belaboured as has been this one, and yet it is difficult to conceive what really good service she has performed. The wanton extravagance that has characterised the local Government, both in the purchase and in the use of its steamers, is a matter that calls for some more decided protest than has hitherto been made by the public, whose money is thus being spent to no advantage.

The appointment of Mr. Campbell, Inspector-general of Police at Ceylon, as Acting Lieutenant-governor of Penang during the absence on leave of Colonel Anson, has occasioned dissatisfaction in that Settlement, not through any objection to that gentleman personally—of whom they know comparatively nothing—but because the appointment entails the loss of the services of Mr. A. N. Birch, who now fills the office, and who has shown himself eminently fitted for the position, and winning highest esteem from all by the able, energetic, and courteous manner in which he has discharged his duties. His removal will be a loss to the colony not easily repaired. The dissatisfaction at Penang with the administration of the affairs of the colony is more general than we have hitherto been willing to believe.

The case of the colonial steamer *Pluto* is a very serious one, and should attract the attention of the public more than it appears to do. Here is a new steamer, especially selected for its fitness for our requirements by the Colonial-office, "bust up" in less than a year and a half. Here is a new vessel, costing the colony between eighty and a hundred thousand dollars, not eighteen months ago, in want of new boilers and heavy repairs, if we are to believe the mildest report which reaches us. It will be the duty of the unofficial members of the Legislative Council to inquire into this important subject when "Sir Harry Ord comes back," and the inquiry they should institute should not only show the treatment the vessel has received at the hands of the Executive, but in what manner the result might have been avoided or at least postponed.

We learn that Mr. Shephard, Assistant Colonial Engineer, has been appointed Acting Colonial Engineer during the absence on leave of Major McNair, and that A. W. V. Cousins, Esq., has been appointed Acting Controller of Convicts.

The Spanish steamer, *Buena Ventura*, Captain Echevaria, from Liverpool 1st December, via Cadiz, Barcelona, Suez Canal and Galle, arrived at Tanjong Pagar Wharf with fifty-seven passengers for Manila.

The circulation of the Banks is thus given :—Chartered Bank of India $357.917 ; Chartered Mercantile Bank $348,294 ; Oriental Bank $289,895.

The objections raised by the *London and China Express* against the construction of the Singapore Railway by the Government have not hit the true ground upon which the merchants here oppose the undertaking. Neither does the letter of "A Singapore Merchant," in that paper, represent the views of the majority, or even a large proportion, of the merchants of this place. There is no reason why the Government should not be able to construct the line as cheaply and as well as private enterprise could do it, especially here, where it has control of such a body of convict labeurers. But barring the misappropriation of the money required, the great fear is, that its management in Government hands will not be as satisfactory as it would be if worked by a joint-stock company ; and the fear is greatly strengthened by the manner in which many of the Government appointments are made and its departments managed. Having no direct interest in an economical and at the same time thoroughly satisfactory administration of the traffic, there is strong reason to apprehend that it will not only prove much more costly than in private hands, but, as it must derive its support mainly from the merchandise it conveys, the cost of that merchandise will, of course, be thereby advanced.

PENANG.

The following items are from the *Penang Gazette* :—

We hear that two engineers are coming out from England with H. E. Sir Harry Ord, for the Singapore Railway, as also three cadets for the Straits.

Captain Hatchell has obtained an extension of leave for six months. He will not therefore come out before the end of the year.

There is every prospect of the establishment of a Steam Ferry between the island and the opposite coast. Two steamboats capable of carrying 30 to 40 passengers have been ordered out, to ply between Penang and Butterworth, and may be looked for by the end of the year.

The introduction of gas is to be discussed with Mr. Wells, the manager of the Singapore Gas Company.

We hear that great preparations are being made at Tongkah to give a reception to the King of Siam upon his Majesty's expected visit there on his return from Calcutta. His Majesty will, we believe, pass through Tongkah in about forty days hence, and will then proceed to Quedah, whence he will travel overland to Bangkok.

Mr. Hogge has been reinstated in the office of Inspector in the police force of the island by the Inspector General. On the 1st January last his services were dispensed with by the Administrator, on the ground that he had been installed into office without the sanction of Government.

Commercial Report.

(*For dates see first page.*)

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IMPORTS.

SHANGHAI.—The market had been quiet in view of the near approach of the China New Year. Grey Shirtings : Holders continued very firm, but there was little inquiry, and consequently few transactions of importance had taken place. Foreign speculators, however, had paid extreme rates for Dewhurst's Eagles, Tls. 2. 0. 2 to 2. 0. 5 had been the prevailing rates for distant clearance. White Shirtings : No change in the market. T-Cloths : Good demand for 6 lbs. and 7 lbs. Mexican qualities, but commoner counts not altogether neglected ; market for all kinds firm. Drills : Transactions in Dutch and English makes to extent of 20,000 pieces at last quotations ; American, no sale. Jeans : Unchanged. Sheetings : About 4,500 pieces English Sheetings placed at Tls. 3.5 to 3.30 for 14 lbs. to 15 lbs. Fancy Cottons : Little or no business doing. Woollens : Scarcely any inquiry, but market firm at last quotations. Metals.—Nailrod and Bar Iron : 29,000 bundles Nailrods bought on speculation, by both foreigners and natives at last quotations, and a further advance of 1 mace per picul subsequently effected. Lead : Improved demand had caused holders to advance rates to Tls. 5 for L.B. ; buyers at Tls. 4.85 to 4.90. Coal : Market dull and inactive.

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HONG KONG.—Advices from the coast ports reported a cessation of demand for manufactures generally, but as dealers were barely supplied, a good inquiry was expected when the Chinese holidays should be finished. At this port a large business had been transacted in all classes of staples at gradually enhanced values. At the close trade was comparatively quiet, as the majority of dealers had supplied themselves, and until business in the country is fairly resumed and their purchases go into consumption, transactions were likely to be upon a restricted scale. Yarn: 16/24s taken to a good extent by foreigners and natives on speculative account, and a rise of $2 established on fine qualities; a few sales of 28/32s reported; good chops wanted at an advance upon last rates; 38/42s dull, without alteration in price. Grey Shirtings: Limited supplies of 7 lbs. led to a good inquiry at an improvement of 5 cents; 8.4 lbs. asked for at a rise of 2 to 3 cents; 9 to 10 lbs. also generally advanced. White Shirtings taken to small extent at an advance of about 5 cents in the lower reeds. T-Cloths: 6 lbs. common still scarce and tended upwards; 7 lbs. in good supply, but importers not anxious sellers; Mexicans 6 lbs. improved, but no sales effected; 7 lbs. Mexicans firmly held, and an advance expected; large sales of 8 lbs. at rather better values. Drills quiet. White Spots and White Brocades advanced 10 cents, but sales difficult to effect. Dyed Spots and Dyed Brocades in very small stock, and found buyers at last quotations. Dyed Damasks not wanted. Chintzes without alteration. Gentian Twills saleable to a limited extent. Velvets in small supply, but buyers not anxious to operate. All Woollen and Worsted Goods improving. Metals: Nail Rod Iron advancing slowly, and with firmness of importers a further improvement may be looked for; Bar, Hoop, and Round Iron all tended upwards; Lead in rather better request for long delivery, but importers were asking an advance upon current rates.

MANILA.—The market had been very quiet during the fortnight and little change in values had taken place. Sales during January had been considerably under the average amount, and very much less than those of January last year; Importers, however, as a rule, held their stocks firmly for fully last mail's rates, but a fractional advance on quotations at once checked business.

BATAVIA.—Messrs. Houghton and Co. report little alteration in the market. Telegraphic advices from Europe had made holders firmer in their demands, but not much improvement was looked for until the cessation of the wet monsoon.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—Manchester Goods: With continued favourable advices from home holders keep very firm, and quotations for all descriptions show a further slight advance, but business has been limited, owing to the Chinese New Year. 39 inch Grey Shirtings: Sales of 6 lbs. at $1.95 to 2; 7 lbs. quiet at $2.27½ to 2.30; considerable sales of 8¼ lbs. at $2.65 to 2.67½, the bulk taken at the lower quotation, on speculation; 45 inch 9 lbs., quiet at $3.10; 8 lbs, nominal at $2.47½ to 2.50; 36-inch Grey Supers: Good demand for No. 1 at $2.07½ to 2.10; No. 2 and 3 in little inquiry: 36 inch White Shirtings: Fair demand for medium and fine at better prices, low, continue very dull at low rates; 45-inch: Inquiry limited at $3.50 to 3.52½; 45-in White Cambrics: There is still a good demand for 15/16s, with large sales at $31¾ to 32; 32-inch Grey T-Cloth: The advance asked has checked business; quotations 4 lbs. $1.15 to 1.17½, 4½ lbs. $1.22½ to 1.25, 5 lbs. $1.45 to 1.47½, 6 lbs. $1.70 to 1.72½ and 7 lbs. $1.95 to 1.97½; Grey Yarn: All counts firmly held; 40s in good demand, and advanced from $125 to 132½; 30s. very quiet, at $111; 18/24s met with some attention at $97½ to 107½; Woollens of all descriptions in very little demand, and no change in prices.

EXPORTS.

TEA.

YOKOHAMA.—A steady business done, and the market at the close was firmer, as stocks were becoming reduced, owing to limited receipts. For New York the Ada and Coulnakyle were loading.

HANKOW.—No further supplies had come in, and no transactions are reported.

KIUKIANG.—No settlements made, but five chops of Green and one of Black shipped to Shanghai during the interval.

SHANGHAI.—Black: Purchases had been very limited, and consisted almost entirely of Shuntaam produce. Prices showed no quotable change. The stock was reduced to about 2,800 chests, and further supplies, it was expected, would not exceed 3,000 chests. Green: Fair enquiry throughout the interval, and settlements exceeded those of the previous fortnight. Prices showed little change from those current on departure of last English mail, but towards the close holders had shown some anxiety to dispose of their stocks, in view of the approaching Chinese New Year. The following was the range of prices paid, excepting a parcel of Teenaki, of exceptional assortment, at Tls. 56, and a chop of Moyune at Tls. 46¾. Moyune, medium to fine, Tls. 36½ to 41; Moyune kind, medium, Tls. 34 to 36; common to fair medium, Tls. 29 to 32½; Teenkai, fine, Tls. 38¼ to 43¼; Pingsuey, Tls. 18 to 44; Local-packed, Tls. 28 to 29.

FOOCHOW.—The stock of Congou had become reduced to a very low point, and, as the Teas on offer were of poor quality, there was little or no inducement for purchasers to operate. The market had been almost entirely cleared of Oolongs, and although teamen had been ready sellers, they had succeeded in obtaining previous prices for their stocks. The total supply was said to have been received, and was slightly larger than was at first expected.

AMOY.—The season was over.

CANTON.—No business done in Scented Teas, and the only reported transactions had been in Greens, of which about 1,200 boxes had been taken for the Continent. With the departure of the single ship loading for England the export from the Canton waters for the season 1871-1872 was expected to come to an end.

SILK.

YOKOHAMA.—A steady inquiry had resulted in the settlement of about 1,000 bales, though at the close less business was doing, owing to the firmness of holders who had advanced their prices $20 to 30 per picul; stock about 800 bales.

SHANGHAI.—Messrs. C. J. Skeggs and Co.'s Circular says:—Business here has gone on quietly during the fortnight and aggregates at the close about 1,000 bales. Quotations can hardly be changed although for some lower descriptions, Tls. 5 to 10 may have been conceded by dealers anxious to realise before China New Year. A run of Chooping's chop has been settled at Tls. 585 for the "thirds," but with bad proportions of the other numbers; the Gold Lion Nos. 1 and 2 have also been sold at Tls. 560 and Tls. 540. Blue Elephants at Tls. 537½, and Red Peacocks at Tls. 522½. A good many Rereels and Yellow Silks have been taken at previous rates; stocks of the latter description are rather heavy, and natives are freely offering to ship them on joint account with foreigners.

CANTON.—Some small settlements had been made at about last rates, but the market at the close was very quiet and was expected to remain so until the native New Year holidays had passed.

PENANG.—The tone of the market was improving, prices generally showing an advancing tendency. Stocks had been reduced and holders supported by favourable advices from home were asking higher rates.

STRAITS PRODUCE.

SINGAPORE.—Tin: After the departure of last English mail about 900 piculs were taken at $36 to 36½, but the price had since declined, sales being reported of about 950 piculs at $35.62½ to 35.75; none at market at the close. Gambier: About 1,000 tons sold during the fortnight at $4.10 to 4.15. Black Pepper: Dealers refused to contract, except at a considerable advance in price; $11⅜ last paid. White Pepper in fair request at $17 to 17.75 per picul, according to quality. Pearl Sago wanted at $3.37½; manufacturers asking more. Sago Flour; Borneo and Sarawak $2.87½ to 2.90 per picul; Singapore $3.85 per picul. Tapioca in less demand and nominally worth $4.62½ per picul. Bontyne Coffee: Best quality worth $16½ per picul; none at market. Cow Hides very scarce and worth $17 to 17½ per picul. Buffalo Hides; Sales of No. 1 quality at $9 up to 11 per picul, and of No. 2 at $7½ to 8½ per picul; market cleared.

PENANG.—Business had been greatly restricted, owing to the China New Year holidays. There had, however, been few alterations in prices, all descriptions of Produce having been firm throughout the interval.

EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales & Uses
From June 1 to Dec. 31, 1871	—	7409521	43769904	—	12738919	130604042	44739
Corresponding period last season	10826	6497914	6,38875781	349447	10081661	114296864	27280

Shipments Since:

Jan. 25 per Emeu (str.)	From Shanghai, &c.	...	—	836
— 27 ... Cathaya	... Canton	...	693,139	
Feb. 1 ... Patroclus (str.)	... Foochow	...	601,500	40
... Do.	... Shanghai	...	1,022,515	
... Do.	... Canton	...	142 000	
— 1 ... Peiho (str.)	... Shanghai	...	166,621	356

TO THE CONTINENT.

							Bales.
From June 1 to Dec. 31, 1871	...	...	...	...	...	4346179	15169
Corresponding period last season	...	...	...	...	...	2061652	6449

Shipments Since:

Dec. 24 per J. H. Jessen	From Foochow	...	393,400	
Jan. 10 ... Hohenzollern (str.)	... Canton	...	362,100	
— 11 ... Mirzapore (str.)	... Shanghai, &c.	...	—	249
— 18 ... Cambodge (str.)	... Do.	...	—	651
— 25 ... Emeu (str.)	... Do.	...	—	154
Feb. 1 ... Peiho (str.)	... Do.	...	—	677

TO UNITED STATES.

							Pcls.
From June 1 to Dec. 31, 1871	...	...	...	...	...	43274504	2519
Corresponding period last season	...	...	...	...	...	33909788	1650

Shipments Since:

Dec. 23 per America (str.)	From Yokohama	...	227,860	
— 23 ... Do.	... Do.	...	127,346	
— 31 ... Lizzie Iredale	... Do.	...	715,727	
Jan. 4 ... S. G. Reed	... Shanghai	...	685,628	
— 6 ... Ringleader	... Canton	...	749,983	80
— 6 ... Hampton Court	... Shanghai	...	322,492	
— 8 ... Clementia	... Amoy	...	353,046	
— 12 ... Oregonian (str.)	... Shanghai	...	38,801	
— 25 ... Chusan	... Foochow	...	880,300	
— 27 ... Ellen Munroe	... Canton	...	596,383	

TO AUSTRALIA.

From June 1 to Dec. 31, 1871 ... ... 12,241,399 lbs.
Corresponding period last year 9,730,293

Shipments Since: None.

Jan. 8 per Mary Blair From Foochow ... 398,563

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844.....	51,022,600	..*	1862 to 1863.....	121,273,580	72,887
1845 to 1846	57,334,200	18,600	1863 to 1864.....	117,463,586	46,603
1850 to 1851.....	63,972,030	22,144	1864 to 1865.....	121,256,870	32,313
1853 to 1854.....	77,327,800	61,283	1865 to 1866.....	118,923,042	62,890
1855 to 1856.....	92,240,360	50,481	1866 to 1867.....	118,428,290	50,052
1857 to 1858.....	76,990,255	68,315	1867 to 1868.....	116,890,430	57,449
1858 to 1859.....	65,789,792	83,134	1868 to 1869.....	142 789,804	70,917
1859 to 1860.....	85,560,452	64,169	1869 to 1870.....	139,740,198	63,507
1860 to 1861.....	90,066,160	76,644	1870 to 1871.....	131,969,850	51,329
1861 to 1862.....	109,854,040	79,199			

* Including the Continent.

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EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 6½d.	4s. 6⅝d.	4s. 6¼d.
Shanghai ,, ,,	6s. 1½d.	6s. 1⅝d.	6s. 2d.
Canton ,, ,,	4s. 5½d.	4s. 5⅝d.	4s. 5¾d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,,	4s. 5⅞d.	4s. 6d.	4s. 6⅛d.
Manila ,, ,,	4s. 5⅛d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	303½ to 304	219½ to 219⅝
,, Hong Kong	27½ to 28 dis.	—
Bar silver	111.2.5.	11 prem.
Mexican dollars	75.2.0	2 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 65; Old, 66 to 67 per cent. prem.
Hong Kong Gas Company, $62 per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance, $1,750 premium.
Hotel shares, 46 per cent. discount.
Hong Kong and Macao Steamboat Company, $32 premium.
Hong Kong Fire Insurance Company, $370 to $372½ prem.
Union Insurance Company, $1,500 premium.
China and Japan Marine Insurance Company, Tls. 90 to Tls. 92½ premium.
China Fire Insurance Company, $61 premium.
Victoria Fire Insurance Company, $66 premium.
China Sea, Saigon, and Straits Steamship Company, $7 per share
Indo-Chinese Sugar Company, $22½ dis.
North China Insurance Company, Tls. — per share.
Shanghai Steam Navigation Company, Tls. 50 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $9 to $10 dis.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company	500	500	180	4 p.c
Shanghai Gas Company	100	100	146	12 p.c
Shanghai S.N. Company	100	100	165	12 p.c
S. Tug and Lighter Company	850	850	400	5 p.c
French Gas Company	50	50	66	10 p.c
Hong K. Fire Insurance Co.	$1,000	$200	$570	12 p.c
North China Insurance Co.	Tls.1,000	Tls.200	Tls.460	trion.
North China Steamer Company	100	100	78	75
Union S.N. Company	100	100	95	12 p.c
Yangtsze Ins. Association	500	500	850	15 p.c
Union Insurance Society	$5,000	$1,000	$2,500	trien.
China Traders Co. (Limited)	1,000	1,000	3,500	$475p.s
Hong Kong and China Gas Co.	£10	£10	nom.	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100	Tls.200	12 p.c
Victoria Fire Insurance Co.	$500	$100	$162	12 p.c
China Fire Insurance Co.	500	100	160	12 p.c
Hongkew Wharf Co.	Tls. 100	Tls. 100	Tls.160	

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—None.
At HIOGO.—From London, Jan. 2, Caernarvonshire.
At NAGASAKI.—None.
At SHANGHAI.—From London, Jan. 26, Teviot (str.); 30, Danube, Wylo.
At HONG KONG and CANTON.—From London, Feb. 1, Osaka; from Shields, Lesmona; from Cardiff, Matilda Atheling; 2, James Lister, Sardis; 3, Patria; from Swansea, 2, Hydra; from Hamburg, 1, Therese; from Rotterdam, 3, Sophia Koningen der Nederland; from Havana, 3, Altagracia; from London, Vixen (str.); (by telegram).
At MANILA.—From Cadiz, Feb. 3, Conchita.
At SINGAPORE.—From Liverpool, Feb. 7, Tribune; from Cardiff, 9, Lotus, Amaranth; 11, Fran Schubert, Admiral Tegetthoff; from Newcastle, 14, Queen of India; March 5, Adelina (by telegram).
At BATAVIA.—From Newcastle, Jan. 29, Bestevaer; from Texel, 20, Mentor; Feb. 4, Maria Adolfina; 5, Pauline Constance Eleanor Alcoyne; from Gothenberg, Jan. 28, Amazon; from Brouwershaven, 29, Mina; from Rotterdam, Feb. 4, Maria; from Rio Janeiro, 4, Bali.
At PENANG.—From London, Feb. 14, Glenroy; from Cardiff, March 8, Vanguard (by telegram).

DEPARTURES.

From YOKOHAMA
From HIOGO and OSAKA
From NAGASAKI
} None.
From SHANGHAI.—For London, Jan. 26, Patroclus (str.).
From FOOCHOW.—None.
From HONG KONG and CANTON.—For London, Feb. 1, Patrolus (str.)
From MANILA.—For Channel, f.o., Jan. 27, Maria Fidela.
From ILO ILO (cleared), Jan. 24, Moss Glen; for New York, Jan. 24, Highlander; Feb. 8, Gemsbok.
From CEBU.—Jan. 24, Southern Cross.
From SINGAPORE.—For London, Feb. 9, Patroclus (str.); 12, Coringa; for Liverpool 7, Moorhill; for London, Glaucus (str.); March 11, Teviot (str.), (by telegram).
From BATAVIA.—None.
From PENANG.—None.

VESSELS LOADING.

At YOKOHAMA.—For New York, Ada, Coulnakyle.
At HIOGO and OSAKA.—For London, Argonaut; for New York, Prince Alfred.
At NAGASAKI.—None.
At SHANGHAI.—For London, Sarpedon (str.); for New York, Laurel (full), Ethiopian (full.)
At FOOCHOW.—For London, expected—Sarpedon (str.), Teviot (str.), Hong Kong (str.); for New York, Cissy.
At HONG KONG and CANTON.—For London, none; for New York, Agea.
At MANILA.—For London, Nyassa; for Liverpool, James Aiken Templar, for Cork (f.o.), Arabie; for Channel, (f.o.) Thomas Wood, Bombay; for Cadiz, Chica; for Malaga, Candida; for Havre, Hans; for Boston, Ceylon, St. James for New York, Anahuac.
At SINGAPORE.—For London, Amber Witch, British Empire, Glenaros, Mongol, Therese Behn; for Liverpool, Nydia, Victoria; for Falmouth, Amaranth; for Hamburgh, Niphon; for Cork (f.o.), Ocean Belle; for Europe, Eleanor.
At PENANG.—For London, Annie Marie; for Liverpool, Edwin Bassett.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, nothing loading; to New York, £3 per ton of 40 cubic feet.
At HIOGO and OSAKA.—To London, £3 5s. to £3 10s.; to New York, £3 5s. per ton.
At SHANGHAI.—The rate to London, 70s. per steamer; per sailing vessel, none loading; to New York, £4 per ton of 40 ft.
At FOOCHOW.—To London, per steamer, £3 10s.; per sailing vessel, nominal; to New York, £4.
At HONG KONG and CANTON.—To London, there is no vessel loading.
At MANILA.—To London, sugar £4, hemp £4 10s., measurement £4 to £4 10s.; to Boston, $12 per 4 bales hemp.
At SINGAPORE.—To London, per steamer, £4 dead weight, £3 10s. light cargo; per sailing vessel, £3 2s. 6d. dead weight, £3 12s. 6d. light freight.
At BATAVIA.—To Holland, sugar f.67.50 to f.70.
At PENANG.—To London, £3 5s. to £3 15s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Jan. 21	F. J. Parren	Manila	New York
,, —	John Clark	Singapore	Boston
,, —	Comeurar	Zebu	New York
,, —	Albert Victor	Shanghai	London
,, 23	Hibernia	Singapore	Liverpool
,, 24	Clementia	Amoy	New York
,, —	Fitzroy	Singapore	London
,, 26	Competitor	Hong Kong	New York
,, —	Cecilia	Macao	Callao
,, 28	Bastevaer	Newcastle	Cheribon
,, —	Zephyr	Rotterdam	Batavia
,, —	Kinfauns Castle	Singapore	Liverpool
,, 30	Alexander Lavally	Macao	Havana
,, 31	Gaydamack	Singapore	Cape of G. H.
Feb. 3	India	Rotterdam	Batavia
,, —	Calurvett	Cardiff	Singapore
,, —	H'line C. E'nore	Amsterdam	Batavia
,, —	Havelock	London	Singapore
,, —	River Eden	Singapore	London
,, —	Jacoba Helena	Do.	Liverpool
,, 6	Cathaya	Macao	London
,, —	Southern Cross	Cebu	New York

LATEST TELEGRAMS.

COMMERCIAL.

CHINA.

HONG KONG, MARCH 15.—Piece Goods continue very dull and prices are lower; Grey Shirtings, 6½ catties, 8½ lbs., $2.60; Cotton Yarn, 16-24, $125. Tea: Season closed; total export (from China and Japan) from commencement of the season, 142,250,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 5⅛d.

SHANGHAI, MARCH 15.—Piece Goods dull; Grey Shirtings, 6½ catties, 8½ lbs., Tls. 1.9.5; Cotton Shanghai, Tls. 18. Tea: Season closed. Silk: Market continues quiet; no change in prices; No. 3 Tsatlee, Tls. 585; No. 4, Tls. 515; total export (China and Japan) from commencement of the season, 48,000 bales. Exchange on London: Bank bills, six m.s., 6s. 1d.; Mexican Dollars, Tls. 76½.

STRAITS SETTLEMENTS.

SINGAPORE, MARCH 12.—Grey Shirtings, 7 lbs. $2.25, 8½ lbs., $2.65 T-Cloths, 6 lbs., $1.70; Cotton Yarn, 40's, $132; Gambier, $4.22½; Tin, $37.75. Exchange on London: Bank bills, six m.s., 4s. 6d.

PENANG, MARCH 12.—Grey Shirtings, 8½ lbs., $2.65; Cotton Yarn 30's, $116, 40's, $127. Pepper, black, $12.25, white, $19.25; Sugar, No. 2, $5.12½, No. 3, $3.20; Tin, $36. Exchange on London: Bank bills six m.s., 4s. 6d.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, MARCH 18, 1872.

OPENING UP OF WESTERN CHINA.

LORD NORTHBROOK proceeds to India as Her MAJESTY'S representative under the most favourable auspices. It is most satisfactory to see practical business men—such as formed part of the deputation to his Lordship on the 11th inst.—come forward and congratulate him on the appointment, calling his attention at the same time to the vast interests which are now to be committed to his care, foremost among which, of course, we place the opening up of the route through Burmah to China, which has now engaged the attention of successive Governments for these ten years. Lord NORTHBROOK could not better signalise his administrative ability. A determined effort to tackle this long vexed and neglected matter would certainly yield the most important and satisfactory results. It would give such an enormous increase to the import of our cotton and woollen wares that Manchester, Bradford, and Leeds would for ever hold in grateful remembrance the appointment of Lord NORTHBROOK. We have over and over again demonstrated the advantages of this undertaking, and it is unnecessary to again go over the ground. It is well-known to all merchants engaged in the trade with China that for want of transit in the unknown and far off West, our manufactures are not taken to one tenth of the extent that they might be. The tapping of these mighty resources is well worthy of the first and best efforts of a new GOVERNOR GENERAL, and who more likely to have a zest and proper appreciation for such an undertaking than a BARING? We do therefore most earnestly trust that the question will now be vigorously pushed to a conclusion. It appears absolutely incredible that English merchants after trading with China for over a century should—in these developing days of steam and telegraph—be still confined to a few ports on the coast as the only means of introducing our manufactures into that vast Empire, while we have, by the possession of India, all the advantages and appliances necessary for supplying Yunnan and the other important provinces lying between Bengal and Peking. We may also expect a revival of the efforts made by Captain BLAKISTON to open a trade between the Yangztze and India. With proper encouragement no doubt this could be brought to a practicable and profitable conclusion.

MR. CALDWELL, OF HONG KONG.

WE are at a loss to understand why Mr. FOWLER, London banker and M.P. for Penryn, should trouble himself about the appointment of Mr. CALDWELL at Hong Kong. It is difficult to see the drift of such a question as he recently put to the UNDER-SECRETARY for the COLONIES, in Parliament. If Mr. FOWLER only knew the amount of dirt which has been swallowed in connection with this CALDWELL-ANSTEY affair and the Hong Kong Government of that day, he would have spared us the infliction of again dragging the matter to light. It seems that it has even frightened Mr. CALDWELL'S own brother to put a disclaimer in *The Times* that he is not the Mr. CALDWELL, fearing, we suppose, that any of the moral contamination should be fastened on him. We cannot help praising Mr. KNATCHBULL-HUGESSEN for the complete answer he gave to the question. We certainly compassionate the right honourable gentleman on his research into that Augean stable—Hong Kong affairs in 1858-60—and those who are acquainted with the matter will at once see how correctly he described the position of Mr. D. R. CALDWELL—his connection and dismissal from the Government service. It must have been a most irksome task, but if Mr. HUGESSEN takes similar pains to investigate all matters required to be answered by him, he is emphatically the right man in the right place, as Parliamentary Under-Secretary for the Colonies, and we can but hope that his colleagues will take a lesson from him.

THE NEGOTIATION OF OUR TREATY WITH JAPAN. OUR TROOPS AT YOKOHAMA.

WE are glad to see, by a letter (to be found in another column) from Sir HARRY PARKES, our Minister in Japan, who is now in London, that the manner in which we obtained our Treaty relations with Japan has been put in a proper light before the members of Parliament and the public generally. Mr. SINCLAIR AYTOUN may be pardoned for concluding that Japan forms no exception to the manner in which most of our Treaties have been obtained—not that it has been any disgrace to us, for we contend that on the whole we have conferred on the world infinitely more good than evil. Our relations with Japan have been singularly felicitous. The consummate pluck and skill of Captain SHERARD OSBORN, when he steamed up the Bay of Yedo in his frigate, with Lord ELGIN on board, was unique. Never could the motto *Veni, vidi, vici*, be more appropriately applied than to this act. By the tact and wisdom of two or three men, this country was saved an immense expenditure, and the Japanese also much loss of life and treasure. The success of our arms at Peking of course very considerably aided Lord ELGIN in obtaining the peaceful solution of his demands, but still it required great pluck to make *prestige* alone serve all purposes. Mr. AYTOUN is quite right in questioning the Government as to the English troops stationed in Japan. As he suggests, it is a most expensive and dangerous process to have to follow up our occupation by maintaining a military force on the spot. Of course he, like most home economists, looks to the increase in our military estimates in consequence, without taking into consideration the other side of the account, viz., the revenue this country derives from our trade with Japan. Some three years since, when nearly the whole of the 1st battalion of the 10th Regiment was stationed at Yokohama, we remonstrated against such a large force being kept there. At the present time the force consists of some 300 marines, and the time is fast approaching when these men can be dispensed with, as it must be understood that we do not require any force to protect our treaty rights as against the Japanese Government, but against the lawless acts of a certain sect of the Japanese people, who still believe in "improving us off the face of their land."

It is happily, however, every day more apparent that we shall steadily improve our position in Japan, and after the visit of the distinguished Ministers now on the way from Yedo to London, we shall no doubt cease to hear of the oppression of Christians or any other unsatisfactory proceedings. In reference to this mission, Mr. G. M. SPROAT writes to *The Times* from Salt Lake on the 14th Feb.:—

On my way to England, I am snow-bound at Salt Lake with a number of unfortunate railway travellers, among whom are the members of the Japanese Embassy. This is, perhaps, the most remarkable Embassy which has ever left an Asiatic country. The feudal system has lately been abolished in Japan, and the Embassy is sent to America and to Europe in order to study what we are accustomed to call "Western civilisation." Different members are instructed to examine the industrial, administrative, military, and educational systems of the countries which they visit. The party here consists of forty-nine officials, with five ladies, and servants and students, making a total of eighty-nine persons, all of whom are Japanese. The whole number will not go to Europe. The chief personages are of the highest official rank in Japan, which, I may remind some of your readers, has a population of thirty-five millions, who were organised as a nation, educated and civilised in many respects, before England was known in history. Some favourite theories of our "advanced political thinkers" were published ages ago by Japanese philosophers. The Embassy was well received in California, but there was an unseemly squabble in the Legislature about some hotel bills. As England is not famous for her manner of officially receiving strangers, I write to ask you to give timely notice to the public of the intended visit of these distinguished Japanese gentlemen, whose mission, I hope, may be useful to the world and to Japan. Several members of the Embassy speak English well, and their conversation shows them to be men of intelligence and culture.

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WE are glad to see, by a telegram from Rome, that M. DE GEOFFROY, the new French Minister to Peking, has taken unto himself a wife, who will proceed with his Excellency to Peking. The lady is an American—a Miss RIGGS, of Washington. She will doubtless prove a great acquisition to the limited sphere of society at Peking. We fear that she will not be able to assist her husband in his diplomacy with the Chinese, as she will not be admitted to Court, as in other countries, unless, indeed, M. DE GEOFFROY accomplishes the Audience question, which, we believe, he is instructed by his Government to do. In that case, she may be presented to the Empress, and be the first foreign lady at the Chinese Court. This will indeed flatter the vanity of our American friends.

ACCORDING to our Shanghai correspondent, the Consular Staff appears to be in a considerable muddle. Mr. ALABASTER arrives out and finds no provision made for him to supersede Mr. DAVENPORT, his junior, as acting Consul—Mr. HEWLETT ordered up, and possibly Mr. HUGHES to follow. What is our Minister about that he does not marshal his forces better? *On dit*, Mr. FITTOCK, now in London on leave, goes out in October to Foochow, Mr. SINCLAIR coming home on leave. Mr. MONGAN leaves in May for Tientsin, when Mr. LAY goes to Chefoo, Mr. MAYERS coming home.

WE understand that the Directors of the submarine lines connected with India, from Falmouth to Bombay, have, after several meetings, decided to recommend to the shareholders an amalgamation of the three companies.

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, March 13.

The Bill rescinding the prohibition against workmen's coalitions has at last been discussed by the Second Chamber. The Conservatives have talked through no less than four sittings, speaking of the measure as a Bill which introduces the Commune; which encourages the Internationale; which incites the workmen to rob and plunder; a Bill which will be the downfall of the whole Fatherland! And what does this terrible Bill really enact? Only the rescinding of some illiberal stipulations of the *Code Penal* against the coalitions of workmen; as if they were not as free as other citizens. Our Constitution grants the right of coalition, but our workmen could not enjoy it. At last it was determined that these stipulations should be swept away, and I am happy to state that the Bill was carried by thirty-seven votes against thirty-four. As an eloquent illustration how superfluous the abolished articles were I may state that they were applied only twenty-three times in as many years.

After this important vote Mr. Heemskerk Az was permitted to interpellate the Ministry whether there was any intention of using force, in case the Elminois refused to recognise the English Protectorate, when the transfer of our Settlements on the West Coast of Africa to England is accomplished. I cannot say that our Minister of Foreign Affairs has made a favourable impression by his answer. There is something mysterious, not straightforward, in this political question. Of what value was the answer that the Government did not mean to use forcible means any more than England? And why send three men-of-war to the coast if there was no intention to use force? I am indeed of opinion that all this shifting, all these evasions of the Ministry, foretell that we shall yet hear some very strange stories from the African coast, that most probably there will be a war *a outrance* between the Fantynes and the Elminois, and a revolt of both these tribes against England.

The Minister of the Colonial Department has been interpellated by Mr. Mirandolle about the sugar law, and the last stipulations regulating the selling of opium. The sugar law dates, as you will remember, from June 21st, 1870. The Government culture is regulated by it for a number of years; the revenues accruing to the treasury are diminished, and the natives are to be indemnified for the disposal of their ground and their labour. This law was to be applied by a special notification of the Governor-General, and this was published in the *Java Courant* of the 27th December last. The working of the measure has not at all satisfied the Liberal party. The interests of the sugar-manufacturers were secured, the Treasury has had no cause to complain, but the interests of the natives have been totally neglected. There was, as Mr. Mirandolle stated, no question of an anticipated indemnification; a reasonable payment was put entirely aside, and he wished to know the opinion of the Minister. Mr. van Bosse was very prudent in his answer, and he mainly stated that all the reports were not yet in his possession, so that he was unable to give a complete reply, but he promised to publish all the documents when they are received. In a masterly and most eloquent speech the regulation of the selling of opium was then criticised by Mr. Mirandolle; and it is strange, but nevertheless true, that all the parties in the Chamber agreed with him, even the Minister, and, last not least, the ex-Governor-General, Mr. Myer, who has acknowledged that he was wrong in making the regulations. Indeed our Colonial policy seems now to be a series of misunderstandings and insincerities. The opium question has been under consideration by the Government for several years, and they at last came to the conviction that the best system was to sell the smallest possible quantity, for which the natives have had to pay enormous prices—the sale of opium being a monopoly of the State. It need not to be added that a great deal has been smuggled. The former Minister of the Colonial Department, the same who had at first advocated the principle of selling small quantities at high prices, abandoned his own policy and favoured, in order to prevent smuggling, the introduction of a liberal system; viz., to abandon the source of millions of revenue, and to augment the consumption of opium by 200 to 300 per cent. And Mr. Myer? He, who once called the use of opium most injurious and demoralising, followed this plan, in consequence of which prices have declined to such an extent that the use of the drug is enormously increasing. I am happy to state that the present Minister of the Colonial Department is inclined to make further regulations; and he assured the Chamber that Mr. Loudon will endeavour to improve the condition of affairs. The Second Chamber have carried by 66 against 1 vote, a Bill inflicting penalties for destroying vessels, the crime of barratry.

It has created much disappointment that the Chamber will not deal with the proposal to levy an income-tax before the Easter recess. It seems indeed that the Minister of Finance is afraid to bring the Bill under discussion. The War Minister has made some alterations in the Bill for the re-organisation of the militia. It is very strange that this occurred a few days after he had declared that he was not yet ready with it. This Bill could now be examined in the sections, but the Chamber has rejected a proposal to do so; the reason being that the members wish to be acquainted with the whole re-organisation scheme before giving an opinion about a *detail* of it.

I am glad to send you favourable news about the new waterway from Rotterdam to the North Sea. After very contradictory reports being spread about the undertaking, it is now certain that steamers have traversed the canal, so that there is indeed much chance that in a short time East Indiamen will find water enough to pass. With regard to the Amsterdam sea canal I have to mention that a Bill has been laid before Parliament to guarantee the payment of an interest of 4½ per cent. upon a loan of five and a half millions of guilders, on behalf of the Amsterdam Canal Company. It is hoped that this amount will complete the new canal.

The provincial States of Utrecht have elected member of the First Chamber of the States General Mr. W. Baron van Golstein, ex member of the Second Chamber.

The Count de Chambord has left our country, after having stayed a couple of weeks at Breda. The population did not take the least notice of him, notwithstanding the clerical papers did all they could to present him as a martyr. He has left for Cologne, and will proceed from there to Frohsdorf.

Rumours are again in circulation that the Secretary-General of the Department of War will be released from his duties. The report is, however, positively contradicted by the *Utrechtsche Courant*.

The whole country is making preparations for the national festival on the 1st of April. The King will lay the foundation stone of the monument of the Brielle.

De Vletter, the Rotterdam seditionary, has returned here, having been released from further imprisonment. His health is very bad.

In a few days some of the jewels of the Empress Eugenie, of France, will be sold at Amsterdam.

As evidence of the very high value of the old Japan vases, which are to be found in our country in large number, it is stated by a provincial paper that not less than 400 guilders have been paid for a couple of them. Of course they are Englishmen who pay these high prices.

A very interesting pamphlet was published to-day, referring to Padang and Sumatra. I will give a summary in my next.

PRODUCE MARKETS.

Business transactions continue on the whole limited, and prices of most of our leading articles of produce are mainly supported by the forbearance of holders to press for sales. The late advance in Tin continues to be well maintained, and has even made further progress.

COFFEE remains neglected, and transactions are of little note, which causes prices to tend downward. Sales have been closed of 93 bags Java ex Madura, 1,032 do. ex Stad Middelburg, 191 do. ex Noach III., 778 do. ex Sourabaya Packet. The March sale for account of the Netherlands Trading Company is to be held here on the 20th inst., and will comprise about 81,300 bags Java, Macassar, and Santos.

SUGAR remains dull, in anticipation of the coming public sale, but there is very little on offer. The ensuing March sale of 51,483 baskets Java, for account of the Netherlands Trading Company, taking place at Amsterdam on the 21st inst., contains the following assortment, to which I add the brokers' valuations of the Dutch standard, viz.:—

No. 5	11 Bkts.	f.28		No. 13	5,501 Bkts.	f.36½	
„ 6	3 „	30		„ 14	5,934 „	36⅝	
„ 7	102 „	29½		„ 15	5,130 „	36¾	
„ 8	276 „	31		„ 16	5,167 „	37	
„ 9	512 „	32½		„ 17	4,357 „	37⅛	
„ 10	1,014 „	33½		„ 18	9,167 „	37¼	
„ 11	2,234 „	34½		„ 19	9,164 „	37⅜	
„ 12	2,310 „	35½		„ 20	459 „	38	

TEA.—The public sale of 14,894/4, 378/8, 507/12, and 60/16 chests Java, held at Amsterdam, went off as follows, viz.:—Bohea, f.52 to f.82; Congou Bohea, f.58 to f.86; Congou, f.76 to f.98; Campoy, f.86 to f.96; Souchong, f.73 to f.123; Padry Souchong, f.109 to f.110; Pekoe Congou, f.95 to f.97; Pekoe Souchong, f.93 to f.127; Souchong Pekoe, f.104 to f.105; Soopoy Pekoe, f.95 to f.135; Pekoe, f.129 to f.229; Orange Pekoe, f.60 to f.183; Skin, f.37 to f.81; Twankay, f.75 to f.112; Hyson, f.90 to f.134; Young Hyson, f.121 to f.138; Gunpowder and Imperial, f.123 to f.140. In addition 460/4 chests China Congou, mark GHS, ex Hindostan, from Shanghai, via London, and bought in at public auction on the 22nd Dec., have been partly sold at 70c. to 74c. A public sale will take place here on the 27th inst. of 3,271/4 and 3,084/12 chests Congou, and 177/4 chests Souchong, imported from Foochow per steamer Canton.

SPICES remain very dull, and buyers keep backward. 1,049 bags Amboina Cloves, ex Vier Gebroeders, put up at public auction at Am-

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sterdam on the 8th inst., were bought in at 40c., and 100 casks do. No. 2 on warrants, belonging to the Trading Company's public sales of 1863-70, have also been bought in at 35c.

RATTANS continue to exhibit a very firm appearance in the face of the coming public sale, on account of the Netherlands Trading Company.

RICE very quiet, and prices are but nominally supported.

HIDES.—I have only to report a few sales, ex Fairwind, County of Navin, and Amazon. The prices paid are stated to be very high.

TIN has been in good request, and prices have further advanced. Banca has sold for usual prompt at f.88 to f.88½, and for delivery, ex the next Autumn sale, at f.84½. Sales have been closed of Billiton, for forward delivery out of the Batavia February sale, at f.87.

JAVA TOBACCO.—About 3,000 bales of several marks changed hands.

INDIGO offers little of moment to report, but some of the late arrivals of Java, per Willem Kroonprins der Nederlanden, will soon make their appearance on the market, which may lead to business.

ARRACK.—Sales are reported at Amsterdam of 11 casks inferior, ex Reichstag, and of 40 casks Batavia, afloat, per Hoek van Holland, at prices not reported.

SHIPPING.

ARRIVALS.—March 6, at Texel, from Probolingo, Henriette Gerarda Susanna; 7, at Brouwershaven, from Sourabaya, County of Lancaster; from Batavia, Dordrecht II.

DEPARTURES.—March 7, from Texel, for Samarang, Stad Leyden; for Sourabaya, Waterloo; 10, from Brouwershaven, for Singapore; Graafstroom.

PASSENGERS INWARD.—From Java, per Dordrecht II., Messrs. Klammer and family, Moesman and family, Knoete, Demmeni and family, v. d. Klei, Mrs. v. d. Tak, Mr. De Jong.

PASSENGERS OUTWARDS.—For Java, per Waterloo, Messrs. H. J. van Spanje and family, Lassassie and family, J. F. de Ruyter de Wildt.

LITERATURE.

Mr. A. Russel Wallace's account of the *Malay Archipelago*, published by Macmillan and Co., has reached a third edition—a well merited tribute to its merits. As most of our readers are probably aware, Mr. Wallace divides the Archipelago into five groups of islands—the Malay Peninsula (with Singapore, Borneo, Java, and Sumatra); the Timor Group; the Celebes: the Moluccan Group; and the Papuan Group. The book abounds with interesting matter, especially for the natural historian, the ethnologist, and the botanist.

Art is admirable this month. "William Hogarth" is alone worth the price of the number—though we think it would have been in better taste if the letter-press had referred the reader to Dr. Truster's "Hogarth Moralised," rather than its faint reflex by Mr. Sala. "Titania Sleeping," from a bas relief by F. M. Miller, is a very beautiful study, but as little like a fairy as we can imagine. "The Little Devil's Bridge at Altorf," from I. M. W. Turner, is a good example of that artist's beauties and exaggerations. "Deeply Interested" is the portrait of a very beautiful woman, who would probably be more capable of being interested in something better than a nosegay, if she were a little more intellectual. The monthly part likewise comprises a "Madonna and Angels," after Titian, and a view of the New Law Courts, from a drawing by Mr. Street. Altogether it is the best number yet produced.

The Chronicle and Directory for China, Japan, and the Philippines for 1872, just issued from the *Daily Press* office, Hong Kong, is a most valuable work, which we trust will meet with the large sale that must be necessary to remunerate the proprietors for the great outlay required in its preparation. Several highly acceptable additions which were made to the usual contents of the preceding editions, such as maps of Hong Kong, Japan, and the Coast of China; the coloured code of signals used at the Peak; and a plate, also coloured, of private house flags are continued and elaborated. A statistical account of the Chinese Empire and various treaties and ordinances also contribute greatly to the value of the volume. The Saigon Directory, which was discontinued in last year's Directory, has been revived in view of the increasing importance of that Colony. The London agent for the "Chronicle and Directory" is Mr. F. Algar, of Clement's-lane.

MISCELLANEOUS.

BRITISH TROOPS IN JAPAN.

The following letter from Sir Harry Parkes has appeared in *The Times*:—

Sir,—I learn that in the course of his speech in the House on the previous evening on the subject of British troops in Japan, Mr. Sinclair Aytoun is reported to have said that when Lord Elgin proceeded to Japan in 1858 he was accompanied by a fleet, and that the treaty which he concluded was, in Mr. Aytoun's opinion, "exacted under pressure, in the presence of an overwhelming force." As these assertions are calculated to convey to those who are not familiar with the subject an entirely erroneous impression as to the circumstances under which our treaty intercourse with Japan was inaugurated, I beg to mention that when Lord Elgin visited that country in 1858 he was accompanied by only two ships of war, that his stay at Yedo was limited to a fortnight, and that owing to the good feeling which then prevailed, and which characterised the communications on both sides, he succeeded in concluding during that short interval a treaty which had for its sole object the establishment of friendly relations and of a mutually profitable commerce. Mr. Aytoun has probably mistaken the earlier proceedings of Commodore Perry for those of Lord Elgin. In 1854, as is well known, that distinguished officer negotiated the first treaty concluded by Japan with a Western Power, and on that occasion the United States' Government deemed it desirable to support their Envoy with a powerful fleet.

The following letter referring to Sir Harry Parkes's statements has also appeared in *The Times*, with the signature "John Chinaman. Sir,—"The contradiction by Sir Harry Parkes, published in your issue of the 12th inst., to the remarks made in the House by Mr. Sinclair Aytoun on the subject of British troops in Japan, correctly describes the actual circumstances under which Lord Elgin visited that country in 1858. But your correspondent seems to have forgotten that the roar of the salutes which heralded the conclusion of the Treaty of Tientsin had scarcely died away before American men-of-war left the scene of action, and, steaming across to Japan with the news of the capture of the Taku forts, and the compulsory Treaty entered into with China, supported their Consul in utilising the echoes of our cannonade by exacting similar concessions from the Japanese, a precedent which Lord Elgin found little difficulty in availing himself of, with an army and fleet known to be within hailing distance on the coast of China. Surely Sir Harry Parkes would not have the world believe that Lord Elgin's success in Japan would have been as immediate and as complete as it was had his appliances been confined to the two ships of war which actually accompanied him, or had not the tidings of his successful campaign in China immediately preceded him. The Japanese are doing wonders at this moment in the way of national and social reform, but I scarcely think they deserve credit for having become willing converts to it so far back as 1858."

RUSSIA AND CHINA.

The St. Petersburg Correspondent of the *Morning Post* communicates the following intelligence:—

Since the despatch of my last letter news has arrived from Turkestan which, if reliable, is of momentous importance. According to the Tashkent correspondent of the *Bourse Gazette* the Dounga insurgents of Western China, now waging open war with the Chinese Government, have attempted to strengthen themselves by an alliance with Yakoub Beg, the able and enterprising Sovereign of Kashgar, who bids fair to become the Mehemet Ali of Central Asia, without the political disadvantages which proved fatal to his great prototype. The combined Dounga and Kashgarian forces have defeated the Chinese in two great battles, driven them from the line of the Tien-shan, and become, for the time being, undisputed masters of the territory bordered by the western chain; while the insurgents, victorious thus far, are concentrating a force of 30,000 men upon the frontier of the neutral ground, in order to guard against any offensive movement on the part of Russia. This is a very unexpected complication. Yakoub Beg, an able general, a veteran statesman, a powerful ruler, with the whole resources of a large and wealthy Principality at his command, is just the man to become a formidable neutral or a dangerous enemy, and it is naturally rather annoying to Russia to see this unlooked-for *deus ex machina* coolly usurping the *role* which she undoubtedly intended to play sooner or later—viz., to "protect" the rebels against China by swallowing them whole herself. How is this new emergency to be met? Will she attempt to bear down Yakoub Beg by sheer force, or (as is much more probable) to outwit him by subtle diplomacy? Time will show; but, at all events, it is pretty clear that, between the Sultan of Kashgar on one side, and the Russian Government on the other, the Dounga are in a fair way to be "civilised" off the face of the earth. This is one of the phenomena which make me wish that some veteran Minister would devote his leisure to the compilation of a political dictionary containing all the new diplomatic euphemisms now in use. France suddenly attacks Germany, and announces herself as "resisting unjust aggression." Germany runs off with everything worth stealing in France, and calls it "levying contributions." Austria gets together several hundred thousand men, and says that she does so "to preserve peace." Russia knocks several thousand men on the head, sends three or four kings flying off their thrones, pockets half-a-dozen provinces, and styles these energetic amusements "a mission of civilisation."

TEA AND COFFEE DUTIES IN THE UNITED STATES.

A decided difference of opinion still exists among the importers and dealers in tea and coffee regarding the proposed removal of the duties on those articles, according to the Bill now pending in Congress. At a meeting of the Board of Trade, as stated in our last issue, a petition was drawn up, to be sent to Congress, urging that body to be quick in its action, inasmuch as delay paralysed trade, and also that any action, whatever it might be, should be made immediately operative. This petition was only adopted after a lengthy discussion, for many of the members present held that the rapid depreciation in the value of stocks, caused by a sudden abatement of duties, would prove ruinous to many. The importers, who have their goods in bond, and only pay the duties and withdraw them when they are required, are of the opinion that the trade would be benefited by immediate action. They hold that the present uncertainty regarding what may be done has a very depressing influence, which would only be continued if any time is allowed between the passage of the Act and its ultimate operation. The grocers, on the other hand, contend that most of them at present have heavy stocks on hand, upon which the duties are paid, and that even a partial abatement of the tariff would entail upon them a heavy loss. They also ask that Congress take prompt action, but that at least ninety days shall be allowed to intervene between the passage of the Act and the time it shall take effect. Agreeably to these opinions the grocers have prepared a separate petition, in which they urge that any sudden action would be to the advantage of a few at the expense of the many. This second petition states that the one adopted by the Board of Trade represents

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only the importers of New York, Baltimore, Boston, and New Orleans, whereas theirs has a national character, as it represents the grocery trade of the whole country.

RECEPTION OF THE JAPANESE EMBASSY BY THE PRESIDENT.

The Japanese Embassy have reached Washington, and on the 4th inst. the principal members, ten in number, were presented to the President. There were present the members of the Congressional Committees on Foreign Relations and Foreign Affairs, all the members of the Cabinet, and the heads of bureaus in the several Departments. Vice-President Colfax, Speaker Blaine, and Minister Delong were also present. Soon after noon the Ambassadors, accompanied by the Japanese Charge d'Affaires, Mr. Mori, arrived at the Executive Mansion. They were in complete court costume, of purple underskirts and rich black silk overskirts reaching to the knee, finely decorated. There were some variations in the costumes according to rank, the difference being more particularly noticeable in the style of hats worn by the officials. Each carried a heavy sword. They entered the White House according to their rank, and were met by Secretary Fish, by whom, after salutations were exchanged, they were escorted into the east room, and their credentials presented to the President. Iwakura addressed the President as follows:—

His Majesty the Emperor of Japan, our august Sovereign, has sought, since the achievement of our national reconstruction, to obtain a perfect organization in the administrative power of his government. He has studied with interest the results attained by Western nations. Having a sincere desire to establish permanent and friendly relations with foreign Powers on a still closer footing, he has commissioned us, his Ambassadors Extraordinary, to all Powers having treaties with Japan. Upon the soil of your country we first present our credentials, delivering to you personally the letter of our august Sovereign at this public official audience. The objects of the mission with which we are charged by our Government are somewhat set forth in this letter. We are authorised to consult with your Government on all international questions, directing our efforts to promote and develop wide commercial relations, and draw into closer bonds the strong friendship already existing between our respective peoples. Thus we hope to gain fresh impulse in the paths of progress, gaining good from every form of civilisation. This we shall aim to do while in the exercise of strict integrity to our own national interests, so trustingly confided to us by a generous Sovereign, and shall earnestly hope to receive your kind co-operation in facilitating the task assigned us by our Government. We gladly avail ourselves of this happy meeting to convey personally to your Excellency our sincere wishes for your continued prosperity and happiness, and as national representatives we extend the same wish to all the people of the United States.

The President responded as follows:—Gentlemen, I am gratified that this country and that my Administration will be distinguished in history as the first which has received an Embassy from the nation with which the United States were the first to establish diplomatic and commercial intercourse. The objects which you say have given rise to your mission do honour to the intelligence and wisdom of your Sovereign, and reflect credit on you in having been chosen as the instruments for carrying them into effect. The time must be regarded as gone, never to return, when any nation can keep apart from all others and expect to enjoy the prosperity and happiness which depend more or less upon the mutual adoption of improvements, not only in the science of government, but in those other sciences and arts which contribute to the dignity of mankind and to national wealth and power. Though Japan is one of the most ancient of organised communities, and the United States rank among the most recent, we flatter ourselves that we have made some improvements upon the political institutions of the nations from whom we are descended. Our experience leads us to believe that the wealth, the power, and the happiness of a people are advanced by their encouragement of trade and commercial intercourse with other Powers; by the elevation and dignity of labour; by the practical adaptation of science to the manufactures and the arts; by increased facilities of frequent and rapid communication between different parts of the country; by the encouragement of emigration, which brings with it the varied habits and diverse genius and industry of other lands; by a free press; by freedom of thought and of conscience, and a liberal toleration in matters of religion, not only to citizens, but to all foreigners resident among us. It will be a pleasure to us to enter upon that consultation upon international questions in which you say you are authorised to engage. The improvement of the commercial relations between our respective countries is important and desirable, and cannot fail to strengthen the bonds which unite us. I will heartily co-operate in so desirable an object. Your kind wishes for me personally, gentlemen, are cordially reciprocated. I trust that your abode with us may be agreeable to you, and may contribute to a more intimate acquaintance and intercourse between our respective peoples.

At the conclusion of these ceremonies the gentlemen who were with the President were introduced to the Ambassadors, bowing but not shaking hands. The members of the Embassy were then introduced to the ladies of the Executive Mansion and of the Cabinet officers' families, together with others who had been invited to be present. President Grant, with Iwakura on his arm, led the way, followed by the Cabinet officers escorting the other members of the Embassy.

At a subsequent period of the day the Japanese held a reception at their hotel, when they were visited by nearly all the foreign legations, Vice-President Colfax and Speaker Blaine, all the Cabinet officers and several Senators and Representatives. In the evening the Hon. James Brooks, of New York, gave a reception to the Ambassadors, which was largely attended. The Japanese entered socially into conversation, and expressed themselves delighted with the reception everywhere extended to them. At the supper-table cordial speeches were made by Mr. Brooks, Iwakura, Mr. Banks, Kido, Ito, Mr. De Long, and others.

The Embassy occupies about fifty rooms of the Arlington Hotel at Washington, including the entire portion of the building known as the Johnson House, and two entire buildings on the opposite side of the avenue.

CALIFORNIAN SILK.

A New York commercial newspaper states that the California Silk Manufacturing Company of South San Francisco have been for a considerable time past engaged in the successful manufacture of sewing silk, and their example shows what might be done in the larger field of this industry. Last year they used twenty bales, or 2,000 lbs. of raw silk. Of this only a fourth part, or 500 lbs., was Californian silk, but the company purchased all there was in the market. The balance was Chinese and Japanese raw silk, 1,000 lbs., or one-half of the whole amount used, being obtained from China, while 500 lbs., or an amount similar to that purchased in this State, was obtained from Japan. The California silk was much superior to all the rest and commanded a high price. California No. 1, one grade brought $9 per lb.; China, three grades brought, No. 3, Canton, $4; No. 1, from $4 to 7 per lb., and the brand known as Tsatlee, $8½ per lb., while one grade of Japanese, the only one in the market, brought only $6 per lb. The Union Pacific Manufacturing Company—we learn from the same journal—has filed articles of incorporation and will soon begin the manufacture of all kinds of ribbons, piece silks, trimmings, and silk goods generally in San Francisco. Capital stock $100,000.

PACIFIC MAIL SERVICE.

A Postal Committee of the *Senate* have reported in favour of doubling the Pacific steamship service at the existing monthly rate, with a proviso that the ships hereafter constructed shall be of 4,000 tons or more. "This action (says the *New York Mercantile Gazette*), concurrent with the probable appropriation of the half-million excess of the Chinese indemnity to founding an American college at Peking, the not remote Pacific cable, the steamship line to Australia and other contemplated movements there, promises to materially develop our general business. The struggle that is made by the Peninsular and Oriental and other existing lines of travel *via* Cape Good Hope and the Suez Canal, with probable furtherance, at no great future, by other Asiatic railways, seem to indicate the expediency of having a better class of ships than those now running." The Committee submit an estimate that in 1875 the Pacific Railroad will bring between 45,000,000 and 50,000,000 lb. of tea, 25,000 bales of silk, and $5,000,000 worth of silk-worms—freight which will pay the road at least $1,000,000 in coin.

ADMIRAL SIR JAMES SCOTT, K.C.B., died on the 8th inst. He entered the navy in 1803; became lieutenant in 1809; commander, 1814; captain, 1828; rear-admiral, 1854; vice-admiral, 1861; admiral, 1865; and was forced to retire by the compulsory measure of 1866. He served with distinction in the French, American, and Chinese wars; was wounded at the reduction of Martinique; and was present at Walcheren, the capture of Washington, and at the battles of Bladensburg and Baltimore, besides numerous engagements between the years 1812 and 1814. He commanded a division of a squadron in China, and in a series of operations from Macao to Canton destroyed five forts and captured 115 pieces of artillery and nine war junks. Sir James had been in upwards of a hundred different successful engagements, and gained every step in the service up to the rank of captain by war services. He was recommended twenty times and gazetted nine times, received the naval and army war medals and the Chinese medals; also the thanks of both Houses of Parliament. He was nominated C.B. in 1841, and created K.C.B. in 1862.

IT will be remembered that in January last Mr. Herbert Laurance delivered a lecture at the Alexandra Hall, Blackheath, on "China and the Chinese." So successful was Mr. Laurance in interesting his hearers, that he was induced to repeat the lecture on Thursday last at the same place. There was a good attendance, and as on the former occasion the aid of dissolving views was employed to assist the lecturer in presenting his audience with an idea of the manners and customs of the Celestials.

AMONG the passengers to Penang by the P. and O. steamer *Malta*, which left Southampton on the 14th was Captain Speedy, superintendent of police, Penang, who had charge of the son of King Theodore, of Abyssinia. Just before the vessel started a Queen's messenger arrived on board with a packet from the Queen for Captain Speedy. It contained a handsome gold watch and chain. On the watch was engraved "To Captain Speedy, from Victoria R."

HER MAJESTY held a *levée* at Buckingham Palace on Thursday. Among the gentlemen presented at the *levée* was Mr. Adolphus A. Annesley, Her Majesty's vice-consul at Hiogo and Osaka.

M. DE GEOFFROY, the new Minister of France in China, has been married at Rome to Miss Riggs, of Washington, U.S. The newly-married couple have been received at the Vatican, and left Rome on the 12th inst. to embark at Brindisi for China.

THE last accounts of the Japanese party record them as being on a visit to Chicago. They have presented the Mayor with a sum of $5,000 for the relief of the poor of that city.

DEPUTY INSPECTOR-GENERAL A. CROCKER is about to proceed to Hong Kong, to assume the duties of principal medical officer at that garrison.

The Board of Trade have received from the Secretary of State for Foreign Affairs a translation of a notification issued by the Japanese Government, which provides, with reference to the complaint of a British firm of brewers respecting the imitation of their trade mark in Japan, that though the manufacture of beer is not prohibited in that country, it is wrong according to commercial law to imitate trade marks, and that henceforward persons whose business consists in brewing beer must apply for a licence, and send in a specimen of a trade mark not likely to be confused with others.

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SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—March 15, at Falmouth, from Rangoon, Sultana; 16, Amie; from Batavia, Shakespeare; at Liverpool, from Bassein, Asteriana; at Queenstown, from Manila, Glamorganshire; 15, at Liverpool, from Rangoon, Prince Eugene; 17, from Rangoon, Lady Rowena; at London, from China, Singapore, &c. (via S.C.), Patroclus (str.); 15, off Portland, from Batavia, for Holland, Nieuwe Waterweg II.; off the Start, from Shanghai, Sarah Scott; 17, off Queenstown, from Maulmain, Peerless; 13, at Marseilles, from Bangkok, Mysore; at New York, from Singapore, Enoch Train; 18, at Deal, from Japan, River Avon.

DEPARTURES.—Feb. 27, from New York, for Anjer, Golden State; 29, for Shanghai, Taitsing; March 12, from Penarth, for Hong Kong, Laura and Gertrude; 13, from Cardiff, for Shanghai, Araby Maid; for Galle, Jessie Gilbert, Baccus; 2, from Buenos Ayres, for Ceylon, Stirlingshire; March 13, from Shields, for Galle, Passover; 14, for Singapore, Ottercaps; from Sunderland, for Hong Kong, Sarah Watson; 15, from Liverpool, for Singapore, China, &c. (via S.C.), Agamemnon (str.); from Cardiff for Hong Kong, Florentine; 16, from Shields, for Singapore, Dale; 15, from Newcastle, Jessie McDonald; 16, from Liverpool, for Hong Kong, Kentville.

LAID ON.—At Liverpool, for Penang, Singapore, Hong Kong, and Shanghai (via S.C.), Menelaus (str.); at London, for Hong Kong, Beemah; for Singapore, Hope; for Penang, Singapore, Hong Kong, and Shanghai (via. S. C.), Colombo (str.), for Singapore, Hong Kong, and Shanghai (via. S.C.), Enterprise (str.); at Liverpool, for Hong Kong, Peter; for Singapore, Finzel.

CASUALTIES.—A telegram from Singapore, dated March 8, received at Havre 14th, states that the Marie Therese (French), Moure, from Bordeaux to Saigon, had stranded in Gaspar Straits, and had been attacked by pirates and abandoned by her crew. The Delphin (German schooner), Lilienthal, from Cronstadt to the River Amoor, with a general cargo, put into Valparaiso Jan. 23, leaky. A telegram from Sourabaya, dated March 15th, states as follows:—"The Henriette Gertruide (Dutch) almost loaded for Amsterdam, strand leak. Pasaroeang, and returns here to discharge and be examined." Advice from Amsterdam dated March 15th, state that the Prins Hendriks (str.), from Batavia, arrived at Aden, 14th, with loss of screw blades; she was towed the last 360 miles by the English war-steamer Serapis.

MISCELLANEOUS.—At Port Said, March 15, Lord of the Isles (str.) and sailed, 16, for Singapore, China, &c.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

DICKINS—On the 17th Jan., at Yokohama, Japan, the wife of F. V. Dickins, barrister-at-law, of a daughter.

PENGELLY—On the 4th Feb., at Singapore, Mrs. A. Pengelly, of a daughter.

MARRIAGES.

CAMERON—MATHESON.—On the 14th March, at Weston-super-Mare, by the Rev. John Matheson, of Hampstead, the Rev. Robert Cameron, of Mirfield, to Margaret, eldest daughter of Hugh Matheson, Esq.

FORGET—JOHNSTONE.—On the 14th March, at All Saints' Church, Kensington, by the Rev. John Light, M.A., Augustin Francois Forget, Esq., to Alice Edith, eldest surviving daughter of the late Thomas Henry Johnston, Esq., formerly of Bombay and China.

PEREIRA—PLACE.—On the 27th Jan., at the Roman Catholic Cathedral, Hong Kong, by Rev. Domingos de Avanzo, Alfredo Maria Roza Pereira, of Hong Kong, to Epicarides, youngest daughter of A. J. Place, of Macao.

WALLER—FOLY.—On the 5th Feb., at the Catholic Church of the Good Shepherd, Singapore, by the Rev. A. L. Daguin, Mr. W. H. Waller, to Miss Allen Eliza Margaret Foly.

DEATHS.

BROADHURST—On the 6th March, Mary Margaret, wife of H. Tootal Broadhurst, Esq., Woodhill, Prestwich, Manchester.

FRY—On the 15th March, at Southend, Essex, Rachel, the beloved wife of John Gurney Fry, Esq., aged 67.

GILBERT—On the 9th Feb., on board the P. and O. str. *Deccan*, homeward bound, at sea, off Point de Galle, James Gilbert, Esq., firm of Messrs. Jessop and Co., Calcutta.

LIEBERT—On the 10th March, at his residence, Victoria Park, Manchester, aged 73 years, Bernhard Liebert, Esq.

MURRAY—On the 9th March, at the Knowle, Brenchley, Kent, Herbert, aged six weeks, infant twin son of Dr. Ivor Murray.

RALLI—On the 9th March, at Eton College, Augustus, eldest son of Stephen A. Ralli, of Clapham, aged 15.

SNEYD—On the 8th March, aged 81, Henry Ralph Sneyd, of Eaton Lodge, Rugeley, Staffordshire, and Ravenhill, county Down, Ireland, late Ceylon Civil Service.

SPENCE—On the 6th Feb., at Hong Kong, Charles James Spence.

SPENCER—On the 10th March, at Shepherd's Bush, William Spencer, formerly of Bangkok, Siam, and late of Saigon, Cochin China.

TAPP—On the 29th Jan., at Shanghai, Elizabeth Ranson, the beloved wife of William Handyside Tapp, of the British Consulate.

TURNER—On the 6th Feb., at Nullah-side, Hong Kong, the wife of A. L. Turner, Esq.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SHANGHAI, FOOCHOW, HONG KONG, and SINGAPORE to LONDON (via S.C.), per Nestor (str.), entered March 6.—From Shanghai: 99 bales tobacco, 1 case curiosities—Blow and Raecke; 8 cases merchandise—Rehder and Co.; 4 cases curiosities—F. W. Siman; 10 bales silk—Shreckheisen and Co.; 29 bales silk—Thorne and Co.; 1 bale paper—S. Straker and Sons; 386 half-chests tea—D. Sassoon and Co.; 19 packages sundries, 1 case plants, 6 cases merchandise, 415 bags 824 boxes copper, 389 bales silk, 32 bales wool, 2646 boxes gall-nuts, 41 bales wild silk, 791 bales hemp, 106 piculs gun-metal, 65 bales waste and 42 bales raw silk, 661 chests 1876 half-chests 51 boxes 251 packages tea—Order. From Foochow: 2 packages tea and lychees—W. H. Mason; 2 packages 6 boxes lychees, 2595 chests 9954 half-chests 2042 boxes 79 packages tea—Order. From Hong Kong: 6 cases mercandise—L. Wiese and Co.; 1 case curiosities—Dangar, Grant, and Co.; 693 half-chests tea, 7 packages merchandise, 4 cases 13 packages curiosities, 1 case preserves, 168 bales straw braid—Order. From Singapore: 2 cases plants—H. Low and Co.; 4 cases birds' skins—J. McLittle; 3 packages merchandise—Wheatly and Co.; 27 bales hemp—C. de Murietta and Co.; 1546 slabs tin, 727 bags sago and tapioca, 1895 slabs 21 baskets gutta-percha, 267 cases nutmegs, 7 cases gum-benjamin, 76 cases mace, 40 bags coffee, 13 cases cigars, 4 cases tortoiseshell—Order..

From SHANGHAI to LONDON, per Hope, entered March 9.—4921 chests 5222 half-chests 196 boxes tea, 256 packages gall nuts—Order.

From SHANGHAI to LONDON, per Ailsa, entered March 9.—2886 chests tea—Gledstanes and Co., 410 chests 120 half-chests tea—A. Teodorpf and Co.; 210 half-chests 25 boxes tea—F. Huth and Co.; 15 boxes tea—R. N. H. Gore Booth; 7685 chests 3846 half-chests 4919 boxes 436 packages tea, 20 bales silk, 350 bales hemp—Order.

From MANILA to LONDON, per Sir Jamsetjee Family, entered March 11.—A quantity sapan wood, 250 bales hemp, 1000 cases gum copal, 142 case gum, 343 bags sugar—Drake, Kleinwort, and Co.; 10 bales isinglass, 2 cases tobacco stalks, 1 case cigars, 1 box chocolate, 2 puncheons cocoa-nut oil—P. Herrman and Co.; 1 case cigars—M. P. Guimaraens and Co., 10 cases cigars—Borneo Company; 300 bales hemp—Baring, Brothers, and Co.; 140 bales hemp—C Shaw and Co.; 9 bales hemp, 1 package merchandise, 179 bales tobacco—Suse and Sibeth; 11,726 bags sugar, 2046 bundles canes, 1 case tortoiseshell, 1 case isinglass, 173 cases indigo, 109 bags coffee, 180 bags cowries, 140 cases cigars, 204 bales cordage, 24 cases 29 casks pitch, 2 casks wine, 39 packages merchandise, 3833 buffalo horns, 1857 bales hemp, 158 bales hides, 269 cases gum, 124 cases gum copal, 101 bales tobacco—Order. 3 casks 2 cases wine, 2 cases preserves, 1 bag coffee, 1 cask sugar—Master.

From NAGASAKI to LONDON, per Zohrab, entered March 11.—1239 bales tobacco, 26 cases curiosities, 1794 boxes wax, 20 cases gun metal, 106 packages merchandise, 10 cases medicine, 6 guns, 214 pical shells, 4074 brooms, 5 bags rice, 8 boxes tin, 546 boxes 4 packages tea, 6 cases camphor—Order; 214 bales ore—Forbes and Co.; 2 packages merchandise, 4 cases tea—Master.

From FOOCHOW to LONDON, per Beemah, entered March 11.—18,532 packages tea—Order.

From SINGAPORE to LIVERPOOL, per Windermere, entered March 12.—616 bags sugar, 4 cases isinglass, 4220 bundles rattans, 2818 hides, 200 bags pepper, 4376 bags 948 bales gambier, 4881 bags sago flour, 121 bags tapioca—Order.

From SHANGHAI to LONDON, per Constantia, entered March 15.—5563 chests 890 half-chests 282 boxes tea, 249 boxes gall nuts—Order.

From HONG KONG to LONDON, per China, entered March 15.—200 casks soy—J. Morrison and Co.; 40 rolls matting—J. Meyer; 6 cases ginger—Hall and Holtz; 4 cases hardware, 2 cases 58 boxes preserves, 20 cases sherry, 3241 boxes 30 cases camphor, 100 casks 16 hogsheads soy, 381 packages merchandise, 550 boxes 10 cases cassia, 25 sets trunks, 22 butts wine, 1 case revolvers, 4702 slabs copper, 3 bundles matting—Order.

ARTICLES OF IMPORT.

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TEA.

The quantity of Tea placed on the market during the past week has again been large, and the amount of business has been very small, dealers holding back in hope of a fall. Importers continue to give great support to the market by holding those kinds less in demand. The deliveries for the week have been 3,394,000 lbs., against 3,650,000 lbs. last year.

Black.—Red-leaf Congous: Siftings show no change. Broken-leaf kinds have been very firm; fair to good common have been well maintained at 1s. 0½d. to 1s. 1½d. per lb., owing to export orders. There have been sales of fair to good Kaisow kinds from 1s. 2d. to 1s. 5d., showing previous prices; fine to finest remain dull of sale. Pak Lin kinds show no alteration. Black-leaf kinds: Low quality still remains dull of sale at previous prices; several chops of recent arrival have been on offer without meeting purchasers; fair to good common have been more saleable at 11½d. to 1s. 1d. per lb.; fair to good medium have met with a ready sale at from 1s. 2d. to 1s. 5d. per lb., being previous prices; fine to finest show no change. Amoy kinds have been in demand for export. New-make Canton kinds: Sales have been made to a fair extent at the late heavy reduction in price. Oolongs: The demand is limited, and prices tending lower. In Souchongs and Flowery Pekoes there have been but few transactions. Scented Teas: Canton Capers remain much as before; also Foochow kinds. Orange Pekoes: Canton kinds, common, new-make sorts, have been difficult of sale. The long-leaf kinds have again sold at rather lower prices. Foochow kinds show no alteration. Uncoloured Japans: The low qualities have sold from 5d. to 6d. per lb.; fair to good at previous prices. *Green:* There has only been a moderate business; fine to finest kinds remain steady; the common to medium kinds have sold in some cases rather lower.

COFFEE.

The market has shown great dulness during the week; there has been scarcely any demand, and supplies have been withheld from the public sales, as importers still firmly resist any concession in prices. The business by private contract has also been very small. Prices in the absence of transactions must be regarded as nominal. At auction of 291 bags Native Ceylon offered 136 bags good ordinary Galle kind

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sold at 69s., the remainder, fine ordinary Ouvah, being bought in at 72s. 46 bags Manila sold, pale, at 70s., brownish, at 68s.

The Dutch Trading Company announce their next public sale to be held on the 20th inst., when 77,000 bags Java, &c., will be offered.

SUGAR.

The activity in the market noticed in our last report continued during the early part of this week, but within the past few days the tone has again become quiet; prices, however, remain steady, the slight improvement noted last week being maintained. The following are the particulars of the business done:—

Manila.—No public sales have been effected; privately 2,000 bags unclayed Taal old import have been quitted at 21s. 6d., and 100 tons good do., of recent import, at 22s. 6d.; the landed cargo, per Lake Constance, 28,500 bags Ilo Ilo unclayed, has been sold at 24s.

Penang.—In auction 750 baskets date sort sold at 23s. 6d. No private sales.

Java, China, &c.—No sales.

CHINA MATTING.—Of 315 rolls offered 265 rolls Gowqua's extra contract were bought in, 4s. 4d. check at 45s., 5s. 4d., and 6s. 4d., ditto at 52s. 6d. to 60s., of the remainder 10 rolls sold, inferior 4s. 4d., white at 20s.

COCOA-NUT OIL.—The market continues dull at last quoted rates; at public sale of 310 casks Ceylon offered only a few lots very fine in pipes sold at £38, the remainder being bought in at £37 to £38, hogsheads at £38 10s., at which price a small quantity has since been sold.

CAMPHOR.—An offer of 200 cases China afloat was taken at £4 5s. per cwt.

CUTCH continues dull, and all offers in public sale have been bought in. Privately 500 boxes very fine Elephant, mark Pegu, have been sold at 27s. per cwt.

GAMBIER.—But little business has been done; at public sale 1,300 mats good pale cubes were bought in at 25s. 9d., and 830 mats at 25s. 6d., 68 bags damaged being sold at 22s. 3d.; privately about 1,000 bags fine pale cubes have been sold at 26s., and 200 bales at 22s. 9d.

GALLS.—A large arrival, per steamer Nestor, has depressed the market, and prices are fully 7s. below those quoted for last mail. In auction on the 14th 204 cases China sold at 52s. 6d. to 55s., chiefly at 54s. to 55s. per cwt. No transactions in *Japan.*

GUMS.—*Copal:* A large quantity of Manila, amounting to 871 cases 1,436 bags offered in public sale, met only a limited demand, and the bulk was bought in, soft kind in block at 22s. to 24s.; dark hard, 30s.; fair clean hard, 35s., 350 cases finding buyers at easy rates; fine clean pale hard at 35s.; fine bold clean yellow, 36s.; chiefly good dusty soft yellow, 26s. 6d. to 27s. *Gamboge:* Of 56 cases and boxes offered, 17 packages sold, middling blocky to fair pipe at £15 10s. to £16 10s.; pickings, £13 15s.

HEMP.—The market for Manila is firm, with an upward tendency; the public sales have gone off with good spirit at fully former rates; of 1,794 bales offered, chiefly per Marlboro', 750 bales sold, mostly sea-damaged, fully fair current first-class at £49, sound good roping sold at £52, and white Quilot at £65 to £66 15s., the remainder being bought in at £51 for fully fair, and £46 for superior brown. An offer of 2 bales Java was quitted at £36 15s.

PEPPER.—*Black:* Market quiet, but prices steady; sales of Penang have been made at 6 3-16d. to 6¼d., damaged at 6d.; Singapore bought in at 6⅜d.; contracts for 2,000 bags (bear sales), April-May delivery, have been made at 6d. to a little under. *White:* A large supply has been offered by auction, and prices have further declined ¼d. per lb. Of 894 bags Singapore offered 550 bags dull and brownish sold at 10d. to 10½d., one lot 10⅜d.; a good part sea-damaged at 9¾d. to 9⅞d. for first-class.

PLUMBAGO.—Of 462 barrels Ceylon offered 130 barrels sold—good bright lump at 29s.; middling dull and small, 23s. 6d.; chips, 19s. 9d. to 21s. 6d.; low dust, 6s.; the remainder, chiefly low mixed of old import, being withdrawn.

RICE.—Market con inues quiet, and prices tend lower. Rather large transactions have taken place in yellow Bengal at easy rates, consisting of 5,500 bags Raree Ballam landed at 8s. 6d., 1,000 bags ditto at 8s. 7½d. landed terms, and 100 tons Soolie at 8s. 9d., quay terms. 600 bags middling white Bengal have been sold at 11s. to 11s. 3d., 1,195 bags Necransie Arrican from Algoa Bay at 9s. 6d. to 9s. 9d., about 9,000 bags Ballam, common to fine, 8s. 6d. to 9s. 6d., 5,000 bags Necransie at 9s. 6d., and 21,000 bags Rangoon, consisting of 14,000 bags sound, at 9s. 9d., and 7,000 bags sea damaged at 9s. 6d. for first class. For arrival 100 tons good white Bengal have been sold at 12s., also 400 tons middling white Bengal February-March shipment at 11s., quay terms.

SPICES.—*Preserved Ginger:* Of 400 cases China of fresh import offered 100 cases middling sold at 9½d., the remainder being bought in at 10½d. to 11d. per lb. *Mace* is dull of sale, 10 boxes Penang were bought in at 4s. 2d., and 108 cases Java at 3s. 9d. *Nutmegs* have met little demand, and 11 cases 32 boxes Penang at auction were nearly all withdrawn, only 3 cases average 70 nuts to the lb. slightly mouldy, being sold at 3s. 4d., and 18 cases ordinary limed 110's per land carriage at 2s. 8d. to 2s. 9d., 8 casks Java 106's and 95's were bought in at 3s. 2d. and 3s. 5d., 7 cases wild ditto being sold at 2s.

SAGO.—The market continues flat, and at auction 1,035 bags small pearl were all bought in at 17s. to 18s. *Flour:* 160 bags Singapore bought in at 16s. 6d.

SAPANWOOD.—At public sale 65 tons Manila were bought in at £12 10s., 17 tons Ceylon at £14 5s., and 25 tons Singapore at £14 10s., 13 tons indirect import being sold at £11.

TIN.—On the 13th inst. the Dutch Trading Company announced they would offer for sale on the 11th April 52,800 slabs Banca and 2,600 slabs Billiton. This being a smaller quantity than was generally expected, the market rose considerably, and Straits advanced to £149; a small parcel is reported sold at £150, but the price closes at £149. Banca is quoted at £150. In Holland the quotation is about 90 guilders.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Mch. 8	Victoria Nyanza	Jones	Shanghai	London
9	Ailsa	Russell	Do.	Do.
3	Isa (str.)	North	Maulmain, via S.C.	Bremerhaven
5	Carmelita and Ida	Jensen	Foochow	Texel
8	Chalmers	Helps	Rangoon	Falmouth
6	Henrietta G. Susanna	Dam	Batavia	Texel
10	Sir Jamsetjee Family	Cobb	Manila	London
10	Lincelles	Sleightholm	Colombo	Do.
9	Oxfordshire (s.)	Park	Colombo, &c., via S.C.	Do.
	Humboldt	Schweicher	Hong Kong	New York
7	Dordrecht II.	Rotgans	Batavia	Brouwershaven
11	Zohrab	Fullerton	Nagasaki	London
11	Beemah	Wakeham	Foochow	Do.
12	Eleanor	Brown	Rangoon	Do.
11	Windermere	Davidson	Singapore	Liverpool
10	Shackamaxon	Gray	Rangoon	Do.
9	Tafarette	Rocher	Hong Kong	Havre
9	Codan	Baysen	Bangkok	Gironde
Feb. 24	Birdston	Hunter	Hong Kong	New York
24	Lord Macaulay	Care...	Canton	Do.
24	Ching Foo	Douglass	Amoy	Do.*
24	Feiga	Lauridsen	Do.	Do.†
25	Anne Laity Banfield	Sherris	Hong Kong	Do.
25	Orpheus	Smith	Canton	Do.
	Emperor	—	China	Do.
25	Mariano	Bearce	Manila	Boston
Mch 11	Scotland	Taylor	Maulmain	Glasgow
13	Enterprise (s.)	Lobnit	Sing., China, &c., S.C	London
Feb. 28	Asa Eldridge	Baker	Manila	New York

* With loss of sails.
† Not a departure for Hong Kong as before reported.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Mch. 6	Princess Dagmar	Lewis	Singapore	Cardiff
6	Giovanni P.	Bozzone	Manila	Do.
6	Archos	Dimelow	Hong Kong	Glasgow
5	Carl Ludwig	Callsen	Nicolajefsk	Hamburg
	Nehalennia	Graf	Samarang	Amsterdam
7	Channel Light	Henderson	Hong Kong	Cardiff
7	Jane Sprott	Sprott	Do.	Penarth
7	Statesman (str.)	Williamson	Colombo, &c. via S.C	Liverpool
10	Irvine	Fevnie	Hong Kong	London
6	Prudhoe	Wallis	Do.	Shields
	Stad Leyden	—	Batavia	Amsterdam
11	William Melhuish	—	Japan	Shields
8	Dan	Lund	Nicolajefsk	Hamburg
	Waterloo	Siewert	Batavia	Amsterdam
	Yarra	Orfeur	Amoy, Chefoo, &c.	Falmouth*
13	Canton (str.)	Jaques	Sing., China, &c. S.C	London
13	Gaston	Laffille	Ceylon	Liverpool

* After restowing cargo.

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For
March 1 to 10	... Stephensons	... Liverpool	... Colombo, &c.
	... Coellogan	... Saigon	... Rochefort

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Sea Gull. For Colombo, &c.: Scindia, Yorkshire, Oxfordshire.

SAILING VESSELS.—For Yokohama and Hiogo: Whiteadder, Engelbert, Devana. For Yokohama: Velocity, Columbus. For Hiogo and Nagasaki: Zohrab. For Shanghai: John R. Worcester, Hopewell, Fort Regent, Ailsa, The Sir Jamsetjee Family. For Chefoo and Tientsin: Fanny. For Amoy: Veronica. For Hong Kong: Sir Harry Parkes, Malacca, Burdwan, Cores. For Hong Kong and Foochow: Her Majesty. For Manila: Maria. For Singapore: Janet Ferguson, Star of the South. For Penang: Peri. For Batavia and Sourabaya (via Samarang): Magellan. For Colombo: Caroline Hutchings, Alchymist, Seafield. For Galle and Ceylon (via Swansea): Peveril of the Peak.

At LIVERPOOL.—For Yokohama and Hiogo: Dovenby. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Achilles (str.), Diomed (str.), 'Agamemnon (str.). For Hong Kong: Kentville. For Hong Kong (via Cardiff): Sapphire. For Manila and Singapore (via S.C.): Emiliano (str.). For Manila: Alejandro, Loyola, Gloria. For Singapore: North East. For Penang: Constancia. For Batavia and Sourabaya: Bothwell Castle.

At GLASGOW.—For Shanghai: Merse.

At GREENOCK.—For Galle, &c.: Diadem.

SPOKEN.

NORTHERN QUEEN, Japan to London, Jan. 5, 34 S., 28 E.
BLACKWALL, Samarang to Falmouth, Feb. 5, 72 (?) S., 11 W.
HAVILAH (barq.), Shanghai to New York, Nov. 3. off Anjer.
A. M. E., Batavia to Amsterdam, Jan. 5, 31 S., 35 E.
MOUNTAIN LAUREL, Singapore to Liverpool, Feb. 7, 1 N., 22 W.
MADURA, Sourabaya to Boston, Jan. 1, 29 S., 45 E.
ANNIE MAIN, Glasgow to Hong Kong, Feb. 8, 1 N., 22 W.
MANILA, Manila to New York, 50 days out, Jan. 10, 31 S., 36 E.
ASTRACAN (ship), Ceylon to London, 98 days out, Feb. 20, 19 N., 36 W.

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FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports are dull, and there are no signs of any immediate advance in rates, owing to the large amount of tonnage now loading. Coal freights remain with but little alteration, and vessels are easily obtained.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama and Nagasaki: 100s. meast. To Hiogo: 110s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 60s. meast. To Sourabaya and Samarang: 95s. meast. To Padang: 105s. meast. To Batavia: 90s. meast. To Saigon: 100s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Yokohama: 35s. weight, 30s. meast. To Shanghai: 35s. weight, 30s. meast. To Foochow: 45s. weight, 35s. meast. To Amoy: 40s. weight or meast. To Chefoo: 45s. weight or meast. To Tientain: 50s. meast. To Hong Kong: 35s. weight, 25s. meast. To Manila: 30s. weight, 45s. meast. To Batavia and Sourabaya: 20s. weight, 25s. meast. To Singapore: 25s. meast. To Penang: 30s. weight, 35s. meast. To Ceylon: 15s. meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £38. To Penang: £25. To Singapore: £26. To Galle: £20. From Newport, Cardiff, or Swansea, per ton.— To Yokohama or Nagasaki: 40s. To Chefoo: 50s. To Shanghai: 45s. to 46s. To Hong Kong: 37s. To Manila: 25s. To Colombo: 22s. 6d. To Galle: 22s. To Singapore: 26s. to 27s. To Cheriben, 21s.

From Birkenhead, per ton.—To Shanghai: 36s. To Hong Kong: 30s. To Singapore, 20s. to 21s. To Colombo: 15s. to 16s. To Galle: 16s.

The Admiralty have invited tenders for the conveyance of 130 tons tores to Hong Kong.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 40s., ship 45s.; to Shanghai, steamer 35s., ship 40s.; to Hong Kong, steamer, 30s., ship 35s.; to Singapore, steamer 25s., ship 25s. to 27s. 6d.

CASUALTIES.

The Marie Elize, v. Deursen, from Batavia to Amsterdam, which vessel put into Table Bay, Jan. 4, with damage, having completed her repairs, would probably sail for her destination about 8th Feb. A portion of her cargo, consisting of 191 bags of coffee (damaged), had been sold.

Advices from New York, dated Feb. 26, state that the Orpheus, Smith, which arrived from Canton Feb. 25, had encountered N.E. gales from lat. 30, during which she sprang foretopsail-yard, and lost upper-maintopsail.

The Mariano, which arrived at Boston, Feb. 25, from Manila, reports having experienced a hurricane in lat. 21 S., long. 68 E., which lasted three days, and caused her to spring foremast, mizzenmast, and maintopmast.

Advices from New York, dated Feb. 26, state that, with the exception of about 2,000 bales of matting, the remainder of the cargo of the Robert Fletcher, from Hong Kong to New York, wrecked at East Moriches, washed out of her during a gale, Feb. 17; four schooners had been laden with matting saved from her.

The Banda, from Ilo Ilo to the Channel, is reported, by telegram received at Liverpool March 12. as having put into Batavia leaky.

A telegram received from Galle, dated March 11, states as follows:—The Prince v. Orange (str.), from Holland to Java, had arrived there with screw broken; accident supposed to have occurred in the Suez Canal; must discharge part of cargo to refit, and will be delayed ten days.

MISCELLANEOUS.

At MAURITIUS.—Jan. 23, Josselin, Lebesque, from Singapore.

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IN CONNECTION WITH THE

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REDUCTION OF TARIFF TO CHINA AND JAPAN.

On and after 1st MARCH next the following Reduced Rates for Telegrams of Twenty Words will come into force:—

	FROM LONDON.	FROM PROVINCIAL STATIONS.
TO HONG KONG }	£4 6 0	... ... £4 7 0
„ SHANGHAI }		
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Half the above Rates for every additional Ten Words beyond Twenty Words.

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VIA FALMOUTH,

these words being signalled as an instruction by the Postal authorities free of charge.

(By Order)

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
15th February, 1872.

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Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

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Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

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Recognised by the International Convention of 30th April, 1862.

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LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

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LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

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Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
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THE ELLIPTICAL MAP OF THE WORLD FOR 1872

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1. The Greenwich Meridian bisects the Map equally, the Parallels of Latitude right lines, Meridians of Longitude equidistant as to latitude, converging to the Poles, and length of every Tenth Degree in English Miles.
   International Voyaging, Travelling, Exploring, and Telegraphic and Railway Routes, with distances in English Miles.
3. Oceanic Currents and Trade Winds, &c., indicated by a series of darts and arrows of direction.
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7. Maps of Arctic and Antarctic Regions.
8. Maps of Celestial Hemispheres and Sun's Course.
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THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

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THE LONDON & CHINA TELEGRAPH.

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ALEXANDRIA	" "	Every Monday at 5 A.M.
ADEN		
BOMBAY		
GALLE	Thursday, Mar. 14, at 2 P.M. And every alternate Thursday thereafter.	Monday, Mar. 25, at 5 A.M. And every alternate Monday thereafter.
MADRAS		
CALCUTTA		
PENANG		
SINGAPORE		
CHINA		
JAPAN		
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NW. ZEALAND (Cargo only.)		

And all Ports touched at by the Steamers of the British India Company.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

February 18
March 3
March 17
April 14
April 28
May 12
May 26
} For Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The steamers of the 18th Feb., 17th March, 14th April, and 12th May connect at Aden with the steamers for Seychelles, Reunion, and Mauritius.

The steamers of the 3rd March, 31st March, 28th April, and 26th May connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
" Constantinople... " Saturday, 5 P.M.
" Algiers ... ... " " "

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

PENANG, SINGAPORE, CHINA, AND JAPAN.

THE following SPLENDID First-class STEAMER and SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Penang, Singapore, H. Kong, and Shanghai, taking goods for Japan.	Sea Gull, s.s. via S.C.	100 A 1	E.I.D.	Mar. 19
Shanghai ...	Hopewell ...	A1 13 yr.	SWID	With des.
Ditto	The Sir J. Family ...	A1 14 yr.	E.I.D.	To follow
Hong Kong.	Sir H. Parkes	A1 13 yr.	W.I.D.	With des.
Yokohama...	Columbus ...	A1 16 yr.	E.I.D.	With des.
Singapore ...	Hope	AA1	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts., 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 " "
China ..... in 44 " "
New Zealand in 42 " "
Australia ..... in 47 " "

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Steamship Company and United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class steam and sailing CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Penang, Singapore, H. Kong, Shanghai, & Hankow	Russia, s.s.	A1 100	SWID	March
	Glensannx s.s.	A1 100	SWID	To follow
	New Stmr.	A1 100	SWID	To follow
Hg. Kg. & Foochow-foo	Her Majesty	A1 14 yr.	SWID	With des.
Shanghai ...	Ailsa	A1 16 yr.	SWID	With des.
Amoy	Veronica ...	A1 14 yr.	SWID	With des.
Yokohama & Hiogo	Devana ...	A1 13 yr.	SWID	With des.
	Velocity ...	A1 14 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's court, Cornhill, London: 10, Orange-court, Liverpool; or York Chambers, 55, King-street, Manchester.

PASSENGERS to CHINA, PENANG, and SINGAPORE.—One of the steamers of the Russian Steam Navigation and Trading Company's Fleet.—The magnificent, new, full-powered ocean screw steam clipper ship RUSSIA, of the highest class granted by Lloyd's, 2,500 tons register, G. SOUTOCOVOY, Commander, will be despatched from the South West India Docks about the 25th of March. She is engined by the celebrated firm of Messrs. J. Penn and Son, of Greenwich, with an effective power of 1,500 horses, yielding a speed of 11½ knots per hour. Her state rooms are fitted in a superior manner and style, with no one berth over another, and ventilated by special fan and engines, while every modern improvement has been utilised, combined with all the requisites for a first-class steamer in the Indian and China trades to ensure the comfort and health of passengers. Her saloon is distinct from the state rooms, being on the upper deck, the latter being on the main deck. Ten first-class berths are in four cabins, two with three beds each, and two with two beds each, any one or two of which are equally available as ladies' cabins. Has also a superior second-class accommodation for twelve passengers.

Apply to GEO. RUSSELL and Co, 151, Fenchurch-street; or to ROBERTSON and Co., 5, Newman's-court, London, E.C.; 10, Orange-court, Liverpool; or York-chambers, Manchester.

PENANG, SINGAPORE, CHINA, & JAPAN—The following high-classed SCREW and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock	Last Shpng Day
Pen., Sing. Hg Kg., & Shanghai, via S.C...	Colmbo.s.s.	A1.....	1259	SWID	March25
Shanghai..	J. R. Worcester ...	A1 14 yr.	844	EID	Wth des
Chefoo & Tientsin	Fanny	A1 10 yrs	398	EID	Wth des
Hiogo & Nagasaki	Zohrab.....	A1 9 yrs	412	EID	Wth des

Excellent accommodation for passengers.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

STEAM VIA THE SUEZ CANAL.—To PENANG, SINGAPORE, HONG KONG, AND SHANGHAI, taking cargo for transhipment to Java, Japan, &c., at through rates at shippers' risk (last shipping day March 25, unless previously full), the splendid new full-powered Screw Steamer COLOMBO, 100 A1, 1,259 tons register; 200-horse power nominal, JAMES McNAB, Commander; South West India Docks. This magnificent steamer has just been built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressely for the China trade, and from being sister ship to the well-known and favourite screw steamers Canton and Hong Kong is expected to make a rapid passage. Has splendid accommodation for passengers.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street; or to NORRIS and JOYNER, 60 Cornhill, E.C

"Castle" Line of Steam Packets.
Via the Suez Canal.

FROM LONDON FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo at through rates for Java and Japan.—Packet for March.—The magnificent new Clyde-built Steam-ship DRUMMOND CASTLE, 1,281 tons register, 100 A1, 255-horse power nominal, 1,250-horse power effective, A. McRITCHIE, Commander; will load in the South-West India Dock, receiving goods till Thursday, the 4th April, and sailing on the 6th April, full or not full. Passengers are invited to inspect her superior saloon accommodation. She is provided with bath rooms, punkahs and ice-house.

For Freight or Passage apply to THOS. SKINNER and Co., 5, East India Avenue, London, E.C.

Steam via the Suez Canal. To sail punctually on the 30th March, from Leith, calling at Plymouth to embark passengers.

FOR SHANGHAI DIRECT, taking goods for HANKOW and YOKOHAMA, the magnificent new full-powered screw steamer MACGREGOR, 100 A1; 2,060 tons gross register; 300-horse power, nominal; Capt. JACOBSEN. The owner guarantees a passage of forty-five days from Plymouth, under a penalty. Manchester goods will be taken at a through rate, and put on board the steamer direct from the railway trucks, in the Leith Dock. Has elegant accommodation for passengers, including cabin fittings, bedding, and linen. Carries a surgeon and stewardess.

For Freight, apply to the Owner, DONALD R. MACGREGOR, Esq., Leith; to SMITH, SUNDIUS, and Co., 33, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange buildings.

With quick despatch.

FOR HONG KONG, the well-known Clipper Ship, COREA, A1 14 years, 581 tons register, ROBERT CARR, Commander; London Docks.

For Freight, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Janet Ferguson, A1 14 yrs.....	581	Mills & Milne.....	Mrch16
Star of the South, A1	665	Wright Bros. & Co.	Mrch28
Drummond Castle, s.s., A1 100	1,281	Thos. Skinner & Co.	Mrch 30
Colombo, s.s. A1 100	1,259	Norris and Joyner...	Mrch 25

LIVERPOOL.

Achilles, s.s.....	1,550	Alfred Holt.....	Mrch23

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens E.C.

The London Line of Packets for Japan.

FOR YOKOHAMA and HIOGO, with prompt despatch, the splendid Clipper Barque, ENGELBERT, 480 tons register, Captain D. BALLEHR; loading in London Dock. This fine vessel was built in 1870 under special survey, and classed 3-3rds L 1. 1. for nine years, being the highest class in the French Veritas; is coppered and copper-fastened. Has just discharged her cargo from Nagasaki in perfect order, and having proved herself to be one of the fastest clippers afloat is specially adapted for the conveyance of fine goods.

For further particulars, apply to MORS LE BLANCH and Co., 7, East India Avenue, London; or The Albany, Liverpool.

THE CHINA & JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA & JAPAN AGENCY,
2, COWPER'S COURT, CORNHILL, LONDON, E.C.

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FRENCH MAIL EDITION.

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 447.] LONDON, MONDAY, MARCH 25, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received March 22.
JAPAN — Yokohama	Dec. 8	Feb. 1	Feb. 6
Yedo			
Osaka and Hiogo	—		Jan. 29
Hakodadi			
Nagasaki	Dec. 1	Jan. 29	Feb. 3
CHINA — Peking	—	—	Jan. 24
Tien-tsin	—	—	,, 27
Chefoo	—	—	,, 30
New-chwang			
Hankow	Dec. 1	Jan. 25	,, 30
Kiu-kiang	—	—	,, 29
Chin-kiang	—	—	,, 25
Shanghai	Dec. 15	Feb. 3	Feb. 9
Ningpo	—	—	Jan. 30
Foochow	—	—	Feb. 5
Formosa			
Amoy	—	—	,, 7
Swatow	—	—	,, 8
Hong Kong	Dec. 29	Feb. 10	,, 15
Canton			
Macao			
PHILIPPINES— Manila	,, 8	,, 2	,, 5
COCHIN-CHINA— Saigon	Jan. 5	,, 11	,, 19
SIAM — Bangkok	—	—	,, 16
BORNEO—Labuan			
Sarawak	—	—	,, 16
JAVA — Batavia	Jan. 12	Feb. 15	,, 19
Samarang	—	—	,, 18
Sourabaya	—	—	,, 17
MALACCA STRAITS— Singapore	Jan. 19	Feb. 21	,, 23
Penang			
CEYLON — Galle	Feb. 2	,, 26	,, 28
Colombo	—	—	,, 26

THE MAILS, &c.

The French mail, bringing the above dates, was delivered, *via* Marseilles, on the 22nd inst., three days in advance of its due date. The next inward mail (P. and O.), with dates, Yokohama Feb. 13, Shanghai Feb. 16, Hong Kong Feb. 22, Singapore Feb. 29, is due, *via* Brindisi, on Monday next, the 1st April.

Telegrams with reference to the Australian telegraphic extension report that the overland lines to Port Darwin will be complete in four months, but our private advices indicate that the communication will be established in a shorter period.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, about five hours in transmission.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per Messageries Maritimes steamer *Mei-Kong*, arrived at Marseilles, March 21.—From Yokohama: None. From Shanghai: Messrs. Furst, Lepetit, Geitenhemier, Mr, and Mrs. Luddeck. From Hong Kong: M. le Vicomte de Arnoux, the Hon. J. Gardiner Austin (Colonial Secretary), Messrs. Rowett, Holliday, De Vecchi, Ingemann, Almand, Trevitan, Mitoya, Yama-shimo, Lati, Ohno, M. and Madame Brunel, M. and Madame Savatier, Mrs. Brown and child, Mrs. Campbell and two children, Mrs. Heght. From Saigon: Messrs. Marini, Eveillard-Ange, Povrier, Merlino, Charbonnel. From Singapore: Messrs. Tromp, Manniel, Carlos, Fernandez, Wilderen, De Bruyne, Hoogendenyere, Vermuth, Stilling, Feyler, Huet, Gelman, Mr. and Mrs. Bishop. From Galle: Major-General Marsh, Mr. J. Campbell, Mr. and Mrs. Schultze, Mrs. Steward and child, Mr. and Mrs. Soames.

PASSENGERS OUTWARD.

Per P. and O. steamer *Malta*, from Southampton, March 14.—To Yokohama: Mr. J. R. Thompson. To Shanghai: Mr. A. W. Brown. To Hong Kong: Commander Patterson, Mr. Powell, Surgeon-major Crocker, and one second-class passenger. To Singapore: Capt. Lloyd, and one second-class passenger. To Penang: Capt. Speedy, and two second-class passengers. To Ceylon: Mrs. H. Craven, two children, and one servant, Mr. and Mrs. J. V. Tippett and child, Mr. J. Parsons, Lieut. Kelly.

Per P. and O. steamer *Nyanza*, from Brindisi, March 25.—To Shanghai: Mr. E. Townend, Mr. M. P. Evans. To Hong Kong: Mr. W. Newman, Mr. H. B. Gibb, Mr. J. McNab. To Ceylon: Mr. J. Penny.

Per P. and O. steamer *Mooltan*, from Southampton, March 28.—To Yokohama: Mr. W. H. Stone. To Hong Kong: Mr. and Mrs. Chapman, Mr. Devenny, Mr. and Mrs. C. Webb, Mr. W. S. Orr. To Shanghai: Mr. W. Glover, Mr. R. Bourke. To Ceylon: Hon. Justice and Mrs. Stewart, Mr. J. Anderson, Mr. C. Leys.

Per P. and O. steamer *Nyanza*, from Brindisi, April 8.—To Shanghai: Mr. G. Peters, Mr. J. A. Bryner, Mr. F. M. Youd. To Hong Kong: Mr. F. Leyburn, Mr. H. S. Hancock, Mr. R. T. Stretten. To Singapore: Mr. P. Weyergang.

Per P. and O. steamer *Nyanza*, from Brindisi, April 22.—To Shanghai: Mr. Skeggs, Mr. C. J Skeggs.

Per French mail steamer *Peiho*, from Marseilles, March 31 (booked from London).—To Yokohama: Mr. Ede Butzour and wife. To Shanghai: Mr. J. Sheldon, M. de Geoffroy (Minister of France) and Mrs. Geoffroy. To Hong Kong: Mr. Hughes. To Singapore: Jules Fauber and wife. To Batavia: Mr. H. Slinkers, Mr. G. Livert, Mr. and Mrs G. Couperus. To Galle: Mr. and Mrs. D. Young and family, Madame d'Ereville and son.

Per French mail steamer *Mei-Kong*, from Marseilles, April 14 (booked from London).—To Shanghai: Sir Edmund and Lady Hornby, Mr. Dupuis. To Batavia: Mr. Van de Brook, Van den Muysenbergher. To Galle: Sir Hercules and Lady Robinson, Mr. Ploosvan Amstel.

Per steamer *Sea Gull*, from London, March 20.—To Shanghai: Mr. Hunt. To Singapore: Captain Le Bœuf.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present French mail brings advices from this port to the 6th February; the London mail of Dec. 8 arrived out Feb. 1, per Messageries Maritimes steamer *Phase*, and the following mail of Dec. 15 was due on the day this mail left. The following items of news are from the *Japan Mail*:—

The report presented at the annual meeting of the Chamber of Commerce, which was held on the 30th Jan., is of considerable interest. We find that the value of the imports of 1871 was $11,750,128, that of the previous year being $6,216,547 in excess. This decrease, which may or may not be advantageous to the country and to the foreign merchants, has been occasioned, in a very great measure, by the decreased demand for foreign grown grain. In the year 1870 it may be said that there was almost a famine in the land, and we observe that the value of the pulse then imported amounted to $9,843,917. In 1871 the value of imported food had decreased to $4,235,667, a fact which, however unsatisfactory it may be for merchants here, is unquestionably of benefit to the country. This reduces the decrease in trade which may be considered as exercising, in a manner, a hurtful influence, to the sum of $1,980,830. This is comparatively but a small amount, and scarcely can be considered as of serious import to the welfare of the country. Turning to the exports, we find that trade has increased, and that the value of the export trade for 1871 exceeds that for 1870 by $3,655,870, the respective values being:—1871, $16,798 256; 1870, $13,142,387. Now, if we take both exports and imports together, we arrive, by a very simple contrast of figures, at the result that an improvement in favour of Japan has taken place to the extent of nearly ten million dollars.

The silk question, one of the most important matters that has been debated by the Chamber for a long time, is passed over with the observation that the report upon it, drawn up some time since, has been circulated. We learn nothing as to the effect it has had; we are told nothing of the reception which it has met with among the officials in the silk-growing districts; and though it may be very true that the members of the Chamber know all these matters, yet the public does not, and in publishing the report the Chamber lays itself open to the public. The revision of the treaties, too, is slurred over in a desultory manner, which is further evidence of the haste and want of care with which the report has been prepared. We are told that certain documents have been attached to the report, but the report has been published, and the documents have not. In addition, it would at least have been satisfactory to the meeting to hear what has been done with the address to the Ministers.

At the meeting the reports and accounts were passed, and the following officers for 1872 were elected:—Chairman, Mr. Marshall; Vice-Chairman, Mr. Wilkin—Mr. Hooper was first elected but declined; Committee, Messrs. J. A. Fraser, Atkinson, Thomas, Melhuish, Johnson, Greeven, and Hooper; Auditors, Mr. Baker and Mr. Jackson.

The Japanese Government has taken it in hand to examine all the claims of foreigners on the old territorial princes, with a view to their being paid up. During the last few years the

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princes have become largely indebted to foreign houses, either for loans, ships, or goods, against which they have given as security the seal of their han or province. The Government having deprived them of their old possessions, feels itself bound to see to the discharge of their just liabilities, and an official notification has been issued, calling on all foreigners to send in an account of their demands before the 6th instant, after which date no claims will be recognised. This is a measure which will relieve the late nobles who borrowed and the foreigners who trusted them from the altogether false position they were placed in by the conversion of the territories into Imperial domains.

The Government have established a daily post between Yedo and Nagasaki, charging very low rates of postage—for instance, about equal to a halfpenny on a newspaper between Yedo and Kobe, and 1½d. between Nagasaki and Yedo; and for letters between Yedo and Kobe under half an ounce, one penny. To Nagasaki from Yedo or Yokohama, the rate is quintupled. The time occupied between Nagasaki and Yedo is about four days, the distance being same 500 or 600 miles. This ought to be a great boon, but already we hear of several of the mail runners being attacked by highway robbers; in one or two instances with violence.

A smart shock of earthquake was felt on Feb. 2. The vibration of several buildings continued from forty-five to fifty-five seconds.

A foot paper hunt has taken place, the start being from the Camp, and Messrs. Sandwith and Wright, R.M., being the hares. The meet was fairly attended, and during the chase Messrs. Smythe, Hamilton, and Brent led alternately. As soon as the frost disappears and the banks are safe for jumping it is intended to have another paper hunt.

The curious in such matters may be interested in learning that H.M. the Mikado has given a sitting to a native artist for a photographic portrait.

NAGASAKI.

Advices are to the 3rd February; the P. and O. mail, with London dates to 1st Dec. arrived out Jan. 29. The following paragraphs are from the *Nagasaki Express*:—

A fire has occurred in a dwelling-house situated on Sagaramatz Creek, which resulted in the total destruction of the building. The premises were owned by Mr. Constantine Chiappopulus, and were uninhabited, being in charge of a native watchman, who at the time of the fire was absent. Four engines were in attendance but were unable to render any service, owing to there being but little water in the creek. Beyond throwing a little water on the surrounding buildings to prevent them from catching fire, most of those who assembled to render assistance had to content themselves by becoming spectators of the operations of the detachment of Russian sailors, who, accompanied by an officer, landed and confined the fire to the one building by pulling down the burning pile. Another fire, which consumed four houses and an outhouse, has occurred in the native town.

A meeting of subscribers to the Episcopal Church was held on the 31st Jan., when it was found that the Church Fund was to the good $21.87, and the Cemetery $53.67. An amount of $326 was, however, due, on account of the church, to the creditors of Glover and Co. It was resolved to ask that this claim be waived, and to raise for the next year's expenses of the church $300, part to be presented to the clergyman officiating.

We hear that it is the intention of some native capitalists to establish a brewery at Kurume. Hops are now grown in that locality: this, together with a plentiful supply of good water, is in favour of such an undertaking becoming successful.

A well-known native commission merchant at this port has stopped payment. The chief cause of his suspension, we hear, is a loss of about 4,000 rios incurred by sheep speculation.

The American schooner *Spray* and the British bark *Serpent* have both arrived during the week with live stock from Shanghai. The price of geese is now as low as thirty Mexican cents each.

We learn from the subscription list that over $600 have been subscribed by this communiiy for the relief of those who lost their clothing and effects by the burning of the steamer *Orphan*.

CHINA.

—o—

SHANGHAI.

Dates extend to the 9th February; the English mail from London, Dec. 15, arrived out on the 3rd, and the following French mail of Dec. 22 on the 8th February. We are indebted to the *North China Herald* for the following summary of the news:—

A meeting was held on the 5th, for the purpose of forming a society to take charge of the meteorological instruments recently imported by the Council. The Rev. Mr. Butcher took the chair, and there were present about a dozen gentlemen interested in the question of meteorological observations. Considerable discussion took place as to the advisability of having an independent society or uniting with the Asiatic Society, and it was ultimately decided to do the latter, as a Meteorological Section, with a distinct membership. It was arranged to distribute the instruments as follows, if practicable:—Regis., max., and min. thers. for shade and solar and terrestrial radiation, together with a rain gauge and hygrometer, in the Public Garden; max. and min. thers., a hygrometer, and rain gauge in the Church Compound; the barometer at the Central Police-station, the anemometer at Pootung, and the river thermometer on the police or Customs' hulk. Drs. Henderson and Jamieson and Messrs. Kaye and Bisset were appointed a committee.

A fall in the shares of the Shanghai Steam Navigation Company from Tls. 190 at the end of last year, to Tls. 150 now, has brought disaster in its train. In our last we noticed defalcation in taking up stock; further liabilities have followed, and the uncertainty hanging over the market is very great. It is the old story of people going in far beyond their means, and, necessarily, one defaulter makes many. Of course, to make anything on a rise of a few taels per share involves the dealing in a large number of shares, which is all well enough when "'tis here we go up, up, up;" but when the "down, down, down," comes, and that down is Tls. 40 in a month, the results are as described, and what many have foreseen and predicted. There is no room for such operations in a limited market like this, and the sooner heads of firms make a decided stand against it the better for all concerned. S.S.N. are quoted Tls. 150 cash; Hong Kong and Shanghai Banks, old, $65 prem., new, $63 prem.; Union Steam Navigation Company, Tls. 95; Shanghai and Hongkew Wharf, Tls. 160; Yangtsze Insurance Company, Tls. 825; Sailors' Home Debentures, par, Tls. 100.

The result of Tseng Kwo-fan's late tour of inspection—so far as military officers are concerned—is shown in an Imperial edict in the *Peking Gazette* of the 31st December, which runs as follows:—Cheng Yun-hsiang, colonel of the Wu-sung battalion, and 11 others belonging to different regiments, are to be promoted whenever vacancies occur, without regard to routine. Hwa Feng, lieut.-colonel of the Soochow and Sungkiang division, and two others are dismissed on account of old age and general infirmity, but not deprived of rank. Ting Jen-lin is degraded because of his physical weakness. Hsu Hsien-chuen, captain of the Kiang-yin battalion, is cashiered, but not deprived of rank, on account of his slowness and stupidity. Wang Wen, major of the Hung-hu battalion, and ten others belonging to different battalions, are dismissed on account of obstinacy, stupidity, laziness, or cupidity.

The Mih-ho-loongs have given their annual ball with as complete success as last year. The rooms were decorated with admirable taste, and every possible arrangement was made for the comfort of the guests; the supper was excellent, and dancing was kept up with spirit till an early hour. Great curiosity was excited by the figure of a dragon with a gorgeously dressed rider, which filled the end of the hall. The following is the interpretation—the Chinese say that rain is the work of dragons, caused by their drawing water from the sea in the shape of water-spouts, and filling the clouds. Dragons are confined in the palaces of the King of the Seas, and are governed by the King's third son—a prince of renowned strength and beauty, and who is alleged always to work wonders when he rides abroad on his dragon steed. The figure to which we refer was a representation of the Prince; and found a fitting place among the emblems of a corps whose name is founded on the legend. And as the dragon without the ballroom typified the prowess of the Mih-ho-loongs in their capacity as "Fire Destroyers," so a star of bayonets in the ballroom, with a prettily illuminated dragon in the centre, indicated the military side of their twofold character.

A meeting of shareholders in the French Gas Company was held on the 2nd Feb. The accounts show a profit on the year's work of Tls. 4,201.62, making, with the balance brought forward from last year, Tls. 4,745.59 available for distribution. It was resolved to declare a dividend of 10 per cent., which would absorb Tls. 3,800, and to carry Tls. 945.59 to reserve.

The Postmaster-General notifies that newspapers to England, *via* Brindisi, will in future be charged six instead of eight cents, and that postage on newspapers to America or to other places, that may be sent in transit through England, will also be reduced two cents.

We are on the eve of the Chinese New Year, and business is at a standstill in consequence. The next week will be a virtual holiday.

The *Courier* contains the following items:—

A number of young Chinamen are, we hear, being drilled and instructed in the use of Krupp's rifled guns at the Arsenal, under Mr. Schnell, a gentleman formerly in the Prussian Corps of Artillery, who has been brought out for the Chinese authorities by the agents in China for Krupp's Ordnance. On putting his pupils through their exercises before Tseng-kwo-fan, during his recent visit, Mr. Schnell was decorated by the Viceroy with a silver medal, in token of the satisfaction which the review afforded his Excellency. In a few months, this little corps, it is said, will proceed with their instructor to Tientsin, there to go through some target practice in the presence of Li Hung-chang, the Governor-General of Chili. This looks not unlike preparing for some warmer work than mere parade drill; but we are afraid they would find a mighty difference between living and dead targets.

We are informed that the Mandarin Feng, Superintendent of the Kaou-Chang-Meaou Arsenal, has recently sent home for a competent marine naval constructor, as also for a manager for the powder works to be shortly erected near the Lung-wha pagoda.

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There is a trim little steamer on the stocks in Farnham and Company's building yard, intended to compete for a share of the towing business of this port. Her hull is built exclusively of teak and malava wood. She will be launched in a few days.

HONG KONG.

Our advices from this port extend to the 15th February; the P. and O. mail from London, Dec. 29, arrived out Feb. 10. The following items of intelligence are from the *China Mail* and *Daily Press*:—

The chief event has been the opening of the new Chinese hospital on the 14th Feb. The Chinese observed the event with great ceremony, consisting of a ceremonial sacrifice being offered to the God of Shan Nung, one of the three mythical emperors who are said to have attained the great age of ten thousand years, and who is recognised as the discoverer of medicines. The committee, some seventy or eighty in number, assembled at the Kung Sho (Public Meeting Hall) adjoining the Hollywood-road Joss-house, all dressed in the mandarin costume, some even with peacocks' feathers attached to their buttons. A procession, accompanied by a band of Chinese music and a staff of paraphernalia bearers, such as is usual on occasions of festivities, and headed by a pair of large lanterns bearing an inscription, "The formal opening of the Tung Wa Hospital," paraded the streets of the Chinese section of the town and stopped in front of the Kung Sho, where it was joined by the committee, and the whole body afterwards proceeded up the road leading to the hospital. Among those who took part in the ceremony were Leong On, compradore to Messrs. Gibb, Livingston, and Co., and he being the chairman of the Committee, took the most prominent part in the ceremony, bearing three incense sticks, which he carried with him during the whole tour of the procession. Three guns announced the arrival of the procession at the hospital, where the grand ceremony took place.

In the afternoon Sir Richard MacDonnell, accompanied by the Hon. J. G. Austin, the Hon. C. C. Smith, the Governor's private secretary, went to formally open the hospital. As the Governor and suite arrived, a salute of three guns was fired, and the band of Chinese musicians struck up an air. H.E. was received at the door by about thirty of the committee, who were all dressed in mandarin style, and formed into two rows; as H.E. passed they bowed to him and he returned their compliment. Ng Chook, Messrs. Jardine, Matheson, and Co.'s compradore, the oldest man of the committee, came forward and was presented to H.E., as was also Wong Shing, of the London Mission, who was introduced by the Hon. C. C. Smith. H.E. then went round the building accompanied by Chun Kum, Kwok Acheong, and Wong Shing. Great satisfaction was expressed in regard to the ventilation of the building. Having returned to the hall, H.E. addressed the committee, saying that it gave him extreme pleasure to have been able to be present to open this hospital, and it was a great satisfaction to him to have been permitted to come back to finish the project which he had started. The departure of Sir Richard brought the proceedings to a conclusion.

The following particulars have been published regarding the loss of the *Suwonada*:—Captain Clarke reports that in pursuing his voyage from Hong Kong for Shanghai, he entered the Haitan Straits, keeping the lead going as usual. All seemed to be going well, when the steamer suddenly struck on a rock not laid down in the charts, and began to fill so rapidly that he saw it necessary to beach her on a sandbank off Pass Island. The steamer was not long in this position when vast hordes of the native pirate fishermen began to gather round, evidently with hostile intent, and the twelve-pounder guns of the steamer, as well as all available small arms, had to be called into requisition to keep them off. Most providentially the firing of the large guns had the effect of attracting the attention of the *Ashuelot*, which was cruising in the neighbourhood, and at once bore down with assistance. Captain Clarke, with all his crew and passengers, took refuge on board of her. And not a moment too soon, for an enemy more dangerous than the Chinese was imperceptibly creeping up on the doomed steamer. In short, as the tide rose the *Suwonada* was lifted up from her resting-place on the bank and slipped down into ten fathoms, leaving only her masts above water. While the *Ashuelot* was intent on her friendly work, her rudder is said to have got entangled somehow, and was thus disabled. Some temporary substitute was, however, quickly rigged, and with it she succeeded, we hear, in reaching Foochow, which is only some fifty or sixty miles from the scene of the wreck. The *Suwonada* was fully insured, and as she had little cargo on board the loss to uninsured shippers will not be heavy. She was on her 101st trip between the two ports.

The long-cherished project of the Chinese Government to send youths to foreign countries to study has come to a head at last. An office for the selection and collection of boys has been established at Shanghai, and we understand that one or two deputies will visit Hong Kong shortly for the purpose of selecting boys. An official, who will with others accompany the pupils to America, was in the colony a few days ago, on his way to visit his native place prior to leaving China. He stated that the money allowed for each boy would be, on an average, about Tls. 400 a year, that is, we presume, Tls. 6,000 will be allowed for the fifteen years he will stay in America. The total number of boys is fixed at 120, to be sent away in four batches of 30 each. At present we learn that three only have been selected, owing, no doubt, to the reluctance which chinese parents have to part with their children.

The following appears in the *Gazette*:—Edmund Sharp, Esq., Crown Solicitor of the Colony of Hong Kong, having been granted six months' sick leave, his Excellency the Governor has been pleased to appoint William W. Toller, Esq., to be Acting Crown Solicitor, provisionally, and until further notice.

A meeting of shareholders in the Hong Kong Distillery Company was held on the 10th Feb., when some changes were made in the directorate, and other business was transacted. The company appears to have done fairly so far, and strong hopes are entertained that even greater success will attend it in the future. We wish it all success, as a purely local industry.

The Inspector-General of Customs, Mr. Hart, purposes making another visit to Shanghai, and will, it is said, be in that port in April. Whether the great foreign Haikwan intends to extend his tour to all the Treaty and Customs-collecting ports, we have not learnt; but there can be no question that there is ample room for his reforming presence at more than one port.

Inspector Grey, with the remainder of the police constables recruited from Edinburgh, has arrived in Holt's steamer *Glaucus*. They are a fine, intelligent-looking body of men.

The meeting of the shareholders in the Hong Kong Bank was to be held on the 15th Feb. The directors' report will appear in our next.

JAVA.

BATAVIA.

THE RECENT FLOODS.

The following account of the recent floods in Java, of which we lately received telegraphic reports, is from the *New Batavia Handelsblad* of Feb. 2:—

Batavia has lived to see a couple of fearful days. On the 25th January the floods reached a height unknown before within the recollection of the oldest inhabitant of the city. Everywhere the rivers overflowed their banks, flooded the roads, and laid houses under water. In some places the water stood from three to four feet deep inside the houses, and large holes appeared on the railway, part of which had already been made unfit for traffic, which had hence to be stopped. The service on the tramway was kept up as long as possible, but at last that, too, became impracticable. Carts then became the means of transport generally used. The natives made us see anew that they understand the law of supply and demand, for exorbitant prices were asked for carriages and every means of transport, while the price of rice rose to f.8 per picul. A number of Europeans had to fly from their houses into those of friends and acquaintances, or into hotels. The cavalry had to leave the barrack at Rijswijk. Thousands of natives saw their dwellings overflowed and destroyed.

The flood also laid under water the higher situated parts of the city; many offices in the lower town were shut at twelve o'clock, and continued so during the next day. The Government turned the Willems Church and the coffee storehouses near the Boom into places of refuge. On several points also sheds were run up for the fugitives, to whom food and a little money were doled out. Several private persons also threw open their houses and compounds to the fugitives. The water went down on the 26th with greater rapidity than it had risen. We had a couple of days of fair weather, and this contributed much to the flowing away of the water. The damage suffered is very great. No human lives were lost, but Chinese and natives, above all, have lost much. The Resident has called upon the Europeans to apply fearlessly either to him or the Assistant Resident if they are in want of help, and we are assured that they will obtain help without their feelings being hurt whenever possible. On the 27th Jan. the tramway resumed service, and on the 30th the railway also. Although the city is now for a great portion freed from water, the river at Tanahbang stands very high, owing to newly fallen rain. It is to be hoped that we have seen the worst; but February is above all a month for floods.

In the Tangerang, Kendal, and Demak districts, in Samarang, Krawang, Japara, and elsewhere, the rivers having also overflowed their banks with great violence, many breaches have been made in the dykes, and fields and campongs have been laid under water. The steep slopes of the neighbouring mountains expose the city always to floods, and those who look after such matters seem powerless to provide drainage channels. Plans have been been framed but none carried out. The state of things now is gloomier than ever. Thousands of natives are homeless, and the European population are collecting money for those needing help.

STRAITS SETTLEMENTS.

SINGAPORE.

Our advices by this mail extend to Feb. 23; the French mail with London dates Jan. 19, arrived out Feb. 21. The following items of news are from the *Singapore Daily Times*:—

The Criminal Session has closed. Two days—Feb. 19 and 20—were occupied with the trial of Captain Sachsze, of the British barque *Burlington*, charged with manslaughter in having caused

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the death, by shooting, of a native seaman named Seedin, while at anchor off Paknam. The Chief Justice, in summing up, laid down the law very clearly, and told the jury that the master of a ship at sea might be obliged, in order to enforce order and discipline on board his vessel, upon which depended the safety of the ship and cargo, and the life of those on board, to take the life of one or more of the men when other means failed. But the jury would have in the present case to consider whether sufficient means had been tried before resorting to the extremity of shooting the deceased man Seedin, or whether the ship itself, or the lives of the captain and the officers, were in such jeopardy as to justify that course. The jury failed to agree upon a verdict, and a second trial was ordered, but Captain Sachsze, after a new jury had been called, saved all further proceedings by pleading guilty; whereupon he was sentenced to eighteen months' imprisonment with hard labour.

The Chairman of the Penang Chamber of Commerce has replied to the articles regarding his speech at the close of the annual meeting of that body, and the Penang press have freely taken up he cudgels in defence of the position he assumed, advocating the establishment there of a local Legislative Council, or an entirely independent administration of the affairs of that Settlement. The arguments that have so far been urged in support of such a demand have not, however, been such as would have any weight with the Colonial-office authorities, or with Parliament, and the grievances complained of have been mainly municipal matters. The wish for a small steamer to put down petty piracy in the neighbourhood is one that, judging from our experience of the colonial steamers, is not likely, even if gratified, to effect the desired object; certainly, the presence of the steam launch *Mata Mata* in our harbour has not acted as a check upon this description of crime.

A meeting was being held the day the mail left, under the presidency of Mr. W. H. Read, to discuss the present position of the colony. The whole of the leading residents in the colony were present.

We are informed that the Right Reverend Dr. Chambers, the Lord Bishop of the Diocese, is looked for hourly from Labuan, where he has been holding his first visitation. His Lordship's stay in the Straits on this occasion will be a brief one, but before his return to Sarawak confirmations will be held at Singapore and Penang, if not also at Malacca.

Commercial Report.

(*For dates see first page.*)

IMPORTS.

SHANGHAI.—The Piece Goods market, so far as transactions with natives are concerned, had been entirely neglected since last mail. Quotations were consequently nominally the same as those of our last issue. The tone of everything was depressed, partly by the holiday season, and materially by the collapse in the Share market. Metals.—Lead: Holders were very firm, asking Tls. 4.90 to Tls. 5.00, and looking for a further advance. Nailrod Iron: The near approach of the China New Year had caused a complete cessation of business, and there was not one transaction to record; quotations were unchanged, and the market remained very firm. Coals: Market very quiet, and no business was expected until the holidays were over.

HONG KONG.—Owing to the intervention of the China New Year holidays, there was nothing doing in the markets.

SAIGON.—The current rates were:—Grey Shirtings, 8¼ lbs., $2.57½ per piece; 7 lbs., $2.25; Supers, No. 1, $2.10; No. 2, $2.15; T-Cloths, 7 lbs., $1.80 to 1.85; 6 lbs., $1.70 to 1.75; 5 lbs., $1.37½ to 1.40 per piece; 4½ lbs., $1.20 to 1.25; 4 lbs., $1.10 to 1.15; Irish Linen, No. 150, $1.75; No. 120, $1.65.

SINGAPORE.—The market showed little or no change; the current rates were—Mule Twist, 40s, $132½. Grey Shirtings, 8¼ lbs., $2.65; 7 lbs., $2.30. T-Cloths, 5 lbs., $1.45; 6 lbs., $1.72½; 7 lbs., $1.92½.

EXPORTS.

TEA.

SHANGHAI.—Black: The only settlements had been 3 chops, 1,739 chests, common Shontams at Tls. 11½ to 12. Stock 750 chests. Green: Considerable purchases had been made for London at very full prices. There were no really fine Teas now remaining. Settlements had been 6,200 half-chests at Tls. 35 to 42 for Fychow Teenkai, &c., and Tls. 26½ to 29½ for Shanghai packed. Stock, 5,500 half-chests.

SILK.

SHANGHAI.—The market was quiet, and little had been done owing to the high rate of exchange. The settlements were estimated at 400 bales, viz., 250 bales for Europe and 150 bales for America, making total to date 45,800 bales. Owing to the approach of the China New Year, the Chinese had been rather anxious sellers, and Red Peacocks had been offered at Tls. 515, without finding buyers. The unsold stock was estimated at 1,500 bales.

LATEST TELEGRAMS.

COMMERCIAL.

CHINA.

HONG KONG, MARCH 20.—Piece Goods flat and little doing; Grey Shirtings, 6½ catties, 8¼ lbs., $2.60; Cotton Yarn, 16-24, $125. Tea: Season closed; total export (from China and Japan) from commencement of the season, 144,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 5d.

SHANGHAI, MARCH 20.—Piece Goods in better demand. Tea: Season closed; freight to London (sailing ships), £3 10s. Silk Market continues quiet; no change in prices; No. 3 Tsatlee, Tls. 585; No. 4, Tls. 515; total export (China and Japan) from commencement of the season, 49,000 bales. Exchange on London: Bank bills, six m.s., 6s. 0⅜d.

STRAITS SETTLEMENTS.

SINGAPORE, MARCH 20.—Grey Shirtings, 7 lbs. $2.20, 8¼ lbs., $2.60; T-Cloths, 6 lbs., $1.70; Cotton Yarn, 40's, $130; Gambier, $4.25; Tin, $38.25. Exchange on London: Bank bills, six m.s., 4s. 6⅜d.

PENANG, MARCH 20.—Grey Shirtings, 8¼ lbs., $2.65; T-Cloths, 6 lbs., $1.75; Cotton Yarn, 30's, $116, 40's, $127. Pepper, black, $12.70, white, $19.80; Sugar, No. 2, $5.12½, No. 3, $3.20; Tin, $37.50. Exchange on London: Bank bills, six m.s., 4s. 6d.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6¼d.	4s. 6⅛d.	4s. 6⅛d.
Shanghai ,, ,, ...	6s. 1⅛d.	6s. 2d. to 6s. 2⅛d.	6s. 2⅛d.
Canton ,, ,,	4s. 5⅞d.	4s. 5⅞d.	4s. 5⅞d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 5⅞d.	4s. 6d.	4s. 6⅛d.
Manila ,, ,, ...			

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	30⅜	219½
,, Hong Kong...	27⅛ to 28 dis.	—
Bar silver	111.3.0.	11 prem.
Mexican dollars	75.3.0	2 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 62; Old, 64 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance, $1,500 premium.
Hotel shares, 46 per cent. discount.
Hong Kong and Macao Steamboat Company, $32 premium.
Hong Kong Fire Insurance Company, $365 prem.
Union Insurance Company, $1,500 premium.
China and Japan Marine Insurance Company, Tls. 85 premium.
China Fire Insurance Company, $60 premium.
Victoria Fire Insurance Company, $65 premium.
China Sea, Saigon, and Straits Steamship Company, $5 per cent. dis.
Indo-Chinese Sugar Company, $20 dis.
North China Insurance Company, Tls. — per share.
Shanghai Steam Navigation Company, Tls. 50 premium.
Hong Kong Distillery Company, 10 per. cent. premium.
Hong Kong Pier and Godown Company, $8 to $9 dis.

TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Borealis	Dec. 9	Shanghai ...	1,201,200
Chukiang (str.) ..	Jan. 5	Do. ...	356,900
Albert Victor ...	— 6	Do. ...	1,128,500
Peiho (str.)	— 26	Do. ...	166,700
Brockham	Nov. 20	Foochow ...	1,371,300
Reigate	— 22	Do. ...	1,318,800
Allandale	— 22	Do. ...	591,200
Rollo	Nov. 30	Canton ...	783,800
Carricks	Jan. 1	Do. ...	1,168,600
Cathaya	— 27	Do. ...	693,100

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Liverpool, Jan. 28, Nourmahal; from London, previous to March 11, Denbighshire (reported by telegram).

At SHANGHAI.—From London, Jan. 31, Hong Kong (str.); Feb. 3, Michael Angelo; from Liverpool, 2, Sarpedon (str.); from Newcastle, 6, Lochbulig; from London, March 20, Falcon, Arabella, Undine, Vixen (str.) (reported by telegram); 21, Argonaut (reported by telegram).

At HONG KONG and CANTON.—From Liverpool, Feb. 11, Glaucus (str.); from London, March 19, Parana (str.) (reported by telegram).

At SINGAPORE.—From London, Feb. 19, Glenroy (str.); 21, Havelock, from Newcastle; 14, Iron Cross, from Sunderland; 15, Mary E. Ray, from Shields; 17, Minella; from Liverpool, March 19, Priam (str.); General Fleurs.

At PENANG.—From London, Galley of Lorne (str.) (reported by telegram).

DEPARTURES.

From YOKOHAMA.—For New York, Jan. 30, Ada.
From SHANGHAI.—For New York, Feb. 3, Laurel.
From HONG KONG and CANTON.—For London, Feb. 12, Meteor.
From SINGAPORE.—For London, Feb. 19, Therese; for Liverpool, Nydia; for Cork, 17, Ocean Belle; for Boston, 19, Uranos.
From PENANG.—For Liverpool, Edwin Bassett (reported by telegram).

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SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—March 19, at Zierikzee, from Batavia Catharina Maria; at New York, from Amoy, J. T. Erichcsen.

DEPARTURES.—March 21, from London, for Colombo, &c. (via S. C.), Scindia (str.); for Hong Kong, Burdwan; for Yokohama and Hiogo, Whiteadder; from Rotterdam, for Batavia, Johanna; 20, from Cardiff for Hong Kong, R. J. Robertson; 20, from Newport, for Colombo, Coniscliffe; 21, for Hong Kong, Malvern; 22, from Deal, for Singapore, Ottercaps; 22, from Liverpool, for Manila and Singapore (via S.C.), Emiliano (str.).

LAID ON.—At London, for Hong Kong, Constantia; at Glasgow, for Batavia and Sourabaya, County of Berwick; at London, for Penang, Singapore, Hong Kong, and Shanghai (via S.C.), Drummond Castle (str.).

SPOKEN.—Annesley, Cardiff to Shanghai, Feb. 20, 2 S., 25 W.; Vorren (?) (Eng. barq.), Shields to Singapore, Jan. 25, 8 S., 41 W.; Nestor (Dutch ship), from Batavia, Jan. 13, 27 S., 57 E.; Channel Queen, Sourabaya to Boston, Feb. 17, 17 S., 4 W.; Ravenscraig, Liverpool to Hong Kong, 57 days out, lat. 28, lon. 16; Jessie Louttit (CHFC), Shanghai to New York, 58 days out, Jan. 16, 35 S., 23 E.; Francis, Singapore, &c., to Liverpool, Jan. 23, 32 S, 15 E.; Skjold (Norw. barq.), Ceylon to New York, Feb. 10, 34 S., 17 E.; Blackadder, London to Shanghai, 22 S., 28 W.; Brothers (barq.), Shields to Hong Kong, March 17, Scilly bearing E. 110 miles; Gertrude (ship), Newport to Hong Kong, Jan. 28, 39 S., 1 E.; Cotherstone (barq.), Newport to Galle, Feb. 3, 40 S., 12 E.; Minnehaha (Amer. barq.), for Singapore, Jan. 13.

CASUALTIES.—Extract of telegram received from Batavia, dated March 21:—"Captain, Nyassa, advises immediate sale." (See shipping casualties). A telegram from Gibraltar, dated March 22, states that the Aracan, from London to Shanghai, had put into Madeira, with loss of mainmast, spars, and sails.

MISCELLANEOUS.—At St. Helena, Feb. 13, Cecil and Marie, Le Roux, from Bangkok, and sailed for Marseilles; 18, Hoek van Holland, Vonck, from Batavia, and sailed, 20, for Rotterdam; 21, Mallard, Young, from Pasaroeang, and sailed for Boston; 23, Bedfordshire, Taylor, from Pasaroeang, and sailed for Amsterdam; Star of India, Holloway, from Colombo, and sailed, 24, for Portsmouth; 26, Pieter Adolf, Jaski, from Sourabaya; 27, Louise, Bonger, from Batavia; off St. Helena, 17, Bastiaan Pot, from Patjitan, for Rotterdam; Borealis, from Shanghai, for London; 22, Gustav, from Sourabaya, for Boston; 10, Unison, from Pasaroeang, for Boston; Josefina, from Zebu, for Falmouth; the Margaretha, Smith, sailed from St. Helena, 20, for London, with remainder of cargo ex Matador, from Ilo Ilo, which vessel put in there leaky.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

CAPEL—On the 17th March, at 61, Prince's-square, Bayswater, the wife of Arthur R. Capel, Esq., of a daughter, stillborn.

LOVE—On the 5th Feb., at Shanghai, the wife of Joseph Love jun., of a son.

TAINTOR—On the 7th Feb, at Shanghai, Mrs. Taintor, of a daughter.

MARRIAGES.

HENRY—ROSKELL.—On the 24th Feb., by special licence, at St. Ann's Catholic Church, Bombay, George Fitzgerald Henry, Esq., Superintendent, P. and O. Company, to Agnes Mary, daughter of Nicholas Roskell, Esq, R.N.R., Commander, P. and O. Company.

MONRO - SNODGRASS.—On the 19th March, at Hamilton-drive, Glasgow, G. A. Monro, of Shanghai, China, to Agnes, daughter of G. W. Snodgrass, Esq. No cards.

WALKER—ATKINSON.—On the 16th Feb., at Christ Church, Southport, by the Rev. B. S. Clarke, D.D., vicar, Melville M. Walker, Esq., late Manager at Shanghai of the Chartered Bank of India, Australia, and China, to Helena, youngest daughter of the late Rev. F. H. Hutton, vicar of Leckford, Hants, and widow of Major Graeme H. Atkinson, H.M.'s Indian Army.

DEATHS.

BUTLER—On the 17th March, at Newborough Vicarage, Jane Elizabeth, wife of the Rev. W. Butler, M.A., vicar of Newborough, Northants, and formerly Head Master of the Free Grammar School, Nottingham, aged 61.

DARLING—On the 17th March, at Edinburgh, Robert Darling, Esq., late of the Chartered Mercantile Bank of India and China.

LIDDALL—On the 15th March, Mrs. S. C. Liddall, the widow of J. Liddall, Esq., late H.M.'s Indian Army, and niece of Lieut.-Gen. Louis Bird, of the same, aged 45, much lamented by loving relatives and a large circle of friends.

O'NEILL—On the 20th March, at Southampton, Robert O'Neill, P. and O. Company's Service, youngest son of the late Bernard O'Neill, Esq., of Woolwich.

PURVIS—On the 20th March, at Duncarn, Sydenham-hill, John Purvis, Esq., late of Singapore, in his 75th year.

SHAFTO—On the 19th March, at Whitworth Park, in the county of Durham, Catherine Duncombe Shafto, relict of the late R. E. Duncombe Shafto, Esq., in the 102nd year of her age.

STATHAM—On the 17th March, at the residence of her brother-in-law, the Rev. Arthur White, Abthorpe Vicarage, Northamptonshire, Janet Wykeham, eldest surviving daughter of the late Rev. Samuel Freeman Statham.

THE advice we lately tendered—in view of the share panic at Shanghai—to bank managers and heads of mercantile firms in China to strictly prohibit any speculative dealings in shares on the part of their *employés* is, by a singular coincidence, repeated in almost the same words in the *North China Herald* received by this mail. In fact, so closely do the observations we made resemble those of our contemporary that we are constrained to assure our readers that they were not founded upon a special telegram received from the editor of the *Herald*. We may here repeat our warning against the evil of permitting subordinates entering into any such transactions.

WE learn by telegram from Washington that the Senate have amended the Tariff Bill as sent up from the House of Representatives in such a way as to rescind the duties on Tea and Coffee. The Senate has hitherto been opposed to this course, and some influence, of the nature of which we are not yet aware, must have been at work to induce the members to alter their determination.

JAPANESE STUDENTS IN AMERICA.

The *Philadelphia Ledger* says that the Japanese students at the United States Naval Academy at Annapolis, Maryland, have been the subject of a recent report from Commodore John L. Worden, the superintendent of that institution, to the Secretary of the Navy. There are at present two Japanese students at Annapolis, Zun Zow Matzmulla, who entered in December, 1869, and Koroka Katz, who was admitted in June, 1871. The average standing of these young men is fair, and their conduct is excellent, and they do not interfere in any way with the discipline of the Academy. A third Japanese, Ise Sataro, was admitted to the Naval Academy in December, 1869, but in consequence of his imperfect knowledge of the English language he has recently left the institution for a private school, for the purpose of better fitting himself for the course. Matzmulla, during his second academic year, in a class of forty-five members, stood number eight in mathematics, eleven in chemistry, fifteen in French, forty-one in seamanship, thirty-three in geography, and twenty-six in the respective branches of drawing, history, and rhetoric. Koroka Katz, during the last three months, in a class of eighty nine members, stood number forty-one in mathematics, thirty-eight in seamanship, fifty-nine in grammar, and fifty-one in the respective branches of French and history. All charges for these students are paid by the Japanese Government, and they consequently add nothing to the expense of the Academy. The Japanese cadet-midshipmen are subject to the same rules and routine of duty as the other students, and they attend morning prayers and divine worship, exhibiting interest in the services, and paying respectful attention to religious instruction.

A FAR-FETCHED COMPARISON.—The *Pall Mall Gazette* attempts to draw a parallel between the conduct of the American Government with reference to the "*Alabama* Claims" and that of some British and American traders in Japan by quoting an anecdote mentioned by Professor Leone Levi in his "History of British Commerce." The Professor says:—Since, by the British Treaty with Japan of August 26, 1858, and by one precisely similar concluded between the United States and Japan, the Japanese Government bound themselves for one year to give Japanese coin in exchange for British or American, weight for weight, and they became bound to supply ichibus against dollars, it became a practice for the foreign merchants to take 100 dollars to the Custom-house, and to obtain for them token coins, weight for weight—namely, 311 ichibus. But with this money the foreign merchants could go to the market and obtain gold kobang, worth two to three times the intrinsic value of his dollars. He had, in fact, only to send kobang to Shanghai and have them converted into dollars to recommence the operation. The British and American traders took advantage of this opportunity and made demands on the Treasury for fabulous sums of Japanese silver coin in the names of fictitious persons, till the kobangs actually came to an end. One applicant to the Customs alone required ichibus for one sextillion, two hundred quintillions, six hundred and sixty-six quadrillions, seven hundred and seventy-seven trillions, eight hundred and eighty-eight billions, nine hundred and ninety-nine millions, two hundred and twenty-two thousand, three hundred and twenty-one.

FARMING IN JAPAN.—We hear from Chicago, United States, that the agent of Mr. Capron has now completed his stock of animals, &c., for Japan, and they would be despatched *via* San Francisco. They consist of four horses, four head of cattle, four hogs, and a number of sheep not defined. One of the horses, a large black stallion, six years of age, has trotted a mile in two minutes and thirty-nine seconds; there is another stallion of the Manibrino breed, and the remaining two are intended for harness. The oxen are Durhams, the sheep Lincolns, and the pigs Scotch and Suffolk. Mr. Capron and his staff left some months since, under engagement to the Japanese Government, and it is presumed will have a farm ready for this stock.

Lieutenant A. O. de B. Nepean, R.M.L.I., has been ordered to hold himself in readiness to proceed for service with the battalion of Royal Marines in Japan.

Foreign Intelligence.

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GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, March 19.

"The cry is still they come!" I had hoped that the subject of new joint-stock undertakings was exhausted, but the mania appears to be still as rabid as ever. Though the greater part of these mushrooms spring up over night in all parts of Germany—Berlin is the chief hotbed for producing them—yet I have to record some fresh ones to-day at Hamburg, one of which is the "Brokers' Union Bank for Funds and Merchandise," with a capital of three million thalers. It is founded for the avowed object of facilitating the sale and obtaining advances on the deposit of funds, shares, bonds, goods, and other marketable securities. At the general meeting of shareholders held here last week the bank was declared duly "constituted," and the following gentlemen were elected Members of the Council of Administration:—Messrs. W. Probst, of the Hamburg Branch of the Deutsche Bank; Julius Horwitz, of the Waaren Credit Anstalt; Consul Ed. Frege, of the firm of Frege and Co.; Leopold Jacoby, of the firm of L. Jacoby and Co.; August Herz; Alexander Schnars, of the firm of Brock and Schnars;

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J. C. Warnecke, of the firm of Conrad Warnecke and Co.; and Berthold Cohnheim, of the firm of H. Cohnheim and Sons.

Then there is a new "Hanseatic Building Company," with a powerful capital of fifteen million thalers, for the purpose of building houses, villas, and warehouses; cutting through and making new streets, and anything else that may turn up in that line, for which there is an almost unlimited sphere of action among the labyrinth of tortuous streets and lanes that escaped the great conflagration of 1842. Among the promoters of this scheme are the Norddeutsche Bank, the International Bank, the Money changers' Bank, and the firms of L. Behrens and Sons, and J. D. Mutzenbecher and Sons. The company has not as yet declared itself "constituted."

And lastly—for to-day at least—there is another new bank in process of concoction, to be called the "United Brokers' Bank," which will also prove a useful undertaking if well conducted by gentlemen enjoying the confidence of the Exchange. I may add, however, that as a rule these new schemes are only lucrative to the original promoters, who issue the shares at a premium varying from five to ten or even fifteen per cent., pocket this premium, and then the shares fall to par. Of this system we have had several striking instances here of late, to cite one of which will suffice for them all. About three months ago the Hamburg South American Steam Company was brought out here, as described in my letters at the time, and the shares were offered to the public at par. There was such a wonderful thirst for these shares that the number subscribed was seventy-five times as many as were offered, and when the repartition was made only one share was allotted to those who had signed for 160 shares, and on the following day the shares commanded a premium of ten per cent. But now that the excitement is allayed, the premiums realised, and the public attention called to other new undertakings, the shares of the company —which I believe to be a perfectly safe investment, being founded on the natural requirements of a large and annually increasing trade between this port and South America, whilst the management is in the hands of wealthy and honourable firms above the breath of suspicion—have fallen to par, and the same is the case with the new Transatlantic Steam Company, the shares of which may even be had at 99 per cent.

Herr. G. A. Schon has been elected a member of the Council of Administration of the Anglo-German Bank of this city, *vice* Herr Simon Warburg, who has resigned to accept the appointment of Manager of the Provincial Discount Company of Hamburg.

Commander Klatt, of the Imperial Navy, has been appointed to the command of the naval station in the North Sea, but it is understood to be only a temporary arrangement, and that on the return of the German corvette *Hertha*, now on the China and Japan Station, the appointment will be definitely given to Captain Koehler, now in command of that ship.

COMMERCIAL.

There has been a considerable demand for Tea, and the following sales have been perfected:—For delivery on arrival, per J. H. Jessen, from Foochow, 1,454/4, 4,503/8, and 129/16 chests Congou, and 387/16 chests Souchong; ex warehouse, 803/4 chests Congou, per Ino, 56/8 chests Oolong, 44/8 chests Pekoe Congou, and 434/16 chests Gunpowder, per Sophie, and 108/4 chests Congou, per Lord of the Isles. At public sale 337/4 and 274/8 chests Congou, as well as 51/8 chests Souchong and 20/4 chests Pekoe, were all disposed of. There is no alteration in the prices, but the market is in a satisfactory condition. Of Rice two cargoes of Rangoon (17,500 bags) were sold to the millers, and two other cargoes (10,000 bags per Euterpe and 11,000 bags per Undine) were taken previous to arrival. Not much business has been done in cleaned grain, but the prices of all descriptions are firm. Cassia Lignea is steady at last quotations. Pepper commands more attention, and is rather higher, Singapore having been done at 7 sch. bco., and 6½ sch. bco. paid for Penang. The only transaction in Spelter was 500 centners in loco, which realised 15 marks bco.

SHIPPING.

ARRIVALS.—Ino, from Foochow; Undine, Metis, Euterpe, and Melissa, from Rangoon.

SAILED.—Carl Ludwig and Dan, to Nicolayefsk.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, March 21.

Two important pamphlets have been published, dealing with affairs in Sumatra. The little book, of which I spoke in my last, refers to some measures by which the old prosperity of the colony might be revived. The author states that while much damage has been done by the epidemic amongst the cattle, the main cause of the poverty of the native population is the low rate of wages. It is impossible, he says, for a family to cultivate more than nine piculs coffee a year, for which he receives f.78, whilst his wants for rice alone are f.96 during the year for a family of three members. Year after year this does occur, and general poverty is the natural result. The author urges that the cultivation of coffee should be encouraged and increased; that the natives should be granted the right to dispose as they like of their own produce, and that the means of communication should be improved, by which the obstacles to the development of private industry would be removed. If the natives were thus freed, the author calculates that they would be able to make an annual income each by coffee planting of f.156, out of which he would have to pay a duty of only f.24. In this case the State would gain about f.400,000 *more* that its actual revenue from the coffee culture. The author further urges the necessity of promoting immigration and the construction of railways. The other pamphlet is written by Mr. A. P. Godon, a former resident of Mandelhing and Angikola, Sumatra, West Coast. It contains a strong and vigorous protest against military expeditions. His advice is not to rule matters, as now, by the sword, but by gentle and peaceable intervention. He is of opinion that functionaries who do all they can to prevent the shedding of blood ought to be more rewarded than those who, in a pompous report, are able to state that they have burned a kampong, or that their soldiers have killed a certain number of natives. Both these pamphlets deserve attention and consideration.

I am glad to see that several members of the Second Chamber, when examining the Bill in the sections, protested strongly against the differential duties of the Java tariff. Some of them, however, recommended that the abolition proposed by the Minister should be introduced gradually. The majority opposed the plan of Mr. van Bosse to levy an import duty of 10 per cent., by which they consider the foreign manufacturers would be encouraged at the expense of our own, who would not obtain the least advantage from the cessation of the differential duties. The Conservatives and Protectionists, who oppose the whole Bill, joined in this protest. The majority approved the proposed levying of tea duties according to the value. Some members proposed that the law should only come in force on the 1st Jan., 1874. One of the members—Mr. Bredius—protested in a special note against levying either import or export duties, the more because the financial condition of Java made it unnecessary.

The unfavourable news about the steamers of the Company *Nederland* has made a painful impression. Rumours are in circulation that this company will have to raise a new loan in order to build more steamers.

The King has appointed Mr. N. van Klaveren minister of the Protestant Church of Netherlands India.

PRODUCE MARKETS.

There is but little activity to record in our leading articles of Colonial produce. A dull tone generally prevails in the market, and, with the exception of Tin, which has further advanced, prices are barely supported.

COFFEE.—Very dull, and the ensuing Trading Company's public sale will have to establish the actual market value of the article. The brokers' valuations are based on a price of 43 cents for good ordinary Java. Sales have been closed of about 5,000 bags Java, ex Willem Kroonprins der Nederlanden, 700 bags ditto, ex Voorlichter, 2,000 bags ditto, ex Medea.

SUGAR remains quiet, in anticipation of the Trading Company's public sale, taking place to-morrow. No transactions whatever are reported.

TEA.—There is no alteration to report in the feature of the market. Our brokers have issued valuations of the 3,271/4, 3,084/12 chests Congou, and 177/4 chests Souchong, ex steamer Canton, from Foochow, via the Suez Canal, to be put up by public auction on the 27th inst.; they run from 85c. to 135c.

SPICES.—Some transactions have taken place at unaltered prices. Nutmegs have been in partial request at 195c. for No. 1, and 185c. for No. 2, but at these prices but little is to be met with. 314 casks Nutmegs of private importation, per Kaisow and Noach III., changed hands on secret terms. Mace and Cloves attract but little attention.

RICE.—The demand remains dull, and prices are but nominally supported. About 3,968 bags Indramayoe table, ex Henriette Gerardina Susanna, were sold by secret tender at Amsterdam yesterday.

TIN.—An animated demand has manifested itself for this article since the announcement of the Trading Company's spring sale. Banca has sold at from f.88 up to f.91 for usual prompt, and from f.88 up to f.92½ for delivery, ex the coming public sale, also at f.86 and f.86½ for delivery, ex the autumn sale of this year. Billiton has changed hands or arrival at f.87½ to f.91. The spring sale on account of the Netherlands Trading Company will be held here on the 11th proximo, and will comprise 52,800 slabs Banca, and 2,600 slabs Billiton stored in our different ports. No further quantities beyond these will be offered in the market for account of the Company until next autumn, nor will there be any Government public sales in the interim in Netherlands India.

HIDES.—Some parcels, ex County of Nairn, Veritas, and Fairwind, have changed hands.

RATTANS.—Sales have been closed here by private contract of 700 piculs, ex Noach III.; 90 piculs, ex Willem Kroonpins der Nederlanden. The Trading Company's public sale of about 61,353 bundles on the 14th inst. went off as follows:—Borneo sold at f.16.60 to f.18.80; Padang, f.15.20 to f.17.80; mixed parcels, f.15.60 to f.17.30.

TORTOISESHELL.—Out of 12 chests brought to the hammer, 11 chests found buyers at from f.6.50 to f.14.50, and 1 chest at 50c.

INDIGO.—But little business has been doing; prices continue to be well maintained. Only small lots of Java have been sold out of the late arrivals.

SHIPPING.

ARRIVALS.—March 15, at Brouwershaven, from Batavia, Utrecht; at Hellevoet, from Samarang, Chloris; 16, at Brouwershaven, from Probolingo, Loch Awe; at Texel, from Batavia, Friedeburg; from Passaroean, Aboukir, Nieuwe, Waterweg II.; from Rangoon, Moss Rose, Chalmers; 18, at Brouwershaven, from Batavia, Henriette Adriana; 19, at Zierikzee, from Batavia, Catharina Maria.

DEPARTURES.—March 15, from Brouwershaven, for Hong Kong, Johanna.

PASSENGERS INWARD.—From Java, per Utrecht, Messrs. Monhennius, Randwyk, Romyn, Van der Meer and family; D. Brakel and family; Reineke and family; Monnich; Miss Dibbits.

CHINA MEDICAL REPORTS.

We have received the Medical Reports for the half-year ended Sept. 30th, 1871, the second of the series, published by order of the Inspector-General of Customs, Shanghai. The following is a *résumé* of the facts most likely to be interesting to the non-professional reader:—

PEKING.

Dr. Dudgeon reports that the water is sweet, soft, and exceedingly pure. In respect of wells Peking is probably unsurpassed by any city in the world; and in drainage she was formerly perfect, but many of the drains have been suffered to fall into ruins. Numerous public warm baths exist, the charge being one penny; but the Chinese seldom use them, generally washing in a tea-cup-

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full of warm water, and drying themselves with a handkerchief. Such was the bath in which the greasy Yeh indulged on his way to Calcutta. The Pekingese are quiet and methodical, doing everything without the slightest exertion or fuss. The conclusion of Dr. Dudgeon's Report has yet to appear.

HANKOW.

Dr. Reid reports the river Han as being very foul. The European population averages 110 adults. The death rate among them has been for the last two years less than 2 per cent. Dysentery appears annually with the rise of the temperature in May. The medicinal treatment of this disease is large doses of ipecacuanha—half a drachm at least—night and morning, with a previous full dose of laudanum to keep it down.

KIUKIANG.

Dr. Shearer reports some singular cases in connection with the habit of opium smoking. The daily consumption of the drug by habitual smokers ranges from half a drachm to three drachms daily. About one out of ten who applied to him to assist them in conquering the practice and the craving were cured. There were only two cases of small-pox, of which but one was fatal.

SHANGHAI.

Dr. Jamieson reports the Shanghai water as rather worse than that of the Thames, and says the river is liable to contamination on an alarming scale should any epidemic occur among the natives, or should any manure boats be capsized. So much the more pressing need for the projected water-works. According to the census of 1870 there were 1,982 foreign residents in Shanghai. The death rate was 52·47 per thousand per annum; but owing to the great proportion of violent deaths, the death-rate among healthy adults was only 30·27 per thousand.

FOOCHOW.

Dr. Somerville reports a more than usually healthy season. Boils are, however, exceedingly prevalent in hot weather. Persons with blue eyes and fair complexions are especially liable to them. Worms are the great pest of foreign children at this port. The water of the River Min, freed from organic impurities by precipitation with alum, or by proper filtration, is quite wholesome. There are no malarious influences to be dreaded, but it is necessary to guard against taking cold.

TAKOW AND TAIWAN-FOO.

Dr. Manson reports that it is seldom that rain falls in quantity for a continued period, but there is a supply of good water within easy access. The number of foreign residents was thirty; their general health was good, and there were no deaths. Over 1,200 natives were treated at the hospital; diseases of the eye are very common among them, owing to continual showers of very fine sand during the N.E. monsoon. Enlarged spleen, and chronic ulcers, are also frequent; and goître is common among the inhabitants of the lower range of hills at the foot of the mountains.

AMOY.

Drs. Müller and Manson report that, for Europeans, as they are now housed, the climate cannot be considered unhealthy. The bountiful supply of rain had a beneficial effect on the public health. Fevers were the most prevalent, and the class of disease alluded to above the next. Leprosy is very common in Amoy. The native doctors acknowledge their powerlessness to cope with it. Drs. Müller and Manson have found treatment by iodide of potassium and the bichloride of mercury, combined with local stimulants, very efficacious, especially at the commencement.

SWATOW.

Dr. Scott reports that zymotic diseases were the most prevalent, forming almost three-fourths of the total number of cases. Of this class ague stands first as to number. Next come those disorders which our own Contagious Diseases Act is intended to prevent, and Dr. Scott thinks that the co-operation of the Chinese Government might be solicited in favour of some such plan being carried out in China. Diarrhœa, dysentery, and boils are also very frequent. Cholera was not epidemic among the Chinese. Only one case of small-pox occurred among foreigners, which Dr. Scott cured, as he had cured many similar cases, by five-drop doses of carbolic acid every two hours, and the external application of nitrate of silver.

CANTON.

Dr. Wang reports the health of the foreign community as good. Their number is about 180; of these two died—one from being shot, and the other from drink. Nothing like an epidemic has occurred since 1858. Stone in the bladder is very common among the natives in this province, although it is not met by the establishment of mission hospitals, of which there are no less than six in other places—viz., at Amoy, Foochow, Shanghai, Ningpo, Hankow, and Peking—which are of the greatest benefit to the sufferers.

MR. DE LONG ON LEAVE FROM JAPAN.

The *New York Herald* has the following skit on Mr. De Long, which exhibits the minister in anything but a comfortable state in Washington. It indicates very distinctly that he tried to make political capital out of the Japanese mission:—

The position of Mr. De Long, United States Minister to Japan, is an anomalous and delicate one, and will require unusual ingenuity for his successful extrication. He finds himself in Washington, on the seat of his own government, and many thousands of miles from that of the government to which he is accredited, without the colour or shadow of authority for being here, other than six weeks' leave of absence obtained since his arrival from Secretary Fish, and, beyond all question, without the solicitation or even invitation of the high Embassy which he has assumed to have taken in his charge. From the day of landing in San Francisco to the day of arrival in Washington Mr. De Long has enjoyed a succession of cleverly contrived ovations on the route and in the press as the inspirator of the sending forth of the Embassy and contriver of the arguments which sent it first to the United States. Minister De Long has become known to his fellow citizens of the Pacific coast as the virtual creator of their magnificent commercial future, and is supposed to have earned not only their undying gratitude, to find its possible future expression in enduring monuments, but an immediate substantial reward in their suffrages, in the direction and to the extent that will carry him to the jester's stool of Senator Jim Nye. Little by little the facts have welled out, and have troubled with the roar of an almighty stream the ears of the present Senator from Nevada, who, though known to be somewhat indifferent to a continuance of Senator honours in a general way, has a particular aversion to even a suggestion that De Long, his former belted competitor, shall be his succe-sor. This is one source, and a great source, of danger to our Minister to Japan, and still greater is the probability that in the incidental explanations which the Ambassadors may feel it incumbent to make to the State Department concerning the origin and significance of their mission the claims of De Long to the honour and glory and the profit in part of our new relations with Japan will melt like snow, and his aspirations for higher office at home or continuance at a foreign Court, whose dignity and independence have been clouded by the pretensions set up in his behalf, at once be rendered impossible. Mr. De Long is under orders to return to his abandoned post at the expiration of the leave of absence he has received; and though such orders indicate that his absence is at least partly understood by Mr. Fish, it is not probable that the latter's information or the Minister's orders are as yet final and complete.

CHINESE EMIGRATION.

(NEW YORK TIMES.)

It is now almost two years since the experiment of introducing Chinese labourers to compete with skilled white artisans was first attempted in the Eastern States, and though there is every reason to think that the trial has proved in many ways a success, it is nevertheless true that the fears then entertained of an immense influx of Mongolians, who were to fill all branches of labour to the complete exclusion of their white rivals, have been found to be wholly groundless. Companies were formed for their importation, agents were sent from north, south, and east to urge them to come, but yet, with the exception of a few straggling bands in Mississippi, and an odd dozen or so individual members of the race in our immediate neighbourhood, nothing has come of it. The Chinese question has ceased to be a subject of debate in the meetings of working men's unions, and the vague alarm which it created in the minds of many seems wholly to have departed.

To those acquainted with the national traits of character of the Chinese, nothing could appear more causeless than this universal fear of "an invasion," which rose and vanished so suddenly. Never was there a race of men to whom the attractions of home are so strong. Those who have left China during the past twenty years have, with few exceptions, been enslaved and taken away by force, or compelled to leave in order to obtain the bare necessities of life. The religion of the Chinaman makes it necessary for his future welfare that his body should be in his native soil; and every social tradition conspires to render a life spent away from the Celestial Empire a source of ignominy both to the emigrant and to his relations. Under such circumstances, the offers held out to them by Eastern capitalists can hardly prove sufficient inducements for any large numbers of them to undertake so long and uncertain a journey.

In order to give full force to this statement, it is necessary to say a word or two concerning the condition of the State of California, which has been held up, very unjustly, as a proof of how easily the Chinese might be induced to leave their own country. Few seem to consider that at the time the Chinese immigration began, California, and the entire Pacific coast as well, offered inducements to men from all over the world, such as in all probability will never again be held out in any part of this country. Wages were exorbitantly high, and the results of mining, though comparatively small, from the careless manner in which it was then conducted, were of sufficient magnitude to attract the cupidity even of the Chinese. The voyage was easily made, and the success of those who first ventured was so great as to induce the subsequent emigration. Since that time, the means of intercommunication have been greatly increased; steamers have been running monthly, and at times fortnightly, between San Francisco and Hong Kong, and though the amount of merchandise imported and exported has been more than doubled in the four years that they have been running, there has been little or no increase in the number of emigrants. It is not difficult to discover the reason for this; the rate paid for labour has declined, and as Eastern competition becomes more and more felt, it will decline yet further; so that the Chinaman, whose object in emigrating is not to found a new home, but to make a fortune, so that he may live at ease in his native land, will be less inclined than ever to quit his ancestral roof.

We do not think that we are over-estimating the importance of the advantages once held out to these people, and which are now slowly declining, when we say that at the present day, if it were not for the colony of seventy or eighty thousand of them now in California, there would be no emigration at all; and that ten years hence, unless some tremendous political change takes place in China, we doubt whether ten thousand of them will be found in this country. As it is, there are now equal benefits proffered to both Japanese and Chinese, and if, as the past four years have proved, they are not of sufficient worth to excite desire in the restless mind of the former, we may be sure that their influence is waning in the attraction they have for the latter.

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The London & China Telegraph.

LONDON: MONDAY, MARCH 25, 1872.

JAPAN.—THE NEW TREATY WITH RUSSIA, &c.

THE movements in connection with Japan continue to engage attention and increase in importance. From Berlin a telegram states that "the new Russo-Japanese Treaty provides that in the event of a difference between one of the "two contracting Powers and a third State, the other contracting Power shall mediate, and if this intercession proves "useless, close its harbours against the ships of the State "attacking its ally." This is a very important concession gained by the wily Russian diplomatist. It does not take a wizard to see which of the Powers will be the most likely to reap an enormous advantage in time of war—say, for example, a war between England and Russia, and all the Japanese ports closed against our ships! All we can say at present is, that we do not believe that such a clause in the treaty exists. If it does, we must simply get the same allowed to us under the favoured nation clause when the negotiations for our new treaty are taken in hand. But, in the meantime, our Foreign-Office should at once energetically protest against it, and by this means the ratification of it will, perhaps, be stopped. Prevention will assuredly be better than cure. A telegram from Paris announces that the French military instructors we lately noticed proceed by next French Mail from Marseilles to Yokohama. The next thing to notice is the reception of the Japanese Mission by the President of the United States at Washington, than which nothing could be more satisfactory. We trust that our Government will be prepared to do them similar honours. Our American cousins are evidently bidding for popularity and influence in Japan, and we are glad to see it, as it acts as a useful spur to our more undemonstrative and lethargic officials. Without the lead of American enterprise we should not have had a clipper ship afloat nor the telegraph across the Atlantic; but, once roused to action, we can hold our own in anything appertaining to trade, progress, or improvement. We may remark that the comments in the New York papers on the United States Minister, Mr. DE LONG, are not at all complimentary.

THE INSURRECTION IN THE PHILIPPINES.

BY the last mail we have received full accounts of the military rising in the Philippines, which was of more serious import than the telegrams announced. According to our advices from Madrid, the conspiracy was really intended to effect a complete deliverance of the Isles from the yoke of Spain. It is not remarkable that such should be the case. It is felt by all the inhabitants, both civil and military, that the Government of Spain is simply despotic and intolerable. The Government at Madrid has no real care for their interests, being too much engaged with internal troubles at home and in the nearer colony of Cuba, where the struggle still rages for independence of the Spanish Crown. They simply regard these Philippine possessions "as a lemon to be squeezed dry" for their own exclusive benefit. It is impossible for the Spaniards to send forth troops to cope with these outbreaks in Manila and the neighbouring provinces, which are certain to occur again, and the ultimate success of which is simply a matter of time. It is needless to disguise the wish that "the sooner the better." The magnificent resources of these islands have too long suffered; what has been done in the way of developing them has been done by Anglo-Saxons, who have been thwarted in every possible manner by the short-sighted and slothful ideas of the Spanish Government. As to their future government it is hopeless to induce our Government, or that of America, to accept the responsibility, and no other would be of benefit for carrying out the changes necessary for a proper development of its rich and beautiful productions. It will, therefore, be for the best interests of the inhabitants to establish their independence under a Republican form of government, availing themselves of some of the Anglo-Saxon blood now to be found amongst them. The local Government will act wisely not to oppose a peaceful revolution. That the separation will be brought about is inevitable. The power of Spain to govern far-off colonies is irretrievably gone for ever. We cannot, however, dismiss the subject without paying our tribute of respect to the gallant Governor and Captain-General. His manifesto, which we published in the last number of the *London and China Telegraph*, is worthy of any blood or nationality. He did his duty in putting down the rebellion, but he now finds that the spirit which moved it is hydra-headed.

CHINESE EMIGRATION TO THE UNITED STATES.

THE *New York Times* now admits that the attempt at introducing Chinese labourers into the cotton fields of the Southern States, or the domestic and manufacturing industry of the North, is a complete failure. Our readers who have any knowledge of the manner in which the Chinese Emigration to Cuba has been conducted will—like ourselves—not be in the least astonished. When our London papers were echoing the flaming accounts of the American papers we ventured to say that the calculations and expectations were all doomed to disappointment. Mr. KOOPMANSCHAPP, of San Francisco, might make any number of contracts to supply Chinese labourers, but we were quite certain that he was "counting on his chickens," &c. No; the unfortunate emigrants have suffered too much violence and injustice at the hands of Americans in California to induce them to go any further into their country. The Alpha and Omega of a Chinaman's thought is to "return to his native land." How such promises have been made and kept by foreign speculators and native Coolie-brokers we all know. Still, the excitement and demonstration made on the subject has, no doubt, served the purpose of masters in the States, who have made the most of it to scare their men into better discipline, and to shut their mouths against further demands for higher wages. No one knows so well as an American how to take a "rise" out of a thing. Their ingenuity and cuteness in this respect is not to be matched by any country in the world. The Chinese are shrewd and wily, but the Americans are too cute and smart even for them. The article to which we have alluded will be found in another column.

THE AUDIENCE QUESTION.

DURING the Parliamentary recess this question was fully discussed by the leading public journals; and all agreed that it should be settled at the earliest opportunity. In view of the approaching nuptials of the youthful Emperor of CHINA, the occasion is opportune for the representatives of the Treaty Powers at Peking to broach the subject to the Government, and ascertain the probability of the right of audience being conceded to them. As the exact day when the august ceremony is to take place has not yet transpired, it is just possible that any definite answer to the inquiries of the foreign envoys may be put off to the last moment. Meanwhile, the newly appointed French Minister, M. DE GEOFFROY, proceeds to Peking, armed with instructions not to send the reply of the French President on the Tientsin tragedy to the EMPEROR through any subordinate channel, but to deliver it only at a solemn audience of his MAJESTY. If this be granted without any demur, then the question will be settled, as under the favoured nation clause of the Treaty of Tientsin the other Powers are entitled to claim the same privileges and rights bestowed upon any separate nationality. Should it be refused, then it will be the duty of the foreign representatives to take united diplomatic action in urging on the contumacious Chinese Government the policy of according the right of audience to foreign Ministers, to

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avoid further political complications. In advocating this right, the British Plenipotentiary has only to cite Art. III. of the Treaty of Tientsin, as follows :—"His Majesty "the Emperor of CHINA hereby agrees that the Ambassador, "Minister or other Diplomatic Agent, so appointed by Her "Majesty the Queen of Great Britain, may reside, with his "family and establishment, permanently at the capital, or "may visit it occasionally at the option of the British Go- "vernment. He shall not be called upon to perform any "ceremony derogatory to him as representing the Sovereign "of an independent nation on a footing of equality with that "of China. On the other hand, he shall use the forms of "ceremony and respect to his Majesty the EMPEROR as em- "ployed by the Ambassadors, Ministers, or Diplomatic "Agents of Her MAJESTY towards the Sovereigns of inde- "pendent and equal European nations." Although the word "audience" does not occur in this article, yet it is clearly implied. It would be satisfactory, however, to learn what interpretation Earl GRANVILLE puts upon this clause, and whether any negotiations with foreign Governments have been entered into on the question. This might be elicited by any member of either House of Parliament asking for information on this head in the usual manner.

MR. ROBERT GRANT WATSON has been appointed Secretary to Her Majesty's Legation in Japan, in succession to Mr. ADAMS, promoted to Berlin. Mr. WATSON served for six years with the army in India, but, having quitted the military service, was appointed an Attache to the Embassy at Constantinople in 1859. In 1865, having been in the meantime promoted to the rank of Second Secretary, he was appointed a Captain in Her Majesty's Staff Corps, but resigned the commission upon being nominated to the post of Second Secretary at Constantinople. This appointment was, however cancelled, and Mr. WATSON was employed on home service at the Foreign-Office until 1867, when he was transferred to the Diplomatic Staff at Rio de Janeiro. From this place he was once more appointed to Constantinople, but in 1870 was removed to Athens, where he was promoted to be Secretary of Legation, and for some time acted as Chargé d'Affaires. His services in Greece have extended to the date of his present appointment.

SOME interesting details about the friendly alliance which has just been concluded between China and Japan reach us from St. Petersburg. The two States have treated each other on a footing of perfect equality, and the material preponderance of China is only perceivable in Art. VI. of the treaty, which stipulates that the Japanese Government shall make its official communications to China either in the Chinese language or accompanied by a Chinese translation. The treaty was concluded in the middle of November last. The treaty does not possess the character of an offensive and defensive alliance; the two Powers only pledge themselves that neither shall give any assistance to Europeans in a war against the other Power.

THE mania for the formation of new companies in Germany is now as mad as the career of those institutions in London in 1865-66. Our Hamburg correspondent points out in his letter—which will be found in another column—that Hamburg is now running a race against Berlin. He reports the formation of the "Hanseatic Building Company," "United Brokers' Bank," the "Brokers' Bank for Funds and Merchandise," of which Mr. WM. PROBST, late of China, is a Director.

WE understand that the directors of the P. and O. Co. have contracted with Messrs. DENNY and Co. (Dumbarton) for three more steamers of about 3,000 tons. They are also negotiating for the purchase of a steamer now on the stocks, of similar dimensions. These four vessels are specially intended for a direct service to China, *via* the Suez Canal. The four steamers now building on the Clyde for the company are in a forward state. The arrangements with the Italian Government for the Adriatic service are not yet finally completed.

MR. B. G. NORTHROPP, of Connecticut, U.S., an American Educational Commissioner, who is now on a visit to this country, is about to proceed to Japan, at the invitation of the Japanese Government, to assist in the establishment of a system of popular education in the Empire.

WE learn that the Rev. C. R. ALFORD, D.D., Bishop of Victoria, Hong Kong, has finally resigned his see, and has accepted a curacy at Bowden, Cheshire.

SIR EDMUND HORNBY, the Chief Judge of the Supreme Court of China and Japan, and Lady HORNBY will proceed to Shanghai by the French mail of the 14th April.

Monetary and Commercial.

The Directors of the Suez Canal Company have decided on increasing the rates charged on vessels passing the Canal. From the 1st July the rate will be ten francs on the *gross* register of every vessel. The difference will be of considerable importance to steamship owners, as many steamers now pass the Canal with only half cargoes. The effect will be to necessitate a higher scale of freight, and thus throw the cargo into the hands of sailing-ship owners, whose day, it is clear, is not yet over. The following is the official notification :—

1st. From the 1st July, 1872, the Universal Suez Canal Company will collect a special navigation duty of ten francs per ton on the real capacity of ships.

2nd. The gross tonnage recorded on the papers of ships measured by the English system actually in use will serve as basis for this collection.

3rd. The ships of all nations whose papers do not show the tonnage established by the above method, will be regulated according to the most recent system adopted by the International Lower Danube Commission, rectified and completed if needful.

4th. The ships which have no papers, or incomplete ones, will be measured by the Company's agents, according to the system in use in England for measuring laden ships.

5th. All spaces covered immovably or provisionally, not included in the official tonnage of the ship, will be measured by the Company's agents, according to the rule actually used in England. The obtained tonnage will be subject to the tax.

6th. Government vessels will be treated according to the rules applicable to merchant vessels for the collection of the Company's dues.

In adopting as basis for the collection of its dues the tonnage resulting from measurements according to the above-mentioned method, the Suez Canal Company does not renounce for the future to apply such a new rule of measurement as would offer more precision than the actual method in use.

The negotiations regarding the Inward Steam Bill of Lading have not yet been brought to a conclusion; there are points of difference between the merchants and steamship owners which prevent the settlement of the form to be adopted. The Committee of Underwriters appointed to consider the clauses in the Outward Bill of Lading which affect their interests has not yet come to any decision as to altering their policy forms.

The proposed duty of 4 per cent. on raw silk imported into France will shortly come into operation. The effect of this new impost will probably be to throw more business into the London market, but it is too small to have any appreciable effect on the manufacturers.

The annual meeting of the Chartered Bank of India, Australia, and China will be held on the 17th April.

The annual meeting of the Oriental Bank Corporation is called for the 18th April. A special meeting will also be held on the same day "to consider an application for an extension of the present charters of incorporation."

The ordinary meeting of the shareholders of the Agra Bank (Limited) will be held on the 27th inst. The directors' report says :—

The net profit for the year 1871 amounted to £44,510, out of which a dividend at the rate of 3 per cent. per annum has already been paid for the six months ending June last. It is now proposed to pay a dividend at the rate of 5 per cent. per annum for the half-year ending December, leaving £5,173 to be carried forward. The results of the business, it is added, would have been more profitable if all the branches of the bank had, as was expected, contributed to the general revenue. Some of them, however, have failed to cover their working expenses, and at Bombay, Kurrachee, and Hong Kong the deficiency arising from expenditure exceeding the earnings has been considerable. A distribution to the shareholders of the late Agra and Masterman's Bank, at the rate of £1 15s. per share, will be made on and after the 2nd of April.

Tenders for £600,000 in bills on India were received on the 20th inst. at the Bank of England. The amounts allotted were—To Calcutta, £398,000; to Bombay, £200,000; and to Madras, £2,000. The minimum price was fixed, as before, at 1s. 11d. on all the Presidencies. Tenders on Calcutta and Madras at 1s. 11⅛d. will receive about 43 per cent., and on Bombay at that price 71 per cent.; above in full. These results show a fresh diminution in the demand for the means of remittance to the East.

The market for Bar Silver is quiet; transactions during the last few days have taken place at 60 11-16d. to 60⅞d. per oz. standard. The supply of Mexican Dollars is very limited, and prices are firm at 59½d. per oz. for the new, and 61¼d. per oz. for the old coinage.

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EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th March, 1872, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th March, 1872, 8,907,255 yards; for the twelve months, 103,746,450 yards; for the twelve months, 1871, 93,770,171 yards; for the twelve months 1870, 43,613,455 yards. Increase for 1872 against 1871, 9,976,279 yards.

COLOURED COTTONS.—Export for the month ended 16th March, 1872, 59,224 yards; for the twelve months, 4,275,789 yards; for the twelve months, 1871, 13,234,921 yards; for the twelve months, 1870, 2,219,524 yards. Decrease for 1872 against 1871, 8,959,132 yards.

PRINTED COTTONS.—Export for the month ended 16th March, 1872, 43,854 yards; for the twelve months, 2,679,146 yards; for the twelve months 1871, 2,422,629 yards; for the twelve months, 1870, 1,226,067 yards. Increase for 1872 against 1871, 256,517 yards.

COTTON YARN.—Export for the month ended 16th March, 1872, 726,200 lbs.; for the twelve months, 10,051,931 lbs.; for the twelve months 1871, 11,342,571 lbs.; for the twelve months 1870, 5,691,597 lbs. Decrease for 1872 against 1871, 1,290,640 lbs.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th March, 1872, 29,104,215 yards; for the twelve months, 344,860,657 yards; for the twelve months 1870, 336,336,918 yards; for the twelve months 1869, 221,610,092 yards. Increase for 1871 against 1870, 8,523,739 yards.

COLOURED COTTONS.—Export for the month ended 16th March, 1872, 424,434 yards; for the twelve months, 8,762,874 yards; for the twelve months 1871, 10,691,564 yards; for the twelve months 1870, 14,498,136 yards. Decrease for 1872 against 1871, 1,928,690 yards.

PRINTED COTTONS.—Export for the month ended 16th March, 1872, 256,987 yards; for the twelve months, 7,270,605 yards; for the twelve months 1871, 3,565,714 yards; for the twelve months 1870, 6,312,801 yards. Increase for 1872 against 1871, 3,704,891 yards.

COTTON YARN.—Export for the month ended 16th March, 1872, 22,000 lbs.; for the twelve months, 594,656 lbs.; for the twelve months 1871, 544,536 lbs.; for the twelve months 1870, 545,483 lbs. Increase for 1872 against 1871, 50,120 lbs.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th March, 1872, 1,423,330 yards; for the twelve months, 32,286,742 yards; for the twelve months 1871, 34,545,459 yards; for the twelve months 1870, 18,148,316 yards. Decrease for 1872 against 1871, 2,258,717 yards.

COLOURED COTTONS.—Export for the month ended 16th March, 1872, 179,641 yards; for the twelve months, 2,064,578 yards; for the twelve months 1871, 2,599,985 yards; for the twelve months 1870, 2,449,674 yards. Decrease for 1872 against 1871, 535,407 yards.

PRINTED COTTONS.—Export for the month ended 16th March, 1872, 14,902 yards; for the twelve months, 1,297,954 yards; for the twelve months 1871, 885,684 yards; for the twelve months 1870, 757,024 yards. Increase for 1872 against 1871, 462,270 yards.

COTTON YARN.—Export for the month ended 16th March, 1872, 689,340 lbs.; for the twelve months, 11,539,741 lbs.; for the twelve months 1871, 9,486,421 lbs.; for the twelve months 1870, 7,001,341 lbs. Increase for 1872 against 1871, 2,053,320 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th March, 1872, 5,634,016 yards; for the twelve months, 62,728,684 yards; for the twelve months 1871, 81,804,781 yards; for the twelve months 1870, 52,879,160 yards. Decrease for 1872 against 1871, 19,076,097 yards.

COLOURED COTTONS.—Export for the month ended 16th March, 1872, 414,337 yards; for the twelve months, 5,690,369 yards; for the twelve months 1871, 9,751,013 yards; for the twelve months 1870, 6,012,065 yards. Decrease for 1872 against 1871, 4,060,644 yards.

PRINTED COTTONS.—Export for the month ended 16th March, 1872, 111,565 yards; for the twelve months, 4,255,365 yards; for the twelve months 1871, 4,799,801 yards; for the twelve months 1870, 5,992,909 yards. Decrease for 1872 against 1871, 544,436 yards.

COTTON YARN.—Export for the month ended 16th March, 1872, 91,399; for the twelve months, 2,287,641 lbs.; for the twelve months 1871, 3,022,943 lbs.; for the twelve months 1870, 2,265,382 lbs. Decrease for 1872 against 1871, 735,302 lbs.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th March, 1872, 1,874,099 yards; for the twelve months, 19,018,155 yards; for the twelve months 1871, 15,170,797 yards; for the twelve months 1870, 10,981,809 yards. Increase for 1872 against 1871, 3,847,358 yards.

COLOURED COTTONS.—Export for the month ended 16th March, 1872, 668,458 yards; for the twelve months, 10,102,546 yards; for the twelve months 1871, 8,459,816 yards; for the twelve months 1870, 10,031,341 yards. Increase for 1872 against 1871, 1,642,660 yards.

PRINTED COTTONS.—Export for the month ended 16th March, 1872, 903,577 yards; for the twelve months, 12,164,613 yards; for the twelve months 1871, 9,789,315 yards; for the twelve months 1870, 6,187,194 yards. Increase for 1872 against 1871, 2,375,298 yards.

COTTON YARN.—Export for the month ended 16th March, 1872, 30,505 lbs.; for the twelve months, 676,374 lbs.; for the twelve months 1871, 491,221 lbs.; for the twelve months 1870, 319,747 lbs. Increase for 1872 against 1871, 185,153 lbs.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th March, 1872, 1,365,877 yards; for the twelve months, 6,831,468 yards; for the twelve months 1871, 19,476,583 yards; for the twelve months 1870, 16,074,601 yards. Decrease for 1872 against 1871, 12,645,115 yards.

COLOURED COTTONS.—Export for the month ended 16th March, 1872, 597,681 yards; for the twelve months, 8,276,856 yards; for the twelve months 1871, 7,656,455 yards; for the twelve months 1870, 9,625,571 yards. Increase for 1872 against 1871, 620,401 yards.

PRINTED COTTONS.—Export for the month ended 16th March, 1872, 12,400 yards; for the twelve months, 344,873 yards; for the twelve months 1871, 1,191,790 yards; for the twelve months 1870, 1,142,883 yards. Decrease for 1872 against 1871, 846,917 yards.

COTTON YARN.—Export for the month ended 16th March, 1872, 49,261 lbs.; for the twelve months, 373,618 lbs.; for the twelve months 1871, 473,608 lbs.; for the twelve months 1870, 215,203 lbs. Decrease for 1872 against 1871, 99,990 lbs.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th March, 1872, 2,742,627 yards; for the twelve months, 26,749,667 yards; for the twelve months 1871, 27,892,669 yards; for the twelve months 1870, 28,637,798 yards. Decrease for 1872 against 1871, 1,143,002 yards.

COLOURED COTTONS.—Export for the month ended 16th March, 1872, 146,614 yards; for the twelve months, 2,352,579 yards; for the twelve months 1871, 2,997,600 yards; for the twelve months 1870, 1,515,637 yards. Decrease for 1872 against 1871, 645,021 yards.

PRINTED COTTONS.—Export for the month ended 16th March, 1872, 331,118 yards; for the twelve months, 3,094,063 yards; for the twelve months 1871, 1,835,332 yards; for the twelve months 1870, 3,672,615 yards. Increase for 1872 against 1871, 1,258,731 yards.

COTTON YARN.—Export for the month ended 16th March, 1872, 14,200 lbs.; for the twelve months, 248,627 lbs.; for the twelve months 1871, 296,170 lbs.; for the twelve months 1870, 516,877 lbs. Decrease for 1872 against 1871, 47,543 lbs.

ARTICLES OF IMPORT.

TEA.

There has been a quiet market during the week. The chief business has been in red-leaf Congous, from 1s. to 1s. 3d. per lb., which are relatively cheaper than black-leaf kinds at the same price. There has been scarcely any variation in prices to notice, the only weakness being in common black-leaf kinds, large supplies of which have recently come to hand, and which have been with difficulty saleable at from 9d. to 10d. per lb. The public sales of the 15th inst. comprised 2,776 packages, of which 2,320 packages were sold without reserve; those of the 20th inst. consisted of 9,461 packages, of which 8,873 packages were sold without reserve. The deliveries for the week have been 3,005,645 lbs., against 3,302,849 lbs. last year.

Black: Red-leaf kinds, siftings have not met with much demand Broken-leaf kinds have been steady at previous prices. Fair to good common have been in request at former rates. In the fair to good Kaisow kinds sales to some extent have been made at previous prices. Fine to finest show no change. Pak Lin kinds have been firm. Black-leaf kinds: Low quality has sold with difficulty from 8d. to 10d. per lb. Fair to good common show no change. Fair medium kinds are very scarce. Good medium have been sold at previous prices. In fine to finest but little has been doing. Amoy kinds show no change. Newmake Canton kinds: The supplies on offer continue large, and sales have been difficult to make at previous prices. Oolongs: Some sales have been made at public auction from 1s. 1d. to 1s. 6d. per lb., being previous prices. Souchongs: The sales made show no change. Flowery Pekoes: There have been but few sales. Scented Teas: Canton Capers, common kinds, have been dull; fair to good have sold rather lower. Foochow kinds sold in public sale at 1s. 3d. to 1s. 3¼d. per lb. Orange Pekoes: Canton kinds show no alteration; Foochow kinds have sold rather lower at public auction for good quality. Uncoloured Japans: Common kinds remain dull; fair to good in moderate request at previous prices. *Green:* The public sales of the 20th inst. comprised 1,068 packages Ping Suey Tea, which realised full prices. Privately the demand is moderate, without material change in prices; 4,500 packages ex Patroclus, chiefly Ping Suey kinds, are declared for sale on this day. Canton kinds show no alteration.

SILK.

The market is still very quiet, but there appear symptoms of an improving demand, and offers have been more freely made within the last day or two. Importers, as a rule, however, hold very firmly and generally resist business except at full rates. We make no alteration in quotations. Deliveries are fairly good, being from 12th to 20th inst.:—China, 1,783; Canton, 460; Japan, 473; Bengal, 192; total, 2,908 bales.

LONDON QUOTATIONS.—MARCH 22.

CHINA.	
Tsatlee, No. 1	30s. 0d. to 30s. 6d.
,, ,, 2	28s. 6d. to 29s. 0d.
,, ,, 3	28s. 0d.
Red Peacock	25s. 6d.
Yuenfaa and Hainin, Nos. 1, 2, and 3	23s. 0d. to 27s. 6d.
Taysaam Keying, Nos. 1, 2, and 3	23s. 0d to 27s. 6d.
Long Reel	19s. 6d. to 21s. 0d.
Canton	14s. 0d. to 22s. 6d.
Chinese Thrown	24s. 0d. to 25s. 6d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	22s. 6d. to 28s. 0d.
Idah, Nos. 1 and 2	25s. 0d. to 27s. 0d.
Sodai, Nos. 1 and 2	24s. 0d. to 24s. 6d.
Oshiu, Nos. 1, 2, and 3	25s. 6d. to 28s. 6d.
Koshiu, No. 2	23s. 0d. to 24s. 0d.
Eichizen	20s. 0d. to 24s. 0d.
Mashta	20s. 0d. to 23s. 0d.
Hatchoji	20s. 0d. to 22s. 0d.

SUGAR.

The late improvement in the market has gained strength, a fairly active demand has prevailed during the week, and prices show an advance of 6d. per cwt. for all descriptions. The inquiry has been chiefly for Manila, and transactions to some extent have been entered

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into in that description at the advance noticed above. The following are the particulars of the business done :—

Manila.—At auction 3,686 bags grainy unclayed (duty 4s.) were bought in at 24s., but were subsequently taken privately at 23s. 6d. By private contract 3,000 bags Zebu unclayed have been sold at 22s. 6d., 8,000 packages soft Ilo Ilo indirect import from Mauritius with all faults at 23s., and 6,000 bags good clayed (duty 6s.) at 27s. 6d. The floating cargo per Glamorganshire, 850 tons unclayed Zebu arrived off coast, has been sold at 23s. duty paid for the United Kingdom.

Java, &c.—By private contract 250 baskets good Java (duty 5s. 3d.) have been sold at 36s. 6d., and 450 bags date Penang at 23s. 6d. per cwt.

COFFEE.

The depressed tone exhibited by the market during the past few weeks has been still further increased by the unfavourable result of the Dutch sale held on the 20th inst., at which a reduction of about 4s. per cwt. from the previous highest point was established. There is scarcely anything doing in the market, and in the absence of business we can give no reliable quotations for Ceylon. Now landing and for arrival about 200 tons *Native* have been sold at 69s. 6d. for guaranteed good ordinary quality. Of 93 bags *Singapore* offered, 41 bags mixed sold, sound at 66s. 6d., chiefly damaged at 64s. 6d.; 1,925 bags damaged *Manila* from the wreck of the Emiliano sold with all faults at 6s. 6d. to 9s. 6d. per cwt.

The Dutch Trading Company's public sale of 76,900 bags Java, held on the 20th inst. in Rotterdam, went off flatly at a general decline, prices being 1½c. below the valuations, or about 3c. lower than at the preceding sales; good ordinary brought 41½c. to 42c., against 44½c. to 44¾c. at the February sale, and 42c. in November last.

CAMPHOR.—*China:* The market has shown considerable irregularity; several lots of old importation have been sold at £4 6s. re-weight, and one lot of more recent import 1,000 cases at £4 7s. 6d., but at the close there is less demand, and £4 5s. is the current rate. Afloat 200 cases per Meteor have been quitted at £4 15s., but lower prices would now be accepted for floating parcels. *Japan:* No transactions.

CARDAMOMS.—No business in Ceylon.

CANTHARIDES.—No transactions; 10 cases China offered in public sale, and bought in at 3s. 6d.

COPRA.—Penang in good demand, but there is no supply.

CUBEBS.—No transactions during the fortnight.

CHINA ROOT.—No sales.

CHINA PRESERVES.—Of 503 cases Ginger, of fresh import, offered, 100 cases middling sold at 9½d., the remainder being bought in at 10½d. to 11d.; of 45 casks offered, 35 sold at 6d. per lb.

COCOA NUT OIL.—The large quantity afloat, about 5,622 tons Cochin and Ceylon, against 2,067 tons at the corresponding period last year, continues to exercise a depressing influence upon the market, and prices have again been irregular, with a declining tendency. At the public sales 310 casks Ceylon offered were partly sold at £38 for pipes and £38 10s. for hogsheads, 81 casks Cochin being bought in at £41 10s. to £43. Privately, business was done early in the week at £36 15s., but the closing rates are £37 5s. to £38 10s.

COIR GOODS. At the last sales the small supply of Yarn offered consisted wholly of well-made Ceylon, which sold at steady rates; Fibre also sold steadily; 244 bales Ceylon Yarn sold, good middling and good well-made at £34 to £35 10s.; also 35 tons in dholls, common, £28 10s.; low middling to middling at £29 to £31 10s.; good middling to good, £33 15s. to £36 5s.; 20 bales good Cochin Fibre sold at £30; 2 tons Ceylon at £23 15s.

COLOMBO ROOT.—Quiet; no sales reported.

CUTCH continues without improvement, and the parcels offered at auction have been all bought in, viz., 900 bags Calcutta at 28s. 6d. to 24s. 6d.; and 582 boxes 400 bags Pegu at 26s. 6d. to 27s. per cwt.

DRAGON'S-BLOOD continues quiet; of 17 cases at auction only one case was sold at £14 for very fine lump.

EBONY.—In request, but there is little or no supply, and high prices are obtainable.

ESSENTIAL OILS.—*Anniseed* very quiet, and declining. *Cassia* steady, but trade restricted at last quotation, 5s. 8d. per lb. *Nutmeg* quiet, and stocks increasing; 8 cases bought in at auction. *Cinnamon* very scarce, and wanted; 13 cases at auction retired. *Citronelle* rather better; about 50 cases sold privately up to 2½d. per oz.; of 37 cases at auction previously, part sold at 2d. *Lemon Grass* dull; 7 cases sold at 4d. to 4½d. per oz.

GALLS.—*China:* Sales have been effected at a further slight decline, making fully 8s. per cwt. during the past fortnight; there is very little doing. *Japan:* No business to report.

GAMBIER.—As only light quantities are offering on the spot, full prices have been obtained, but afloat business can only be transacted at lower rates. On the spot, privately, 200 bales block are reported sold at 22s. 9d., and 2,200 bags Cubes at 25s. to 26s. per cwt. At auction 2,140 mats and bags 892 baskets Cubes were bought in at 25s. to 25s. 9d. per cwt.

GUMS.—*Benjamin:* Siam quiet; large stock; 5 cases at auction bought in, Sumatra firm, and of 72 cases at auction, a few only sold, 2nds at fair to good, £8 5s. to £8 12s. 6d. *Copal* cheaper; of 4,318 packages offered, only a small proportion sold, good bright hard at 35s. to 36s.; soft, 26s. to 27s. *Damar* quiet; 92 cases, part sold at 60s. to 62s. 6d. *Gamboge* again cheaper, and of 130 cases at sale, half placed at £16 to £17 per cwt. for good to fine; middling to fair, £13 15s. to £15 10s.; pickings, low £10 10s.

GUTTA-PERCHA.—A fair amount of business has been transacted privately at steady rates, but the market is quiet. There have been no auctions.

HEMP.—Manila is firm at previously current rates, with private trade to a fair extent in fair and good roping at £50 to £52, brown at £40 to £45; 755 bales at auction were bought in at £50 to £51 10s. per ton.

HIDES.—The public sales of East India held on the 21st went off with unusual flatness, and although the supply was moderate, the demand both for home consumption and export was limited, and a large quantity was bought in or withdrawn. Prices of best qualities were irregular and show an average decline of ½d. per lb.; ordinary and medium kinds sold heavily at last sale's rates to ¼d. decline. Buffalo also met a limited demand, and previous rates were barely sustained. *Ox and Cow:* Of 25,152 dry Penang and Singapore 12,500 sold, first light 6⅝ to 7 lbs. at 11¾d. to 12d., second 10½d. to 11¼d., heavy and extra heavy 8½d. to 10d., thirds 7d. to 8d., fourths 5d. to 5½d. *Buffalo:* Of 4,772 Singapore and Penang 2,500 sold, heavy 5¼d. to 5¾d., second 5d. to 5¼d., light 6¼d. to 7⅛d.; 893 Manila withdrawn; of 2,240 Batavia 1,000 sold, best yellow 18⅛ lbs. at 8½d. to 8⅝d., light 8⅜d., ordinary 8⅛d.

INDIA-RUBBER.—Borneo and Singapore are scarce and in request.

JAPAN WAX.—Market continues quiet; a few cases were sold early in the interval at £4 10s.; yesterday 333 cases saucers lately arrived were offered in public sale, and 308 cases good saucers were quitted at £4 7s. 6d. to £4 8s.

MUSK.—In good demand, and scarce at higher prices; 14 caddies in public sale brought 39s. 6d. to 48s. for fair to superior selected pods, and 22s. to 23s. for good bally and bad shaped.

PEPPER.—*Black:* Steady; sales to fair extent of Penang reported, at from 6d. to 6¼d., and afloat, West Coast at 6⅜d., 800 bags Singapore at 6⅝d., and 1,000 bags Penang at 6d. *White:* Slightly recovered from last week's decline; at the auctions 1,491 bags offered and three-fourths sold at 9⅞d. to 10⅜d. per lb. for dingy small to fair.

PLUMBAGO.—Has met a steady demand at the improvement in value reported in our last; 1,287 barrels in public sale partly found buyers—fair, rather dull to fine bright lump, 20s. to 29s.; chips, 8s. 6d. to 21s. 6d.; dust, 6s. to 9s. per cwt. Privately 450 barrels low dust at 4s. 3d. per cwt.

RATTANS.—No business to report.

RHUBARB.—China continues to realise very high prices; of 140 chests at auction one-third sold at 1s. 2d. to 2s. 7d. per lb. for middling dull coated, middling break, to good bright pinky fracture, medium root.

RICE.—A fair amount of business has been transacted, at about former prices. Rangoon 9s. 9d., Necransie 9s. 6d., Ballam 8s. 3d. to 9s., Askoolie 11s. to 11s. 3d., and low broken to good middling white Bengal 9s. 6d. to 11s. 9d., fine 13s., ex quay. Afloat, a cargo of old Rangoon has been sold at 9s. 3d., ex ship; two cargoes of Bassein, at 9s. 9d., ex ship; 1,150 tons Bengal Askoolie 10s. 3d. to 10s. 6d., ex quay; and middling to good white Bengal at 11s. to 12s. 1½d., quay terms.

SAGO.—The market continues quiet; of 2,207 bags in public sale, about half sold at 17s. 6d. to 18s. per cwt. for good small, and 18s. 6d. to 19s. medium. *Flour* is firmly held, but quiet; 890 bags at auction retired.

SAPANWOOD.—*Ceylon* scarce, and no business done. *Manila:* 13 tons bright trimmed rooty ends sold at £11 per ton. *Siam:* 25 tons offered and retired.

SHELLS.—Nothing done since the last periodical sales reported on in our issue of the 11th inst.

SPICES.—*Cinnamon:* Since the quarterly sales only small transactions have taken place at a small advance. *Chips* are dull. *Cassia Lignea:* Market quiet; a parcel of unworked cleared off privately at 100s.; 990 cases at auction were retired, mostly afterwards sold at 95s. for fair unworked. *Buds:* Steady; 164 cases at auction retired, except 10, which sold at £7 2s. 6d. *Cloves:* Steady; of 13 cases Penang at auction, 12 sold at 1s. 2¾d. per lb. for good, 24 cases common being bought in at 6d.; 66 bags mothers sold at 1¾d. *Nutmegs:* Quiet and easier; 121 cases in auction were mostly bought in. *Mace:* Again cheaper, and difficult to sell; 194 cases in public sale partly sold at 3s. 9d. to 4s. per lb. for fair to good palish and reddish.

STAR ANISEEDS.—Quiet; no business reported.

SOY.—In good demand, but scarce.

STICKLAC.—Siam in short supply, and held for high quotations; a small parcel of fine quality reported sold at £4 14s. per cwt.

TAPIOCA.—The market continues very flat; at public sale 250 bags Singapore were retired. *Flour* steady, but little doing; 124 bags bought in at auction.

TURMERIC.—Java unsaleable.

TIN.—Straits maintains the strong position recently attained, and shows a further advance of 20s. since last mail, the current quotation on the spot and afloat being £150. Banca rules here at £153, and in Holland at 93½ guilders.

VERMILION.—We are still without supply of China, which is greatly in request, and would realise high prices.

ARTICLES OF EXPORT.

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METALS.

IRON.—Welsh: Rails, £9 15s. to £10. Bars, £10 7s. 6d. to £10 15s. Staffordshire Best: Bars, £12 5s. to £13 10s.; Nail Rods, £12 5s. to £13; Hoops, £13 to £14 10s.; Sheets, £14 5s. to £15 10s.; Scotch Pig, No. 1, £4 5s. to £5 10s.; Swedes, Bars, Hammered, £13 to £13 10s.; Swedes, Steel in kegs, ½ and ¾ in., £15. 10s. to £16.

YELLOW METAL.—Sheets, 4 by 4 ft., 7⅞d. to 8d.; Sheathing and Rods, 8¼d. per lb.

TIN.—English Refined, £157 to £158. Tin Plates: Charcoal I C, per box, 36s. to 40s.; Coke, 33s. to 35s.

LEAD.—W.B., nominal; do., other brands, £19 10s. to £19 12s. 6d.; Spanish, soft, ex ship, £19; Sheet, £20 15s.; Shot, kegs, extra, £22 10s.; White, do., £27 10s.; Red do., £22 10s.

SPELTER.—Silesian, £22 5s.; English, smelted from ores, £23.

QUICKSILVER.—In bottles of 75 lbs. each, £10 10s.

Messrs. French and Smith report as follows:—There is a lively market in Metals. Iron: Scotch Pig still advances. In Wales and Staffordshire also the makers are well employed. Lead is rather dearer. Spelter quiet.

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Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
Mch14	Constantia	Christian	Shanghai	London
14	Chin Chin	Legrand	Hong Kong	Do.
17	Bertha	Rose	Do.	Cuxhaven
14	Colmonel	Scobie	Sourabaya	Queenstown
15	Sultana	Mason	Rangoon	Falmouth
	Shakespeare	Jorgensen	Batavia	Do.
16	Amie	Morrison	Rangoon	Do.
17	Asterlana	Campbell	Basselu	Liverpool
20	Glamorganshire	Mathews	Manila	Deal
15	Prince Eugene	Smith	Rangoon	Liverpool
17	Patroclus (str.)	Dreuning	China, Sing, &c., S.C	London
16	Nieuwe Waterweg II	Zwaart	Batavia, for Holland	Texel
19	Sarah Scott	Riches	Shanghai	London
20	Peerless	Metcalf	Maulmain	Deal
13	Mysore	Got	Bangkok	Marseilles
	Enoch Train	—	Singapore	New York
17	Lady Rowena	Copeland	Rangoon	Liverpool
18	Ben Nevis	Moodie	Penang	London
18	River Avon	Hewitt	Hiogo	Do.
19	Astracan	Paige	Colombo, &c.	Do.
16	Arabella	Pacheco	Macao	Plymouth
2	Mikado	Ilbery	Yokohama	New York
5	Catherine	Rodgard	Hong Kong	Do.
19	Madras	Fleming	Rangoon	Queenstown
16	Friedeberg	Kopfer	Batavia	Texel
15	Chloris	Oberg	Samarang	Helvoet
15	Utrecht	Moller	Batavia	Brouwershaven
16	Loch Awe	M'Culloch	Probolingo	Do.
	Tonbridge	Pizzy	Shanghai	New York
	Havilah	Robertson	Do.	Do.
19	Fair Leader	Fookes	Singapore	London
20	Tiverton	Pape	Ceylon	Deal
19	Henriette Andriana	Schuchard	Batavia, for Roterdm	Dungeness
	Kate Carnie	Lowe	Manila	New York
	Marco Polo	Hanschild	Singapore & Penang	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Mch13	Araby Maid	Cottler	Shanghai	Cardiff
13	Jessie Gilbert	McKinney	Galle	Do.
13	Baccus	Jerman	Do.	Do.
12	Laura and Gertrude	Voss	Hong Kong	Penarth
Feb.27	Golden State	Delano	Anjer	New York
29	Taitsing	Bloomfield	Shanghai	Do.
Mch13	Passover	Pearson	Galle	Shields
14	Ottercaps	Le Pelley	Singapore	Do.
14	Sarah Watson	McDonald	Hong Kong	Sunderland
Feb. 2	Stirlingshire	Grainger	Ceylon	Buenos Ayres
Mch15	Agamemnon (s.)	Middleton	Sing., China, &c., S.C	Liverpool
15	Florentine	Ellis	Hong Kong	Cardiff
15	Dale	—	Singapore	Shields
15	Jessie McDonald	—	Do.	Newcastle
18	Fanny	Eaton	Chefoo and Tientsin	London
16	Kentville	Doyle	Hong Kong	Liverpool
15	A. H. Willie	Voss	Singapore	Penarth
16	Drummond Castle (s.)	Ritchie	Peng., &c., S.C. v. Ln.	Glasgow
19	Sea Gull (s.)	Ridge	Sing., China, &c., S.C.	London
19	Janet Ferguson	Ritchie	Singapore	Do.
19	Daylight	Bush	Swansea & Shanghai	Do.
	Sambiri	v.d. Burg	Samarang	Falmouth*
16	Clymping	Sadler	Colombo	Newport
18	Selim	—	Hong Kong	Newcastle
16	Eliza	Pitman	Singapore	Shields
18	Saturnus	Wulff	Hong Kong	Hamburg
20	Finzel	Deass	Singapore	Liverpool

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For
Previous to March 14	Ulysses	Liverpool	Sing., China, &c.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong and Shanghai: Enterprise. For Penang, Singapore, Hong Kong, and Shanghai: Colombo. For Colombo, &c.: Scindia, Yorkshire, Oxfordshire, Orchis.

SAILING VESSELS.—For Yokohama and Hiogo: Whiteadder, Engelbert, Devana. For Yokohama: Velocity, Columbus. For Hiogo and Nagasaki: Zohrab. For Shanghai: John R. Worcester, Hopewell, Fort Regent, Ailsa, The Sir Jamsetjee Family. For Amoy: Veronica. For Hong Kong: Sir Harry Parkes, Malacca, Corea, Burdwan, Beemah, Haddington. For Hong Kong and Foochow: Her Majesty. For Manila: Maria. For Singapore: Star of the South, Hope. For Penang: Peri. For Batavia, Sourabaya, and Samarang: Magellan. For Colombo: Caroline Hutchings, Alchymist, Seafield. For Galle and Ceylon (via Swansea): Peveril of the Peak.

At LIVERPOOL.—For Yokohama and Hiogo: Dovenby. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Achilles (str.), Diomed (str.), Menelaus (str.), Nestor (str.). For Hong Kong: Peter. For Hong Kong (via Cardiff): Sapphire. For Manila and Singapore (via S.C.): Emiliano (str.). For Manila: Alejandro, Loyola, Gloria. For Singapore: North East. For Batavia: Cornelis Smit. For Batavia and Sourabaya: Bothwell Castle.

At GLASGOW.—For Shanghai: Merse.

At GREENOCK.—For Galle, &c.: Diadem.

SPOKEN.

DEERHOUND, London to Shanghai, Feb. 28, 14 N., 26 W.
EUGENE ANDRE (?) (Amer.), Boston to Hong Kong, Jan. 11, 34 S., 29 W.
ROWLEY (brig), from China, Jan. 14, 34 S., 28 E.
DUNROBIN CASTLE, Samarang to Queenstown, Jan. 19, 35 S., 20 E.
DUNEDIN, Manila to New York, Jan. 20, 34 S., 18 E.
GEMINI, Foochow to Philadelphia, Jan. 18, 36 S., 20 E.
OUSURI, Cardiff to Shanghai, 1 N., 25 W.
MENDOVA (Am. bq.), Sourabaya to Bstn., 86 days out, Feb. 16, 2 N., 37 W.
LOCHNAGAR, Manila to Boston, Jan. 10, 19 N., 21 W.
MOUNTAIN LAUREL (brq.), Singapore to Liverpool, Feb. (?) 8, 37 N., 23 W.

FREIGHTS AND CHARTERS.

We have but little change to note in berth freights to the East, rates now being quoted as undermentioned. Coal freights are without any material alteration.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama and Nagasaki: 100s. meast. To Hiogo: 110s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 60s. meast. To Sourabaya and Samarang: 95s. meast. To Padang: 105s. meast. To Batavia: 90s. meast. To Saigon: 100s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Yokohama: 35s. weight, 30s. meast. To Shanghai: 35s. weight, 30s. meast. To Foochow: 45s. weight, 35s. meast. To Amoy: 45s. weight, 35s. meast. To Chefoo: 45s. weight or meast. To Tientsin: 30s. weight, 50s. meast. To Hong Kong: 35s. weight, 25s. meast. To Manila: 35s. weight, 50s. meast. To Batavia and Sourabaya: 20s. weight or meast. To Singapore: 20s. weight or meast. To Penang: 35s. meast. To Ceylon: 20s. weight or meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £12 10s. To Shanghai: £45. To Hong Kong: £38. To Penang: £25. To Singapore: £26. To Galle: £20. From Newport, Cardiff, or Swansea, per ton. — To Yokohama or Nagasaki: 40s. To Chefoo: 47s. 6d. To Shanghai: 45s. to 46s. To Hong Kong: 37s. To Manila: 25s. To Colombo: 22s. 6d. To Galle: 22s. To Singapore: 26s. to 27s. To Cheribon, 21s.

From Birkenhead, per ton.—To Shanghai: 36s. To Hong Kong: 30s. To Singapore, 20s. to 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 40s., ship 45s.; to Shanghai, steamer 35s., ship 40s.; to Hong Kong, steamer, 30s., ship 35s.; to Singapore, steamer 25s., ship 25s. to 27s. 6d.

CASUALTIES.

A telegram from Sourabaya, dated March 15, states as follows:—"The Henriette Gertruida (Dutch), almost loaded, for Amsterdam, 'strand leak Pasaroeang,' and returns here to discharge and be examined."

Advices from Amsterdam, dated March 15, state that the Prins Hendrik (str.), from Batavia, arrived at Aden, 14th, with loss of screw blades; she was towed the last 360 miles by the English war steamer Serapis.

A telegram from Batavia, dated March 18, states as follows:—"The Nyassa, Hutchinson, from Sarawak to London, with sago, antimony, and sundries, sprung a leak, and was run ashore on Klappa Island, near Anjer; all hands saved."

The Ottercaps, Le Pelley, which sailed from Shields March 14th, for Singapore, was in collision with a barque on the morning of the 19th, and lost cathead, rails, jib guys, and sundry iron work, which would be replaced at Deal.

Advices from New York, dated March 4th, state that an additional quantity of matting of about 1,800 bales had been recovered from the Robert Fletcher, from Hong Kong to that port, wrecked at East Moriches, together with her chains and cables, &c., which would be shipped to New York by lighter, when the state of the ice permits.

A telegram from Galle, dated 19th March, states as follows:—The Prins v. Orange (str.), from Holland to Java, reported 11th March as having arrived there with screw broken, had thoroughly completed repairs, and is beginning to reload her cargo.

MISCELLANEOUS.

At PORT SAID.—March 15, Lord of the Isles (str.), Blow, and left, 16, for Singapore, China, &c.; 9, Edith Emily (str.), Rait, and left for Galle.

According to intelligence received at Blankenese, March 16, the Dolphin (German schooner), Lilienthal, from Cronstadt to the River Amoor, which put into Valparaiso, Jan. 23, was in good order, and not leaky, as reported in our last issue.

NOTICES TO MARINERS.

JAPAN.

SIMONOSEKI STRAIT.—*Fixed light on Rockuren Island.*—The Japanese Government has given notice that a light is now exhibited from a lighthouse recently erected on Rockuren Island, western entrance to Simonoseki Strait. The light is a fixed white light, visible from S.E. ¾ S. round by south and west to N. by E. ½ E.; it is elevated 89 feet above the level of the sea, and in clear weather should be seen from a distance of 12 miles. The illuminating apparatus is of the fourth order. The tower, 25 feet high, is of granite. It is situated on the easternmost extreme of the island. Position, lat. 33 deg. 59 min. 15 sec. N., long. 130 deg. 52 min. 25 sec. E. The light, when first seen from the northward bearing S.E. ¾ S., leads half a mile from the shallow ground north of Ai-sima.—Hydrographic Office, Admiralty, March, 1872.

There has been launched from the shipbuilding-yard of Mr. John Key, at Kinghorn, N.B., a steamer named the Macgregor, built for Messrs. D. M'Gregor and Co., Leith, for the China trade, *via* Suez Canal. She is 2,060 tons register, 346 feet length over all, classed 100 A1 at Lloyd's, and her engines are of 300-horse power. She is now advertised for Shanghai, from Leith.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

	r	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tns.	Tons.	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£	£	Cwt.	Cwt.	£	£	£
Rifleman	Penang	London.	Feb. 16	...	...	...	80	...	...	153	...	...	...	...	60	...	...	...	123	36	2617	4	224	176	250	...	130	134	...	642	1	...	...	...	...
Alerte	Java	,,	,, 16	106	68	4	...	...	...	1375	112800	55400	...	...	...	...	1600	8	...	43	...	5	224	...	...	...	279	...	...	2916	1124	...	178	14	...
Yarra	Amoy	,,	,, 19	...	...	...	75	...	12	150	96250	...	...	...	...	...	48000	...	23	...	33	...	420	841	250	105	...	100	100	30	...	...	61pks.	41	...
Everest	Hong Kong	,,	,, 20	100	...	20	238	...	...	609	267500	...	...	...	...	175	2324	...	115	117	560	277	4797	642	750	693	...	460	13	431	362	36	89	386	...
Leander	Yokohama	,,	,, 21	201	...	...	106	...	358	1783	877930	35680	777	161	3485	...	365110	23	53	212	477	464	3113	1505	1120	739	334	877	250	652	329	£3	831	294	283
Southern Belle	Colombo	,,	,, 27	186	17	1	...	8	136	2593	...	...	...	...	...	...	...	...	8	410	1370	1757	303	418	298	170	291	...	...	1210	24	...	328	111	...
Parnassus, str., via S.C.	Singapore, &c.	,,	Mar. 5	26	...	15	...	...	334	275	265974	33027	19	...	4490	...	25300	...	...	...	...	66	...	...	...	...	255	...	...	5	4	31	100	22	330
Do. do.	Hong Kong	,,	,, 5	3	5	...	50	...	...	175	1599339	...	...	...	14	...	20000	...	...	...	300	...	...	60	...	604	613	...	...	120	...	...	80	155	...
Do. do.	Shanghai	,,	,, 5	...	...	...	100	...	...	1869	3200773	142640	1145	140	7670	...	...	122	...	...	325	33	...	916	...	57	75	...	...	...	...	13	...	...	60
Do. do.	Yokohama	,,	,, 5	...	...	...	...	...	70	1277	193050	7462	...	100	1393	220	60100	...	...	...	...	210	...	...	...	560	...	...	187	...	...	...	64	...
Singapore, str., via S.C.	Colombo	,,	,, 6	23	119	...	...	...	261	1348	647300	180289	28	...	510	200	16800	...	32	32	503	227	930	634	£11	...	1185	...	...	155	15	58	342	40	89
Irvine	Hong Kong	,,	,, 9	...	23	11	388	25	...	458	88840	12000	...	...	2340	...	...	...	30	101	999	37	2058	935	1410	275	...	820	260	936	525	5	473	93	...
Victoria	Manila	Livrpool	Feb. 15	82	23	...	...	...	...	5933	889626	66222	...	1118	90	...	30605	...	...	138	...	357	8	1507	...	920	733	...	...	1364	45	£207	170	20	42
Adeline	Singapore	,,	,, 20	41	...	...	...	...	...	715	...	1800	...	...	...	...	...	...	...	...	...	...	...	...	...	50	...	...	350	877	42	...	...	...	...
Erl King, str., via S.C.	Do., &c.	,,	Mar. 2	...	...	...	...	...	350	39	1281745	96718	...	30	386	1391	10000	...	...	...	...	...	...	...	...	...	469	587	...	...	...	...	30	42
Do. do.	Shanghai	,,	,, 2	...	...	...	...	...	...	209	3192365	35600	...	...	8970	...	...	...	...	...	...	...	...	100	...	...	...	...	...	...	...	...	...	...
Abbotsford, str., via S.C.	Singapore	,,	,, 5	...	...	...	...	...	...	153	486700	166820	...	...	200	...	8000	...	...	...	...	...	...	...	...	118	1cs.	...	...	280	...	...	...	29cs.	...
Do. do.	Hong Kong	,,	,, 5	3	...	...	...	...	...	...	230800	2000	...	50	...	...	...	...	...	...	...	...	...	...	...	45	40	...	...	...	...	...	...	...	...
Antenor, str., via S.C.	Singapore, &c.	,,	,, 6	...	...	...	...	...	...	554	1137230	108011	...	...	1909	275	7400	...	...	...	6	...	...	81	...	...	16cs.	...	...	25	...	11	...	43	...
Do. do.	Java	,,	,, 6	...	16	...	...	...	...	170	81247	36160	...	...	79	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. do.	Manilla	,,	,, 6	...	...	...	...	...	...	...	201480	171142	100	110	...	...	...	...	...	...	...	...	...	...	...	...	350	...	...	...	...	...	...	240	...
Do. do.	Hong Kong	,,	,, 6	...	...	...	...	...	...	200	360179	...	...	...	534	...	...	52	...	...	...	...	4	108	...	...	...	...	...	10	...	12	...	...	...
Do. do.	Shanghai	,,	,, 6	...	...	...	4	...	250	46	2513942	27836	...	...	812	...	6300	176	...	...	...	...	...	22	...	...	980	...	...	53	141	3cs.	...	35	480
Do. do.	Japan	,,	,, 6	...	...	...	...	...	...	22	...	32823	...	...	2677	229	...	32	...	...	...	...	...	...	...	...	55	...	...	...	...	...	...	...	...
Statesman, str., via S.C.	Colombo	,,	,, 7	1	13	...	...	...	...	462	480340	45100	...	...	...	...	...	...	40	...	...	...	...	...	...	26	183	10	...	22	...	...	3	...	...
County of Bute	Java	Glasgow	Feb. 23	...	...	3	...	...	4090	1266	869803	655755	441	211	125	...	28410	...	...	130	75	...	56	101	...	50	129	...	...	3031	...	...	...	...	150
Windhover	Singapore	,,	,, 26	...	...	...	...	...	...	218	36800	...	...	68	...	...	3750	...	...	23	...	...	112	36	...	...	...	195	...	37	...	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

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		£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Rifleman	Penang	...	10	...	...	...	30	10	...	...	2764	200	...	...
Alerte	Java	45	39	15	...	62	36	56	44	155	...	...	...	...
Yarra	Amoy	...	...	...	...	...	14	...	3	...	...	...	...	102
Everest	Hong Kong	111	81	...	67	...	...	40	...	188	...	581	...	26
Leander	Yokohama	232	66cks.	1288	466	20	96	182	1318	115	15	...	...	...
Southern Belle	Colombo	157	62	5	51	43	50	51	6	265	...	...	2517	...
Parnassus, str., via S.C.	Singpre., &c.	131	57	92	15	79	5	105	100	180	101	1822	19	...
Do. do.	Hong Kong	120	55	468	...	17	...	67	...	5cs.	320	360	...	...
Do. do.	Shanghai	190	...	182	328	67	...	3	...	...	...	250	...	...
Do. do.	Yokohama	266	120	589	1699	...	8	207	200	...	16	45	...	20
Singapore, str., via S.C.	Colombo	368	115	193	254	55	...	146	...	43	48	122	...	20
Irvine	Hong Kong	30	200	56	...	...	...	100	218	23	422	320	...	...
Victoria	Manila	236	115	868	1cs.	295	755	7cs.	14cs.	209	...	...	...	260
Adeline	Singapore	...	...	142	...	...	...	172	...	...	...	...	...	...
Erl King, str., via S.C.	Singpre., &c.	...	...	...	24	...	...	...	...	...	...	...	...	...
Do. do.	Shanghai	...	...	...	...	...	...	...	...	...	...	...	...	...
Abbotsford, str., via S.C.	Singapore	...	...	...	...	156	...	1cs.	...	199	34	...	...	...
Do. do.	Hong Kong	...	...	...	...	...	...	...	...	...	...	...	...	...
Antenor, str., via S.C.	Singpre., &c.	2cs.	...	...	...	1cs.	45	...	...	...	...	...	...	...
Do. do.	Java	20	...	...	140	...	73	...	...	...	...	...	...	...
Do. do.	Manila	...	...	...	...	281	...	20	...	22	...	...	...	...
Do. do.	Hong Kong	223	...	...	...	...	...	80	...	...	...	4cs.	...	...
Do. do.	Shanghai	70	...	1cs.	270	...	...	...	...	17cs.	21pks.	5cs.	1cs.	...
Do. do.	Japan	210	...	10	50	78	...	...	23	...	100	...	...	...
Statesman, str., via S.C.	Colombo	65	...	11	10	...	...	...	...	...	...	140	355	...
County of Bute	Java	...	...	...	...	...	...	...	...	...	...	68	...	...
Windhover	Singapore	...	...	...	...	...	...	...	...	256	...	...	...	...

ADDITIONAL.—Per RIFLEMAN.—Effects, £40; guano, £392; matches, £600; coals and coke, 150 tons; gunpowder, 11,200 lbs.

Per ALERTE.—Cottons, £340; felt, £120; goods, manufactured, £64; shot, 7 tons; gunpowder, 4,000 lbs.

Per YARRA.—To Amoy: Coffee, 1 case; carriage, £35; goods, manufactured, 3 cases. To Chefoo: Plain cottons, 410,289 yards; coals, 122 tons; bar iron, 200 tons; yarn, 10,000 lbs.; matches, £506. To Newchwang: Plain Cottons, 646,556 yards.

Per EVEREST.—Goods, manufactured, £334; matches, £805; sugar, 105 cwt.; tar and pitch, £16; billiard, &c., tables, £90.

Per LEANDER.—Carriages, £200; condensed milk, 12 cases; cottons, £625; corks, £37; effects, £681; goods, manufactured, £389; india rubber manufactures, £64; mineral waters, £7; sponge, £11; sugar, 22 cwt.; geneva, 420 gallons.

Per SOUTHERN BELLE.—Corks, £51; felt, £45; mineral waters, £18; cement, £120; sugar, 20 cwt.; grease, 8 tons; matches, £379; carriage materials, £22; pig iron, 10 tons; spelter, 4 tons; shot, 2 tons; geneva, 2,976 gallons; gunpowder, 12,000 lbs.; fruits, 8 cwt.

Per PARNASSUS (str.).—To Singapore, &c.: Grindstones, £10; buttons, 1 case; caoutchouc manufactures, £45; sugar, 1 cwt.; effects, £112; chocolate, 10 cases; meteorological instruments, £30; watches, £75. To Hong Kong: Rifles and apparel, 10 cases; goods, manufactured, £95; cork, £100; effects, £76; cottons, £36; quicksilver, 1,000 bottles. To Shanghai: Effects, £97; goods, manufactured, £42; mineral waters, £67; cottons, £12,100; guns, 9 cases. To Yokohama: Cottons, £450; railway instruments, £141; surgical instruments, £15; tar and pitch, £4.

Per SINGAPORE (str.).—Effects, £1,259; corks, £134; sugar, 4 cwt.; felt, £20; cider, £25; goods, manufactured, £18; bridge work, £520; caoutchouc manufactures, £76; tar and pitch, 7 barrels; beef and pork, £40.

Per IRVINE.—Sugar, 16 cwt.; cement, £340; goods, manufactured, £94; geneva, 600 gallons; tar and pitch, £20; gunpowder, 10,000 lbs.; fruits, 98 cwt.

Per VICTORIA.—Bricks, £28; carriages, £40; bagging, £110; blue and gum, 4 casks; glassware, 29 cases and 3 casks; felt, £47; india rubber manufactures, £95; drugs, 3 cases; hats, 1 case; fustic, 1 bag; merchandise, £104; musical instruments, 5 cases; nautical instruments, £102; goods, manufactured, £60; yarn, £520; succades, 2 cases; coals and coke, 243 tons; tin plates, 4 casks; beef and pork, £160.

Per ADELINE.—Tar and pitch, 25 barrels.

Per ERL KING (str.).—To Java: Plain cottons, 167,430 yards; coloured cottons, 167,675 yards; blankets, £16; cottons, £250. To Manila: Plain cottons, 104,554 yards; coloured cottons, 115,546 yards; linens, £147; elastic webbing, £132. To Hong Kong: Plain cottons, 363,800 yards; coloured cottons, 6,200 yards; yarn, 20,000 lbs.; apparel, £103; charcoal, £93. To Yokohama: Hardware, £20.

Per ABBOTSFORD (str.).—To Java: Yarn, 3,046 lbs.; plain cottons, 14,328 yards. To Manila: Biscuits, £120; coloured cottons, 15,528 yards; plain cottons, 21,289 yards; haberdashery, £183. To Shanghai: Plain cottons, 529,010 yards; coloured cottons, 32,000 yards. To Japan: Coloured cottons, 89,750 yards; plain cottons, 97,500 yards; mixed fabrics, £255; yarn, 60,000 lbs.

Per ANTENOR (str.).—To Singapore, &c.: Caoutchouc manufactures, 1 case; woollens, 4 cases; cotton manufactures, 5 cases. To Manila: Cottons, £40. To Hong Kong: Mineral waters, 3 cases; effects, £43; butter, 7 cases; nautical instruments, £451; carriage, £50; books, 1 case; amber pearls, 1 case. To Shanghai: Effects, £140 and 1 case; woollens, 1 case; cottons, £1,500; ironware, 39 cases; paper, 40 cases; apparel, 55cases. To Japan: Drugs, 1 case; merchandise, 4 cases. To Macassar: Plain cottons, 30,056 yards.

Per COUNTY OF BUTE.—Cottons, £260; effects, £45; manure, £35; thread, £164; coals and coke, 200 tons.

Per WINDHOVER.—Goods, manufactured, £30; iron pier, £550; coals and coke, 700 tons.

Per CONNEMARA, from London to Galle, cleared March 1.—Tobacco, 179 lbs.; coals, 727 tons. Per ST. KILDA, from Liverpool to Galle, cleared Feb. 17.—Coals, 1,139 tons. Per RUNNYMEDE, from Liverpool to Galle, cleared Feb. 21.—Salt, 948 tons; tobacco, 244 lbs.

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4. Magnetic Variations, illustrated by a system of circular signs, and lines of no variation of compass.
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   A Reference Table and Traversing Lines eastward and westward, and Notes to elucidate periodical action of Solar Light and Heat, and Mean Temperature of Various Climates.
7. Maps of Arctic and Antarctic Regions.
8. Maps of Celestial Hemispheres and Sun's Course.
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And all Ports touched at by the Steamers of the British India Company.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.—

MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS.—

February 18, March 3, March 17, April 14, April 28, May 12, May 26	For	Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The steamers of the 18th Feb., 17th March, 14th April, and 12th May connect at Aden with the steamers for Seychelles, Reunion, and Mauritius.

The steamers of the 3rd March, 31st March, 28th April, and 26th May connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
,, Constantinople... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,, ,,

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

PENANG, SINGAPORE, CHINA, AND JAPAN.

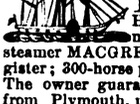
THE following SPLENDID

First-class STEAMER and SHIPS will be despatched as under :—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Hopewell ...	A1 13 yr.	SWID	With des.
Ditto	The Sir J. Family ...	A1 14 yr.	E.I.D.	To follow
Hong Kong.	Sir H. Parkes	A1 13 yr.	W.I.D.	With des.
Yokohama...	Columbus ...	A1 16 yr.	E.I.D.	With des
Singapore ...	Hope	AA1	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

Steam via the Suez Canal. To sail punctually on the 30th March, from Leith, calling at Plymouth to embark passengers.



FOR SHANGHAI DIRECT,

taking goods for HANKOW and YOKOHAMA, the magnificent new full-powered screw steamer MACGREGOR, 100 A1; 2,060 tons gross register; 300-horse power, nominal; Capt. JACOBSEN. The owner guarantees a passage of forty-five days from Plymouth, under a penalty. Manchester goods will be taken at a through rate, and put on board the steamer direct from the railway trucks, in the Leith Dock. Has elegant accommodation for passengers, including cabin fittings, bedding, and linen. Carries a surgeon and stewardess.

For Freight, apply to the Owner, DONALD R. MACGREGOR, Esq., Leith; to SMITH, SUNDIUS, and Co., 33, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange buildings.

With quick despatch.

FOR HONG KONG, the well-

known Clipper Ship, COREA, A1 14 years, 581 tons register, ROBERT CARR, Commander; London Docks.

For Freight, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL

STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.

Japan	in 38	,,	,,
China	in 44	,,	,,
New Zealand	in 42	,,	,,
Australia	in 47	,,	,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Steamship Company and United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

AROUND the WORLD in NINETY

DAYS, by Steam and Rail, by Land and Sea, via North America, Japan, China, Sandwich Islands, New Zealand, Australia, Ceylon, India, Egypt, and Continent of Europe.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, either by way of Japan and China or New Zealand and Australia, at one reduced and inclusive fare.

The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, or to New Zealand and Australia, by the United States, New Zealand, and Australia Mail Steamship Line, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

The journey may be broken at any point, and resumed at pleasure.

Fare, via China, £221; via New Zealand and Australia, £197.

For further particulars apply to H. STARR and Co., 22, Moorgate-street, London. Agents Union and Central Pacific Railway, &c.

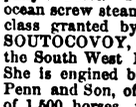
CHINA AND JAPAN.

ROBERTSON and CO.

will despatch the following first-class steam and sailing CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Penang, Singapore, H. Kong,	Russia, s.s.	A1 100	SWID	April
	Glensannx s.s.	A1 100	SWID	To follow
Shanghai, & Hankow	New Stmr.	A1 100	SWID	To follow
Hg. Kg. & Foochow-foo	Her Majesty	A1 14 yr.	SWID	With des.
Shanghai ...	Ailsa	A1 16 yr.	SWID	With des.
Yokohama & Hiogo	Devana ...	A1 13 yr.	SWID	With des.
	Velocity ...	A1 14 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's court, Cornhill, London; 10, Orange-court, Liverpool; or York Chambers, 55, King-street, Manchester.



PASSENGERS to CHINA, PENANG, and SINGAPORE.—

One of the steamers of the Russian Steam Navigation and Trading Company's Fleet.—The magnificent, new, full-powered ocean screw steam clipper ship RUSSIA, of the highest class granted by Lloyd's, 2,500 tons register, G. SOUTOCOVOY, Commander, will be despatched from the South West India Docks about the — of April. She is engined by the celebrated firm of Messrs. J. Penn and Son, of Greenwich, with an effective power of 1,500 horses, yielding a speed of 11½ knots per hour. Her state rooms are fitted in a superior manner and style, with no one berth over another, and ventilated by special fan and engines, while every modern improvement has been utilised, combined with all the requisites for a first-class steamer in the Indian and China trades to ensure the comfort and health of passengers. Her saloon is distinct from the state rooms, being on the upper deck, the latter being on the main deck. Ten first-class berths are in four cabins, two with three beds each, and two with two beds each, any one or two of which are equally available as ladies' cabins. Has also a superior second-class accommodation for twelve passengers.

Apply to GEO. RUSSELL and Co., 151, Fenchurch-street; or to ROBERTSON and Co., 5, Newman's-court, London, E.C.; 10, Orange-court, Liverpool; or York-chambers, Manchester.

PENANG, SINGAPORE, CHINA, & JAPAN.—

The following high-classed SCREW and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock	Last Shpping Day
Pen., Sing. Hg.Kg.,& Shanghai, via S.C....	Colmbo.s.s.	A1.....	1259	SWID	March25
Shanghai..	J. R. Worcester ...	A1 14 yr.	844	EID	Wth des
Hong Kng	Constantia	A1 10 yrs	464	EID	Wth des
Hiogo & Nagasaki	Zohrab... ...	A1 9 yrs	412	EID	Wth des

Excellent accommodation for passengers.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

STEAM VIA THE SUEZ CANAL.—To PENANG, SINGAPORE, HONG KONG, AND SHANGHAI,

taking cargo for transhipment to Java, Japan, &c., at through rates at shippers' risk (last shipping day March 25, unless previously full), the splendid new full-powered Screw Steamer COLOMBO, 100 A1, 1,259 tons register; 200-horse power nominal, JAMES McNAIR, Commander; South West India Docks. This magnificent steamer has just been built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressely for the China trade, and from being sister ship to the well-known and favourite screw steamers Canton and Hong Kong is expected to make a rapid passage. Has splendid accommodation for passengers.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street; or to NORRIS and JOYNER, 60 Cornhill, E.C.

"Castle" Line of Steam Packets.
Via the Suez Canal.

FROM LONDON FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI,

taking cargo at through rates for Java and Japan. —Packet for March. —The magnificent new Clyde-built Steam-ship DRUMMOND CASTLE, 1,281 tons register, 100 A1, 255-horse power nominal, 1,250-horse power effective, A. McRITCHIE, Commander; loading in the South-West India Dock, will receive goods till Thursday, the 4th April, and sail on the 6th April, full or not full. Passengers are invited to inspect her superior saloon accommodation. She is provided with bath rooms, punkahs, and ice-house.

For Freight or Passage apply to THOS. SKINNER and Co., 5, East India Avenue, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Star of the South, A1	665	Wright Bros. & Co.	Mrch28
Drummond Castle, s.s., A1 100	1,281	Thos. Skinner & Co.	Mrch 30
Colombo, s.s. A1 100	1,259	Norris and Joyner...	Mrch 25
LIVERPOOL.			
Achilles, s.s.....	1,550	Alfred Holt.....	Mrch28

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

The London Line of Packets for Japan.

FOR YOKOHAMA and HIOGO,

with prompt despatch, the splendid Clipper Barque, ENGELBERT, 480 tons register, Captain D. BALLEHR; loading in London Dock. This fine vessel was built in 1870 under special survey, and classed 3-3rds L 1. 1. for nine years, being the highest class in the French Veritas; is coppered and copper-fastened. Has just discharged her cargo from Nagasaki in perfect order and having proved herself to be one of the fastest clippers afloat is specially adapted for the conveyance of fine goods.

For further particulars, apply to MORS LE BLANCH and Co., 7, East India Avenue, London; or The Albany, Liverpool.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at he above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, an at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, March 25, 1872.

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The London and China Telegraph.

新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 448.] LONDON, MONDAY, APRIL 1, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received April 1.
JAPAN — Yokohama	Dec. 22	Feb. 11	Feb. 13
Yedo			
Osaka and Hiogo	—	—	,, 7
Hakodadi			
Nagasaki	—	—	,, 10
CHINA — Peking	—	—	Jan. 30
Tien-tsin	—	—	Feb. 2
Chefoo	—	—	,, 6
New-chwang	—	—	,, 10
Hankow	Dec. 15	Feb. 7	,, 8
Kiu-kiang	—	—	,, 7
Chin-kiang			
Shanghai	Dec. 22	Feb. 8	,, 16
Ningpo	—	—	,, 14
Foochow	Dec. 22	Feb. 9	,, 17
Formosa			
Amoy	—	—	,, 4
Swatow	—	—	,, 5
Hong Kong	Jan. 5	Feb. 17	,, 22
Canton			
Macao			
PHILIPPINES— Manilla	Dec. 29	Feb. 13	,, 17
COCHIN-CHINA— Saigon	Jan. 5	,, 11	,, 19
SIAM — Bangkok	,, 5	,, 14	,, 19
BORNEO—Labuan			
Sarawak	—	—	,, 22
JAVA — Batavia	—	—	,, 26
Samarang	—	—	,, 25
Sourabaya	—	—	,, 24
MALACCA STRAITS— Singapore	Jan. 26	Feb. 28	,, 29
Penang	,, 26	,, 26	Mar. 2
CEYLON—Galle	Feb. 9	Mar. 3	,, 9
Colombo	—	—	,, 7

THE MAILS, &c.

The P. and O. mail, bringing the above dates, was delivered, *via* Brindisi, this morning, its due date. The next inward mail (French), with dates, Yokohama Feb 20, Shanghai Feb. 23, Hong Kong Feb. 29, Singapore March 8, is due, *via* Marseilles, on Monday next, the 8th inst.

Some anxiety has been manifested at the non-arrival at San Francisco of the Pacific Mail Company's steamer *Great Republic*. It is necessary to point out that the vessel was delayed on her last outward voyage, and would, therefore, probably be despatched from Yokohama six days late, and arrive at San Francisco on the 22nd instead of the 16th ult.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, about five hours in transmission.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Brindisi, per P. and O. steamer *Massilia*, arrived March 28.—From Yokohama: Mr. Lansdowski, Mr. Langen, Mr. Schmidt. From Hong Kong: Mr. and Mrs. Galton and one second-class passenger. From Ceylon: Mr. Hedges, Mr. Anstruther, Mr. and Mrs. Montefiore, and one second-class passenger.

To Southampton, per P. and O. steamer *Indus*, expected to arrive April 15.—From Yokohama: Capt. Goerner, Mr. G. Howell. From Hong Kong: Capt. S. Reid, and one second-class passenger. From Singapore: Capt. Jacobsen, Mr. A. Patterson, Mr. J. Binning. From Penang: Mr. J. Klamb. From Galle: Mrs. McDonald, Mr. Howie, Mrs. Puckle and two children, Mr. Turpman, Mr. Way.

To Gibraltar —From Singapore: H.E. Gen. I. Champdgut, Don Lerciano Oliver, and eight second-class passengers.

PASSENGERS OUTWARD.

Per French mail steamer *Peiho*, from Marseilles, March 31 (booked from London).—To Yokohama: Mr. Ede Butzour and wife. To Shanghai: Mr. J. Sheldon, M. de Geoffroy (Minister of France) and Mrs. Geoffroy, Mr. Gamwell, Mr. Robinson. To Hong Kong: Mr. Hughes. To Singapore: M. Jules Fauber and wife, Mr. Festa. To Batavia: Mr. H. Slinkers, Mr. G. Livert, Mr. and Mrs. G. Couperus. To Saigon: Mr. Agaisse. To Galle: Mr. and Mrs. D. Young and family, Madame d'Ereville and son.

Per P. and O. steamer *Delta*, from Southampton, March 28.—To Yokohama: Mr. W. H. Stone. To Hong Kong: Mr. and Mrs. Chapman, Mr. Devenny, Mr. and Mrs. C. Webb, Mr. W. S. Orr, Mr. T. G. Guy. To Shanghai: Mr. W. Glover, Mr. R. Bourke. To Ceylon: Hon. Justice and Mrs. Stewart, Mr. J. Anderson, Mr. C. Leys.

Per P. and O. steamer *Nyanza*, from Brindisi, April 8.—To Shanghai: Mr. G. Peters, Mr. J. A. Bryner, Mr. F. M. Youd, Mr. W. Shepherd. To Hong Kong: Mr. F. Leyburn, Mr. H. S. Hancock, Mr. R. T. Stretten, Mr. W. E. Allum, Mr. F. W. Fry, Mr. P. G. Laurie. To Singapore: Mr. P. Weyergang.

Per P. and O. steamer *Simla*, from Southampton, April 11. To Shanghai: Mr. Burman To Penang: Mr. R. Shaw. To Ceylon: Mr. C. de B. Carey, Staff Asst.-Surg. Bridges.

Per P. and O. steamer *Nyanza*, from Brindisi, April 22.—To Shanghai: Mr. Leitch, Mr. Skeggs, Mr. C. J. Skeggs. To Ceylon: Rev. J. Paterson.

Per P. and O. steamer *Candia*, from Southampton, April 25.—To Ceylon: Miss West.

Per French mail steamer *Mei-Kong*, from Marseilles, April 14 (booked from London).—To Shanghai: Sir Edmund and Lady Hornby, Mr. Dupuis. To Hong Kong: Mr. Herbert Magniac. To Batavia: Mr. Van de Brook, Van den Muysenbergher, Mr. J. Rauws. To Galle: Sir Hercules and Lady Robinson, Mr. Ploosvan Amstel.

Per Pacific mail steamer *Japan*, from San Francisco, March 1.—For Yokohama J. P. Connor, O. F. Stanton, H. W. Taff, George Whitfield, Dr. Ingraham, H. M Miller, M. Scott, Mr. Van Brandt, Mrs. J. L Brower, John H. Watson, Dr. C. H. White, Dr. Robert Meadows, Mr. Morris Biever, E. Schoyer, L. Bochmar, Mrs. S. S. Mosby, G. Noyer. For Shanghai: F. Beck, R. W. Mustard, Charles E Parker and wife, G. W. Hunter, Joseph F. Kelly, Charles E. Hill, W. S Fitz. For Hong Kong: N. G. Healy, F. D. Healy, H. Greenough, Mrs. N. M. Edis, J. P. Sanford, Otto Benecke.

Per steamer *Colombo*, from London, March 31.—For Hong Kong: Konedo Kajiro, Kaneco Lashich. For Shanghai: Carl Bohner.

Summary of News from the Far East.

CHINA.

SHANGHAI.

Dates extend to Feb. 16; there had been no mail arrival from London since that of the French mail of Dec. 22 on Feb. 8. We are indebted to the *North China Herald* for the following summary of the news:—

The past week has been one of complete holiday, on account of the Chinese New Year festivities, and business has hardly yet been resumed. The firing of crackers, however, is beginning to lull, and everything will soon resume its ordinary course. The squaring of accounts, which always takes place among Chinese at New Year time, has been accomplished with but few defaulters. The native population acknowledge that the past year has been a prosperous one for business generally, and specially because of the rice and cotton trade, rich crops of both of which they have now had during two successive years. Crops without a market, however, would simply have been embarrassing, or have led to a very homely and restricted prosperity; but through the improved facilities for transit, a vast number of people have been profitably employed in connection with the trade, and a still greater number incalculably benefited, in other districts, by having two prime necessaries placed within their reach cheaply in a time of scarcity.

A memorial of Li Hung-chang, published in the *Peking Gazette* of the 5th January, regarding the repair of the canals near Tientsin, is interesting and illustrative. A large sum is nominally allotted for these repairs, but it seems that only one-fourth of this sum is actually appropriated to that purpose. The consequence is that the canals are left to go to wreck. The summing-up at the close is very characteristic of Li Hung-chang. He boldly attributes the late destructive floods to the penny wise and pound foolish system which the Government has been pursuing of late years. Li never seems to mince matters, but says plainly what he has to say. The *Gazette* of the 9th January, however, contains an edict that contrasts strangely with the above. In the former Li boldly attributes the floods in Chihli to the diversion of the sum nominally allotted to repair the canal. Now he has begged the Emperor to bestow a tablet on the River God, whom all the Tientsin mandarins were so busily worshipping last autumn, under the guise of a snake. We can only infer that the one memorial was an expression of Li's common sense conviction, and that the other is intended as a sop to popular superstition. The Emperor of course accedes. He is always ready enough to give tablets. "During the summer and autumn of last year there was such a heavy fall of rain that the rivers and canals about Tientsin rose to an un-

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usual height; but, through the gracious interposition of the River God, the weather cleared up, and the waters gradually decreased. This is a mercy which calls for the deepest gratitude, and the Hanlin College must prepare a suitable tablet and send it to Li Hung-chang, to be reverently placed in the Ta-wang's temple at Tientsin, in acknowledgment of Divine favour." There is nothing like expressing gratitude beforehand in order to secure goodwill; otherwise the Emperor might as well have waited till the great mercy he speaks of was actually accomplished. The water is not drained off yet.

The North-China branch of the Royal Asiatic Society has held one of its regular meetings. A paper by E. Solbé, Esq., H.B.M.'s Consul at Ningpo, entitled "Suggestions towards a Phonetic System of the Chinese Language," was read by Dr. Macgowan, and elicited considerable discussion, in which the president, Dr. S. Wells Williams and Messrs. Gardiner, Wylie, Thomas, and Stent took part. Mr. Kingsmill read an interesting paper on the Myths of the Chow dynasty. The proposition for the formation of a meteorological section of the society was recommended to the Council for adoption.

The *Chinese Recorder* for January opens with an interesting account of Mongol observances on New Year's day. The writer chanced to be guest in a Mongol household on the occasion, and describes pleasantly the visiting, feasting, and amusements that are indulged in. A paper on the "Origin of the Missionary Troubles" attributes the excitement which has been got up on this score to a fear that missionary residence in the interior would be made a plea for insisting on equal privileges for merchants. "Either all foreigners would have to be admitted into the interior, or all must be equally restricted to the open ports." They were determined to oppose the first alternative, and set to work to establish the latter for the sake of consistency and to destroy an awkward precedent. Dr. Dudgeon contributes his ninth and last chapter on "Russian intercourse with, and the Greek Church in, China;" and Mr. Edkins continues to discuss the connection of Chinese and Hebrew.

On the 12th Feb. a fire broke out in a Chinaman's premises, Kiangse-road. A quantity of fuel had been placed near the cooking-stove, to dry, and in the absence of the coolie caught fire, causing a formidable-looking but brief conflagration. The alarm was at once given, but in a few minutes the people about had extinguished the fire, and the damage done proved to be almost nothing. The fire brigade turned out with the usual alacrity, but their services were fortunately not required. A fire has also occurred in the dining-room of the Chartered Mercantile Bank; but it was suppressed before it could gather headway. As in the case of the British Consulate, it is presumed that the imperfect construction of the fireplace had permitted the heat to penetrate to and char the beams, and that the strong wind of the previous night fanned the smouldering wood into flame.

A special meeting of shareholders in the Racket Club has been held, to decide on the disposal of the surplus funds at credit of the club. It was resolved to create a reserve fund of Tls. 500, and to redeem scrip at market rates, to reduce the capital account.

By way of Peking we have received Newchwang letters to the 10th January. The weather had, so far, been milder than usual, but the river is frozen over, and the thermometer fell one night to 2 deg. Fahrenheit below zero. Business was quiet; 8¼ lbs. Grey Shirtings were nominally quoted Tls. 2.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, FEB. 15.

Profound quiet reigns just at present in all affairs, both political and commercial. The Chinese New Year holidays have brought business to a standstill; but this stagnation is of course only temporary, and the native traders are congratulating themselves on the opening of a season which promises well. If there were any defalcations at the great settling day, they were very few and unimportant, a result due to the large cotton and rice crops of last year, and no less to the facilities for transmission afforded by foreign enterprise. Rice has been in great demand in the south, partly for exportation to the United States, the Pacific Mail steamers carrying large cargoes of this grain for consumption by the Chinese in San Francisco. It has not escaped the notice of the more astute native merchants that without the coast telegraph, and without foreign steamers, the overflowing rice supply of the Yangtzse provinces would this year have been of comparatively little use to anybody. But between the mercantile mind with its convictions, and the official mind with its prejudices, there is a great gulf fixed, so that the moral of the tale is quite lost upon the Government, although vast districts in the interior are every year ravaged by famine. To any person who has the faintest conception of Chinese resources it is perfectly evident that there is no district in the Empire which has not either the means of sustaining its inhabitants or the means of exchanging products of various kinds for the necessaries of life. But the State puts a double difficulty in the way of the growth of prosperity. It forbids the development of the resources of the soil—including mines—and forbids the extension of the means of transit. Hence, while over one area the population is starving amidst untellable mineral wealth, the grain of another area is depreciated in value for want of a sufficiently large market. The reason of the first stumbling block eludes even those who pretend to the keenest insight into native official character, for mining was prescribed long before foreigners were in the field to threaten seizing a share of the spoil. But as regards the steady opposition offered to increased means of transit from place to place in the interior, by the introduction of steam vessels and railways, there are doubtless many honest though near sighted persons who anticipate the greatest immediate misery for all the natives engaged in inland locomotion, should steam be introduced. The history of traffic on the Yangtzse, and along the coast has taught them nothing. By far the greatest part of the opposition arises, however, from a defined fear on the part of the officials, that wherever steam goes foreigners will go, and an undefined dread of anything whatsoever new being introduced to supplant any part of the system under which they thrive at the expense of the whole country. Without having learned it from the Gospels, they yet implicitly believe that no man should put "a piece of new cloth into an old garment, for that which is put in to fill it up taketh from the garment, and the rent is made worse." Ido not know, but I suspect that the Government, by which I mean the central Government at Peking, has a special reason for discouraging any attempt to make the transmission of intelligence from place to place rapid and certain. Many a difficulty is shelved in the course of voluminous correspondence, and the impossibility of obtaining speedy justice keeps people quiet when their matter for complaint is not very outrageous. The working of the entire governmental system, which to Chinese eyes it would be sacrilege to change, depends absolutely upon the semi-independence of the provincial viceroys, and obviously it would be both unjust to attempt, and impossible to carry out, any plan which, maintaining the general responsibility of the Governors for the good order of their jurisdiction, should render them liable to constant interference from Peking with the minutiæ of their administration. But it is quite as obvious that unless the empire is ruled from Peking—which it is not at present—the theory of holding the central Government alone responsible for everything that occurs in the provinces cannot with justice to all parties be rigorously carried into practice. After all the discussions which have taken place the real question lies in a nutshell, and it is this—For what is the provincial Government answerable, and over what does the Peking Government exercise absolute control? I merely state the case, and leave it to your leader-writer for discussion; but it is evident from the mere statement that to the growing needs of commerce we must look for the gradual regeneration of the Chinese system of government and political economy

So far as local news goes there is absolutely nothing to chronicle. The papers are more than usually dull, which is saying a great deal for the Shanghai papers. Amusements, public and domestic, are in full swing, and up-country the pheasant deer, and pig are having a hard time of it.

HONG KONG.

Dates by this opportunity extend to the 22nd Feb. The outward mail of Jan. 5 arrived on the 17th Feb. The news by this mail is very meagre.

The half-yearly meeting of shareholders in the Hong Kong and Shanghai Bank was held in the City Hall on the 15th. Present: Messrs. R. Rowett (in the chair), T. C. Hayllar, Pyke, Greig, Belilios, Lemann, Joost, Menke, Melchers, Sassoon, Cope, Fairbairn, Budde, Detmering, Karberg, Grobein, Lyall, Dixwell, Sands, Newton, Minto, Anton, Walker, Russell, Deetjen, Just, Notley, Chater, Pereira, Beart, Erdmann, Dr. Legge, and others.—The chairman having read the notice convening the meeting, the report was taken as read. He then proposed that the report be adopted, which motion was seconded by Mr. Menke, and carried unanimously.—The chairman then stated that Messrs. Joost, Belilios and Sassoon retired from the board, in accordance with the deed of settlement, but offered themselves for re-election. These gentlemen were unanimously re-elected, as were also the auditors (the Hon P. Ryrie and F. W. Mitchell, Esq.)—The chairman congratulated every shareholder in this eminently successful concern on the satisfactory state in which the bank was at present. He was himself going home, but was glad to leave the interests of the Corporation in such good hands. It would be an interesting piece of news to know that the dividend would be payable tomorrow.—The meeting then separated.

The *China Mail* says:—We understand that the following changes take place in the Colonial Government consequent on Mr. Austin's departure for England:—

To be Colonial Secretary, Hon. C. C. Smith.
" Colonial Treasurer, Charles May, Esq.
" Registrar General, M. S. Tonnochy, Esq.
" Asst. Harbour Master, Alfred Lister, Esq.

Mr. Henry Lowcock succeeds Mr. Rowett as Unofficial Member of the Legislative Council. The other vacancy is not yet filled up. We may add to the foregoing that we learn by private home letters that Mr. Pauncefote will receive the appointment of Chief Justice, vice Judge Smale, retired. It is further rumoured, but we do not endorse the authority of the report, that Mr. Pollard will return to the colony, as Attorney-General hereof, when he is able to relieve himself of his brief in the Tichborne case.

We note the arrival of H.M.S. *Iron Duke*, with Rear-Admiral Shadwell, C.B., from Manila. The vessel is a fine specimen of

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naval architecture, and has a compliment of 501 men all told. She is a double-screw steamer of 800-horse power, and is armed with ten 12-ton guns, and four Armstrongs. As she steamed into the harbour, a salute to the Admiral was fired by the *Princess Charlotte*, followed by a similar compliment from the American, Russian, French, and Italian men-of-war, which was returned by the *Iron Duke*.

We are glad to have to record that our efficient Postmaster-General (Mr. F. W. Mitchell) has received the decoration from the Spanish Government, which we have already noticed, for services rendered towards providing postal facilities between this port and Manila. The decoration is called the Order of Charles III.

We hear that H.E. the Governor has recently issued orders to the effect that no fees whatsoever be charged for any ecclesiastical service connected with St. John's Cathedral. Such orders would seem to suggest that custom may have been apt to be looked upon as right, and we think the Governor is to be commended for at once removing the faintest suspicion of such a state of things resting upon the members of the profession in this colony.

We are sorry to have to record the loss of another steamer on the coast, viz., the *Chukiang*, one of the first steamers which came from England through the Suez Canal. She was on her way from Shanghai, or Chinkiang, and it appears that she ran ashore on Reef Island, during a dense fog, having been doubtless set in by a current too near the land. The island on which she struck is only about a score of miles from the scene of the *Suwonada's* misfortune, but lies outside of the Haitan archipelago—the unfortunate *Chukiang* having gone outside the islands, as vessels invariably do on the downward trip. Captain Hogg states that the immediate cause of the disaster was the breaking of the rudder chains.

The China Fire Insurance Company held their third ordinary meeting on the 20th, when the accounts to December 31st showed a sum of $140,000 to the company's credit. The Chairman, in congratulating the shareholders on the successful result of the year's business, noticed, with reference to some remarks which had been made as to the company not paying any bonus this year, that it was perhaps overlooked that, according to the articles of association, no bonus could be paid until the reserve fund amounted to $100,000. It was at present $60,000, and if no serious loss occurred this year, it was proposed to increase it by $40,000.

The Hong Kong Fire Insurance Company's annual meeting took place on the 20th. A dividend of $21.58 per share was declared, and the reserve fund, with the amount passed to it, stands at $268,498.

The Hong Kong and Whampoa Dock Company held their annual meeting on the 20th. The result of the re-opening of the Aberdeen Dock has been satisfactory. A dividend at the rate of 3 per cent. for the half-year was declared.

COCHIN CHINA.

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SAIGON.

A correspondent of the *Straits Times* writes:—Miss Longworth—Mrs. Yelverton—Countess of Avonmore, is here now; she arrived in the *Lizzie and Rosa*, gave a "friendly" reading at the house of Consul Caswell, and is to give a public one in the godown of a firm. She is going to visit Kresser's sugar factory, and afterwards is to proceed to Cambodia to interview the King; she even meditates a journey from thence to Bangkok.

The Chinese New Year passed off very quietly after all, and the rumoured insurrection is still in the womb of time. Pere Roy remains in durance vile. The Governor, Dupré, leaves by this steamer. Rice is arriving daily in large quantities now. Ships are scarce. The sailor who shot the young woman has been sentenced to a four years' residence at Pulo Condore.

JAVA.

The heavy winds, storms, and rains that have been prevailing in Java have done great damage to the coffee plantations there, above all in Mid-Java; the prospect of a good crop this year is hence very small. The trees have suffered much, on the uplands mostly, the berries have been blown away in large quantities; in fact, in some districts the damage may be estimated at thousands of piculs. Calculating for the whole of Java, the damage done will be found to be very great. The weather has, on the whole, not been unfavourable for the young coffee plants. According to the last report on the Cinchona culture in Java (for the third quarter of 1871), the number of plants of all sorts, ages, and sizes amounted then to 1,380,011. 1,000 kilogrammes of bark were lying in store; the bark crop for 1871 amounted to about 7,600 kilogrammes. The culture of camomile was tried for the first time in 1868, and has since been continued on a small scale without much expense. Fully 50 kilogrammes of flowers of excellent quality prove conclusively now that the camomile flourises very well in Java. 788 Cinchona plants have been forwarded during the quarter on behalf of the state to various parts of Java and Sumatra. Inquiries for plants from private persons are steadily on the increase. Two gentlemen at Buitenzorg have obtained 2,000, and another at Samarang 140 Cinchona plants. Seeds have been continuously forwarded in masses to various places. The expenses of Cinchona culture during the past year amounted to f.45,106.17.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates by this mail extend to the 29th Feb. The P. and O. mail of Jan. 26 arrived out on the 28th Feb. The following summary of news is from the *Straits Times*:—

The principal event of the fortnight has been the public meeting held at the Town Hall on the 23rd, to protest against the proposed construction of the Railway to New Harbour by the Government, and against the principle of the Colonial office overruling the decision of the Legislative Council, and directing the expenditure of the public money on local works in direct opposition to the expressed views of that body. The meeting was very fully attended by the mercantile community, and the speeches and resolutions show very conclusively the public feeling of the place on the matter, and should have weight in inducing the Secretary of State for the Colonies to change his decision. While fully admitting the general principle that railways for developing the resources and industry of a country should be constructed by Government, the public deprecate the application of that principle to undertakings promoted solely for the furtherance of certain private interests—especially when the prospects of the line paying by itself are so doubtful as the one contemplated. A copy of the resolutions was forwarded by the chairman to his Excellency the Administrator for transmission to the Secretary of State for the Colonies.

The expected arrival of the transport *Orontes* has kept the garrison here in a very unsettled condition for the past few days,—orders having been received ordering both the wing of the 10th Regiment and the battery of Artillery stationed here to proceed to China in that vessel, and the officers and men have got everything in readiness for their departure. Singapore being only a convenient military way station, the removal of our present European military force to Hong Kong proves it unadvisable to fill acting appointments in the police force from among the officers and men of the garrison. The offices of Superintendent of Police here and at Penang are at present held by military officers, and a number of non-commissioned officers are serving as sergeants and corporals of police; by their removal the police will lose two able officers who have just had time to get things fairly in train for working, and will also be denuded of a body of European subordinates who are just becoming accustomed to police duty.

A farewell entertainment, in the shape of a ball and supper, will be given in the Town Hall to-morrow night to Colonel Anson (the Administrator) and Mrs. Anson, who will shortly be leaving for Europe. During the next few weeks we shall also be losing, for a time at least, a good many of our old residents, who will take their departure for Europe during the next month. Among these are the Hon. Mr. Adamson, Mr. Mooyer, the Hon. Mr. Scott, Mr. Cameron, Capt. Caldbeck, and others who have already left, besides Colonel Phillips, Colonel Talbot, and other officers of the Artillery, who have been stationed here for many years.

The arrivals *via* the Suez Canal have been the *Glenroy* on the 19th and *Vixen* on the 25th from London, and the *Ajax* on the 26th from Liverpool. The only departure has been the *Sarpedon* on the 26th for London.

Minutes of the sixteenth ordinary general meeting of shareholders of the Tanjong Pagar Dock Company, (Limited), held at the company's office, present, Hon. T. Scott, in the chair; Hon. W. Adamson, Hon. J. J. Greenshields, Jasper Young, Esq., R. Padday, Esq., P. Joaquim, Esq., G. Mansfield, Esq., Dr. Little, S. Short, Esq., W. Mulholland, Esq., Joaq. D'Almeida, Esq., H. W. Wood, Esq., H. T. Powell, Esq., B. Rodyk, Esq, legal adviser to the company, and E. M. Smith, Esq., manager. Minutes of the fifteenth ordinary general meeting, and of the extraordinary general meeting, held on 12th October, 1871, read and confirmed. The directors' report, balance sheet, and profit and loss account, having been the prescribed time in the hands of the shareholders, were taken as read. The chairman stated in reply to a question by a shareholder, that paragraph 2 of the directors' report might be open to misconception by absent shareholders, but that a full explanation of any doubtful point would be found on a perusal of the profit and loss account. The gross result was considerably better than the previous half-year, but heavy extra expenses on the wharf and other exceptional charges had reduced the profits to the extent named in the report.

It was then proposed by S. Short, Esq.; seconded by Joaq. D'Almeida—That the directors' report and accounts, after the explanation offered by the chairman, be passed. Carried unanimously.

Proposed by the Hon. W. Adamson; seconded by R. Padday, Esq.—That a dividend for the half-year at the rate of 5 per cent. per annum on original shares, and of 9 per cent. per annum on preference shares be declared. Carried unanimously.

Proposed by H. W. Wood, Esq.; seconded by P. Joaquim, Esq.

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—That Messrs. J. Young and R. Padday be re-elected. Carried unanimously.

Proposed by Jasper Young, Esq.; seconded by the Hon. W. Adamson—That Messrs. Powell and Willans be elected auditors for the ensuing year. Carried unanimously.

Proposed by S. Short, Esq.; seconded by P. Joaquim, Esq.—That, in consequence of the extra labour caused by the company's increased business, the remuneration for each auditor should be raised to $100. Carried unanimously. Jasper Young, Esq., gave notice that at the next half-yearly meeting he should call the attention of the shareholders to the great services rendered the company by the Hon. T. Scott as Chairman.

Proposed by S. Short, Esq.; seconded by Joaq. D'Almeida, Esq.—That the thanks of the meeting be given to the Chairman, Directors, and Manager for their zeal in promoting the interests of the company. Carried unanimously.

A correspondent writes us:—

The papers will convey to you an account of our meeting of the 23rd. With the exception of those who would have liked to have had their private property improved at the public expense, the whole of the meeting was with the resolution. In a free port founded on free trade we require as little interference as possible. Monopolies should be discountenanced and the short line, being likely to drift that way, was objectionable, and the Administrator and Council very properly negatived it, though Sir Harry Ord had secretly promised the concession. I have no sympathy with selfish views. My idea is that whatever company makes the railway they will have to reclaim Teluk Ayer from the corner of Collyer Quay to Tanjong Batu, build a sea wall across, buy a couple of hills close by to fill up, secure a good place for their terminus, which they can get nowhere else, and then have a line to the wharves, and one to Kranjie, following the Bukit Timah Road, where the large population chiefly congregate. There is no country to open worth anything. There is no necessity for any military connection with a country which does not belong to us, and Government has no excuse for interference except to protect the general interests.

PENANG.

The Municipal Commissioners have made final arrangements with the secretary and manager of the Singapore Gas Company to have Penang lighted with gas, and the boon is promised within a twelvemonth. The site for the gasworks has been fixed upon, and arrangements are being made for the purchase of the land required—in the vicinity of the Club-house. A better selection could not have been made, and Mr. Wells was right in declining the generous offer made to him by the Commissioners of a piece of ground on the Prangin. The great point in favour of the site decided upon in Northam-road is the sea frontage it possesses, which will afford facilities for the landing of plant and machinery required for the works.

Commercial Report.

(*For dates see first page.*)

IMPORTS.

HANKOW.—The advice of higher rates in Manchester had caused a considerable advance in most Plain Cottons. 8¼ lbs. Grey Shirtings had been dealt in to a fair extent, other weights being neglected; 64 to 66 reed White Shirtings had been sold at the higher quotations given below. There was a steady but not active demand for T-Cloths. Drills met with little attention, being out of season. In Fancy Cottons there had been only a small business. Woollens and Worsteds: Trifling sales only reported. Quotations:—7 lbs. Grey Shirtings, Tls. 1.7.6 to 1.8.0; 8¼ lbs., Tls. 1.9.5 to 2.0.4. White Shirtings, 56 to 60 reed, Tls. 1.7.5 to 2.0.0; 64 to 66 reed, Tls. 2.0.5 to 2.2.5. T-Cloths, 7 lbs. Ordinary, Tls. 1.4.8 to 1.5.5; 7 lbs. Mexicans, Tls. 1.6.3 to 1.6.8. Camlets, Tls. 14.2.0 to 14.8.0. Long Ells, HH Assorted, Tls. 5.2.5 to 5 3.0; Scarlet, Tls. 6.2.0.

SHANGHAI.—Cottons: The intervention of the native New-year holidays has restricted transactions to the smallest scale, and now that business is resumed there does not seem to be much eagerness on the part of dealers to enter the market. It is alleged that the very high rates of freight demanded for the first steamers to Tientsin will prevent many goods going forward to that market for a time. The stock of Grey Shirtings is now close on 3,000,000 pieces, altogether too large to admit of an advance in price commensurate with values in Manchester. A few small sales of 8¼ lbs. goods are reported at Tls. 1.9.2, for common makes, up to Tls. 2.0.5 for Dewhurst's best "Eagles." There is also some inquiry for heavy weights of Grey Shirtings, and for the lower counts of White Shirtings, but the business is too small to establish a market. Fancy Cottons, with the exception of a small inquiry for Chintzes, command no attention. Woollens: The demand, trifling as it is, seems confined to Scarlet Long Ells, certain patterns of Figured Orleans, and Black Lastings; but prices offered are much below the views of holders.

FOOCHOW.—No business to report.

HONG KONG.—Messrs. Olyphant and Co. report as follows:—Cotton Yarns: Importers having increased their asking rates, and the inquiry from the dealers having continued good, a steady business has been done latterly in Nos. 16 to 24, and holders are not now willing sellers at prices $2.50 per bale higher; Nos. 28 to 32 are in strong request for shipment to Japan, and a rise of $5 is being paid; Nos. 38 to 42 are not wanted, but are nominally $2.50 per bale dearer than last quoted. Piece Goods: Transactions have been comparatively small, as business has been materially interfered with by the annual native holidays which have been celebrated during the interval. No alteration is noticeable in values of Grey Shirtings, previous rates being well maintained; 7 lbs. goods have been moderately inquired for, but no sales of 8.4 lbs. have been made privately, as dealers have supplied themselves at public auction, some 18,000 pieces of spotted goods having been disposed of in this way at $2.40 to 2.44 per piece. Inquiry for White Shirtings has slackened somewhat, and all descriptions are slow of sale at previous figures. Drills are saleable at a rise of 5 to 10 cents per piece. Stocks of common 6 lbs. T-Cloths are light, but demand is strong, and at a slight concession from quotations a large business could be done; 6 lbs. Mexicans are not wanted; 7 lbs. goods are unchanged, but Mexicans are firm. Brocades, Spotted Shirtings, and Turkey Reds are all dearer, and are saleable. Chintzes are unchanged. Woollens: Long Ells have not been dealt in, but are steadily held at last figures. English Spanish Stripes have been quitted at a decline of 2 cents per yard, but German makes are unchanged. Blankets are saleable at former rates. Lastings and Crapes have not been asked for. English Camlets are firmly held, as stocks are comparatively small; Dutch find buyers more readily. Metals: Values of all articles under this head have improved, and the present position of the market is strong. Nail Rod Iron has further advanced 5 cents; Hoop is steady, and Bar is 5 to 10 cents per picul dearer. Wire, Steel, and Lead are up 5 and 10 cents, and Tin is 50 cents per picul higher. Tin Plates are wanted at advanced figures, and Quicksilver has suddenly risen $4 to 7 in price. Coal: The sales during the fortnight have been 1,500 tons of Australian at $15.50 to 16 "to arrive," 500 tons of English, on the spot, at $16.50, and 1,200 tons of the same at $14 to 14.50 "to arrive," 400 tons Cardiff, ex Godown, at $17.50, and 2,000 tons of the same at $15 to 15.50 "to arrive." The excitement previously reported subsided in a few days after the departure of last mail, and since then the market has become weaker, closing now very quiet. Coals on the spot, however, are still very scarce, and parties supplying their wants have to pay full prices, while for cargoes for distant arrival buyers cannot be found.

MANILA.—There had been more animation in the market during the interval, and on some plain staples an advance had been established, and stocks of them were more firmly held in view of the strong accounts from the home side, and also from the neighbouring markets. Coloured Goods were in fair demand, but the prices obtainable for them had not improved much, as stocks were still heavy, and importers were anxious to make as much progress with them as possible during the present season, which is now at its height.

SINGAPORE.—We take the following from Messrs. Boustead's Circular:—39-inch Grey Shirtings: Fair business done in 8¼ lbs. at $2.67½, but latterly demand slackened, and are offered at the lower quotation; 7 lbs. quiet, 6 lbs. light, fair demand at $2 to 2.02½; 45-inch 9 lbs. in limited request at $3.10 to 3.12½; 8 lbs. very dull; nothing doing in other weights. 32-inch Grey T-Cloth: Fair transactions in 6 lbs. and 7 lbs., which are firmly held; 5 lbs. offering freely at $1.45; in light weights little doing. Grey Madapollams: Moderate inquiry for 2¾ lbs. at $19¼ to 19½; 3 lbs. quiet at $20 to 20¼. Woollen Goods: Some inquiry for Scarlet Spanish Stripes, with moderate sales at about last quotations; Scarlet Long Ells 12 lbs. in demand, lighter weights not wanted. Camlets: No sales; small stock held for extreme rates. Brocaded Lustres in small demand at 19c. to 20c., and stock about cleared. Scarlet Bombazettes: Retail sales of 5 lbs. Scarlet at $3. Lastings without inquiry. Grey Yarn: After departure of last mail there was a good demand for 40's, which was supplied at $132½, and now there is little inquiry, stocks light; 30's very dull at $110 to 111; 18 to 24's in little request at present. Turkey Red more inquired for, and prices are rather higher; Imperial Red in limited request; Dark Green scarce and wanted. There has been little inquiry for metals.

EXPORTS.

TEA.

KIUKIANG.—Nothing had transpired.

HANKOW.—The season was over.

SHANGHAI.—Black: The settlements during the fortnight had been 1,750 chests country tea, which had found buyers at previous rates. There had been no arrivals from the country, and the stock on offer was very small. Green: A fair demand existed in the early part of the interval, principally for the English market, but latterly, on account of the native holidays, hardly any business had been transacted. There was no quotable change in values, though an easier tendency was discernible. The prices had been about as follows:—For Moyune, fine, Tls. 43½; good medium, Tls. 37 to 40; Moyune kind, fair medium to medium, Tls. 32 to 33½; common, Tls. 25; Local-packed, Tls. 26½ to 33.

FOOCHOW.—Some small settlements of Congou and Oolong had been made, reducing the stock of the former to but little upwards of 2,000 chests, and clearing the market of the latter, and as very few parcels of any kinds of Tea remained to come to market, transactions were very nearly at an end for the season.

AMOY.—The season was over.

CANTON.—No business had been transacted, and the season was considered at an end, although there was still in stock enough leaf to make upwards of 20,000 boxes of Scented Teas.

SILK.

SHANGHAI.—Messrs. Skeggs's Circular says:—The easier feeling reported in our last circular increased as the China New Year approached, and purchases early in the fortnight were made at fully Tls. 10 reduction. Little or nothing has been done since the holidays; no chop Silks have been settled, but Blue Elephants are offering at Tls. 525, and Red Peacocks are nominally quoted Tls. 510 to 515. The French mail on the 9th February took forward 390 bales, and the Sarpedon on the 13th 129 bales. The American and English mails have engaged 130 bales and 100 bales respectively, making a total for the fortnight of about

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800 bales. The stock is estimated at about 1,800 bales, of which fully 500 bales are said to be Yellow Silk.

CANTON.—Some small purchases had been made, and there were few or none of the better classes of Silk on offer or likely to be until the new season's Silk comes in, and these arrivals were not looked for before the middle or end of May.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6¼d.	4s. 6⅝d.	4s. 6¼d.
Shanghai ,, ,, ...	6s. 1⅝d.	6s. 2d.	6s. 2⅛d.
Canton ,, ,,	4s. 5⅝d.	4s. 5¾d.	4s. 5⅞d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 5⅞d.	4s. 6d.	4s. 6⅛d.
Manila ,, ,, ...	4s. 5⅛d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	303	220
,, Hong Kong...	27⅛ to 28 dis.	—
Bar silver	111.2.5.	11 prem.
Mexican dollars	75.7.0	2 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 58½; Old, 60 per cent. prem. ex. div.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 27 per cent. discount.
China Traders' Insurance, $1,700 premium.
Hotel shares, 46 per cent. discount.
Hong Kong and Macao Steamboat Company, $32 to $32½ premium.
Hong Kong Fire Insurance Company, $365 prem.
Union Insurance Company, $1,400 premium.
China and Japan Marine Insurance Company, Tls. 80 premium.
China Fire Insurance Company, $62 premium.
Victoria Fire Insurance Company, $66 premium.
China Sea, Saigon, and Straits Steamship Company, $5 per cent. dis.
Indo-Chinese Sugar Company, $22½ dis.
North China Insurance Company, Tls. — per share.
Shanghai Steam Navigation Company, Tls. 52 premium.
Hong Kong Distillery Company, 10 per. cent. premium.
Hong Kong Pier and Godown Company, $8 to $9 dis.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company ...	500	500	180	4 p.c
Shanghai Gas Company ...	100	100	140	12 p.c
Shanghai S.N. Company ...	100	100	150	12 p.c
S. Tug and Lighter Company ...	850	850	400	5 p.c
French Gas Company	50	50	63½	10 p.c
Hong K. Fire Insurance Co. ...	$1,000	$200	$560	12 p.c
North China Insurance Co. ...	Tls.1,000	Tls.200	Tls.460	trien.
North China Steamer Company	100	100	72	
Union S.N. Company	100	100	90	12 p.c
Yangtsze Ins. Association ...	500	500	835	15 p.c
Union Insurance Society ...	$5,000	$1,000	$2,500	trien
China Traders Co. (Limited) ...	1,000	1,000	3,500	$475p.s
Hong Kong and China Gas Co.	£10	£10	nom.	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100	Tls.198	12 p.c
Victoria Fire Insurance Co. ...	$500	$100	$162	12 p.c
China Fire Insurance Co. ...	500	100	163	12 p.c
Hongkew Wharf Co. ...	Tls. 100	Tls. 100	Tls.160	

SHANGHAI SILK SHIPPERS.

June 1, 1871, *to Feb.* 13, 1872.

	Bales.		Bales.
Adamson, Bell, and Co. ...	1,151	Lindsay and Head... ...	110
Barnet and Co.	1,531	Maertens, A. H.	464
Birley, Worthington, & Co.	1,212	Milsom and Tod	1,250
Birt and Co.	489	Nachtrieb, A., and Co. ...	1,325
Blain and Co.	60	Pila and Co.	769
Borntraeger and Co. ...	231	Pustau, W., and Co. ...	134
Bourjau, Hubener, and Co.	278	Reiss and Co.	1,281
Bovet, Brothers and Co. ...	408	Robison, J. S.	56
Bower, Hanbury and Co....	1,763	Russell and Co.	847
Brand Brothers, and Co. ...	2,039	Sassoon, D., Sons, and Co.	1,859
Bull, Purdon and Co. ...	32	Scheibler, Matthaei, and Co.	332
Butterfield and Swire ...	593	Shaw Brothers and Co. ...	1,128
Essex and Co.	1,489	Siemssen and Co.	436
Findlay, Wade, and Co. ...	120	Skeggs, C. J. and Co. ...	4,425
Fogg, H., and Co.... ...	298	Telge Nolting and Co. ...	237
Gamwell, F. R.	777	Textor and Co.	2,615
Gibb, Livingston, and Co...	1,460	Thorne Brothers and Co. ...	407
Gilman and Co.	2,519	Turner and Co.	297
Heard, A., and Co. ...	676	Vaucher Freres	18
Helbling, J. C., and Co. ...	375	Westall, Brand, and Co. ...	465
Hogg Brothers	838	Wright, Burkill and Co. ...	625
Jardine, Matheson, and Co.	719	Sundries	4,134
Jarvie, J., and Co.... ...	1,763		
Lacroix Cous. and Co. ...	1,840	Total bales... ...	45,812

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, March 21, Solent (by telegram).

At SHANGHAI.—From London, Feb. 9, Titania, Vixen (str.), Pakwan, Dartmouth (by telegram); from Hamburg, 11, Varuna.

At HONG KONG and CANTON.—From London, Feb. 8, Caroline Coventry; from Liverpool, 11, Glaucus; March 27, Priam (str.) (by telegram); from Hartlepool, Feb. 8, Ingeborg; from Hamburg, Dioscuren; from Callao, 12, Macao; 29, from London, Boyne.

At MANILA.—From Liverpool, Feb. 14, Buenaventura (str.).

At SINGAPORE.—From London, Feb. 26, Vixen (str.), Africa (str.), Glengyle (str.), Galley of Lorne; from Liverpool, 25, Ajax (str.), Hector (str.), Aldebran (by telegram); from Glasgow, 23, Lochleven Castle.

At PENANG.—From London, Feb. 21, Vixen (str.), Vanguard, Yangtsze (str.) (by telegram); from Liverpool, 22, Ajax; from Glasgow, 25, Tanah Merah (str.).

DEPARTURES.

From SHANGHAI.—For London, Feb. 13, Sarpedon.

From HONG KONG and CANTON.—For London, Feb. 20, Sarpedon (str.).

From MANILA.—For London, Feb. 17, Oneiza; for Cork, f.o., 16, Arabie; for Havre, 13, Hans; for Boston, 8, Ceylon; for New York, Anahuac.

From SINGAPORE.—For London, Feb. 23, Amber Witch; 27, Sarpedon (str.); for Liverpool, 27, Victoria.

From PENANG.—For London, Feb. 17, Coringa; 19, Annie Maria.

VESSELS LOADING.

At YOKOHAMA.—For New York, Coulnakyle, John Milton.

At SHANGHAI.—For London, Glaucus (str.); for New York, Ethiopian.

At FOOCHOW.—For London, none; for New York, Cissy.

At HONG KONG and CANTON.—For London, none; for New York, Agra.

At MANILA.—For London, Nyassa; for Liverpool, Buenaventura (str.), James Aiken, Templar; for Channel (f.o.), Thomas Wood, Bombay; for Boston, St. James; for Cadiz, Chica, Mina.

At SINGAPORE.—For London, British Empire, Glenaros, Martha Augusta, Mongol; for Falmouth (f.o.), Admiral Tegethoff, Amaranth; for Europe, Eleanor; for New York, Havelock; for Boston, Portland.

At PENANG.—For London, Hindostan; for Liverpool, Edwin Bassett.

FREIGHTS AND CHARTERS.

At SHANGHAI.—Rates remain without change.

At FOOCHOW.—To London, £3 10s.; to New York, £4 per ton.

At HONG KONG and CANTON.—Home freights are firm. Several charters have been effected to load at the Rice ports, and at Manila, at £4 to £4 10s. per 20 cwt.

At MANILA.—The Oneiza, 1,317 tons, from Manila, gets £4, for sugar, and from Ilo Ilo £4. 5s.; the Buenaventura, to Liverpool, via Spain, fills up with coffee at £5 10s. per ton, and tobacco at £5.

At SINGAPORE.—To London, tin, per steamer, £4; gambier, £3; sago and flour, £3; pepper and coffee, £3 10s.

At PENANG.—To London, £3 5s. to £3 15s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Feb. 6 ...	's Guritan ...	Hong Kong ..	New York
,, — ...	Ellen Munroe ...	Do. ...	Do.
,, — ...	Passaeroeang ...	Amsterdam ...	Batavia
,, — ...	Highlander ...	Manila ...	New York
,, — ...	Chusan ...	Foochow ...	Do.
,, 10 ...	Salvadora ...	Whampoa ...	Havana
,, 14 ...	Clotilde ...	Macao ...	Do.
,, — ...	Nyassa ...	Sarawak ...	London
,, — ...	Lochlie ...	Singapore ...	Trieste
,, 16 ...	Santos ...	Hamburg ...	Yokohama
,, — ...	Moorhill ...	Singapore ..	Liverpool
,, — ...	Moss Glen ...	Ilo Ilo ...	England
,, 17 ...	Banda ...	Do. ...	Do.
,, — ..	Sumatra ...	Liverpool ...	Order
,, — ...	Paralos ...	Singapore ...	New York
,, — ...	Johanna en Willem...	Macao ...	Callao
,, — ...	Glenisla ...	Cardiff ...	Singapore
,, 18 ...	Ada ...	Yokohama ...	New York
,, — ...	Anahuasal ...	Manila ...	New York

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From CANTON, HONG KONG, SINGAPORE, and PENANG, to LONDON (via S.C.), per Enterprise (str.), entered March 16.—From Canton: 1 package merchandise—T. D. Gibbs; 25 packages tea—Tesdorpf and Co.; 5 packages merchandise, 463 packages tea (in transit), 15 packages canes, 900 packages cassia, 100 puckages raw silk, 10 packages paper, 6 packages silk, 15,454 packages tea, 356 packages merchandise—Order. From Hong Kong: 30 packages merchandise—T. Meyer; 3 packages merchandise—W. Price; 1 package merchandise—King and Co.; 12 packages merchandise—A. Tesdorpf and Co.; 3 packages merchandise—C. Donne; 186 packages tea—Baily and Co.; 15 bales hair, 100 bales cotton, 5427 packages tea, 44 boxes 169 piculs gun metal, 2 cases silk, 2 cases bitters, 656 slabs tin, 150 boxes tea, 1293 packages copper, 1 box dried fruit, 2 boxes silk, 1 box preserves, 75 packages merchandise—Order. From Singapore: 12 packages mer-

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chandise, 932 bags pepper, 1729 slabs tin, 2 packages 62 baskets gutta-percha, 30 bundles canes, 55 packages tea, 1 case cigars, 1 box preserves, 43 cases spice, 5 boxes tortoiseshell, 8 cases gum, 841 bags tapioca, 1386 bags sago, 11 boxes dragon's-blood—Order. From Penang: 9738 slabs tin, 27 boxes fishmaws, 15 cases nutmegs, 436 bags tapioca, 12 cases india-rubber, 378 bales tobacco (in transit), 4 bales gutta-percha, 2209 bags pepper, 10 cases tea, 94 packages tobacco, 144 bales patchleaf, 15 cases mace, 2 cases merchandise—Order.

From SHANGHAI, SINGAPORE, HONG KONG, FOOCHOW, &c., to LONDON (via S. C.), per Patroclus, entered March 18.—From Shanghai: 100 cases gall nuts—Rathbone, Bros. and Co.; 81 bales tobacco—Blow and Raecke; 1309 bags 164 boxes copper—A. Tesdorpf and Co.; 12 packages merchandise—L. Triese; 5 packages merchandise—W. H. Renshaw; 3 packages merchandise—Harrison and Co.; 1 package merchandise—J. Hind; 200 bales straw braid—D. Sassoon and Co.; 25 bales silk—Thorne and Co.; 10 bales silk—C. Shaw and Co.; 22 packages tea—Shepherd and Co; 18 chests tea—Overbeck, Christensen and Co.; 39 half-chests 10 boxes tea—Forbes, Forbes and Co.; 2377 chests 10,205 half-chests 7244 boxes 165 packages tea, 58 bales silk, 124 packages merchandise, 102 bales waste silk, 218 bales hemp, 617 slabs 174 boxes 40 bags copper, 1 case bulbs, 40 bales tobacco, 80 boxes gall nuts, 9 bales wool, 1 case ginger, 1 case cigars—Order. From Singapore: 2361 slabs tin, 713 bags tapioca, 22 bags coffee, 2 cases merchandise—Order. From Hong Kong: 10 packages merchandise—Behham and Co.; 1 package merchandise—J. Poole; 1 box cigars, 12 boxes tea, 1 case ginger—Master; 3435 boxes tea—E. and A. Deacon; 1300 boxes 8 packages tea, 50 packages merchandise, 200 chests galls, 187 bales cottons, 2 cases preserves, 3 cases 1 box ginger—Order. From Foochow: 162 boxes 1 half-chest tea—Hancock Bros.; 6 boxes tea—A. Simpson; 2339 chests 5640 half-chests 480 boxes 5 cases 14 packages tea, 7 packages merchandise, 2 half-chests lychees, 1 package ginger—Order. Remainder of cargo from Port Said.

From HIOGO to LONDON, per River Avon, entered March 19.—1 package merchandise—A. Moxon; 1 package merchandise—Springfield and Co.; 2 packages merchandise—E. B. Holberton; 42 packages merchandise—L. Joseph and Co.; 2 packages merchandise—W. C. Bacon; 1 package merchandise—Stephens and Son; 40 packages merchandise—E. Bernard and Co.; 10 packages merchandise—Hackett and Co.; 9 packages merchandise, 2 boxes tea—H. S. King and Co.; 1 bale paper—J. Pook; 108 bales waste silk, 110 boxes copper, 1110 bales rags, 1 package tea, 537 boxes 59 cases wax, 301 bales tobacco, a quantity fibre, 47 packages merchandise—Order.

From SHANGHAI to LONDON, per Sarah Scott, entered March 19.—811 chests 1458 half-chests tea—L. Reiss Bros. and Co.; 413 chests tea—C. A. Dickenson; 242 chests 595 half-chests tea—Rathbone Bros. and Co.; 291 half-chests tea—Forbes Forbes and Co.; 3900 chests 1617 half-chests 464 packages tea—Order.

From PENANG to LONDON, per Ben Nevis, entered March 18.—44 baskets india-rubber, 1848 slabs tin, 3435 buffalo horns, 1005 baskets sugar, 269 cases cutch, 22 puncheons 29 hogsheads rum, 76 bales hides, 100 cases nutmegs, 20 cases mace, 1410 bags pepper, 42 half-bales cow hides, 250 packages buffalo hides, 481 bundles rattans—Order.

From SINGAPORE to LONDON, per Fair Leader, entered March 20.—1509 bags 1020 bales gambier, 885 cow and 1991 buffalo hides, 651 bags pearl sago, 3368 bags sago flour, 1420 bags tapioca, 340 baskets gutta-percha, 7248 buffalo horns, 4 baskets 4 cases shells, 59 cases essential oil, 1 case nutmeg paste, 6 cases gamboge, 8 cases dyes, 100 bags pepper, 7114 bundles rattans, 3 packages merchandise—Order.

From ZEBU to LONDON, per Glamorganshire, entered March 21.—1800 bales hemp, 20,168 bags sugar—Borneo Company; 9 cases shells—Loney and Co.; 3 cases curiosities, 8 tons sapan wood, 2 cases preserved ginger—Master.

LATEST TELEGRAMS.

STRAITS SETTLEMENTS.

SINGAPORE, MARCH 27.—Grey Shirtings, 7 lbs. $2.20, 8¼ lbs., $2.60; T-Cloths, 6 lbs., $1.70; Cotton Yarn, 40's, $130; Gambier, $4.22½; Tin, $38.50. Exchange on London: Bank bills, six m.s., 4s. 6¾d.

PENANG, MARCH 27.—Grey Shirtings, 8¼ lbs., $2.65; T-Cloths, 6 lbs., $1.75; Cotton Yarn, 30's, $117, 40's, $128. Pepper, black, $13.50, white, $19.90; Sugar, No. 2, $5.12½, No. 3, $3.20; Tin, $36.75. Exchange on London: Bank bills, six m.s., 4s. 6d.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—March 30, at London, from Colombo, Dorothy, Paracca; from Rangoon, Peerless; from Foochow, Brockham; April 1, from Colombo, Vigilant; March 30, at Liverpool, from Zebu and Ilo Ilo, Erie; from Singapore, Frances; 29, at London, from Colombo, Alice Ritson; at Falmouth, from Rangoon, Queen of Nations; 30, off Holyhead, from Rangoon, Mystic Belle; at Roche's Point, from Rangoon, Jennie Eastman; at Liverpool, from Rangoon (via S.C.), Arracan (str.); 18, at New York, from Singapore, Japan; 15, at Provincetown, from Singapore, for Boston, Stord; April 1, at Falmouth, from Batavia, West.

DEPARTURES.—March 26, from Penarth, for Hong Kong, Peri; for Shanghai, Belted Will; from Shields, for Hong Kong, Louisa; 28, from Glasgow, for Batavia, County of Berwick; for Shanghai, Chih Li (str.); 30, from London, for Singapore, China, &c. (via S.C.), Colombo (str.), Enterprise (str.), from Amsterdam, for Padang, Nederland and Oranje; 28, from Cardiff, for Galle, Montrose; 30, for Singapore, Oxford; for Yokohama, Ceylon; for Hong Kong, Tarquin; 28, from Sunderland, for Hong Kong, Zodiac, Sooloo; 29, for Shanghai, Gustaf Marie; 31, from Liverpool, for Cardiff and Hong Kong, Sapphire; Feb. 10, from Valparaiso, for River Amoor, Dolphin.

CASUALTIES.—The Caroline Hutchings, Ward, which sailed from London, March 23, for Colombo, had lost an anchor and 35 fathoms of chain, but they have since been recovered. The Enoch Train, Lane, which arrived at New York March 15, from Singapore, reports having experienced a very severe cyclone from the E.N.E. to S.S.W. and N.W. on March 2 in lat. 35 N., lon. 73 W., during which she lost a part of her port bulwarks, &c.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CAMMIDGE—On the 12th Feb., at Shanghai, the wife of Mr. H. C. Cammidge, of a daughter.

CAMPBELL—On the 25th March, at St. Petersburg-place, Bayswater, the wife of James Duncan Campbell, Esq., of a son.

DODWELL—On the 29th Feb., at Penang, the wife of Arthur E. Dodwell, Esq., of a son.

GOODWIN—On the 10th Feb., at Shanghai, the wife of C. W. Goodwin, Esq., of a daughter.

MARRIAGES.

DAVIDSON—RYAN.—On board the P.M S.S. *Oregonian*, at Yokohama, by the Rev. John Blake, chaplain, U.S.N., Sylvanus M. Davidson, of New York, to Angelica M., daughter of Wm. Ryan, Esq., of Philadelphia.

PLUMMER—SANDILAND.—On the 26th Jan., at Yokohama, by Russell Robertson, Esq., H.B.M.'s Consul, Alfred Plummer, of Dalham, Suffolk, to Agnes E. Sandiland, of Greenwich, Kent.

SPOTTISWOODE—PHILLIPS.—On the 26th March, at Marylebone Church, Archibald James Spottiswoode, of Singapore, to Hannah, widow of the late John Everard Phillips, of Sydney, N.S.W. No cards.

STEER—LEE.—On the 28th March, at Upper Holloway, by the Rev. Joseph Steer, [illegible] of Sudbury, Suffolk, father of the bridegroom, assisted by the Rev. Wm. Roberts, J. William Steer, of Stamford-hill, and 27, Mincing-lane, City, to Florence, daughter of John Lee, of Upper Holloway, and Bride-court, City. No cards.

DEATHS.

GREAVES—On the 23rd March, at sea, Henry B. Greaves, Esq., aged 39, late commander of the P. and O. S.S. *Indus*, on board of which he was returning to England, invalided, much beloved and deeply lamented.

HANCOCK—On the 16th Feb., at Hong Kong, Herbert Hancock, Esq., late of Shanghai.

MACLEOD—On the 22nd March, at Stokehill, near Guildford, Surrey, Malcolm Anderson Macleod, Esq., of Helensburgh, N.B., and China, aged 57.

MATTHEW—On the 29th Jan., at Osaka, of consumption, John Matthew, aged 31.

MCNEAR—On the 16th Feb., at Hong Kong, George W. McNear, late master of the American ship *Sardis*.

ROWE—On the 23rd March, from injuries caused by accidentally setting herself on fire, Frances Elizabeth Rowe, widow of the late Sir William Carpenter Rowe, formerly Chief Justice of Ceylon, and daughter of the late James Hamilton Story, Esq., of 17, Bryanston-square, London.

SHIPMAN—On the 26th March, at 49, St. Augustine's-road, Camden-square, N.W., in the 38th year of her age, Janet (Jessie), the dearly loved wife of William Shipman (formerly Manager of the Agra Bank), and eldest daughter of the late William Johnson, Esq., of St. Thomas's Hospital.

LITERATURE.

We are glad to find that the *Phœnix* has reached its twentieth monthly issue under the able conductorship of Dr. Summers. The most important matter in the present number is an article entitled "Remarks on Commerce," which is written by a Japanese, Kato Sukeichi, and has been translated by Mr. W. G. Aston. The writer details the advantages which have accrued from the introduction of foreigners in Japan, and recommends the extension of the relations of that country with Western nations. With regard to the statement that the presence of Europeans has created distress by a rise of prices, the author says:—

This is a great error. Some countries are peopled with good, others with inferior races, but foreigners are, after all, natives of the same universe as ourselves, and human nature is everywhere the same. But the rise in prices is not owing to foreigners; it is owing to the fall in value of gold and silver. For example, the coin we now call twelve *cash* was at one time current as one *cash*. But an article which now costs twelve *cash* would certainly have cost more than one *cash* formerly, perhaps four or five *cash*, so that as this article can now be bought with a coin which was once worth only one *cash*, we make a wonderfully cheap bargain. Prices are governed by natural laws. They depend on a comparison of one thing with another, and a decision that neither is inferior or superior in value to the other. Whether we say one *cash* or twelve *cash*, one *rio* or three *rios*, it is the same thing in reality, only the expression we make use of now is different from what we used formerly. If we say that a thing is dear because it now costs three *rios*, that it was cheap because it cost only one, we forget that if we put in one scale of the balance the present three *rios*, and in the other what was formerly called one *rio*, the latter will be found heavier by three *fun* and six *rin*. So it is only fair that we should have to pay three *rios* now for an article which once cost only one, and no rise in price has really taken place. Let these arguments be well considered, and the erroneous notion that the rise in prices is owing to foreigners be at once corrected; one *rio*, three *rios*, are mere names; if the real values of things are looked to, they will be found the same now as formerly.

The remaining contents of the number are of the usual interesting character.

The Colonial Directory of the Straits Settlements, including Sarawak, Labuan, and Saigon, 1872.—In this publication are renewed all those features of usefulness which have characterised it in former years; and besides there are several improvements introduced which add to its value as a work of reference to those having relations with the countries to which it refers.

A History of British Commerce, and of the Economic Progress of the British Nation from 1763 *to* 1870. By Leone Levi, F.S.A., F.S.S., &c. London: John Murray.—If we were asked to name the volume published during the present or last years which is likely to carry out Bentham's idea—the greatest good of the greatest number—there is not one that has

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come under our observation which we would place in advance of this. It would be idle for us to attempt to analyse,—or rather to describe—in the small space at our disposal, the great merits of Professor Levi's new work, of which, no doubt, our readers will not be slow to take an opportunity of judging for themselves. As the Professor tells us, "No history of British commerce for the last hundred years has as yet appeared, though the facts connected with it are replete with interest and instruction." The works of Macpherson, Anderson, and Locke, valuable as they unquestionably were and are, totally failed of this comprehensive object. It was reserved for Professor Levi to place before the world in an attractive as well as an authoritative form, a succinct account of their progress during the past century, and their present position. As authentic as a law report, yet as engrossing in its interest as a romance, Professor Levi's hope that his work may prove of practical utility, "as an account of one of the most important interests in the empire, as a repertoire of facts for the financier and economist, as a manual for the British trader all the world over, and as a class book for students of political and commercial economies," seems as certain of fulfilment as anything mundane can be. It is a book on which praise would be thrown away, because those who do not avail themselves of its statistics, and the author's deductions from them—in a word, those who do not place the work on their office shelves, will hardly be able to excuse themselves *to* themselves for losing an opportunity of acquiring a compendium of information so compact and lucid. To young merchants and others proceeding to the Far East it will be especially valuable, as being not only a review of the past century but an index of commerce at the present day, and a guide book for the future. Our trade with China and Japan is well represented.

A series of articles by Mr. G. A. Audley, upon the subject of Japanese Art, is in course of publication in the *Builder*.

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, March 28.

At a stormy meeting of shareholders in the Steamship Company Nederland, held at Amsterdam to-day, the proposal of the managers to issue a loan of f.3,500,000, to increase the capital, for the purpose of building more steamers, was approved of by 334 against 27 votes. General indignation was expressed, because the managers had bound the company by contract with the firm of de Vries and Co., a partner in which, Mr. G. J. Boelen, was formerly one of the managers of the company. The Rotterdam members protested most energetically against such nepotism. A commission was appointed to co-operate with the managers in revising the statutes of the company.

A perfect dulness prevails in politics. The members of the Second Chamber have left the Hague for the Easter recess, and they will not meet again before the last week in April, when the Income-tax Bill will at once be brought forward. Several papers predict that this measure will bring about the fall of the Minister of the Financial Department, and that ultimately a general Ministerial crisis will result. *Qui viva verra.* That the party struggle will be a very hot one is quite certain, but it is somewhat premature to foretell that the measure will be rejected. A reorganisation of our taxation system is most urgent, especially if the several measures to be proposed by the Minister of the War Department are carried. They will swallow up so many millions that our Treasury will not be able to bear such heavy charges.

The last sitting of the Second Chamber was of some interest. The opium question was again brought forward. The Java papers had published a circular upon this matter, and Mr. Fransen van de Putte interpolated the Ministry with reference to that document. Strangely enough, the Minister was alleged to state that he did not know anything of the circular. The interpolation, however, had this good result, that the Minister promised to lay several documents before the members. The First Chamber will meet on the 4th prox.

A very voluminous report has been published upon the construction of railways in Java. Some weeks ago I sent you full particulars of the plan of the Minister, as examined in the Section. Of course many remarks and observations were made by the members, but the majority approved warmly of the plan, which will provide the colony with a complete railway net. Some members suggested that it was also necessary to construct railways in Sumatra, by which the industry and wealth of that productive island might be greatly increased.

The spirit and enthusiasm with which the approaching national festival is regarded continues, and I am glad to state that the Catholics have almost ceased from their opposition. Nevertheless, strong fears prevail that in some towns or villages disturbances will take place between the Catholics fanatics and the enthusiast Protestants. In Nymegen some troubles have already occurred, but they were not of a serious character. The priests have been so prudent as to warn their people against excesses.

The King has approved the appointment of Mr. L. Polano as consul for Denmark, and he has granted permission to Mr. M. van der Tak to wear the insignia of the Knighthood of the Wasa Order.

The King has forwarded f.3,000 to the commission appointed to collect money in behalf of the victims of the late inundations in Java.

PRODUCE MARKETS.

The late dulness in our markets for coffee has been increased by the result of the public sale, held last week, which went off at reduced rates. The sugar sale on the other hand has been attended with a satisfactory result, the quantity put up having been quitted at full prices, compared with the brokers' valuations. A firm tone prevails for both articles, although but little business has been doing, owing mainly to the reservedness of holders. Hardly any change has occurred in the market for other articles of produce, the demand for most of the same continuing to be confined to the requirements for consumption, which causes the market to exhibit upon the whole a quiet appearance. The 3418/4 and 3084/12 chests China tea imported from Foochow were partly sold at the following prices:—Fine new seasons Kaisow Congou at 82c. to 84c.; superfine, 86c. to 90c.; extra fine, 90c. to 97c.; finest, 92c. to 96c.; extra finest, 92c. to 100c.; choice, 96c. 101c.; extra choice, 106c. to 107c.; choicest, 100c. to 107c.; extra choicest, Lapsang Souchong, 8150c.

PORTUGAL.

(FROM OUR OWN CORRESPONDENT.)

LISBON, March 23.

The rumours to which I referred in my last letter about threatened public disturbances against the Government have turned out to be correct. Correspondents from Oporto say that it is generally known that there are clubs in that town where men of various politics and rank are holding private meetings. Those associations will not achieve any success, for the people of Portugal generally are thoroughly with the present situation, and those persons who, at home and abroad, are endeavouring to destroy this popular feeling are utterly mistaken. In the meanwhile they annoy the Government, and the public are excited, to the prejudice of the commerce and credit of the country.

At present the debates in the Cortes are upon the taxes on wines, oil, rice, and all kinds of liquors. These articles have been always taxed, but now an additional impost upon them has been proposed by the Minister of Finance. The revenue from this additional impost is estimated at £50,000. In a short time the Bill will be decided upon.

The treaty of commerce between Portugal and the Austro-Hungarian Empire has been approved of by the Cortes in private session.

On the 11th inst. there was a slight earthquake felt in Evora, province of Alemago.

As I told you lately, Senor Sant Anna e Vasconcellos has been appointed to the post of Consul in Peru. It seems that he has received some private instructions from Government with reference to the emigration to that country from Macao. Up to now the Minister for Foreign Affairs has not replied to the interpellation on this subject, though I know by private information that he intends to reply to Senor Barros e Cunha, Deputy for Algarve, who called his attention both to the coolie trade and to the debate in the English Parliament on the matter. The Minister has been ill, but he has reappeared in Parliament, and it is probable that his reply will not be long delayed.

Senor M. da Cunha, deputy for Macao, has called the attention of Government to the subject of public education in that settlement. He said that the last reforms effected by the Marquis Sa'da Bandeira, in the college of S. José, have produced excellent results. The governor of the bishopric, Antonio Luiz de Carvalho, the professors of the college, the canon, Augusto de Vasconcellos, and the professors, Mello Gouveia, Magalhaes, and Ribeiro Carvalho, are especially worthy of eulogy. Senor Cunha showed that it is necessary to send two more professors to Macao—one to teach philosophy, and the other theology—and the minister has promised to appoint them. At the same time, the minister introduced the subject of the female professors, and stated that he expects to examine all the documents concerning that subject, and very soon to give an account of what is necessary to be done in the matter.

THE PORT OF KIUNGCHOW.

In the House of Commons on the 25th ult. Mr. White asked the Under-Secretary for Foreign Affairs whether the port of Kiungchow in the island of Hainan (access to which was stipulated for by the Treaty of Tientsin) would, as reported, be opened this spring to foreign trade.

Lord Enfield said: The most trustworthy information I can give to the hon. gentleman will be found in an extract from a despatch dated Peking, Dec. 31, in which Mr. Wade says:—"An American merchant being ready to run steamers between Kiungchow and Hong Kong, I have, at the request of Mr. Low, joined him and the rest of my colleagues in an application to the Prince of Kung to open the port. Should his Imperial Highness consent, I shall send a competent interpreter to act as Vice-Consul under the authority of the Consul at Canton."

An action has been raised in the Edinburgh Court of Session, at the instance of Miss Jex Blake and other lady medical students, against the Senatus Academicus of the University of Edinburgh and the Chancellor thereof for the purpose of obtaining privileges to which they consider they have a legal claim, and which have been denied them. The names of the plaintiffs are Sophia Louisa Jex-Blake, Mary Edith Pechey, Emily Bovell, Anne Dahms, Elizabeth Ireland Walker, Annie Reay Barker, Sophy Jane Massingberd Mundy, Jane Russell Rorison, Rose Anne Shedlock, and Mrs. Isabel Jane Thorne, wife of Joseph Thorne, merchant, Shanghai.

Mr. Pope Hennessy, who was lately appointed Governor of the British Possessions on the West Coast of Africa, and was formerly Governor of Labuan, has just been presented by his friends in the County Wexford with a handsome service of plate to commemorate the Parliamentary contest of 1866. The service comprises tea and coffee-pots, cream jug and sugar basin, a handsome épergne, and a large salver, on which are engraved his Excellency's name and the date of the contest which the gift is intended to commemorate.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, APRIL 1, 1872.

THE OPENING OF KIUNGCHOW.

LORD ENFIELD'S reply to the question addressed to him on the 25th ult. by Mr. WHITE as to the Port of Kiungchow, in Hainan—which will be found in full in another column—was so far satisfactory that we learn from it that efforts are being made by foreign Ministers at Peking to request the Chinese Government to open it to foreign trade. The necessity for this measure has been long apparent, and has at different times been urged upon our Government by the mercantile communities in China, more especially that of Hong Kong. The coast line from Macao to Hainan affords promise of a very considerable trade, which, if properly regulated, would tend to a further distribution of our manufactures throughout the Southern province. It is inconceivable why our Government should have so long delayed the opening of this place; it is to be feared that the cause is to be found in the outlay necessary for the establishment of a Consulate. The traffic at present existing is carried on by junks, and is chiefly contraband. The remedy for this state of things is plainly the opening of a port on the seaboard, by which a legitimate trade might be encouraged under official auspices. In all respects Kiungchow appears to be the port best fitted for this purpose, and, besides, it is the place especially agreed upon in the Treaty. The opposition on the part of our own Government has been so far overcome that they have expressed themselves willing to comply with the request of the mercantile communities. It is to be regretted, however, that, having made up their minds to open the port, they should not allow it to rank as a Consulate, or at least as an independent Vice-Consulate. To place it under the jurisdiction of the Consul at Canton, who is separated from it by upwards of three hundred miles of sea, can hardly be conducive to the development of the new port. This, we suppose, is also for economical reasons. We have another exception to take. In the despatch of Mr. WADE, our Minister at Peking, quoted by Lord ENFIELD, it is stated "If his Imperial Highness (Prince KUNG) consents." Now, according to the terms of our Treaty we are entitled to the opening of this port without any such process as obtaining consent. It is, of course, very much to our astonishment, and will probably be much more so to our readers in China, that our Minister at Peking should send such a despatch to the Foreign-office. He must know well enough—at least we cannot believe him to be so utterly unmindful of his duties as not to know—that although Sir RUTHERFORD ALCOCK stipulated in his never-to-be-forgotten Convention that the port of Kiung Chow should be surrendered in exchange for another, that this proposition fell to the ground owing to the protest made by the China merchants and others interested in the trade, against the ratification of this Convention; consequently it has no sort of existence, official or otherwise. If Mr. WADE permits such treatment of our interests and rights, it is hopeless to expect that we can make any advance in our relations with China, at least so long as he remains our representative at Peking. We quote Article XI. of the Tientsin Treaty, which relates to our right to trade at Kiung Chow:—

"In addition to the cities and towns of Canton, Amoy, "Foochow, Ningpo, and Shanghai, opened by the Treaty of "Nanking, it is agreed that British subjects may frequent the "cities and ports of New-Chwang, Tung-Chow, Tai-wan "(Formosa), Chan-Chow (Swatow), and Kiung-Chow (Hainan). "They are permitted to carry on trade with whomsoever they "please, and to proceed to and from at pleasure with their "vessels and merchandise. They shall enjoy the same privi- "leges, advantages, and immunities at the said towns and "ports as they enjoy at the ports already opened to trade, "including the right of residence, of buying or renting "houses, of leasing land therein, and of building churches, "hospitals, and cemeteries.

THE SAIGON CONSULATE.

THE report of Mr. CASWELL, H.M.'s Consul at Saigon, for the past year, which has now been published by the Foreign-office, and which will be found in another column, shows very distinctly the urgent necessity of a paid Consul being appointed to the port, according to the representations lately urged by Mr. WHITE in the House of Commons. It will be remembered that Lord ENFIELD, the Under-Secretary for Foreign Affairs, on that occasion stated that, as the whole question of the Diplomatic and Consular Services was under inquiry by a Committee of the House, it was not considered desirable to move in the matter. When we expostulated against this decision we were not in possession of the Consul's report, but Lord ENFIELD was! And yet with this document in the Foreign-office, he is instructed by his chief to say that the settlement of the matter must be delayed. Now, is it possible for any man of common sense—be he merchant or otherwise—after reading the report, to say that the matter is not most urgent, and, considering the amount of British trade, highly important? Mr. CASWELL says most distinctly that he cannot remain after March, and yet the Foreign-office will not appoint a successor, and he coolly leaves our interests there to take their chance. The whole affair is simply a matter of £1,000 a year, and the fees could be increased to cover even a part of that. But we disagree with Mr. CASWELL'S suggestion that "tonnage fees" should be levied; an actual tax on British tonnage, whether the master employed the services of the Consul or not, would be objectionable. No; but let those captains and crews who use the time of the Consulate pay a much higher scale than at present.

THE agent of the Union Pacific Railway, who last year visited the principal Indian ports, and came on to London and other cities of Europe, has now completed arrangements with the various companies, and announces, through the London agents, Messrs. STARR and Co., that they are prepared to grant "round the world" tickets, *via* China and Japan, or Australia and New Zealand. One-half the trouble of travelling round the world has been the uncertainty of the cost, currency, conveyance, &c. Now all difficulties are solved, for the tourist pays down £200, and there is an end of the matter. He can leave London and be brought back to it in three months; but we recommend six months as much more likely to give lasting pleasure and add to one's store of useful knowledge.

A JAPANESE now resident in London writes us in regard to the reports of the persecution of native Christians in Japan; that the new criminal code in Japan, framed since the MIKADO came into power, abolishes torture; that the reference to IWAKURA, now in America, is a pure invention; and that the Prince of SAGA has been out of Japan since November, travelling in Europe. This completely confirms the discredit we threw on the statements at the time of their circulation.

SIR JAMES ELPHINSTONE, M.P., has, we understand, addressed a letter to the Secretary of State for India, once more detailing the works necessary for cutting the Paumben Channel, as a communication between Ceylon and India, and again the Governor of Ceylon has been requested, in conjunction with Mr. ROBERTSON, to see into the matter. We trust that the carrying out of this work will be one of the first things by which Mr. GREGORY, the new Governor, will gain his laurels.

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WE understand that the Japanese Ambassadors now in the United States will not start for Europe until the beginning of next month. In our present issue we publish the particulars of a visit paid by the Ambassadors to the American House of Representatives.

THE CIVIL SERVICE ESTIMATES.—CHINA, JAPAN, AND THE FAR EAST.

The Civil Service Estimates for the financial year commencing on the 31st ult., and ending with March, 1873, have been issued. The grand total of these Estimates, inclusive of the amount required for the Post-office Packet and Telegraph Services, is £17,517,046, being less by £143,641 than those for the year just closing, which amounted to £17,660,687. This decrease is considerably smaller than that shown by the last issued Estimates, which were something beyond half-a-million lower than those for 1870 71. Among the specialities charged in the present Estimates Mr. Eyre's defence figures for £4,133, the purchase of Abyssinian spoils and presents to Prince Kassae for £3,100; Thanksgiving Day is found to have cost £4,000, and the Princess Louise's wedding is put down at £1,200. The items under the head of Colonial and Consular Services give a total of £544,297, a decrease of £58,607; and the Diplomatic Service figures for £203,326, being less by £31,050.

Turning from the general summary of the figures presented to those which specially refer to the Far East, and commencing with the Diplomatic Service, we find votes of £6,000 for the Minister Plenipotentiary in China, of £800 for the Secretary of Legation, and of a similar amount for the Chinese Secretary; Assistant Chinese Secretary, £600; assistant and accountant, £400; and surgeon, £600; these votes are the same as for last year. As regards Japan, the figures present totals of £4,000 for the Minister, £800 for the Secretary of Legation, and £700 for the Japanese Secretary. These amounts differ in no respect from those for the past year. The salaries of the assistants, &c., are included under one total for all Legations.

We come next to the Consular Services, which, as regards China, figure for the following amounts:—

Canton	£1,600	Newchwang	£900
Shanghai	1,500	Ningpo	900
Foochow	1,300	Amoy	900
Hankow	1,000	Chefoo	800
Tientsin	900	Swatow	800
Do.	*200	Taiwan	800

The total is £11,600, showing a decrease of £100, which is obtained by a reduction at Chefoo of that amount.

The total required for Vice-Consuls is the same as in the last Estimates, viz., £4,050, the details being Shanghai, Kiukiang, and Whampoa each £750, Canton, £700, Pagoda Island, Foochow, £600, and Taku £500.

The remaining charges for the China Consular Service may be thus summed up:—Assistants £6,900—namely, six first-class at £400, a like number of second-class at £350, and eight third-class at £300 each, there being no change under this head. The amount required for interpreters is also the same, £5,500. Writers and Linguists figure for £2,522, an increase of £26; Student Interpreters for £3,150, a decrease of £150; teachers for Student Interpreters for £459, and Shipping Clerk at Shanghai for £400; the two last-named items standing precisely as in the previous estimates. Passing on we find an estimated amount required for "Wages and Allowances to Gaolers, Constables, Watchmen, Boatmen, Porters, Coolies, and others employed in public services" of £4,640, an increase of £51 on the last estimate, which was £4,589.

The estimated cost of the Japan Consular Service presents a total of £6,864, an increase of £308, arising chiefly from a difference in the number and standing of the Assistants employed. The amount required for Consuls is, as before, £4,200, viz., Hiogo £1,000, Nagasaki £900, Hakodadi £800, Nee-e-gata £800, and Kanagawa £700. The Vice-Consulate at Yedo is set down for £500, and that at Osaka for £600, showing no change. Four first-class Assistants, one at £500 and three at £400, figure for £1,700; four second-class Assistants, at £300 each, for £1,200; Student Interpreters for £900, while a sum of £500 (£300 more than before) appears as Interpreters' allowances to Assistants; the sum total under this head is £4,300, an increase of £300. Writers are charged £484, and Gaolers, Watchmen, Coolies, &c., £2,080.

The estimate for the Supreme Court of China and Japan presents a total of £8,076, against £7,957, an increase of £119, the Law Clerk receiving £700 instead of £675, and the Clerk for Civil Causes £400 in lieu of £306. The remaining charges under this head present no variation, being as follows:—Judge, £3,500; Deputy Judge, £1,200; Law Secretary, £750; Chief Clerk, £350; Criminal Clerk and Assistant Clerk, each £306; Chief Usher, £300; Chief Constable, £164, and Messengers, &c., £200. No special item appears for the salaries of Mr. Hannen, the acting deputy judge, and assistants at Yokohama, who, we presume, are provided for out of the above.

* Allowance to Consul for expenses incurred in entertaining British and foreign officials *en route* to and from Peking.

The differences existing between the present and the last Estimates in the expenditure upon the Consular Services in China, Japan, and Siam may be readily appreciated from the following recapitulation of the figures:—Salaries, Allowances, and Wages are charged £65,789, against £65,517—increase £272; Incidental Expenses £5,700, against £6,975—decrease £1,275; Maintenance of Prisoners and other Prison Expenses £1,500, against £1,200—increase £300; Legation Guards £2,883, against £4,500—decrease £1,617. Outfit and Travelling Allowances £4,250, against £5,000—decrease £750. The following items figure for the same amounts as in the last Estimates:—Printing and Stationery £700, Postage £700, Chapels and Chaplains £600, Medical Attendance £1,400, and Relief of Distressed British Subjects £250. The total of the Estimates for the Consular Services in the Far East for the year is £80,835, showing a reduction of £6,071, the total of the last Estimates having been £86,906.

The special expenditure set down for the Siam Consulate gives the following items:—Consul General, £1,200; Interpreter, £500; First Assistant, £400; Second Assistant, £350; Medical Attendant, £400; two Student Interpreters, at £200 each, £400; total, £3,250. The last Estimates were the same in amount.

Other places in the Far East figure for the following sums:—Manila Consul, £1,100; Vice-Consul, £300; Allowance for Rent, Office Expenses, &c, £200; Vice-Consul, Sual, £400; Batavia Consul, £200; Borneo, Consul-General, £300; Allowance, £200. There is no sum allowed for a paid Consul at Saigon, but an amount of £150 appears as an allowance for Office Expenses, &c., which was not taken in the last Estimates.

CONSULAR BUILDINGS, &c.

The sums required this year on account of Consular buildings in China and Japan, amount to £41,886, being for building £28,325, repairs and contingencies £4,000, rent of Legation and Consular buildings, £5,700 (£2,125 China, £3,575 Japan), allowances for house rent to officers of the Supreme Court £1,861, and salaries, office expenses and travelling £2,000. This is £799 less than the Estimate for 1871,72, which was £42,685. Although for this year, as above stated, £28,325 is taken in the Estimates for buildings, it is not expected that the expenditure will exceed £21,925, which will make the entire sum expended £151,512 out of £171,453 voted in 1867, leaving £19,941 to be laid out in future years. Nothing is specially stated in regard to the Shanghai Consulate, which was burned.

SAIGON CONSULAR REPORT.

Mr. Consul Caswell reports to the Foreign-office from Saigon on the 22nd Nov., 1871, as follows:—

Statement of British Commerce in 1871.

	No. of Vessels.	Tonnage.	Value of Exports.
Steamers ...	... 52	... 35,302	... £294,180
Sailing ...	... 196	... 85,416	... 711,800
Total ...	... 248	... 120,718	... £1,005,980

The duties of this Consulate are decidedly increasing, owing to the extension of British trade in the East, this port being situated between the great emporiums, Singapore and Hong Kong. There are now six British steamers plying regularly between China and Singapore, making Saigon their intermediate port. The following is an approximate statement of what is further required:—

Number of despatches received from and forwarded to Foreign-office and Board of Trade in 1871	46
Ditto Singapore and Hong Kong	18
Ditto to various private individuals with reference to deceased friends, &c.	25
Local correspondence with Government relating to sailors and imprisonments, &c.	144
Number of seamen shipped and discharged, &c.... ...	140
Number of protests executed	16

I consider the present scale of fees far too low. British vessels are the most troublesome of any, both masters and sailors being ever ready to fight and quarrel, and lay their grievances before their Consul, whom they look upon as a public servant created for their special benefit. If they were compelled to pay a fee for the adjustment of their petty differences they would be less ready to apply for the Consul's interference. Considering the many advantages shipmasters derive ftom the presence of a British Consul, and the assistance he is compelled to afford them, I am of opinion that a tonnage fee should be levied upon every British vessel, and that the additional fees which exist at present should be doubled.

In conclusion, I have to call the attention of the Committee to the fact of my having just resigned my appointment, in consequence of my intended departure from the colony, and I avail of the occasion to repeat the reasons submitted by me to his Lordship, the Minister for Foreign Affairs, which render it necessary that an independent officer in Her Majesty's service should be appointed to replace me at this port.

It will be impossible for me to defer my departure beyond March next, and there being no person on the spot whom I can recommend to fill the appointment, I have to call attention to the necessity of appointing from home an officer in Her Majesty's service. Even were it practicable I would still submit that the

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re-appointment of a merchant Consul is unadvisable, the great increase in British interests in this growing colony rendering it almost imperative that an independent officer of Her Majesty's Government be appointed. I would further add that (after considerable experience) I have arrived at the conclusion that no mercantile man can give the requisite attention to the multiplicity of duties which appertain to the office. Independent of these important facts, I would most respectfully take the liberty to give it as my opinion that, considering the great importance which the French (not without reason) now attach to these possessions, it would be more appropriate if the colony were favoured with the honour of having a British Consul unconnected with trade, the more so as the representatives of France at the adjacent British colonies are all officers of the Government service.

VISIT OF THE JAPANESE EMBASSY TO CONGRESS.

The members of the Japanese Embassy paid a visit to the House of Representatives at Washington on the 7th ult. Through the gallantry of Mr. Cox, of New York, the ladies were admitted to the House. At eleven o'clock the procession arrived and passed through the main door and down the aisle in front of the Speaker's desk, where they took their places. Iwakura was escorted by General Banks. They, with the other members of the committee, each with one of the Japs in charge, took their places directly in front of the Speaker's desk, the rest of the delegation filling the semi-circle. They were all in conventional black, with white kid gloves.

General Banks addressed the Speaker as follows:—"Introducing the embassy the committee of the House of Representatives assigned to that duty, according to its instructions, now have the honour to present to you and to the House Iwakura and their Excellencies Kido, Okubo and Ito, Ambassador-in-Chief and Assistant Ambassadors of the Government of Japan; the honourable Secretaries of the Embassy, and the honourable Commissioners of the principal departments of Japan, with their attaches."

The Speaker then addressed the distinguished visitors as follows:—"Your Excellencies—On behalf of the House of Representatives I welcome your Imperial Embassy to this Hall. The reception which is thus extended to you so unanimously and so cordially by the members of this body is significant of the interest which our whole people feel in the rapidly developing relations between the Japanese empire and the American republic. The course of migration for the human race has for many centuries been steadily westward, a course always marked by conquest, and too often by rapine. Reaching the boundary of our Continent we encounter a returning tide from your country setting eastward, seeking not the trophies of war, but the more shining victories of peace; and these two currents of population appropriately meet and mingle on the shores of the great Pacific Sea. It will be my pleasure to present to you personally the representatives of the people, and I beg to assure you, for them and for myself, that during your stay at our capital you will be at all times welcome to the privileges and courtesies of the floor.

To this Iwakura replied by reading from a manuscript in Japanese. When the Ambassador finished reading General Banks read a translation, as follows:—"Mr. Speaker and Honourable Members of the House of Representatives of the United States,—On behalf of the Ambassadors of Japan, our Sovereign, and the people whom we represent, we tender to you our sincere thanks and warmest friendship. We fully appreciate the distinguished honour which places us face to face in the presence of that mighty power which rules the great American Republic. Governments are strong when built upon the hearts of an enlightened people. We came for enlightenment and gladly find it here. Journeying eastward from the Empire of the Sunrise toward the sunrising, we daily behold a new sunrise beyond the one we before enjoyed. New knowledge rises daily before us, and when a completed trip shall have passed in review of an encircled globe, we shall gather together our treasures of knowledge, remembering that, however we have advanced towards the sources of light, each onward move has revealed a further step beyond. The Government of Japan already appreciates the value of an enlightened policy towards itself and all nations, but our united assurance on our return will confirm to the people at large the friendliness of feeling so frequently expressed heretofore, and now so generously exhibited to this Embassy. In the future an extended commerce will unite our national interests in a thousand forms, as drops of water commingle flowing from our several rivers to that common ocean that divides our countries. Let us express the hope that our national friendship may be as difficult to sunder or estrange as to divide the once blended drops composing our common Pacific Ocean."

The Embassy were then presented individually to the members of the House, Mr. Mori standing near Iwakura, and signifying to him the relative importance of the persons introduced.

NEW JAPANESE AND CHINESE TREATY.

(PALL MALL GAZETTE.)

The treaty recently entered into between China and Japan is significant as an indication of policy in regard to both. That two nations inhabiting countries so near to each other as China and Japan—both of Asiatic race and with many features in common—should for more than 2,000 years have maintained a policy of isolation towards each other, and now suddenly enter into a close alliance, signing a treaty of reciprocity and equality, is a striking demonstration of the irresistible influence of modern intercourse and civilisation in breaking down all barriers of race or religion. Since the days of the great Mongol conqueror, Kublai Khan—who twice in the thirteenth century sent forth a great armada for its conquest, from which few ever lived to return—the only intercourse between the two nations, after a long series of reprisals on the Corean coast from Japan, has been of the most restricted kind. A small colony of Chinese traders permitted to reside at Nagasaki, but carefully locked up every night within the wards of their settlement, and the admission of two or three Japanese junks at one, or sometimes two, ports in China, has been all the communication allowed for the last five centuries. And this is th more remarkable, since the Japanese a thousand years before had borrowed from the Chinese not only their written character, but their religion and philosophy, with such cultivation of their language and literature as Europe in the Middle Ages kept up with respect to the Greek and Roman classics. Now, each nation, abandoning their lofty pretensions of unapproachable dignity and isolation, have freely entered into relations of peace and commerce on a footing of perfect equality. This, as regards all such pretensions, must be the beginning of the end; and in that, perhaps, lies its chief significance for Western Powers. With the Japanese it seems but the natural consequence of all the other startling innovations which have marked their national life during the past ten years. But it is different with China, which has neither accepted railroads and telegraphs as necessary to the national progress and development, nor admitted in practice the nullity of their pretensions to supremacy in the governing hierarchy of the world. The settlement of the audience question must soon, however, tear away the last shred of this worn-out mantle of universal dominion; and it is a question the solution of which cannot much longer be deferred, either in their interest or in ours, since delay tends to damage the position of foreign Powers, and to falsify the policy of the Chinese Government to their own peril. A new Russo-Japanese Treaty has been announced in the telegraphic notices from Berlin, and appeared in *The Times* of the 20th inst. We have reason to believe, however, that the correspondent has simply blundered in his intelligence, and mistaken a treaty concluded between China and Japan for one which has no existence with Russia. It is bad enough for the Japanese to have entered into something very like an alliance offensive and defensive with China, in a clumsy attempt to transfer to their treaty the Chinese version of the article in the American treaty, by which it is stipulated that, in the event of a war with any third Power, the good offices of America should be accepted. As between two countries like China and Japan, such mediation of the one on behalf of the other would have no meaning when a Western Power was in the field. And if, as the apocryphal summary from Berlin would indicate, there is any engagement for China and Japan to close their ports respectively to any Western belligerent making war on either, it is pretty sure to involve the neutral so acting in the quarrel, without possible benefit to one or the other, but much and certain damage.

THE AGRA BANK.

The ordinary general meeting of the proprietors of this bank was held on the 27th ult.; Mr. J. Thomson in the chair.

The report of the directors showed, after deduction of the intermediate dividend declared in September last, a surplus of £29,706 10s. 2d., which will admit of payment of a dividend to the shareholders for the half-year ending 31st December last at the rate of 5 per cent. per annum, leaving a balance of £5,173 11s. 8d. to be carried forward. The results of the business would have been more profitable if all the branches of the bank had, as was expected from them, contributed to the general revenue. Some of them, however, had failed to cover their working expenses, and with three the deficiency arising from expenditure exceeding the earnings had been considerable. At the profitable branches the returns have yielded 9 1-5 per cent. upon three-fourths of the bank's capital, being the amount employed at these branches, or sufficient to provide a dividend at the rate of nearly 7 per cent. to the shareholders on the total capital for the whole year. Referring to the statement showing the position of the estate of the Agra and Masterman's Bank on the 31st December, 1871, the directors would observe that fair progress has been made during the year in further realisations of the outstanding assets. The out-turn of the last indigo season in the Bengal Presidency, though much less favourable than was at one time expected, from the effect of serious and most unprecedented inundations, has left a satisfactory profit on the expenses of working, and the better prospects now offering for the growth and manufacture of this important staple have enabled the directors to effect a sale of a portion of the factories in which the late bank was interested. Since the beginning of the year other assets have been realised, which enables the directors to make a distribution to the shareholders of the late Agra and Masterman's Bank at the rate per share of £1 15s. This instalment will be payable to the holders of cash or scrip certificates on or after the 2nd April.

The Chairman, in moving the adoption of the report, said that the accounts, were, so to speak, a compound of what was good, and what was not good, showing profits at some branches, and the reverse at others. In London, Calcutta, and Madras the result of the working of the branches had been satisfactory, and if the other branches had been as good they would have been able to declare a dividend of 11 per cent., besides placing £20,000 to the reserve. The development of their business, however, must be a gradual process, and from the growing connection at the main establishments they were assured that they would become more valuable year by year. As to the unprofitable branches, he said that in some instances the failure must be attributable to the local management, but the board intended to have a staff of competent managers. Hitherto their great difficulty had been Bombay. Anyone would say that if there was a field for banking business anywhere it must be there. That was no doubt so, but the failure to develop that business had been the fault of the management. They had changed the management, but it would take time to recover their position. The Kurrachee branch had also disappointed the directors, but looking to the improvement in the place, and its former success, the board had determined to give it another trial under new management. Hong Kong had also been unprofitable, but that was not to be attributed to any fault on the part of the management. The accounts generally showed a satisfactory increase upon the business of last year. This was the case, not only in the aggregate, but

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with the individual branches. For bad debts or bills out of order, up to the end of last year, ample provision had been made, and as a whole the future of the bank was very promising. Referring to the Agra and Masterman's Bank he said it was proposed to declare a further instalment out of the surplus assets of £1 15s., making with the £1 5s. already paid, £3 per share. The remaining assets were more difficult to deal with. Some of them were involved in legal proceedings, and others were of that complicated nature which rendered it necessary to wait the issue of events. Ultimately, however, he expected to realise the full amount of the price that was paid for the shares. The Hon. Colonel Dalzell seconded the motion.

After some discussion the Chairman, in reply to questions, said, with regard to the capital, there was a balance due upon the allotted shares of £2,449, upon which interest was paid, and there were 1,240 not allotted. They were gradually reducing their deposit interest, and hoped further to do so without injury to the deposits. The bank had had great difficulty in obtaining an inspector, who was a very necessary officer, and the gentleman who occupied that office at the present time was qualified for the post. As to the position which he held, he said that the greatest favour which the shareholders could confer upon him was to say that they did not want him any longer. When, however, he ceased to be manager he would cease to be chairman.

The report was unanimously adopted, and the dividend therein recommended declared.

Monetary and Commercial.

The Committee of the Privy Council for Trade have received from the Secretary of State for Foreign Affairs the following translation of a note addressed to Her Majesty's Chargé d'Affaires at Yedo by the Japanese Government respecting the export of rice:—

Leaving the prohibition against the export of rice as it exists, it is intended henceforward, when there is a surplus in the country, as circumstances may demand, that some of the rice stored by the Board of Finance shall be sold at the open ports by public tender to Japanese and foreigners for exportation. The date for sending tenders will be notified on each occasion at the open ports. On certain occasions the Government may export on its own account.

We understand that the liquidators of the Commercial Bank of India have just completed the payment of the loan made by the London Joint-Stock Bank, and, with some trifling exceptions, the whole of the debts are now paid off. The calls made on the shareholders since the stoppage amount to £14 per share. There is a probability of a return of £1 or £2.

Notice is given that the transfer books of the Hong Kong and Shanghai Banking Corporation will be closed from the 27th March to the 5th April, both days inclusive, for the purpose of paying a dividend for the half-year ending 31st Dec. last. The present mail brings us a report of the meeting held at Hong Kong on the 15th Feb. The report and balance-sheet will appear in our next issue.

At the meeting of the Agra Bank a dividend was declared at the rate of 5 per cent. for the past six months, making a total distribution of 4 per cent. for the year. A report of the proceedings will be found in another column.

The directors of the British Indian Extension Telegraph Company (Limited) have declared a dividend of 2 per cent., making, with the interim distribution, a total of 8 per cent. for the year ending 31st December last.

Amongst the joint-stock companies recently registered has been the Colombo Wharf and Warehouse Company (Limited), with a capital of £50,000, in 5,000 shares of £10. This Company proposes to erect bonded or other warehouses at Colombo, or elsewhere in Ceylon, and to carry on business as wharfingers and coal factors. The subscribers (who take one share each) are—H. G. Dunlop, 9A, New Broad-street; George Dunlop, 6, Canute-road, Southampton; J. H. Blow, 9A, New Broad-street; E. A. Flinders, 4, Great Winchester-street-buildings; S. J. Cook, 8, St. Mary Axe; J. B. Marsh, 182, Blackfriars-road; and G. B. Leechman, 92A, Piccadilly.

Mr. J. C. Stenning, late of Calcutta, has become a partner in the firm of Lloyd and Cheshire, tea brokers, of Mincing-lane.

The market for Bar Silver is rather firmer, and we quote the price 5s. 0¾d. to 5s. 0¾d., within which limits there is a moderate demand for the Continent, and to a slight degree also for the East. The supply is very small at present, so that the rate will probably be maintained. There is no supply of Mexican Dollars, either of the old or the new coinage, and as both kinds are in good demand it is anticipated that those expected shortly to arrive will realise at least the last rates, viz., old, 5s. 1½d.; new, 4s. 11½d. per oz.

The amount of bullion by the P. and O. Company's steamer *Delta*, which left Southampton on the 28th inst., was in gold, to Ceylon, £10,400; to Bombay, £10,000; to Madras, £4,184; in silver, to Singapore, £6,940; to Hong Kong, £8,800; to Shanghai, £3,930.

The ordinary general meeting of the Great Northern Telegraph Company will be held at Copenhagen on the 30th inst, when the accounts of the company, and of the China and Japan Extension Company—now amalgamated with it—for the year 1871 will be submitted to the shareholders. The accounts will be open for inspection after the 15th inst. at the company's offices, both in Copenhagen and London.

At the meeting of the Oriental Bank, on the 18th ult., the directors will propose the usual dividend, at the rate of 12 per cent. per annum, for the half-year ended 31st December last.

At a meeting of the shareholders of the Bank of Hindustan (in liquidation), held on the 28th ult., Mr. Alderman Allen in the chair, the following resolutions were, after some discussion and explanations from the chair, unanimously passed:—

"That the report and accounts of the liquidators now presented be received and adopted." "That this meeting is of opinion that the liquidators should apply to the Court of Chancery for liberty to distribute forthwith amongst the shareholders the assets now in hand and capable of early realisation, and that the liquidators are hereby requested to continue their efforts on behalf of the bank, and to close the liquidation as speedily as the circumstances will permit." "That Dr. Paton, Mr. Muttlebury, and Mr. Courtenay be and they are hereby appointed a committee to confer with the liquidators as to the expediency of carrying out the arrangements suggested in the report for selling or transferring the remaining assets; and, if it should be found expedient so to do, to apply to the Court of Chancery, in conjunction with the liquidators, for the necessary directions to give effect to that part of the report."

ARTICLES OF IMPORT.

The Produce markets have, owing to the occurrence of the Easter holidays, maintained a quiet tone during the week, the only noticeable change being a slight recovery of Coffee from its recent condition of inactivity. The duty upon this article, after remaining 28s. per cwt. for many years past, has been proposed by the Chancellor of the Exchequer to be reduced by one-half, making it 14s. per cwt., being the only alteration contained in the Budget directly affecting commercial affairs.

TEA.

The market continues quiet, and prices for some descriptions show a slight deline upon last week's quotations.

At public sale on the 22nd ult. 5,724 packages China were offered, of which 5,664 packages were sold. The quantity sold consisted almost entirely of Moyune and Pingsuey Green, 4,510 packages, ex Patroclus (ss.), from Shanghai, offered without reserve, on account of the importers. There was a fair attendance of buyers, but the sale opened flatly, and coarse Moyunes went at a decline of 1d. to 2d. per lb. The Pingsuey Teas sold irregularly, and more often rather under the valuations. Moyune Gunpowder No. 1 sold at 2s. 10d., Young Hyson No. 1 at 2s. 3¾d. to 2s. 4d., Pingsuey Gunpowder No. 1 fine to superior at 3s. 2d. to 3s. 4d., Young Hyson at 2s. 3d. per lb.

Further public sales were held on the 26th and 27th ult. The total quantity offered amounted to 6,854 packages, the whole of which was offered and sold without reserve, chiefly on importers' account. The Congou consisted chiefly of Canton, new make, in faulty condition, of which 2,760 boxes were sold at 1s. 0½d. to 1s. 1½d., Foochow red leaf fannings at 5¾d. to 7d. 550 half-chests uncoloured Japan, import 1869 and 1871, sold on importers' account at 3½d. to 4d. Green Teas again sold irregularly, Moyunes being easier, whilst Ping Suey brought firmer prices. Moyune No. 1 Gunpowder medium to fine sold at 2s. 10½d. to 3s. 6½d., Young Hyson No. 1 at 2s. 2½d. to 2s. 9½d., Ping Suey Gunpowder No. 1 at 3s. 4d., Young Hyson 2s. 4d. per lb.

SILK.

The market is without alteration.

COFFEE.

The reduction in the duty has not influenced the state of the market, which remains inactive, at the same time a firmer tone is observable, which may be attributed to the increased firmness of holders. At the close the market is steady without activity, and prices of Plantation Ceylon are about 1s. above the recent depression. Other kinds are also firmer, and small supplies of triage and ordinary at public sale have gone off with more spirit. The latest realised have been, Plantation triage 67s., unclean ditto 47s. 6d. to 51s., Native chips 53s. to 53s. 6d., ordinary ditto 44s 6d., brown garblings 52s. to 52s. 6d., brown and black 48s. to 48s. 6d., low black 31s. 6d., one lot good ordinary 68s. 6d.; privately about 3,200 bags Native have been sold at 68s. 6d. per cwt.

SUGAR.

Although a fairly active demand has been maintained during the week at the improvement noted in our last report, business has been restricted by the smallness of supplies. In East India descriptions the only transactions to note consist in the sales of 64 bags soft yellow Penang at auction at 30s. 6d. to 31s.; bright, 35s.; and 368 baskets date privately at 24s.; also of 150 baskets Java (duty 5s. 3d.) at 35s. 3d. per cwt.

CUTCH is improving; at auction 512 cases fine Pegu were offered

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and bought in at 27s. per cwt.; privately 600 boxes fine Pegu have been sold at 26s. 9d., and 800 boxes do. at 27s.

COCOA-NUT OIL.—Without change; at public sale 25 pipes fine Ceylon sold at £37 per ton.

COIR GOODS.—At the last sales a moderate supply of Yarn was nearly all disposed of at the previous rates. The supply of Fibre consisted of old and second-hand parcels, which were withdrawn. Of *Yarn* 45 bales good middling Ceylon sold at £33 to £33 10s.; 46 tons in dholls ditto, common to good common at £28 5s. to £29; medium, £30 10s.; good medium, £33. Of *Fibre* 21 tons Ceylon were withdrawn, except 2 tons bristle, which sold at £36 5s.; 32 bales low coarse mattress, indiret, sold at £16 per ton.

ESSENTIAL OILS.—We note the sale of 4 cases *Citronelle* at 2½d. and 4 cases *Cinnamon* at 5d.

GAMBIER.—Little doing; in public sale 350 bales pressed cubes of fresh import sold cheaper at 23s., with a few lots 23s. 3d., also 2,026 mats good pale cubes at 25s.

HEMP.—The market for all descriptions is quieter. The supply of Manila at the auctions consisted chiefly of brown qualities, which are only in moderate demand, and nearly the whole was bought in. Of 2,137 bales offered only 200 bales sold, brown £41 10s. to £42 5s., mixed £45 5s., the remainder being bought in, brown £43 10s. to £45, good roping £51, white Quilot (287 bales) at £67.

PEPPER—*Black:* Early in the week there was a speculative demand and a further advance was established for Penang, about 4,000 bags changing hands privately, commencing at 6¼d. and closing at 6⅞d. Since then but little business has been doing at 6⅞d. to 6¾d.; 500 bags have been sold at 6¼d., for delivery in April at sellers' option. There has been no business in Singapore. At auction 1,490 bags Penang were bought in at 7d., but have since been sold at 6 15-16d. For delivery in May and June 500 bags Singapore sold at 7d., and 400 bags Penang April delivery at 6¾d. *White* has been in increased inquiry, and private sales of Singapore have been effected at gradually advancing rates, reaching 12d. at the close; 236 bags Penang were offered by auction, of which 120 bags sold, indirect import at 11½d. to 11⅝d., fresh and direct at 1s., the remainder, fine bold, being bought in at 1s. 1d.

RICE.—There has been but little doing on the spot, but there is more demand for floating cargoes of soft grain, and several have changed hands, comprising four or five cargoes of the new crop of Burmah, together about 5,000 tons—1 of Rangoon at 10s 3d., 1 of Bassein at 9s. 10½d., 1 of Necransie Arracan at 9s. 9d., 1 of ditto Larong at 9s. 6d., all open charter or 1¼d. less if ex ship London.

SPICES.—*Cassia:* Of 27 cases 461 bundles ordinary, of fresh import from Singapore, only 80 bundles sold at 32s. to 36s. 6d. *Buds:* 28 boxes of old import were bought in at £7 10s. *Cinnamon:* 50 bales ordinary Ceylon sold, first sort, 2s. 1d. to 2s. 2d.; second, 1s. 6d. to 1s. 8d.; third, 10d.; fourth, 9d.; and 13 boxes broken at 1s. 4d. *Cloves:* 19 cases old Penang bought in at 1s. 4d. *Nutmegs:* Of 17 cases Penang offered, 8 cases sold, 82 to 80's at 3s. 1d. to 3s. 3d. *Mace:* Of 34 cases fresh Java, of ordinary quality offered, 14 cases sold at 3s. 6d to 3s. 7d.

TIN.—Straits is in steady demand for consumption, and last week's quotation, £150 per ton, is firmly maintained. Banca has advanced 40s. during the week, being quoted at £155 per ton.

TOBACCO.—We note sales of 669 bales Japan at 6¼d. to 9½d., 469 bales ditto country damaged 3¼d. to 8¼d., 31 bales ditto sea damaged 3¾d. to 8d., one lot 10½d., and 5 bales ditto grease damaged 5d. to 8¼d., also of 10 bales Java at 6¾d.; 158 bales Manila leaf sold—1870 crop, Cayagan, 1s, at 41¾d. to 42d.; 1a Ysabella, 42d. to 42½d., two lots sea-damaged 41¾d.; 1869 crop, 1a Ysabella, at 39¾d. to 40d.; 1868 crop, 2a Cagayan, 1s. to 1s. 0½d.; 3a do. at 9¾d. to 10¼d.; 2a Ysabella, 1s. 0½d to 1s. 0¾d., the first lot 11¾d.; 3a do. 9¾d. to 10d.; and 1 case China at 3¼d.

Shipping Intelligence.

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DEPARTURES.

Date.	Ship.	Captain.	For	From
Mch 20	Coniscliffe	Barker	Colombo	Newport
21	Malvern	Miles	Hong Kong	Do.
22	Ottercaps	Le Pelley	Singapore	Deal*
22	Emiliano (str.)	de Larrinaga	Manila & Sing., S.C.	Liverpool
22	Whiteadder	Harris	Yokohama & Hiogo	London
21	Scindia (str.)	Law	Colombo, &c. via S.C	Do.
21	Burdwan	Ray	Hong Kong	Do.
21	Johanna	v. Duin	Batavia	Rotterdam
20	R. J. Robertson	Hernsheim	Hong Kong	Cardiff
23	Caroline Hutchings	Ward	Colombo	London
25	Oxfordshire (str.)	Park	Colombo, &c., via S.C.	Do.
22	Preciosa	Franke	Hong Kong	Cardiff
22	Yokohama	Mortier	Do.	Do.
24	Achilles (str.)	Russell	Sing., China, &c., S.C.	Liverpool
23	Elise	Hansen	Hong Kong	Cardiff
23	Red Deer	Moncks	Shanghai	Do.
23	Twilight	Cowley	Galle	Swansea
23	Bothwell Castle	Watts	Batavia	Liverpool
25	Gloria	Bollegui	Manila	Do.
25	Grasmere	Lister	Shanghai	Cardiff
23	D. McR. Park	Young	Hong Kong	Sunderland
23	Mary	Boulton	Singapore	Do.
26	Estrella	Otazabel	Swansea and Galle	London
23	Londesborough	Thomas	Hong Kong	Penarth
13	Nesutan	Schibye	Do.	Boston
27	Engelbert	Ballehr	Yokohama & Hiogo	London
	Jupiter	Stokhuizen	Batavia	Amsterdam
	Monte Rosa	Thomas	Hong Kong	Havre
23	Johanne	Bunje	Do.	Cardiff
24	Leonore	Friedrichs	Nicolajefsk	Hamburg
24	Nouveau Mondelli	Simon	Do.	Cuxhaven
27	North East	Fawkes	Singapore	Liverpool

* After replacing sails, &c.

ARRIVALS.

Date.	Ship	Captain.	From	At
Mch 19	Catharina Maria	Nolet	Batavia	Zierikzee
	J. T. Erichsen	Johman	Amoy	New York
21	Helena & Henrietta	Jansen	Macassar	Texel
	Rocket	Featherstone	Singapore	New York
	Evangeline	Adams	Foochow	London
	Catherine Fullerton	Hugham	Amoy	Do.
23	Juna (barq.)	—	Batavia	Plymouth
6	Dona Maria Pia	Soura	Macao, &c.	Havana
8	Concepcion	Tuton	Do.	Do.
22	Gebr. v.d. Beek	v.d. Woude	Batavia	Texel
26	Good Hope (str.)	Bainto	Galle, &c., via S.C.	London
	Guillaume Tell	Echeparre	Singapore	Marseilles
	Jeanie Louttit	—	Shanghai	New York
	Cleta	—	Do.	Do.
	St. Pauli	—	Hong Kong	Do.
27	Attila	Stephenson	Rangoon	Falmouth
27	Allendale	Gray	Foochow	Do.
27	Blackwall	Simpson	Samarang	Do.
	Josefina	Calzado	Zebu	Queenstown
	St. Albans	—	Ilo Ilo	New York
	Dunedin	—	Manila	Do.
23	Dorothy and Parracca	—	Ceylon	Deal

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For
March 23	Antenor	Liverpool	Sing., China, &c.
Between Mar. 11 & 20	Lord of the Isles	London	Do.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong and Shanghai: Enterprise. For Penang, Singapore, Hong Kong, and Shanghai: Colombo, Drummond Castle. For Colombo, &c.: Yorkshire, Orchis, Baghdad.

SAILING VESSELS.—For Yokohama and Hiogo: Devana. For Yokohama: Velocity, Columbus, Florence Nightingale. For Hiogo and Nagasaki: Zohrab. For Shanghai: John R. Worcester, Hopewell, Fort Regent, Ailsa, The Sir Jamsetjee Family. For Amoy: Veronica. For Hong Kong: Sir Harry Parkes, Malacca, Corea, Beemah, Haddington, Veronica, Constantia. For Hong Kong and Foochow: Her Majesty. For Manila: Maria. For Singapore: Star of the South, Hope. For Penang: Peri. For Batavia, Sourabaya, and Samarang: Magellan, Anne and Maria. For Colombo: Alchymist, Seafield. For Galle and Ceylon (via Swansea): Peveril of the Peak.

At LIVERPOOL.—For Yokohama and Hiogo: Dovenby. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Diomed (str.), Menelaus (str.), Nestor (str.). For Hong Kong: Peter. For Hong Kong (via Cardiff): Sapphire. For Manila: Alejandro, Loyola. For Singapore: Palmas. For Batavia: Cornelis Smit.

At GLASGOW.—For Shanghai: Merse.

SPOKEN.

MINNEHAHA (Amer. bq.), for Singapore, Jan. 13. [34 S., 25 W.

NORMAN COURT (ship), London to Shanghai, 37 days out, Jan. 22, B L K J (Fr. bq.), Cochin China to Havana, Feb. 13, 1 N., 25 W.

FREIGHTS AND CHARTERS.

Rates of freight to the Eastern ports remain unaltered since our last issue. Coal freights are quoted somewhat higher in some instances, especially for Galle.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama and Nagasaki: 100s. meast. To Hiogo: 110s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 60s. meast. To Sourabaya and Samarang: 95s. meast. To Padang: 105s. meast. To Batavia: 90s. meast. To Saigon: 100s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Yokohama: 35s. weight, 30s. meast. To Shanghai: 35s. weight, 30s. meast. To Foochow: 45s. weight, 35s. meast. To Amoy: 45s. weight, 35s. meast. To Chefoo: 45s. weigbt or meast. To Tientain: 30s. weight, 50s. meast. To Hong Kong: 35s. weight, 25s. meast. To Manila: 35s. weight, 50s. meast. To Batavia and Sourabaya: 20s. weight or meast. To Singapore: 20s. weight or meast. To Penang: 35s. meast. To Ceylon: 20s. weight or meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £38. To Penang: £25. To Singapore: £26 to £26 10s. To Galle: £22 to £23. From Newport, Cardiff, or Swansea, per ton, —. To Yokohama or Nagasaki: 40s. To Chefoo: 47s. 6d. To Shanghai: 45s. to 46s. To Hong Kong: 37s. 6d. To Manila: 23s. To Colombo: 22s. 6d. To Galle: 21s. To Singapore: 26s. to 27s. To Cheriben, 21s.

From Birkenhead, per ton.—To Shanghai: 36s. To Hong Kong: 30s. To Singapore, 20s. to 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 40s., ship 45s.; to Shanghai, steamer 35s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

A telegram from Gibraltar, dated March 22, states as follows:—The Aracan, from London to Shanghai, has put into Madeira, with loss of mainmast, spars, and sails.

A telegram from Singapore, dated March 25, states that the Bombay, Hughes, from Ilo Ilo to Falmouth, has been totally wrecked in Balabac Straits; cargo lost, crew saved.

A telegram received at Amsterdam, March 25, from Aden, states that the screw of the Prins Hendrik (str.), from Batavia, which was towed in there on the 14th, had been repaired, and the master thought that, after reloading about 600 tons of cargo which had been discharged, she would proceed on the 28th.

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IN CONNECTION WITH THE

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THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
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THE ELLIPTICAL MAP OF THE WORLD FOR 1872

COMPRISES FOLLOWING DETAILS OR CHARACTERISTICS:—
1. The Greenwich Meridian bisects the Map equally, the Parallels of Latitude right lines, Meridians of Longitude equidistant as to latitude, converging to the Poles, and length of every Tenth Degree in English Miles.
International Voyaging, Travelling, Exploring, and Telegraphic and Railway Routes, with distances in English Miles.
2. Oceanic Currents and Trade Winds, &c., indicated by a series of darts and arrows of direction.
4. Magnetic Variations, illustrated by a system of circular signs, and lines of no variation of compass.
5. Various Geographical Notes—
Antipodes of certain localities determined—Sites of Ancient Cities and Land of Eden—Last Voyage of Sir J. Franklin—Farthest points reached by Navigators towards the Poles, &c.
A Reference Table and Traversing Lines eastward and westward, and Notes to elucidate periodical action of Solar Light and Heat, and Mean Temperature of Various Climates.
7. Maps of Arctic and Antarctic Regions.
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ESTATE AND GENERAL AGENT,
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N.B. — Fifty-seven estates now on the register. Thirty-eight have been sold.

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THE TANJONG PAGAR DOCK COMPANY

(LIMITED).

REPORT OF THE DIRECTORS.

Your Directors congratulate you on the continued prosperity of the Company, and have much pleasure in feeling themselves in a position to recommend your declaring dividends for the past half-year similar in amount to those of the previous one. The gross earnings of the Company for the period in question have been $85,940.86 against $79,813.87 of the previous half-year, showing an increase of $6,056.99, but with the exception of $41.25 this increase has been absorbed by the payment of the arrears due to contributing Shareholders for three half-years namely June 1870, December 1870, and June 1871, $2,232 69;—of two instalments of your Donation of $2,500 to the Company's London Agents, amounting to $1,667, and by an increase in cost of repairs to the Wharf, Godowns, Coal Sheds, &c., over that of last half-year of $2,116.05.

For the future, however, each half-year will bear its own proportion of payment under Clause 72 of the Articles of Association, and it is anticipated that the charges for Wharf repairs will be much smaller, as the greater proportion of the old soft wood planking has already been replaced by good hard wood.

The amount available for dividend is $29,143.45, consisting of a balance brought forward of $7,276.05, and the profit of the half-year's working, $21,867.40. Your Directors therefore suggest that you should declare the highest dividends permitted under existing arrangements with preference Shareholders, being at the rate of 5 per cent. per annum on original shares, and of 9 per cent. per annum on preference shares, which will expend $13,511.50, leaving a balance in reserve of $15,631.95. Of this reserve balance, however, about $1,500 is due to contributing Shareholders for the last half-year under the above-mentioned clause 72 of the Articles of Association, therefore the actual amount to be carried forward will be about $14,000.

As instructed at your last meeting your Directors are providing the funds necessary for the additions to the works by the issue of a fifth series of Debentures limited in amount to $80,000 and bearing interest at 7 per cent. per annum.

The Wharf has been extended to the westward a distance of 475 feet, the greater part of which length has been planked and is already in use by vessels; and the proposed 200 feet of new Wharf to the eastward of the Dock entrance, intended for the accommodation of vessels under repair and to erect the Boiler Shears on, is in progress.

A Brick building near the head of the graving Dock intended for the Company's Stores, Engineer's and Storekeeper's offices, will be commenced immediately, and the foundation of a Brick Godown is being laid at the back of the new Wharf to the westward, where the ground, being solid, admits of its construction, and another Godown to be built on piles between the present No. 1 and No. 2 Godowns, and of a similar construction to that of No. 3, namely, plank floor and sides and tiled roof, has just been commenced and it is intended to hurry on the completion of the two last named buildings, as from the increased traffic more accommodation for goods is imperatively required. As anticipated, a marked improvement has taken place in the earnings of the Machine Shop, and your Directors have found it necessary to add to its efficiency by engaging from home three European workmen.

Some difficulties have been discovered by the Company's legal adviser since your last Meeting in dealing with the question of preference shares, but your Directors have taken the earliest opportunity of obtaining the best Opinion from Home on the subject, and are now waiting a reply before bringing the matter again to your notice.

During the half-year there have been berthed at the Wharf—146 Steamers of a tonnage of 123,352 tons.; 47 Sailing Vessels 25,646 tons; and the graving Dock has accommodated 9 Steamers of a tonnage of 6,613 tons; 9 Sailing Vessels of a tonnage of 4,584 tons. Of general Cargo there has been landed at and shipped from the Wharf—exclusive of Stiffening 54,044 tons; and of Coals 47,216 tons. The quantity of Coals stored on account of Constituents was on 31st December 15,899 tons.

Your plant and staff has during the half-year been maintained in its usual efficiency.

THOS. SCOTT, Chairman.

BALANCE-SHEET, 31ST DECEMBER, 1871.

CAPITAL AND LIABILITIES.

CAPITAL—ORIGINAL SHARES.			
Total amount received from Shareholders		$298,000.00	
Total number of shares	3,000		
Do. issued	2,980		
Do. remaining unissued	20		
Amount received per share	$100		
Arrears of calls	None.		
Shares forfeited	None.		
PREFERENCE SHARES.			
Total amount received from Shareholders		134,700.00	
Total number of Preference Shares...	2,500		
Do. issued	1,347		
Remaining unissued	1,153		
Amount received per share	$100		
Arrears of calls...	None.		
Shares forfeited	None.		
			$432,700.00
LIABILITIES.			
Debentures, 3rd series, due 10th Oct., 1873...		180,000.00	
Do. 4th series, due 10th Oct., 1873...		46,400.00	
Do. 5th series, due 1st Sept., 1876...		45,700.00	
			272,100.00
Loans for short periods			6,505.70
Wharf coolies wages for December		2,715.06	
Due for wages for dock, wharf, and machine shop, office salaries, directors' fees, &c.		9,802.56	
Due to contributing shareholders to 30th June, 1871, under clause 72		2,232.69	
Second instalment of remuneration allotted to London agents at general meeting 17th Aug., 1871		833.00	
Interest on Debentures to 31st December		8,974 22	
Sundry accounts owing		4,339.62	
			28,897.15
Dividends unclaimed			380.50
Bills payable			1,566.78
Balance, being amount at credit, profit and loss account, 31st Dec., 1871...			29,143.45
			$771,293.58

We, the undersigned, have examined the above balance-sheet, with the books of the Company, and hereby certify the same to be correct, and to exhibit a fair and correct view of the Company's affairs.

JOHN CAMERON,
H. T. POWELL, } Auditors.

PROPERTY AND ASSETS.

PROPERTY—			
Freehold Land			$51,656.25
Dock and permanent works	$363,530 69		
Wharf, godowns, and coal sheds	188 373.58		
Machine shop	28,967.00		
			580,871.27
MOVABLE PROPERTY—			
Working Plant			42,790.84
STOCK IN TRADE—			
Iron and steel	8,386.97		
Timber	11,964.23		
Copper and yellow metal	5,487.13		
Miscellaneous Stock	11,969.20		
Nails and screws	1,522 65		
Firewood	1,685.11		
Gunny Bags	143.63		
			41,358.92
FIRE INSURANCE—			
Premia paid and belonging to next half-year			1,252 69
DEBTS OWING TO THE COMPANY—			
Local, being chiefly accounts for December			33,553.86
Remittances to London on account of stores ordered ...			9,715.11
Goods to arrive from Europe...			6,754.79
Cash in Chartered Bank of India, Australia, and China			3,334.85
			$771,293.58

We certify that this Balance-sheet contains, to the best of our belief, a true account of the Capital and Liabilities, and of the Property and Assets of this Company.

THOS. SCOTT, Chairman
JASPER YOUNG,
J. J. GREENSHIELDS, } Directors.

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ORIENTAL BANK CORPORATION

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two

Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shangha, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... f.20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigo (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.

Reserve Fund, $800,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutt

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

HOLLOWAY'S PILLS

ENFEEBLED EXISTENCE.—This medicine embraces every attribute required in a general and domestic remedy; it overturns the foundations of disease laid by defective food and impure air. In obstructions or congestions of the liver, lungs, bowels, or any other organs, these Pills are especially serviceable and eminently successful. They should be kept in readiness in every family, being a medicine of incomparable utility for young persons and those of feeble constitutions. They never cause pain or irritate the most sensitive nerves or most tender bowels. Holloway's Pills are the best known purifiers of the blood, the most active promoters of absorption and secretion, whereby all poisonous and obnoxious particles are removed from both solids and fluids.

THE

SHANGHAI AND POOTUNG FOUNDRY AND ENGINEERING COMPANY.

CAPITAL—Tls. 100,000, in 1,000 Shares of Tls. 100 each.

WITH POWER TO INCREASE TO TLS. 150,000 IN 1,500 SHARES OF TLS. 100 EACH.

PROVISIONAL DIRECTORS.

F. NISSEN, Esq. (Messrs. Siemssen and o.)

A. HENNEQUIN, Esq. (Agent, Messageries Maritimes Company).

W. D. HARRISON, Esq. (Messrs. Butterfield and Swire).

F. D. BARNES Esq. (Agent P. and O. Steam Navigation Company).

With power to add to their number.

MANAGER.

Mr. DAVID MUIRHEAD.

SOLICITOR.

WILLIAM HARWOOD, Esq.

BANKERS.

THE HONG KONG AND SHANGHAI BANKING CORPORATION.

The Shanghai and Pootung Foundry and Engineering Company has been formed to take over the business hitherto successfully carried on by Mr. David Muirhead, which is so well known to be the best and most complete establishment of its kind in China or Japan.

The terms of the transfer are that the Company acquires the whole of the extensive works, plant, property, contracts, and assets of the whole business, freed from all liabilities and encumbrances.

The property, including the goodwill of the business, to be transferred to this Company, is complete and perfect in every branch, and consists of a site of about fifty mow of land, situate on the Pootung side, immediately opposite to the English settlement, Shanghai, having a frontage to the river of 412 feet.

Upon this property are the following buildings:—

Boiler shop.
Pattern shop and Smithy.
Machine shop.
Foundry.
Office and store.
Assistant manager's house.
Manager's house.
Furnaces.
Wharf and shears capable of lifting forty tons.

The establishment is fitted up most completely with planing, punching, rolling, drilling, and screwing machines, with powerful lathes, boring mills, and steam hammers, foundries for manufacturing iron and brass castings, and smithy for forgings, such as are required for heavy engineering and other purposes.

With the view of arriving at a correct valuation of the property and plant, Mr. Coryell has made a careful estimate, which, after allowing liberally for depreciation, amounts to Tls. 100,000, particulars of which can be seen on application.

A satisfactory arrangement has been entered into with Mr. Muirhead for carrying on the undertaking with the present efficient staff, and Mr. Muirhead will retain a large interest in the company.

The profits of the business during the last seven years have averaged over Tls. 18,000 per annum, equal to 18 per cent. on the present proposed capital.

This property offers unequalled facilities for the carrying on with economy work of the above description, while the whole of the plant is in the best possible state, its perfect efficiency having been continuously and carefully maintained. The introduction of new interests in the working may confidently be expected to yield an extension of the business; and the adoption of the mutual system, which has been found to produce such satisfactory results in other companies, in the opinion of the Directors, cannot fail to have a corresponding effect in this. It must also be borne in mind that the carrying trade of the East is in a state of transition from wooden sailing vessels to iron steamers, and this will doubtless benefit the Company, more especially as Shanghai is daily increasing its steam traffic, and proving its suitability to be the terminal port in China. The present, therefore, seems a good opportunity to acquire a business in working order, which, by means of a Company, can be extended as circumstances may render necessary.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

CHANDELIERS IN BRONZE AND ORMOLU.

MODERATOR LAMPS AND LAMPS FOR INDIA.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN.

LONDON—Show Rooms, 45, Oxford-street, W.

BIRMINGHAM—Manufactory and Show Rooms, Broad-street.

ESTABLISHED 1807.

WANTED, a SITUATION to go with a family abroad as NURSE. Can take a baby from the month.

Address, R. K., 4, Ellesmere-villas, Devonshire-road, Forest Hill.

TO LET, a GENTLEMAN'S RESIDENCE, well furnished, for the Summer Months, with Stabling for four horses, Groom's apartments, pretty Lawns, Conservatory, and good gardens. Five miles from Railway Station. Stands very high. Commands excellent views of the beautiful country of Mid-Sussex.

For rent and particulars apply to CHALLEN AND SON, estate agents, Storrington, Pulborough.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS,

AMSTERDAM.

T. W. JACKSON,

COMMISSION AGENT,

SAN FRANCISCO.

THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January 1872. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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amburg	R. Carl.
Bremen	G. Steinmeyer.
Holland—Rotterdam	H. A. Kramers.
,, Amsterdam	Mackay, Boomkamp, and Co
Lisbon	Auguste Pedro Caelho, Rua dos Poyaes de S. Bento 20.
New York	Wm. H. Fogg & Co., 32, Burling Slip.
San Francisco	J. W. Sullivan, 609, Sansome-street.
Alexandria	
Suez	
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OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.

(Over the Jerusalem.)

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at he above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, an at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and ools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resid nt Europeans.

Their two smaller GRANITE DOCKS can receive at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR MALTA	Every Thursday at 2 P.M.	—
ALEXANDRIA. ADEN BOMBAY	" "	Every Monday at 5 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Thursday, Mar. 14, at 2 P.M. And every alternate Thursday thereafter.	Monday, Mar. 25, at 5 A.M. And every alternate Monday thereafter.
AUSTRALIA NW. ZEALAND (Cargo only.)	Thursday, Mar. 14, at 2 P.M. And every fourth Thursday thereafter.	Monday, Mar. 25, at 5 A.M. And every fourth Monday thereafter.

And all Ports touched at by the Steamers of the British India Company.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

February 18 March 3 March 17 April 14 April 28 May 12 May 26	For	Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The steamers of the 18th Feb., 17th March, 14th April, and 12th May connect at Aden with the steamers for Seychelles, Reunion, and Mauritius.

The steamers of the 3rd March, 31st March, 28th April, and 26th May connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
" Constantinople... " Saturday, 5 P.M.
" Algiers ... ... " " "

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

Steam via the Suez Canal. To sail punctually on the 5th April, from Leith, calling at Plymouth to embark passengers.

FOR SHANGHAI DIRECT, taking goods for HANKOW and YOKOHAMA, the magnificent new full-powered screw steamer MACGREGOR, 100 A1; 2,060 tons gross register; 300-horse power, nominal; Capt. JACOBSEN. The owner guarantees a passage of forty-five days from Plymouth, under a penalty. Manchester goods will be taken at a through rate, and put on board the steamer direct from the railway trucks, in the Leith Dock. Has elegant accommodation for passengers, including cabin fittings, bedding, and linen. Carries a surgeon and stewardess.

For Freight, apply to the Owner, DONALD R. MACGREGOR, Esq., Leith; to SMITH, SUNDIUS, and Co., 33, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange buildings.

To sail on the 5th April.

FOR HONG KONG, the well-known Clipper Ship, COREA, A1 14 years, 581 tons register, ROBERT CARR, Commander; London Docks.

For Freight, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 " "
China ..... in 44 " "
New Zealand in 42 " "
Australia ..... in 47 " "

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Steamship Company and United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

AROUND the WORLD in NINETY DAYS, by Steam and Rail, by Land and Sea, via North America. Japan, China, Sandwich Islands, New Zealand, Australia, Ceylon, India, Egypt, and Continent of Europe.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, either by way of Japan and China or New Zealand and Australia, at one reduced and inclusive fare.

The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, or to New Zealand and Australia, by the United States, New Zealand, and Australia Mail Steamship Line, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

The journey may be broken at any point, and resumed at pleasure.

Fare, via China, £221; via New Zealand and Australia, £197.

For further particulars apply to H. STARR and Co., 22, Moorgate-street, London. Agents Union and Central Pacific Railway, &c.

CHINA AND JAPAN.

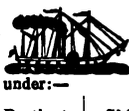
ROBERTSON and CO. will despatch the following first-class steam and sailing CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Penang, Singapore, H. Kong,	Russia, s.s. Glensannx	A1 100	SWID	April
Shanghai,	s.s.	A1 100	SWID	To follow
& Hankow	New Stmr.	A1 100	SWID	To follow
Hg. Kg. & Foochow-foo	Her Majesty	A1 14 yr.	SWID	With des.
Shanghai ...	Ailsa	A1 16 yr.	SWID	With des.
Yokohama & Hiogo	Devana ... Velocity ...	A1 13 yr. A1 14 yr.	SWID SWID	With des. With des.

For Freight and Passage apply at 5, Newman's court, Cornhill, London; 10, Orange-court, Liverpool; or York Chambers, 55, King-street, Manchester.

PASSENGERS to CHINA PENANG, and SINGAPORE.—One of the steamers of the Russian Steam Navigation and Trading Company's Fleet.—The magnificent, new, full-powered ocean screw steam clipper ship RUSSIA, of the highest class granted by Lloyd's, 2,500 tons register, G. SOUTOCOVOY, Commander, will be despatched from the South West India Docks about the — of April. She is engined by the celebrated firm of Messrs. J. Penn and Son, of Greenwich, with an effective power of 1,500 horses, yielding a speed of 11½ knots per hour. Her state rooms are fitted in a superior manner and style, with no one berth over another, and ventilated by special fan and engines, while every modern improvement has been utilised, combined with all the requisites for a first class steamer in the Indian and China trades to ensure the comfort and health of passengers. Her saloon is distinct from the state rooms, being on the upper deck, the latter being on the main deck. Ten first-class berths are in four cabins, two with three beds each, and two with two beds each, any one or two of which are equally available as ladies' cabins. Has also a superior second-class accommodation for twelve passengers.

Apply to GEO. RUSSELL and Co, 151, Fenchurch-street; or to ROBERTSON and Co., 5, Newman's-court, London, E.C.; 10, Orange-court, Liverpool; or York-chambers, Manchester.



PENANG, SINGAPORE, CHINA, & JAPAN—The following high-classed SCREW and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock	Last Shipng Day
Hong Kng Hiogo & Nagasaki	Constantia. Zohrab.....	A1 10 yrs A1 9 yrs	464 412	EID EID	With des With des

Excellent accommodation for passengers.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.

THE following SPLENDID First-class STEAMER and SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Hopewell ...	A1 13 yr.	SWID	With des.
Ditto	The Sir J. Family ...	A1 14 yr.	E.I.D.	To follow
Hong Kong.	Sir H. Parkes	A1 13 yr.	W.I.D.	With des.
Yokohama...	Columbus ...	A1 16 yr.	E.I.D.	With des
Singapore ...	Hope	AA1	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

"Castle" Line of Steam Packets.

Via the Suez Canal.

FROM LONDON FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo at through rates for Java and Japan.—Packet for March. - The magnificent new Clyde-built Steam-ship DRUMMOND CASTLE, 1,281 tons register, 100 A1, 255-horse power nominal, 1,250-horse power effective A. MCRITCHIE, Commander, loading in the South-West India Dock, will receive goods till Thursday, the 4th April, and sail punctually on the 6th April, full or not full. Passengers are invited to inspect her superior saloon accommodation. She is provided with bath rooms, punkahs, and ice-house.

For Freight or Passage apply to THOS. SKINNER and Co., 5, East India Avenue, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Star of the South, A1	665	Wright Bros. & Co.	April 6
Drummond Castle, s.s., A1 '100.....	1,281	Thos. Skinner & Co.	" 6

LIVERPOOL.

Diomed, s.s.....	1,201	Alfred Holt.....	April 8
Menelaus, s.s.	1,519	" "	" 13

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FOR THE MANUFACTURE OF

Soda, Potass Seltzer, Carrara, Lithia Magnesia, and Tonic Waters.

Lemonade, Ginger Beer, Orangeade, Gingerade, Nectar, & Champagne Cider

Full directions for preparing all the above drinks sent with each Machine.

Machines to make doz. bottles per day	PRICE
No. 1 ... ... 300	£65 0 0
" 2 ... ... 200	60 0 0
" 3 ... ... 150	55 0 0
" 4 ... ... 100	50 0 0
" 5 ... ... 60	45 0 0
Prize Medal Bottling Apparatus ...	9 0 0

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32, FORSTON-STREET, LONDON, N.

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FRENCH MAIL EDITION.

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 449.] LONDON, MONDAY, APRIL 8, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received April 8.
JAPAN — Yokohama	Dec. 22	Feb. 11	Feb. 20
Yedo			
Osaka and Hiogo	—	—	,, 13
Hakodadi			
Nagasaki	—	—	,, 12
CHINA — Peking	—	—	,, 3
Tien-tsin	—	—	,, 5
Chefoo	—	—	,, 12
New-chwang	—	—	,, 15
Hankow	—	—	,, 17
Kiu-kiang	—	—	,, 14
Chin-kiang			
Shanghai	Dec. 29	Feb. 17	,, 23
Ningpo	—	—	,, 20
Foochow	—	—	,, 23
Formosa			
Amoy			
Swatow			
Hong Kong	Jan. 13	Feb. 23	,, 29
Canton			
Macao			
PHILIPPINES— Manila	Dec. 29	Feb. 13	,, 17
COCHIN-CHINA— Saigon	Jan. 19	,, 25	March 5
SIAM — Bangkok	—	—	Feb. 27
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	Jan. 26	March 1	March 3
Samarang	—	—	,, 2
Sourabaya	—	—	,, 1
MALACCA STRAITS— Singapore	Feb. 2	Mar. 5	Mar. 8
Penang			
CEYLON—Galle	—	—	,, 15
Colombo	—	—	,, 13

THE MAILS, &c.

The French mail, bringing the above dates, was delivered, *via* Marseilles, this morning, its due date. The next inward mail (P. and O.), with dates, Yokohama Feb. 27, Shanghai March 1, Hong Kong March 7, Singapore March 14, is due, *via* Brindisi on Monday next, the 15th inst.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, about five hours in transmission. The Great Northern Telegraph Company's cable has been broken between Hong Kong and Shanghai.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritime steamer *Alphee*, arrived April 6.—From Yokohama: None. From Shanghai: Mr. H. S. Rosenthal, Mrs. and Miss Vidal. From Hong Kong: Messrs. Rugias Sumian, Goupel, Join, Duponchet, Mr. and Mrs. Lammert, Mr. H. E. Brow. From Saigon: Admiral Dupre, Major Bigrel, Messrs. Rommeherd, Eymond, Campanor, Pompoul, De Mantesquiour. From Singapore: Colonel Lafuente, Henque Avisor, Rocca, Erviquer, Ruez.

PASSENGERS OUTWARD.

Per P. and O. steamer *Delta*, from Southampton, March 28.—To Yokohama: Mr. W. H. Stone, Mr. J. S. Waite, Mr. T. Dunk. To Hong Kong: Mr. and Mrs. Chapman, Mr. Devenny, Mr. and Mrs. C. G. Webb, Mr. W. S. Orr, Mr. F. G. Guy. To Shanghai: Mr. W. Glover, Mr. R. Bourke. To Singapore: Mrs. Barva. To Ceylon: Hon. Justice and Mrs. Stewart, Mr. J. Anderson, Mr. C. Leys.

Per P. and O. steamer *Nyanza*, from Brindisi, April 8.—To Shanghai: Mr. G. Peters, Mr. J. A. Bryner, Mr. F. M. Youd, Mr. W. Shepherd. To Hong Kong: Mr. F. Leyburn, Mr. H. S. Hancock, Mr. R. T. Stretten, Mr. W. E. Allum, Mr. F. W. Fry, Mr. P. G. Lauric, Mr. T. Pim. To Singapore: Mr. P. Weyergang.

Per P. and O. steamer *Simla*, from Southampton, April 11. To Shanghai: Mr. Burman. To Penang: Mr. R. Shaw. To Ceylon: Mr. C. de B. Carey, Staff Asst.-Surg. Bridges, Mrs. Maxfield.

Per P. and O. steamer *Nyanza*, from Brindisi, April 22.—To Shanghai: Mr. Leitch, Mr. Skeggs, Mr. C. J. Skeggs. To Ceylon: Rev. J. Paterson.

Per P. and O. steamer *Candia*, from Southampton, April 25.—To Ceylon: Miss West.

Per P. and O. steamer *Nyanza*, from Brindisi, May 6.—To Singapore: Mr. F. R. Maxwell.

Per French mail steamer *Mei-Kong*, from Marseilles, April 14 (booked from London).—To Yokohama: Mrs. and Miss Smith. To Shanghai: Sir Edmund and Lady Hornby, Mr. Dupuis, A. C. Westall. To Hong Kong: Mr. Herbert Magniac, Mr. Guiel. To Batavia: Mr. Mathysen, Mr. Van de Brook, Van den Muysenbergher and wife, Mr. J. Rauws. To Singapore: Mr. Mackintosh. To Galle: Sir Hercules and Lady Robinson, Mr. Elphinstone, Mr. Dunford, Mr. Ploosvan Amstel.

Per French mail steamer *Alphee*, April 28 (booked from London).—To Hong Kong: Mr. Villemoes Lun.

Per steamer *Drummond Castle*, from London, April 6.—For Penang: Rev. Julian Moreton, wife, and child, and lady friend, Mrs. Hart. For Singapore: Mr. Bernard. For Hong Kong: Mr. and Mrs. Jacobson.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present (French) mail brings advices from this port to the 20th February. The Pacific mail steamer *Great Republic*, with dates to the 28th February, arrived at San Francisco on the 23rd ult., seven days late. The news by both opportunities has already been given in our recent issues.

NAGASAKI.

The Commissioner for Foreign Affairs at Nagasaki officially denies that the alleged persecution of Christians has taken place at Simabara. He has fully inquired into the matter, "and finds that many people guilty of counterfeiting paper money were punished on the 16th December last, and this has undoubtedly given rise to the report that severity was being used towards the Christians."

The barque *Britain's Pride* had put in to repair damages sustained during her passage from Chefoo to Kobe.

CHINA.

SHANGHAI.

Our advices by this mail extend to the 23rd February; the P. and O. mail of Dec. 29 arrived out Feb. 17. The *North China Herald* contains the following summary of the news:—

The *Peking Gazette* contains a suggestive memorial from Tsang-kwo-Fan and Futai, reporting their action for the relief of the sufferers in Chihli. The Emperor ordered them to send 20,000 piculs of rice, but Li Hung-chang wrote that he would rather have the money. The Northern people didn't care for rice, but if he had its value he could buy food better suited to them! So Tseng-kwo-Fan sent him Tls. 50,000. The misfortune is that, judging from our correspondent's letters, no adequate effort was made to procure from Newchwang food well suited to the palates of the Chihli-men, and that the cry is raised of dearth of supply, even in Tientsin itself. There is no room at all for doubt, as Tseng-kwo-Fan suggests, whether 20,000 piculs of rice could have been sent up if measures had been taken promptly; but we do fear whether the Tls. 50,000 reached Li in time to be expended. We suspect the starving people would rather have had rice, after all, if they had been consulted.

The Governor of Kweichow reports further successes over the Miaotsze in his province; but they do not betoken very rapid progress towards the restoration of order. The capture of the cities of Pachai and Sanchio was mentioned in the *Gazette* of the 1st July. Now we learn that the rebels immediately besieged the Imperial garrison, and the desperate fighting referred to in the present edict is the result of an effort to raise the siege. The first memorial spoke of assistance received from friendly Miaotsze in capturing these cities, and we expressed our suspicion at the time that this meant bribery and treachery. The edict which we publish to-day confirms our suspicion. The Chinese no doubt bought their way into Pachia and Sanchio, and the Miaotsze fell upon

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these cities with large forces directly they heard of the mishap. The garrison, however, were able to hold their own; and with the aid of a force which the Imperial Commander-in-Chief brought to their aid, were able to raise the siege. But this only leaves them where they were six months ago, and we cannot help asking, for the hundred-and-first time, what becomes of all the munitions of war turned out from the different factories. Miaotsze could never stand against men armed with breech-loaders, and having a few howitzers.

A meeting of shareholders in the Shanghai Steam Navigation Company has been held. The report showed a net profit of Tls. 410,402, after paying a 12 per cent. dividend and carrying Tls. 247,320 to insurance and depreciation account. It was resolved to convert the 20 per cent. scrip dividend issued last year into stock, raising the capital to Tls. 2,250,000. The purchase of property to the value of Tls. 26,000 in the neighbourhood of the Company's premises in Hongkew and the French Settlement was sanctioned. Messrs. H. H. Warden (President), Porter, Dent, Forbes, and Condit, were elected Directors for the ensuing year.

At a meeting of the Shanghai Tug and Lighter Company a seven per cent. dividend was declared, besides returning a bonus of five per cent. on business contributed. Messrs. F. B. Forbes, E. C. Smith, and John Anderson were re-elected Directors.

The *Nouvelliste* publishes minutes of a meeting of the French Municipal Council. The bad condition of the bridge over the Yang-king-pang at the end of Kiangsi Road was brought up, and the inconvenience caused by pedlars taking up their places on it, was pointed out. The similar inconvenience felt by the market people taking stand, in the morning, on the Honan Road bridge, was also referred to; and the Secretary was ordered to communicate with the English Council on these points. The other proceedings were chiefly formal and uninteresting.

A meeting was held on the 21st Feb. for the purpose of reconstituting the Shanghai Chess Club. It was explained that the library were willing to provide free quarters, if the Chess Club would introdnce fifteen new subscribing members to the library. This number has been obtained, and resolutions were passed agreeing to the proposal, agreeing to a yearly subscription of $1 to the Chess Club to meet any casual expenses, and appointing Messrs. Alabaster, Zimmern, Curjel, Gottburg, and E George, a committee.

We are glad to learn that the missing boat from the *Chukiang*, containing the second officer and six men, which went towards the Haitan Straits in search of aid when the steamer was wrecked, had been met with by the screw-steamer *Formosa*, and the men, all well, taken to Amoy.

A correspondent writes, with reference to the loss of the *Suwonada*, that the Haitan Straits are still imperfectly surveyed, and that the Admiralty chart is by no means a safe guide. He suggests that some of the war-vessels on the coast might do valuable service by making a complete survey of the passage.

The 22nd February was the anniversary of the birthday of George Washington. The *Monocacy* fired a salute of twenty-one guns at noon, in honour of the day.

We are glad to see that another parade of the Shanghai Volunteer Corps is announced. We hope the marines and blue jackets will again join in the excursion.

A handicap paper hunt is to come off on or about the 29th Feb. This, we believe, will be the last of the season; the crops are now getting too high.

The following intelligence is from the *Courier*:—

Letters received from Peking report that H.E. T. F. Wade, H.B.M. Minister, has been assailed with opprobrious epithets by a mob of Pekingese youth, and struck with a stick by one of them; but fortunately no particular injury has been sustained by his Excellency. The affray could have had nothing of a political character, or the members of the Tsung-li-yamen would have been aware of it, and would have informed Mr. Wade of the fact. The truth is that Mr. Wade, walking in plain clothes along one of the leading thoroughfares of Peking, and passing the end of one of the narrow lanes that debouch on the main street, was assailed by a crowd of youths shouting after him the usual insulting epithet, "Foreign devil," and on his remonstrating, one of the oldest of them hit him across the head with a stick. They seem to have mistaken him for some of the foreign rowdies who are said from time to time to insinuate themselves into the sacred capital, in spite of the vigilance of its diplomatic guardians, of whom Mr. Wade is, or was, the chief. Hence the attack was really made, not on the British Minister at all, but on some other individual whom for the moment Mr. Wade personated in the eyes of the crowd. This is too obvious to require proof.

The inconvenience which the innocent Minister was thus made to suffer is much to be regretted; but the occurrence having arisen through a mistake, his Excellency is happily relieved from the necessity of making it a diplomatic question. As for seeking to have the delinquents punished, Mr. Wade is, perhaps, the last man who would consent to any harsh procedure, and although Pao, of the Tsung-li-yamen, happening to come up immediately after the assault, and learning what had occurred, had the young man who committed the assault arrested and brought before the Yamen, the offender was let off with a mild sentence of cangue—a punishment which was also extended to three or four policemen, who, the high officers of the Yamen held, ought to have been on the spot to protect Mr. Wade from the indignities he had suffered.

We learn that the Customs' tender *Quay-Sing* has been placed at the disposal of the Great Northern Telegraph Company, to enable their operatives to repair the damage done to the cable. The break has been ascertained to be about two miles outside Gutzlaff, in fourteen fathoms water.

In regard to Chinkiang the *News* says:—

The rapid progress in prosperity made by this port has this season been stimulated by an immense trade in rice, resulting from an unusually heavy rice crop in all the surrounding districts, and the failure of that crop in a large part of the province of Kwangtung. The consequence has been that for two months foreign ships and steamers have been coming and going almost daily, to the great benefit of all concerned.

HONG KONG.

The London mail of 12th Jan. (P. and O.) arrived out on the 23rd Feb. Dates extend to the 29th.

The *Daily Press* has the following on the appointments to the Legislative Council made by Sir Richard MacDonnell:—We hear that Mr. Lowcock, of Messrs. Gibb, Livingston, and Co., and Mr. Greig, manager of the Hong Kong and Shanghai Bank, were sworn in as members of the Legislative Council. The appointment of the first-named gentleman was generally anticipated, and fully approved of by the community, but that of the latter has caused some little surprise. As an individual, Mr. Greig enjoys considerable popularity, and his abilities are such as will doubtless be of service to the public, but it cannot but be considered a little strange that the manager of the Hong Kong and Shanghai Bank should be chosen, and the chairman a gentleman of high commercial position, of lengthened experience in China, and commanding general confidence and esteem, should be overlooked. It was certainly very generally imagined that the choice for the second member of Council would lie between Mr. Pyke and Mr. Lemann, and we cannot help thinking that the views of the public are entirely overlooked in the appointment which has been made. In saying this, we do not wish for a moment to underrate Mr. Greig's qualifications as an individual, but taking all matters into account, it must be obvious that it is somewhat invidious to raise the manager of an institution constituted like the Hong Kong and Shanghai Bank above the directors, especially when the chairman is, apart from his connection with the bank, in every way eligible for the appointment. However, the movements of governors are more than ordinary mortals can measure; and we can only trust that Sir Richard has good reasons for thus going counter to the general feeling.

The Japanese troupe, who are performing at Shameen, are doing remarkably well. A Chinaman has paid to the troupe $3 500 for performing for a month, that is to say, over and above that sum of the troupe's earnings, goes to the Chinaman. A fight is going on between two villages in the vicinity of Whampoa. The *casus belli* is stated to be this:—The inhabitants of one of the villages have given permission to some country people to build houses outside the village's boundary. This privilege to the country people does not seem to have met the views of the inhabitants of the adjacent village, who are consequently determined to resist it *vi et armis*. Powder is in demand at Whampoa.

Mr. Glover has come up and awaits instructions from the Plenipo. It is supposed in some quarters that he will proceed to Shanghai, while others are so sure of his resuming the post of Commissioner here as to set themselves to the work of composing a street ballad of condolence, to be dedicated to our departing poet. The conspiracy case, not of *paktowqui* but of the Hoikwan gent's servants, who conspired to defraud the revenue, has been disposed of. The proceeds of the two balls of opium having been recovered from them, they were discharged from durance vile.

The second ordinary meeting of shareholders in the Victoria Fire Insurance Company was held on the 26th, to pass the report and accounts, &c. Present:—Messrs. G. Overbeck (in the chair), G. F. Weller, S. D. Sassoon, A. H. Chinoy, E. J. Sage, H. N. Mody, G. B. Dixwell, J. F. Buxey, J. Robinson, Gomes, Figueiredo, Noronha, Leveroy, Grobien, Mitchell, H. Melchers, W. H. Bell, Sherwood, Coxon, and W. R. Landstein.

The Chairman proposed the adoption of the report and accounts, which was seconded by Mr. Sassoon, and carried unanimously. The Chairman next proposed, and Mr. Sage seconded, that Messrs. Melchers and Sassoon be re-elected on the Board; which proposition was unanimously approved of by the meeting. Messrs. Mitchell and Boyd were also unanimously re-elected as auditors.

The Chairman congratulated the shareholders on the satisfactory working of the company so far, and on its present position; if it continued the report would be equally congratulatory next year. The bonus divisible amongst shareholders would be 30½ per cent.

Mr. W. H. Bell remarked that, in view of the very creditable account presented, they might well thank the general agents and those under their instructions, and to show their appreciation of their services they could not do better than follow the example of the oldest fire office in the colony, and vote a gratuity of $1,000 to Mr. Wood, who conducted the business of the company. He

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would with the greatest pleasure also propose a vote of thanks to the general agents. At the suggestion of the Chairman the vote of a gratuity was first taken, having been seconded by Mr. Sassoon (and Mr. Robinson also). This having been unanimously carried, the next vote (of thanks) was seconded by Mr. Sage and also carried.

SIAM.

—o—

BANGKOK.

Telegrams announce the arrival from Calcutta of the King at Bangkok, having travelled through from Penang and Queda to Singora, &c. A good road exists all the way.

PHILIPPINES.

—o—

MANILA.

A correspondent writes as follows :—

Wednesday, Thursday, and Friday, the 24th, 25th, and 26th January, seem to have been spent trying several of the prisoners by court-martial, for nine were shot at Manila and four at Cavite on the following morning, Saturday. Those shot here were taken to the camp of Bagumbayan, tied by a cord, and told to kneel down with their backs to them ; the troops of the garrison were formed in open square. The firing party being called forward, some fifty or sixty advanced to within some nine or ten paces, and fired point blank at them, evidently not killing all, for they called two more men from the ranks, and two more single shots were fired. Upon inspecting the bodies afterwards, several were found to have three and four wounds. A great many more were sentenced to death, but the Governor commuted it to transportation for life ; of these the worst were picked out as a warning to what others might expect in case they played the same dangerous game.

Courts martial are still the order of the day, and others have been arrested. Saturday, Feb. 17, four more were garroted, a soldier and three priests. They were confined in some barracks close at hand. The procession was formed about 7 A.M. ; they had to walk some 500 to 600 yards ; they all seemed to be very much affected. The soldier and two of the priests were put to death quickly, but the other, when put in the chair, jumped up again two or three times. About this time the people seemed to be excited, for there was a surge amongst the crowd, as if to attempt a rescue, but the order was given, the iron put into its place, a turn given to the wheel, and all was over with him. Had there been any disturbance every preparation had been made, for which we have to thank the Governor, who is, without the least doubt, "The right man in the right place."

Thursday, 22nd, the races commenced, and the course was guarded by troops, but all passed off quietly ; but in the evening, about eight o'clock, reports were circulated that a fire was in progress, which proved to be a tobacco manufactory adjoining the prison, where are confined a great many political prisoners. A great part of it was burnt down, but, fortunately, it did not communicate to the prison ; here we also noticed that there were not wanting troops to keep order. It is rumoured that we are to have a large reinforcement of Spanish troops at once.

JAVA.

—o—

The latest news from the Siak expedition states that the object the troops were sent out for has been attained without bloodshed, the insurgent campong headmen having surrendered themselves without fighting. The troops will speedily return to Java. One officer of the expedition has had the ill luck to be carried off by an alligator, either whilst bathing or owing to his falling out of a praha.

The company formed to cultivate waste lands at Deli (Sumatra), having failed to turn to proper account the Chinese coolies engaged by them, are now looking out and beating up for more manageable labourers in the neighbourhood of Samarang ; one of the local journals thus sets forth the result:—Some time ago an agent of the well known Deli Company came here to engage labourers for the agricultural operations this company has on foot at Deli. This man, with the help of a native recruiting agent, has persuaded 150 men to go along with him, together with their wives and children. The person bringing them gets f.10 for every workman supplied. No advances are made to those engaged until their wives and children, who have to go, are on board the vessel.

The Peruvian ship *Clotilde*, N. G. Garcia, passed Anjer on a voyage from Macao to Havannah, with Chinese coolies on board. The first Padang coffee auction this year will take place in the second half of March. On the 23rd March 2,784 piculs of Government sapanwood will be sold by auction at Batavia. On the 8th April 7,800 piculs of Billiton tin will be sold by auction at the same place. Concerning the origin of the forged bank notes prepared, it was supposed, at Singapore, which were lately in circulation in mid and west Java, and caused much anxiety, nothing further has been learnt ; at the time a great stir was made amongst the Batavia police, and the head of the police there sent some one to Samarang, Cheribon, and Singapore to make inquiries, it was said, with the result above stated.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

The outward French mail of Feb. 2 arrived on March 5 ; dates extend to the morning of the 8th. The following is the summary of the week's news :—

The *Newa*, when near the Northwatcher Island, about sixty miles from Batavia, picked up two boats, containing the captain and crew of the French ship *Marie Therese*, from Bordeaux, bound to Saigon, with general cargo, which was wrecked in Gaspar Straits. The boats contained fourteen persons, viz, Pierre Moure, captain ; Julius Tanguy, mate ; N. Belbeach, second mate ; Mr. Tonsales, passenger ; Jules Merlet, carpenter ; Jules Hector, cook ; Alain Leminter, Louis Duval, Joseph Petel, L. de Rident, T. Delornee, and Baptiste Brossard, seamen ; Martin Gabriel, ordinary seaman ; and one apprentice. They had been sixty hours in the boats, during which time they had experienced very boisterous weather, losing two men.

Among the passengers by the French mail is Admiral Duprè, Admiral Governor of Cochin China, who goes home on leave, his duties being fulfilled during his absence by General D. Arbaud. We notice also the return to this colony of the Hon. J. W. W. Birch, Colonial Secretary.

A farewell dinner was given by the Singapore Club to the following members about to leave for Europe. Mr. R. B. Read (late chairman of the club), Mr. Cameron (late honorary secretary of the club), the Hon. Mr. Scott, the Hon. Mr. Adamson, Mr. Mooyer, Mr. M. Little, and Mr. Dennis. About seventy persons sat down to table ; the band of H.I.G.M.S. *Hertha* was in attendance, and played during dinner and in the intervals between the toasts. Mr. W. H. Read occupied the chair.

The British steamer *Tanah Merah*, Captain Kirk, arrived from Glasgow *via* Suez Canal. The *Tanah Merah* is to run regularly between this and Bangkok. Another new steamer is being built on the Clyde for the same line.

Colonel Anson (the Administrator) and Mrs. Anson, who are about to return to Europe, were entertained at a ball and supper in the Town Hall. The principal residents and the military and naval officers on the station were present. At supper Mr. W. H. Read occupied the chair, and in proposing the toast of the evening —the health of Colonel and Mrs. and Miss Anson—he spoke of the thoroughly good accord which had prevailed between them and the community during their residence here, and wished them on behalf of those present a speedy and prosperous voyage home. The toast was received with enthusiastic cheers.

PENANG.

We find the following items in the Penang *Gazette* :—

Tunku Kudin arrived here with General Pennefather and leaves for Tongkah to meet H.M. the King of Spain. We have been requested to say that Tunku Kudin has not been ejected from Salengore, but is firmly established, having a large force there to support him.

The village of Bali Pulo was burnt down on Sunday last. The fire commenced about eight o'clock, and in a short time it got complete possession of the buildings. The police made some efforts to stay its course, without avail, and house after house was consumed, till all the shops, stores, barns and stables were destroyed. About one hundred buildings have been burnt, and the amount of losses is estimated at 30,000 dollars. It is not known how the fire originated, whether at the hand of an incendiary or from accident.

A great riot has broken out amongst the Chinese at the Laroot tin mines, and hundreds of them have been killed by their brethren. It appears the quarrel originated in a dispute between two Chinese as to a small plot of ground. Gradually the rival tribes of Sin Leng, Koey Pin and Yin Pin took up the question, and ended by coming to blows with the tribe of Cheng Seang. It is an ill wind that blows nobody any good, and we find the adage exemplified by the success of the steamer *Deli*, which has made several trips between Perak and this, bringing away as many Chinese as she can carry, being of course well remunerated each voyage. The Perak authorities seem to be paralysed, and so the rival clans must fight out the battle till there's nothing left but their tails ! Trade is at a standstill, and it will be some time ere the tin mining will be resumed. The village of Laroot has been burnt by the rioters, the Tunku Mantri is besieged in his palace there, and about thirty of his police have been killed.

Commercial Report.

—o—

(*For dates see first page.*)

IMPORTS.

SHANGHAI.—The market for Grey Shirtings was opened on 17th Feb. by a sale of 5,000 pieces common chop 8¼ lbs. at Tls. 1.90 per piece cash ; prices paid subsequently have ranged between Tls. 1.90 and 1.93 per piece, according to quality and reputation of chop ; 7 lb. Shirtings had been taken readily at Tls. 1.74 to 1.75 for fair ordinary ; a sale of 9.10 to 12 lbs. at Tls. 2.70 established a concession to buyers of this weight. White Shirtings : Enquiry more regular, 56 R., Tls. 1.85 t

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1.88 per piece; 60 R., Tls. 1.92 to 1.98 per piece; 64 R., Tls. 2.07 to 2.10 per piece; and 66 R., Tls. 2.20 per piece. T-Cloths: The dealers are directing their attention to Mexican qualities, but the lower counts also receive some notice. Demands of holders, however, had checked trade; 14 by 14 count 6 lbs. sold at Tls. 1.25; Mexicans at Tls. 1.43 to 1.47½; but favourite chops of both qualities held for much higher rates. 7 lb. changed hands at Tls. 1.44-47 and Tls. 1.61-68 per piece respectively; quotations for 8 lbs., Tls. 1.83 to 1.90; sales of fine at the last named figure, 25,000 pieces. Drills: Firm position, few best English obtainable at Tls. 3.10; finest Dutch, Tls. 3.12. American Cloth: Nothing done. Jeans and Sheetings: No transaction. Fancy cottons: Chintzes, Tls. 1.75; Gentian Shirtings, Tls. 2.50; Best Turkey Red Shirtings, Tls. 2.60 per piece. Woollens: Season scarcely commenced, but a few parcels had been settled:—C P H Long Ells, Tls. 5.65; C P H Camlets, Tls. 14.60; Ordinary Camlets, Black (old), Tls. 11.00; C P H Spanish Stripes assorted, Tls. 0.60 per yard; Medium Cloths assorted, Tls. 0.88. Figured Orleans: Tls. 4.10 for ordinary, Tls. 4.20 to 4.40 for diagonals. Scarlet and Black Long Ells enquired for, but prices asked beyond the ideas of buyers.

HONG KONG AND SINGAPORE.—There is no alteration to report in the markets at these ports.

SAIGON.—There was not much business doing, holders of Cotton Goods holding out for the here undermentioned high rates:—Grey Shirtings, 8¼ lbs., $2.70 per piece; do., 7 lbs., $2.35; T-Cloths, 6 lbs., $1.75; do., 5 lbs., $1.45; do., 4½ lbs., $1.35; do., 4 lbs., $1.18; White Irishes, $1.80.

EXPORTS.

TEA.

SHANGHI.—Black: No transactions are reported; stock, 1,000 chests. Green: Settlements during the week, 2,300 half-chests Fychow and Moyune of common quality, and nearly all for the English market. Prices had ranged from Tls. 24½ to 40½ per picul. Stock, 2,700 half-chests.

SILK.

SHANGHAI.—There had been a fairly active market, a slight fall in exchange, with rather lower prices, inducing business. Settlements were estimated at 400 bales, making a total for the season of 46,500 bales. Chop Silks showed a decline of Tls. 5 per picul; white market Tsatlees were Tls. 15.20 lower. We may mention settlements of Koofong Sing, Chop 3, at Tls. 585; "King John," at Tls. 572½; "Cat" Chop, at Tls. 535; "Grasshopper," at Tls. 530; "Blue Elephant," at Tls. 510; "Green Elephant," at Tls. 480; and other market Tsatlees at Tls. 510 to 515 for No. 4, and Tls. 480 to 490 for No. 4½. Stock estimated at 1,300 bales.

EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Jan. 31, 1872	—	75316583	45246604	—	15054891	135648078	48085
Corresponding period last season	10826	67146827	44194177	349147	10923978	122631255	30352

Shipments Since:

Feb. 7 per Ocean	From Foochow	532,804	
— 8 ... Pekin (str.)	... Shanghai, &c.	—	383
— 14 ... Meikong (str.)	... Do., and Canton	491,303	254
— 20 ... Sarpedon (str.)	... Shanghai	758,700	

TO THE CONTINENT.

							Bales.
From June 1 to Jan. 31, 1872	...	...	...	...	...	5101679	15169
Corresponding period last season	...	...	...	...	...	2061652	8449

Shipments Since:

Feb. 8 per Pekin (str.)	From Shanghai, &c. *	—	275
— 15 ... Meikong (str.)	... Do.	—	254

TO UNITED STATES.

							Pcls.
From June 1 to Jan. 31, 1872	...	...	...	...	...	49191786	2619
Corresponding period last season	...	...	...	...	...	39538054	2106

Shipments Since:

Jan. 29 per Ada	From Yokohama	974,592*	
Feb. 2 ... Laurel	... Shanghai	632,855	
— 13 ... Dilpussund	... Foochow	582,300	
— 17 ... Great Republic	... Yokohama	—	20

* Included in above total.

TO AUSTRALIA.

From June 1 to Jan. 31, 1872 ... ... 12,639,962 lbs
Corresponding period last year 10,900,498

Shipments Since: None.

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844	51,022,600	...*	1862 to 1863	121,273,580	72,887
1845 to 1846	57,334,200	18,600	1863 to 1864	117,463,586	46,603
1850 to 1851	63,972,000	22,144	1864 to 1865	121,236,870	32,513
1853 to 1854	77,327,800	61,283	1865 to 1866	118,333,042	62,890
1855 to 1856	92,210,300	50,481	1866 to 1867	118,423,220	50,052
1857 to 1858	76,990,255	68,315	1867 to 1868	116,890,430	57,449
1858 to 1859	65,789,792	83,134	1868 to 1869	142,789,804	70 917
1859 to 1860	85,560,452	64,169	1869 to 1870	139,740,193	63,807
1860 to 1861	90,066,160	70,644	1870 to 1871	131,969,850	61,329
1861 to 1862	109,854,040	79,199			

* Including the Continent.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 6¼d.	4s. 6⅝d.	4s. 6⅛d.
Shanghai ,, ,,	6s. 1d.	6s. 1⅛d.	6s. 1⅛d.
Canton ,, ,,	4s. 5⅛d.	4s. 5⅛d. to 4s. 5⅝d.	4s. 5⅝d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,,	4s. 5⅞d.	4s. 6d.	4s. 6⅛d.
Manila ,, ,,			

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	304	220
,, Hong Kong	27½ to 28 dis.	—
Bar silver	111.3.0.	11 prem.
Mexican dollars	75.7.0	2 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 59; Old, 61 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 27½ per cent. discount.
China Traders' Insurance, $1,700 premium.
Hotel shares, 46 per cent. discount.
Hong Kong and Macao Steamboat Company, $32 premium.
Hong Kong Fire Insurance Company, $360 prem.
Union Insurance Company, $1,300 premium.
China and Japan Marine Insurance Company, Tls. 75 premium.
China Fire Insurance Company, $60 premium.
Victoria Fire Insurance Company, $65 premium.
China Sea, Saigon, and Straits Steamship Company, $5 per cent. dis.
Indo-Chinese Sugar Company, $22 dis.
North China Insurance Company, Tls. — per share.
Shanghai Steam Navigation Company, Tls. 52 premium.
Hong Kong Distillery Company, 10 per. cent. premium.
Hong Kong Pier and Godown Company, $3 to $9 dis.

SHANGHAI SILK SHIPPERS.

June 1, 1871, *to Feb.* 20, 1872.

	Bales.		Bales.
Adamson, Bell, and Co.	1,151	Lindsay and Head	110
Barnet and Co.	1,5 0	Maertens, A. H.	511
Birley, Worthington, & Co.	1,212	Milsom and Tod	1,250
Birt and Co.	489	Nachtrieb, A., and Co.	1,325
Blain and Co.	60	Pila and Co.	769
Borntraeger and Co.	231	Pustau, W., and Co.	134
Bourjau, Hubener, and Co.	273	Reiss and Co.	1,281
Bovet, Brothers and Co.	408	Robison, J. S.	56
Bower, Hanbury and Co.	1,763	Russell and Co.	858
Brand Brothers, and Co.	2,039	Sassoon, D., Sons, and Co.	1,882
Bull, Purdon and Co.	32	Scheibler, Matthaei, and Co.	332
Butterfield and Swire	593	Shaw Brothers and Co.	1,128
Essex and Co.	1,439	Siemssen and Co.	436
Findlay, Wade, and Co.	120	Skeggs, C. J. and Co.	4,425
Fogg, H., and Co.	353	Telge Nolting and Co.	237
Gamwell, F. R.	777	Textor and Co.	2,615
Gibb, Livingston, and Co.	1,460	Thorne Brothers and Co.	407
Gilman and Co.	2,519	Turner and Co.	297
Heard, A., and Co.	716	Vaucher Freres	18
Helbling, J. C., and Co.	375	Westall, Brand, and Co.	465
Hogg Brothers	838	Wright, Burkill and Co.	625
Jardine, Matheson, and Co.	719	Sundries	4,154
Jarvie, J., and Co.	1,731		
Lacroix Cous. and Co.	1,840	Total bales	46,003

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company	500	500	180	4 p.c
Shanghai Gas Company	100	100	140	12 p.c
Shanghai S.N. Company	100	100	150	12 p.c
S. Tug and Lighter Company	850	850	400	5 p.c
French Gas Company	50	50	63½	10 p.c
Hong K. Fire Insurance Co.	$1,000	$200	$560	12 p.c
North China Insurance Co.	Tls.1,000	Tls.200	Tls.460	trien.
North China Steamer Company	100	100	72	
Union S.N. Company	100	100	90	12 p.c
Yangtsze Ins. Association	500	500	835	15 p.c
Union Insurance Society	$5,000	$1,000	$2,500	trien.
China Traders Co. (Limited)	1,000	1,000	3,500	$475 p.s
Hong Kong and China Gas Co.	£10	£10	nom.	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100	Tls.198	12 p.c
Victoria Fire Insurance Co.	$500	$100	$162	12 p.c
China Fire Insurance Co.	500	100	163	12 p.c
Hongkew Wharf Co.	Tls. 100	Tls. 100	Tls.160	

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LATEST TELEGRAMS.

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ATTEMPTED ASSASSINATION OF THE MIKADO OF JAPAN.

HONG KONG, APRIL 5.—On the 26th ult. an attempt was made by twelve conspirators at Yedo to assassinate the Mikado of Japan, but failed. Two of the conspirators were captured, but the rest escaped. It is thought that the attempt is part of the old wide-spread conspiracy against the Mikado. The Japanese authorities are uneasy, and have warned foreigners not to go beyond the city limits.

ARRIVAL OF THE "ORONTES" AT HONG KONG.

HONG KONG, MARCH 28.—Her Majesty's troop ship *Orontes* arrived here all well to-day with the wing of the 10th Regiment, from Singapore. She will in all probability leave again on the 7th April on her homeward voyage.

COMMERCIAL.

CHINA.

HONG KONG, APRIL 4.—Piece Goods without improvement; Grey Shirtings, 6½ catties, 8¼ lbs., $2.60; Cotton Yarn, 16-24, $125. Tea: Season closed; total export (from China and Japan) from commencement of the season, 146,625,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 5d.

SHANGHAI, APRIL 4.—Piece Goods easier. Tea: Season closed; freight to London (sailing ships), £3 10s. Silk: Market continues dull; no change in prices; No. 3 Tsatlee, Tls. 580; total export (China and Japan) from commencement of the season, 50,000 bales. Exchange on London: Bank bills, six m.s., 6s. 1¾d.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Maritimes, (Head Office in Paris), 97, Cannon street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. C. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, agent, 92, Cannon-street.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and ., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street Square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, secretary.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, Dent, Palmer and Co., agents King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austinfriars.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Great St. Helens.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 7, Mincing-lane, John Harvey, managing director.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 84, Great St. Helens.

Silk Supply Association, T. Dickins, president, 65, Moorgate-street.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, W. H. Vacher manager, 24, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

Shipping Intelligence.

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ARRIVALS.

At SHANGHAI.—From Liverpool, Feb. 18, Glaucus (str.); from London, 30, Parana (str.); from Cardiff, Elizabeth Dougal (reported by telegram).

At FOOCHOW.—From London, Gordon Castle (str.) (reported by telegram).

At HONG KONG and CANTON.—From Cardiff, Feb. 27, Walsgrif; from London, Galley of Lorne (str.), Boyne (by telegram).

At YOKOHAMA.—From London, Denbighshire (by telegram); Feb. 9, John Nicholson; 12, Washi (str.); 13, Lothair; from Cardiff, 16, Adria.

At SINGAPORE.—From London, Mar. 5, Parana (str.); from Liverpool, 2, La Paix; from Newcastle, 4, Adelina; from Cardiff, 7, Cumberland, Glenisla; from Glasgow, 1, Norham Castle; 2, Tanah Merah (str.); from London, Yangtaze (str.) (reported by telegram.)

At BATAVIA.—From Holland, April 1, Prins van Oranje (str.).

DEPARTURES.

From SHANGHAI } None.
From HONG KONG and CANTON }

From SINGAPORE.—For London, March 2, Rollo; 4, Mongol; 5, British Empire; for Hamburg, 2, Niphon.

SHIPPING POSTSCRIPT.

—o—

ARRIVALS NOT IN THE TABLES.—March 31, at Cuxhaven, from Nicolajefsk, Leonore; at Helvoet, from Padang, Nymphe; 21, at New York, from Foochow, Evangeline; from Amoy, Catharine Fullerton; April 3, off Scilly, from Batavia, for Havre, William Poolman; 6, at Deal, from Zebu, Ada; 7, at Liverpool, from Rangoon, St. Helen's; 7, at Queenstown, from Colombo, Amalio; from Ilo Ilo, Morison; from Bassein, Proteus; from Batavia, Anicta; 7, at Deal, from China (via S.C.), Sarpedon (str.).

DEPARTURES.—April 3, from Sunderland, for Hong Kong, Europe; March 30, from Cuxhaven, for Nicolajefsk, Sophie; for River Amoor, Flensburg; 21, from New York, for Shanghai, N. B. Palmer; 22, for Hong Kong, Midnight; April 4, from Liverpool, for Hong Kong, Peter; for Singapore, China, &c. (via S.C.), Diomed (str.); 1, from Glasgow, for Shanghai, Merse; 6, from Liverpool, for Colombo, &c. (via S.C.), Lord Clyde (str.); from Shields, for Singapore, New Era; 3, from Penarth, for Hong Kong, Canopus; 5, from London, for Singapore, China, &c. (via S.C.), Drummond Castle (str.); from Cardiff, for Shanghai, Caller Ou; for Galle, Marlborough; from Rotterdam, for Batavia, Noach II.

SPOKEN.—Amigos, Zebu to Liverpool, April 1; Conrad (str.), Nieuwe Diep to Batavia; Nation's Hope, Shields to Batavia, 55 days out, Feb. 1, 30 S., 20 W.; Gysibertus Hermanus (?), Bali Straits to Rotterdam, Feb. 13, 31 S., 38 E.; Laju, Sourabaya to Rotterdam, Mar. 4, 3 N., 27 W.

LAID ON.—At London, for Singapore, Empress of India; for Shanghai, Avon; for Yokohama and Hiogo, Glamorganshire; for Penang, Singapore, Hong Kong, and Shanghai (via S.C.), Glensannox (str.); for Colombo, &c. (via S.C.), Agra (str.), Calcutta (str.); at Glasgow, for Ilo Ilo, Laira; for Hong Kong, Cartvale.

CASUALTIES.—Advices from Rotterdam, dated April 5, state that only a very small portion of the cargo was damaged, which was discharged from the Macassar (ship), Bose, from Macassar to Amsterdam, which put into Table Bay, Feb. 27, leaky.

MISCELLANEOUS.—At Port Said, Glaucus (str.), from Shanghai, and left for London.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

DEACON—On the 3rd April, at The Knowle, Hoddesdon, Herts, the wife of Edmund Deacon, of a son.

MELCHERS—On the 3rd April, at Holly Bank, Forest-hill, the wife of C. Ed. Melchers, Esq., of a son.

RICHARDS—On the 2nd March, at Singapore, the wife of Deputy Inspector Richards, of a son.

TOWNEND—On the 2nd April, at Chambord Lodge, Dyke-road, Brighton, the wife of Edward Townend, Esq., of Hankow, China, of a daughter.

YOUNG—On the 2nd March, at Irwell Bank, Singapore, the wife of Jasper Young, Esq., of a daughter.

MARRIAGES.

ELIAS—HENRY.—On the 4th April, at St. George's, Campden-hill, Kensington, by the Rev. R. J. Simpson, M.A., rector of St. Clement Danes, assisted by the Rev. F. Becker, M.A., Ellis Elias, of 106, Gloucester-terrace, Hyde-park, to Geraldine, second daughter of Capt. Clifford Henry.

HALL—BLACKETT.—On the 3rd April, at Christ Church, Lancaster-gate, by the Rev. H. R. Blackett, M.A., incumbent of Hanover Church, Regent-street, uncle of the bride, John Vine Hall, Commander of s s. *Cordillera* (Pacific S.N. Co.), to Alice, daughter of Edmund T. Blackett, of Sydney, N.S.W.

JOHNSTON—REYNELL.—On the 2nd April, at St. Mary's Church, Cheltenham, by the Rev. Richard Ward, Alexander John Johnston, Esq., of Shanghai, to Lucy Harriet, second surviving daughter of Henry Reynell, Esq. No cards.

POOK—PITCHER.—On the 2nd April, at St. Stephen's, Lewisham, by the Rev. E. Rhodes Bristow, M.A., vicar, Henry William, eldest son of John Pook, of Lewisham-hill, to Emma Mary Earle, second daughter of the late John Henry Pitcher, proctor, of Doctors'-commons. No cards.

SHANNON—SMITH.—On the 24th Feb., at St. John's Cathedral, Hong Kong, by the Rev. R. H. Kidd, M.A., William Henry Shannon, of New York City, to Eliza, second daughter of the late Thomas Smith, Esq., Tottenham.

DEATHS.

BLACK—On the 30th March, on board the *Ceylon*, on his passage home from China, Carus John Robert Black, son of the late Rev. R. Cowper Black.

DURANT—On the 2nd April, at 3, Bryanston-place, George Durant, Esq., in the 88th year of his age.

HANSEN—On the 3rd March, at Queen-street, Singapore, Nicholas Francis, son of Mr. J. F. Hansen, aged 7 years and three months.

HARMS—On the 26th Feb., at Hong Kong, P. Harms, a native of Germany, aged 35.

MCGRIGOR—On the 1st April, at 4, Upper George-street, Bryanston-square, Mary, widow of Sir James McGrigor, Bart., K.C.B., late Director-General of the Army Medical Department.

SAVAGE—On the 30th March, Margaret, widow of the Rev. James Anthony Savage, and sister of the late Sir James Brooke, K.C.B.

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THE SINGAPORE RAILWAY.

(To the Editor of the *London and China Telegraph.*)

SIR,—In a letter which you were good enough to publish some weeks ago I set forth what seemed to me conclusive reasons against the construction and working, by the Straits Government, of the line of railway by which it has been proposed to connect the wharves and docks in New Harbour with the town of Singapore. These reasons had then to be taken for what they seemed worth, and as an expression of mere individual opinion; but, to show those interested in the question that what was then advanced had a solid foundation in facts, I would ask the further favour of your publishing the accompanying resolutions, passed, by majorities of three to one, at a large and influential meeting of the inhabitants of Singapore on the 23rd February last. These resolutions place it beyond question that, in entertaining the idea of instructing the Government of the Straits Settlements, against the deliberate decision of the Legislative Council, to undertake the construction of this railway, the Colonial-office is also going directly in opposition to the wishes and convictions of the inhabitants of Singapore.

One of two things, therefore, must be clear. Either the proposed Railway is likely to be remunerative, and the local Government is to retain for itself the profit on an undertaking which a private company was ready to carry out, or the proposed Railway is not likely to be profitable, and the local Government is to be required to undertake a work of an essentially private character, against the wishes of the people of the Colony, and at their expense.

There seems to be no escape from this dilemma, except by withdrawing from a false step, and leaving the railway to be undertaken by the company which applied for the concession, and which was represented as waiting only for that authorisation to carry out the work.—I am, Sir, &c.,

London, 4th April, 1872. S. GILFILLAN.

RESOLUTIONS.

(1.) That the expenditure of public money on a Railway is unwarrantable, looking to the position of the Colony and the claims on the Government for the prosecution of works of the utmost importance to the welfare of these Settlements.

(2.) That this meeting has no confidence that the working of the Railway in the hands of the Government will prove efficient and satisfactory to the public, or sufficiently economical to prevent its becoming a charge on the Colonial revenues.

(3.) That this meeting views with alarm and regret that the Secretary of State should, after having specially called for the opinion of the Legislative Council on the Railway question, seen fit to act in direct opposition to the decision of that body, arrived at after a lengthened enquiry and by a large majority.

(4.) That this meeting protests respectfully but firmly against the principle involved in the Colonial office entering upon any scheme entailing large expenditure of the revenue of the Colony without the sanction of the Local Legislature.

(5.) That the chairman be requested to forward a copy of the Resolutions passed at this Meeting to H. E. the Administrator, for transmission to the Right Honourable the Secretary of State.

THE CONDITION OF JAVA NATIVES.

We *(Morning Post)* have received from the Foreign-office the following copy of a memorandum by Her Majesty's Consul at Batavia, upon an article in the *Morning Post* of November 9, 1871:—

"Although the condition of the natives of Java is by no means perfect, yet I believe it can safely bear a comparison with that of the natives of other colonial possessions, it being certain that in no other colony does the care for his individual well-being go so far; of a crushing serfdom there is not the least shadow. Taxes are raised in money and in labour, the latter being called 'heerendienst,' or labour enforced by Government, and both are mainly based on the property of the soil. This 'heerendienst' is at present limited to a maximum of one day at 11 hours per week for constructing works of public use, such as roads, bridges, dams, dykes, &c., and for rendering domestic services to native chiefs. All labour which may be enforced is definitely stated, and every year a diminution is effected therein, and no building materials or other goods may be demanded from the population, ever where payment is offered.

"The native is further obliged to cultivate sugar-cane as an indemnity for the soil ceded to him, payment for such being given him. From 1878 the extent of soil under 'heerendienst' cultivation is to be yearly reduced by one-twelfth, so that in 1890 this obligation, so far as sugar is concerned, will have ceased.

"Coffee is also raised by 'heerendienst' labour, the crop being delivered to Government at thirteen per picul, which price is not much less (expenses of providing capital not included) than its cultivation would cost a private planter. The native planter pays no ground rent for the soil cultivated with sugar-cane and coffee. It is exceedingly unjust to say that the native is delivered over to the arbitrariness of native tyrants, to a degenerate priesthood, and to rapacious laws and institutions.

"The Mahommedan priest has no authority over the population other than the influence exercised by ecclesiastics in all countries, and abuses of this influence are carefully watched and severely punished.

"The administration is in the hands of Dutch officials, who however, in their intercourse with the native population, are obliged to use the intervention of the native chiefs. All their acts are under supervision and regulated according to fixed instructions.

"In nearly all the provinces there are native hospitals, and, on the breaking out of epidemic diseases, Dutch physicians are sent to the villages to attend to the sick.

"Missionaries are freely admitted, being first, however, obliged to furnish proof of being able to speak the vernacular. They live quietly in the midst of the Mahommedan population, who respect them if they deserve it, but whose attachment to their present doctrine does not appear to give much scope to the Christian religion.

"The Government holds itself entirely neutral on the point of religion, watching only against excesses of whatever nature or from whichever sect. It is utterly untrue that the excessive enforcement of the laws of 'heerendienst' labour have led to massacres, suicides, &c.

"In conclusion, it may be asked, if the system of government works so badly as stated in this article, how can it be accounted for that the native population is rapidly increasing, and that in their food, clothing, and residence a steady improvement goes on?

(Signed) "N. M'LEAN,
Her Britannic Majesty's Consul.

"Batavia, Feb. 7, 1872."

MISCELLANEOUS.

MR. SINCLAIR ON THE TEA TRADE.

In a letter to *The Times* Mr. Sinclair, M.P., in commenting on the Budget, starts some queer notions on the tea trade which are scarcely worth the trouble of criticising. He says:—

Under the discouragement and difficulty of addressing an impatient and unsympathetic audience, in addition to the remarks which you have reported, I said that the working classes would be equally astonished and disappointed that while three millions were taken off the payers of income tax, the manual labour class only received a doubtful benefit in the shape of a peddling reduction in the coffee duties; that we were bound in honour, in the face of the country and the world, to do justice to the majority of the population not represented in Parliament, but that the Budget was entirely in favour of the rich; that if the working classes only paid their fair share in 1871, then half the deficiency of £3,000,000 should have been placed on their shoulders; but if, as the Chancellor of the Exchequer's course proves, they ought not to have borne this extra burden, when it was removed they should have obtained their proportionate share of the remission of taxation; that America is about to grant the free breakfast table, and that the aristocratic and plutocratic House of Commons should be ashamed to be less liberal to the poor than the Democratic House of Representatives of the United States; that tea, sugar and coffee are necessaries because they are universally given in workhouses and gaols; that it is contrary to the Constitution to tax those who are not represented for necessaries; that a large proportion of the poor are even excused local rates; that the profit and expenses connected with the duties on the breakfast table involved a cost to the consumers of ten millions, though only yielding £6 300,000 to Government, independently of cost of collection; that the export and transit duties on tea in China amounted to 4d. per pound, while by Treaty they should only be 1½d. per pound, and, adding 2d. of profit on those dues, the consumer lost another 6d. per pound, all of which might be saved by compelling the Chinese to observe the Treaty and abolishing our import duty as an ample equivalent for the export duty, and thus tea might be sold retail at 6d. to 8d. per pound which now costs 2s.; that the saving to the people of England by buying tea at 6d. instead of 2s. would be nine millions sterling, and if the consumption doubles, as it probably would, eighteen millions sterling; that, as the Chinese population is about 460,000,000, and as they drink about 10 pounds per head, if we doubled our consumption it would only be about 2¼ per cent. on the production, and would probably not enhance, perceptibly, the price received by the grower.

THE SUEZ CANAL.

The following observations upon the present condition of the Suez Canal are from the *Daily News*:—

The testimony of those who have recently passed through the Suez Canal forms an agreeable contrast to the dissatisfaction expressed the other day by shareholders who are disappointed that its dividends do not augment more rapidly. There have been countless improvements in the administration, and in the condition of the Canal itself, since the last independent report was published in England. The system of signalling is described as perfect. The side-stations, which only existed at Kantara and at Lake Timsah at the time of opening, have been multiplied, and the result of these two improvements is that all danger of ships meeting or of overtaking each other in the narrow portions of the Canal is at an end. A couple of months since the *Edinburgh*, one of the vessels which has been engaged on the work of cable-laying in the East, passed through the Canal without difficulty while drawing twenty-three feet on an even keel, and the *Nebraska* is said to have performed the journey about the same time while drawing more than twenty-four feet. These figures by no means represent the limits of the Canal's capacity, but are significant when taken in conjunction with the satisfaction expressed by sailors responsible for their vessel's safety. It is on record that, subsequently to the Canal being declared ready for traffic, ships stuck fast in it of far less draught than those just quoted; and when a month after the opening day, the Prussian man-of war, the *Hertha*, while drawing only sixteen feet and a-half, was detained for forty hours near Ismailia, the people who had all along predicted failure saw in this incident a realisation of their forebodings. "The Canal was silting up already; it would in a few years be as dry as the desert round it; and the international congratulations and thanksgivings had all been premature." So ran the story. The action of the Mediterranean at Port Said, and the formidable deposit left there by each tide, were also put forward as fatal obstacles to the permanence of the Canal; and the vast army of dredging machines which would

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be kept constantly and fruitlessly at work formed part of the dismal picture drawn by those who would not believe. A satisfactory answer to these misgivings is furnished by the experience of those on board the *Edinburgh* the other day; for these gentlemen only saw one dredging machine from one end of the Canal to the other, and this, with a similar machine outside the Port Said entrance, seemed to represent the labour employed in keeping this maritime highway in working order. Other travellers report passages which have been made in large steamers from the Gulf of Suez to the Mediterranean in nine and ten hours respectively; and it is impossible to doubt that at this time the Suez Canal has, as an engineering triumph, fulfilled the most sanguine opinions passed upon it on its opening day.

THE ANGLO-FRENCH COMMERCIAL TREATY.

The following memorial of the directors of the Manchester Chamber of Commerce, by their chairman, has been transmitted to Lord Granville:—

"That your memorialists venture again to address your lordship in reference to the Anglo-French Treaty of 1860, now that formal notice has been given by the French Government to withdraw from it in March, 1873. That in the despatch of the French Foreign Minister your lordship is reported to have said 'on two occasions' that 'you have no absolute objection to any proposal for slightly protective duties.' Your memorialists sincerely hope that your lordship has been misunderstood, and that such an unsound economical sentiment has never been officially addressed by you to the French Government. That your memorialists beg to renew their most earnest protest (made in their last memorial, which they addressed to your lordship), against the slightest movement of a retrograde character, the Treaty of 1860 having been negotiated as initiatory to the expected adoption of Free Trade principles in France, and as opposed to her previous policy of protection or prohibition. Your memorialists regret that, after twelve years' experience of the operation of the Treaty resulting in an extraordinary development of French commerce with this country, by which the vine-grower, the silk-weaver, and the peasant farmer of France have largely benefited (French exports to this country having increased from £13,000,000 sterling in 1853 to £37,000,000 in 1870), the French Government should return to a system of protection which will inevitably cripple their commerce, and check its further expansion. Your memorialists hope that during the year to come your lordship will use every effort to induce the French Government to go forward in the path of unrestricted freedom of commerce; and especially that you will assure the French Government that you will not be a party to the adoption of retaliatory legislation on French imports, or to the imposition of export duties. And your memorialists will ever pray, &c."

THE BANK OF BOMBAY.

Mr. George Gregory, M.P. for East Sussex, has given notice of his intention to bring before the House of Commons the circumstances attending the failure of the old Bank of Bombay, and, in anticipation of this motion, the committee of shareholders have issued a statement of their case for the use of members of Parliament. It contains a recapitulation of all the facts that led up to the disaster, as brought out in the evidence taken before the commission of inquiry, and cites the various grounds on which the shareholders claim compensation from the Indian Government. Among the points named as proving the liability of the Government are its laches in passing the Act of 1863; its neglect in not having used its power to enforce an audit of the accounts; the permission it gave the directors to advance on promissory notes, whereby the shareholders sustained a loss of £801,073; the loss of £247,369 by the failure of Premchund; the illegal opening of a branch bank in Bombay; the last point being the Government's "general blindness to the signs of the times," its "acceptance of false returns and statements," and generally its "indifference, neglect, and supineness." The case admits that the shareholders have no legal remedy, but concludes by saying that they throw themselves on the intelligent, liberal consideration of Parliament, and its sense of fair dealing and justice.

Colonial Bishops.—The Right Rev. Dr. Alford, who recently resigned the Bishopric of Victoria, Hong Kong, has become curate of Bowden, Cheshire. The Right Rev. Dr. Staley, late Bishop of Honolulu, has become curate of Croxall, near Tamworth. Some of the retired colonial bishops have been more fortunate. The Right Rev. Dr. Jenner did not give up the living of Preston, in Kent, while he was Bishop of Dunedin, and still holds it. The Right Rev. Dr. Beckles, on retiring from the Bishopric of Sierra Leone, became minister of Berkeley Chapel, Mayfair, and some time since was presented to the rectory of Wootton, near Canterbury. The Right Rev. Dr. Chapman, on retiring from the Bishopric of Colombo, became rector of Wootton Courtenay, Somerset, a Fellow of Eton College, and a Prebendary of Wells Cathedral. The Right Rev. Dr. M'Dougall, on retiring from the Bishopric of Labuan, became vicar of Godmanchester and Archdeacon of Huntingdon. The Right Rev. Dr. Claughton, on retiring from the Bishopric of Colombo, became Archdeacon of London and a Canon of St. Paul's. The Right Rev. Dr. Ryan, on retiring from the Bishopric of the Mauritius, became an Archdeacon in the diocese of Norwich, then rector of St. Nicholas, Guildford, and then vicar of Bradford. The Right Rev. Dr. Abraham, on resigning the Bishopric of Wellington, New Zealand, became Coadjutor Bishop of Lichfield (with Dr. Selwyn, formerly Bishop of New Zealand); and the Right Rev. Dr. Hobhouse, formerly Bishop of Nelson, New Zealand, is also an assistant to Bishop Selwyn, and has the living of Edlaston, Derbyshire, to which Bishop Selwyn presented him in 1869. The Right Rev. Dr. Trower, formerly Bishop of Gibraltar, is sub-dean of Exeter Cathedral. The Right Rev. Dr. Henry Cotterell, formerly Bishop of Grahamstown, has become Coadjutor Bishop of Edinburgh. The Right Rev. Dr. Anderson, on retiring from the Bishopric of Rupert's Land, became assistant to Dr. Tait, Bishop of London, and was appointed to the Vicarage of Clifton; all these gentlemen retain their appointments. The Rev. Dr. Nixon, on retiring from the Bishopric of Tasmania, was presented to the Vicarage of Bolton Percy, a rich Yorkshire living, but was obliged to resign it on account of enfeebled health.

Narrow Escape of the Indian Mail.—The Indian Mail, which left London on the 29th ult., was very near meeting with a serious accident. While being whirled along by a special train in the direction of Modane, there was suddenly heard a rushing sound, like the sweep of a tempest through the trees, and then a thundering crash that made the ground tremble. It was an immense pile of rock which overhung a precipice, along the base of which the railway runs between St. Michele and Modane, that had given way, and, plunging down the side of the mountain, fell upon the road, destroying a bridge and blocking up the entire way with great masses of stone. Assistance was telegraphed for to Modane, and, after a short time, an engine with carriages and a number of men arrived from that town at the scene of the event. The officer in charge of the Indian Mail, to avoid a delay of it, at least, a day till the road was cleared, gave orders to have the mail, consisting of 106 bags, carried on men's shoulders over the piles of broken rock and placed in the van attached to the engine from Modane. This in the thick darkness of the night proved an arduous and difficult task, requiring the most active vigilance on the part of the officer in charge. At length the work was accomplished and the engine, with a van containing the Indian Mail, started in the direction of Mont Cenis. At Modane the officer carefully inspected the Indian Mail to see that it had not suffered in transmission from one train to the other, and the result being satisfactory, started with his charge by special train for Brindisi.

A Colonial View of our Colonial Policy.—Mr. Joseph Howe, a Cabinet Minister in Canada, has delivered a "strong" lecture to the Young Men's Christian Association of Ottawa on the conduct of the mother country. He declared that the Dominion, with only four millions of people in it, had to govern half a continent and face a people of forty millions; that it could not tolerate a laggard or a coward; that in any war with the Union it would be five times as completely overborne as France was by Germany; that a new policy had been developed at home, and Great Britain was to retain her troops and surround herself with ironclads, and the Britons across the Atlantic were to be abandoned. On the eve of most serious negotiations Canada had been stripped of every soldier, and the thirty millions were "to hoard their rascal counters in two small islands," and let the Empire go. Mr. Howe is not the most trustworthy of politicians, but he always tells his audiences what they like to hear, and his speech is useful as showing what is thought in the Colonies of our centripetal policy. It is considered, as our foreign policy is considered on the Continent,—purely selfish.

The West Indian Coolie Traffic.—In the House of Commons this evening Mr. Tom Hughes will ask the Under Secretary for Foreign Affairs if the Government have received notice of an order lately issued by General Ferrer, in the absence of Captain-General Valmaseda, in the Island of Cuba, prohibiting Chinese from passing from one place to another, and from leaving the island; whether it is true that the British Consul, in conjunction with the Consuls of France, Italy, Holland, Belgium, and Denmark, have protested against this and previous orders, as practically reducing the Chinese to a state of slavery; and if he will lay any communications the Government may have received on this subject upon the table of the House.

The American Secretary of the Treasury has received from the Japanese Government a box containing a set of specimens of new Japanese coin, to be forwarded to the United States Mint. They are of gold and silver, similar in weight and size to the American $20 gold piece and $1 silver piece, together with gold and silver coins of lesser denominations.

The "Widow and Orphan Chamber" of Padang notify that all persons owing any debts to, or having any claim on the estate of the late Rev. Nathaniel Moore Ward, who died intestate at Padang, on Dec. 23 last, are to make payment of those debts or send their claims to the Chamber or their agent at Rotterdam, Mr. A. van Hoboken.

Some friends of the late Sir James Brooke, Rajah of Sarawak, have promised £25 towards a window in his memory in Sheepstor Church Devonshire, and further subscriptions are invited to complete the work the cost of which will be about £100.

The executors of the late Mr. William Hogarth, merchant, of Aberdeen, are advertising for the present whereabouts of Mr. George Hogarth, his son, formerly of Shanghai, who is entitled to a legacy under the will of the first named.

Prince Surawongse, of Siam, has been attached to the 22nd regiment of foot for instruction. After rendering himself thoroughly competent as a field-officer, he will return to Siam, and take over the duties of Commander-in-Chief of the royal army.

The *Army and Navy Gazette* says that the Ceylon Government talks of proposing the disbandment of the Ceylon Rifle Regiment, at a saving to the island of £50,000 per annum.

Lieut. J. H. Sandwith, Royal Marine Light Infantry, has been appointed Adjutant of the Battalion on service in Japan, vice Capt. A. Hill, promoted.

The first tea ship which has entered the port of Philadelphia direct from China for thirty years arrived there on the 26th ult., with a cargo of 14,000 packages.

The *Erl King* and *Enterprise*, now on the passage to China, have been sold, the former to Liverpool owners and the latter to a Hamburg Company.

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Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, April 3.

The new steamer *Atalanta*, 1,700 tons, Captain Rieck, belonging to the German Steam Company recently formed here, is advertised to leave this port on the 11th of May, *via* the Suez Canal, for Singapore, Hong Kong, and Shanghai, and takes out cargo at the following rates of freight:—To Singapore, 50s.; to Hong Kong, 55s.; and to Shanghai, 60s.—all per ton measurement of 40 cubic feet, with 10 per cent. primage. The company have greatly increased their capital by the issue of new shares, and ordered several new steamers in Scotland, with the intention of running them eventually, on certain fixed days, to the Far East; and this is the pioneer of the company. At the late general meeting of the shareholders the chairman announced that all the steamers of the company were to be named after the little planets revolving between the orbits of Mars and Jupiter. As more than a hundred of these planetary asteroids have been discovered and named, there is a large field for the extension of the company's future fleet of steamers.

In addition to the German Consul-General at Yokohama, there has hitherto been also an unpaid Mercantile Consul, subordinate to him. The latter having resigned the appointment, as the fulfilment of its official duties obliged him to neglect his own private interests, and as none of the other German merchants there were found willing to undertake the office, it became necessary to send out a temporary salaried agent, who has now become a fixture, with a salary of $4,000 (of which $2,800 are for local expenses), which sum now figures in the Budget for Consulates in 1872. The same course of proceeding had to be pursued with the German Consulate at Singapore.

The Hamburg Waaren-Credit-Anstalt have taken into their management the execution of a project which, if successful, may cause a great alteration in the mode of doing business in this city. It is to sell cargoes of produce on their arrival by means of public auction. At their suggestion, and in furtherance of this scheme, they have induced some importers to make the experiment, and the first public sale is advertised to be held in the Exchange Rooms on the 9th inst., when 594 serons of guatemala and 176 ditto of Caracas indigo will be offered to public competition. For some time past there have been periodical (monthly) public sales of mahogany, rosewood, walnut, and other descriptions of woods for furniture, which have proved a decided success; and it is to be hoped, in the facilitation of commerce, that the system may be extended with similar good effect to other articles of produce. I may add that I notice in the advertising columns of the local papers other announcements of public sales, such as "Teas per *Falke* from Shanghai," "Cinnamon from Colombo direct," and others, but whether they are under the patronage of the above useful institution or not I am unable to say.

One of your daily contemporaries having last week warmed up as a piece of news the proposed plan of a universal reduced postage, of which I gave your readers some particulars more than a month ago, I think it right to state that nothing more has been done in the case, and that the chances are much against its execution. Since the date of my letter above referred to the German Postmaster-General has been to Paris, and succeeded in concluding a treaty with France placing the rates of postage nearly as they were before the war; and in the dreadful state of impecuniosity in which the French finances are at present involved it is not likely that the rulers in that country should be willing to consent to what is, after all, only an experiment, and, I may add, one that will probably prove to be a rather expensive one, especially for the first few years. One of the semi-official Berlin papers, in noticing the article alluded to, states that in the preliminary conversations opened at Berlin the English Government was evidently indisposed to give its consent to any further reduction of postage.

The coining of the new twenty-mark gold pieces is going on as rapidly as possible, and at the end of March had reached the sum of sixty millions of new marks; but as this is scarcely one tenth of the amount required for the currency of the country, many more months will obviously pass before the present heavy silver dollars can be called in and put out of circulation, to be replaced by the new gold coinage.

We learn from Bremen that the Burgerschaft of that city have had the courage to vote two millions and a half of dollars for the construction of a third floating dock at Bremerhaven. It certainly required some moral courage to vote such a large sum when their State debt already amounts to thirteen millions, and five millions more have recently been voted for a new railway station and other local improvements, so that their whole indebtedness is swelled to more that twenty millions—rather a large sum for a state containing 80,000 inhabitants.

Now that joint-stock banks are established in almost every town with a population of 5,000 or 6,000 souls, and even less, the mania has turned to the formation of building societies, and it cannot be denied that a great scope is offered for their utility.

Herr Theodor Christopher Heuck, hitherto honorary North-German Consul at Honolulu, is appointed Consul at that port for the Empire of Germany.

COMMERCIAL.

The Easter holidays have interfered with the regular course of business, and most articles have been quiet, though prices are not appreciably lower. The only transactions worth recording are 1,000 centners of Spelter, special marks, at 15½ marks banco; 15,000 bags of Necransie rice, per Lady Balleau, for delivery on arrival, at secret prices; 1,000 chests Cassia Lignea, ex Bertha, from Hong Kong, at 10½ schillings banco; and 300 chests of Star Annis, which went rather in favour of buyers. Within the last few days a speculative demand has set in for pepper, and a good many parcels have been taken at higher prices, 7½ schillings banco being paid for Singapore, and 6¾ to 6⅞ for Penang.

SHIPPING.

ARRIVED.—Bertha, from Hong Kong.

SAILED.—Rebecca, to Nicolayefsk; Saturnas, to Hong Kong; Sophie, to the Amoor.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, April 3.

We have had a magnificent and enthusiastic national festival, in commemoration of the foundation of our liberty 300 years ago, when the *Watergeuzen* delivered the town of Brielle from the power of the hated Spaniards, who had oppressed us for eighty years. The festival was universally observed throughout the country, except in Lemburg and North Brabant, where the Catholics are in the majority. The orange colours of our Royal House were worn everywhere. Despite the vehement antagonism of the Catholic papers, the whole country (except the two provinces I have named), adorned itself with the beloved hue. Orange liquors, orange cakes, orange chocolate, orange caps, orange trousers, orange hats, men and women dressed from head to foot in orange; not only was every person decorated with orange, but horses and dogs, cattle and cats, all were made to wear in some shape or form the national colours. It is asserted that never in one day have so many carrots been eaten as on the 1st of April, because the population desired to develop inwardly as well as outwardly as much orange colour as was possible. Every house was of course illuminated in the evening of that memorable day; and so much tallow was burned in commemoration of the historical event, that the price of that article went up enormously—at least one of our witty papers came to this conclusion, notwithstanding that the commercial reports give other reasons for the advance. Everywhere the greatest enthusiasm prevailed; there was not one town or even village in the whole country, excepting the Catholic provinces, where arrangements were not made—of course more or less extensive—for the festival. In Amsterdam and in this town splendid processions were organised, and I am glad to state that they were highly successful. The weather in the morning was somewhat rainy, but for the other part of the day "Heaven was with us." Of course it is impossible to give you a complete description of these historical processions; I should occupy too much space, and even then I could give but an imperfect idea of the perfectness of the numbers who marched through our streets in the midst of an enthusiastic crowd, with the greatest order, and without the assistance of a single policeman or soldier being required. Nowhere have disorders taken place, except in those communities where the Ultramontanes—who still regard the overmastering of Brielle as a defeat of *their* party, and of *their* religion—hindered and opposed the demonstrations of the Liberals.

The extent of the preparations which were made for this national rejoicing, and the enthusiasm which was displayed on the occasion, confirm my former statement that if the Catholics, or rather the Ultramontanes, had not protested so vigorously against the festival the nation would not have subscribed so large an amount for the erection of an asylum for old seamen, and of a monument at Brielle, of which the King, amidst the cheers of an enthusiastic crowd, laid the foundation stone. The 1st of April has indeed become a memorable day for the whole population of Holland. It is a fact worth notice that whilst our Flemish brethren took part with us, the Belgian Ministry protested against our festival by refusing to give leave to the band of the Guides of Brussels to proceed to Rotterdam, to play our National Hymns.

I think it is quite superfluous to state that politics have come to a standstill. The public has for the present ceased to care for them, and but very little notice has been taken of the fact, published by our official paper, that according to the latest advices from the West Coast of Africa the transfer of our Settlements to England will be unattended by any difficulties. The same paper has stated that our diplomatic relations with Venezuela have been restored, and that Mr. Lucio Pulido has been acknowledged by our King as the Minister Plenipotentiary of that country.

Mr. Motley, the famous author of the "Rise of the Dutch Republic," has received a great many ovations from the public, and has received an honorary degree from the University of Leyden.

The *Noach III.* has been chartered as a troopship to convey a military detachment to Java.

In financial circles rumours are current that the dividend of the *Commanditaire Bankvereeming* will be 10 per cent.

PRODUCE MARKETS.

On account of the Easter holidays and the national festival there has been but little stirring in our Produce market, and no changes of note have occurred in any of the leading articles.

COPPER exhibits a firm but quiet appearance. Holders are not inclined to sell, unless at some advance upon the prices of the late public sale, which checks the demand, and purchases are consequently confined to the most pressing wants. No sales are reported from first hands. Total stock in Holland 745,100 bags, floating 91,000 bags.

TEA.—Part of the portion bought in of the cargo ex Canton, offered for sale last week, has been disposed of by private contract, in all 794/4 and 856/12 chests. Stock 3,300/4 chests.

SUGAR.—No change to be noticed in the market. Both holders and buyers keep on the reserve.

JAVA TOBACCO.—Sales have been closed by secret tender at Amsterdam of the undermentioned parcels—590 bales J.S., 218 bales B., 541 bales P., 480 bales O., 365 bales H., 500 bales Tripa Kawi, 225 bales D/Kawi, 70 bales B.D., 80 bales H. and A. Blitar, 370 bales T.G., 68 bales K.K. Stock 2,037 bales Java, 317 bales Sumatra.

SPICES.—In the absence of any recent sales of note, either of Nutmegs, Mace, or Cloves, quotations of these articles are nominally maintained. Stock on warrants in the Trading Company's stores: Nutmegs, 2,280 casks; Mace, 270 casks; Cloves, 2,510 casks.

RICE remains neglected, and prices are barely supported.

RATTANS.—Sales have been closed at steady prices of 100 piculs, ex Chloris, 188 piculs, ex County of Lancaster.

TIN.—Banca keeps firm, and has sold as follows, viz., usual prompt at f.93; for delivery, ex the coming spring sale, at f.93¼ to f.93½; and for delivery, ex the autumn sale of 1872, at f.86½ to f.87. Billiton has changed hands afloat at f.91. Stock on warrants of the Trading Company:—Banca, 12,200 slabs. Unsold stock:—Banca, 58,437 slabs; floating to Holland, 13,750 slabs.

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SHIPPING.

ARRIVALS. — March 27, at Texel, from Samarang, Mr. Jacob van Lennep; 30, at Texel, from Sourabaya, Blackwall; 1, at Hellevoet, from Padang, Nymphe.

PASSENGERS OUTWARD.—For Java, per Hebe. Messrs. B. L. W. Eybach and family; L. van der Haar; P. Cock van Leeuwen.

PASSENGERS INWARD.—From Java, per Jacob van Lennep, Mrs. erest and family; Messrs. Schreiner and van der Water.

UNITED STATES.

A New York commercial newspaper says that the Secretary of the Treasury has, after careful consideration, allowed a drawback of three cents a pound upon refined crystalline sugar, the product of imported sugars, when exported. This will not only stimulate the product of our sugar refineries, and the importation of sugars to supply them, but it will furnish freights for export. Formerly a large and profitable business was done in sending refined sugar to South America and other ports. This branch of trade has been cut off, because sufficient drawback was not allowed. It will probably revive under the new and liberal allowance.

The Tariff Bill, which was recently amended by the Senate, in such a form as to rescind the duties upon tea and coffee, has been thrown out by the House of Representatives.

REFUSAL OF THE PACIFIC MAIL SUBSIDY.

On the 13th ult. the House of Representatives went into committee on the Post-office Appropriation Bill, the pending question being the amendment increasing the subsidy to the Pacific Mail Steamship Company, for its China line, from $500 000 to $1,000,000 a-year, and making the service fortnightly in-tead of monthly. Mr. Farnsworth brought forward an amendment reducing the subsidy to $500,000, provided that the Pacific Mail Steamship Company shall perform the service semi-monthly, and may perform it in ships of foreign construction. He desired to test the sense of the House as to whether it was not better to let this company purchase its steamers abroad than to pay $500,000 out of the Treasury for the sentimental privilege of seeing the United States flag flying on the Pacific Ocean. He held that this increased subsidy was on the principle of robbing Peter to pay Paul—paying subsidies with one hand, and keeping up protection with the other.—Mr. Morgan also opposed the increased subsidy, and referred to a statement made to him by Mr. Collins, when he got his first subsidy of $300,000, that it had cost him more than that to get it. He would not charge corrupt practices on members, but they all knew that the lobbies were packed with plunderers. This scheme was not republican, it was not democratic; but would not the country believe it was a scheme of plunder devoid of shame? He denounced it as a conspiracy against the Treasury and against the people.—Mr. Brooks, of New York, replied to Mr. Morgan, and reminded him of the great men of both parties who had voted for the Collins' subsidy. He asked him whether he dared to insinuate corrupt motives against Clay and Webster and Crittenden.—Mr. Morgan replied: I dare do anything that is right. I dare to say that this scheme is a scheme of plunder—that it taints the atmosphere. The gentleman may make the most of my remarks.—Mr. Brooks, with a display of great feeling, said: I will go down to posterity with Clay and Webster and Crittenden for that appropriation to support the flag of our country on the ocean. I have before me the record of the distinguished men of both the Whig and the Democratic party who supported that appropriation from 1848 to 1855. This is no new question; it has been agitated twenty years ago. The Collins' line was unfortunate, but its misfortune was due, not to the want of support on the part of the people, but to the bad management of the company, and to the subsequent extraordinary efforts of Great Britain in subsidising the Cunard line.—Eventually the matter was adjourned for a week without any decision being arrived at.

The debate was accordingly renewed on the 20th ult. There was again a great display of feeling, and the speeches were of a similar character to those delivered at the previous sitting. A division was first taken upon Mr. Farnsworth's amendment, which, as above stated, would permit of the Pacific Mail Company's service being performed in foreign-built steamers. The amendment was rejected by 95 against 65 votes. The votes were then taken—amid great excitement—upon the original question of increasing the company's subsidy to $1,000,000, which was ultimately rejected by a majority of five, the numbers being—87 ayes and 92 n ves.

In commenting upon the action of the Committee, the *New York Shipping and Commercial List* says:—As this measure has been regarded as a sort of test subsidy question, the defeat of other Bills of a similar character would seem to be assured. Although we are opposed on principle to subsidies, we believe that, in the case of the China line, the Government might with propriety have extended to the line the aid sought. Here is a line already in operation in a field in which, as yet, we have no competitors, which has done much to create commerce in a new field, and to sustain which, it is claimed, the fostering care of Government is absolutely essential to make it as efficient as it ought to be. Take Great Britain and France as an example. The former has paid, and, we believe, still pays, the Peninsular and Oriental Company a subsidy large enough to afford a virtual guarantee of six per cent. dividends annually, equivalent to twelve per cent. in the United States, considering the difference in the rates of interest there and here. The French Government has been even more generous. To create a commerce which did not exist, the Government loaned the Messageries Imperiales Company the entire cost of fitting out the monthly line to India and China for twelve years without interest, virtually making a free gift of the fleet. When it seemed desirable to have a fortnightly instead of a monthly service, the Government, in addition to heavy advances on similar terms for construction, guaranteed dividends of five per cent. on the entire capital after deducting insurance and depreciation. These are illustrations of a policy to which these nations owe in great part whatever commercial triumphs they have won in the East. In the light of such examples as these, it would seem that the Government might well have departed, in this instance, from its apparently settled policy to ignore ocean steamship subsidies.

NEW YORK MARKET REPORT.—MARCH 23.

TEA.

The following is from Messrs. Beebe's report:—Transactions in Tea have been very much restricted by the unsettled question of duty. Sales reported from first hands include 11,000 half-chests Green, 9,000 half-chests Japan, 3,600 half-chests Oolong, and 1,200 half-chests Souchong. These have been effected at prices showing no material change in values, though at somewhat irregular figures. We revise quotations, remarking, however, that at the moment there are few sellers at this scale of prices. The market closes without animation, the demand being limited to supplying immediate wants.

The following are the current quotations (in gold, duty 15c. paid):—Greens (Moyune, Teenki and Fychow, in chops): Gunpowder, first quality, 100c. to 110c.; second, 75c. to 82c.; Imperial, first, 80c. to 85c.; second, 67c. to 72c.; third, 50c. to 55c.; Young Hyson, first, 88c. to 95c.; second, 70c. to 80c.; third, 55c. to 60c.; Hyson, first, 80c. to 85c.; second, 65c. to 70c.; third, 48c. to 55c.; Hyson Skin, 33c. to 40c.; Foochow Oolongs, common and good, 40c. to 47c.; superior and fine, 50c. to 65c.; finest, 70c. to 100c.; Amoy Oolongs, common and good, 40c. to 51c.; superior and fine, 53c. to 63c.; finest, 67c. to 75c.; Souchong and Congou, common and good, 25c. to 36c.; superior and fine, 43c. to 55c.; finest, 60c. to 70c.; Japans, common, nominal; medium, 47c. to 49c.; good medium, 51c. to 54c.; fine and finest, 57c. to 70c.; choice, 75c. to 85c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to March 13, 1872, were as follows:—Greens, 6,957,124 lbs.; Japans, 2,993,083 lbs.; Souchongs, 2,180,834 lbs.; Oolongs, 4,880,676 lbs.; other sorts, 83,397 lbs.; total, 17,095,114 lbs. The stock on Jan. 1 was 19,708,564 lbs.; which, added to the above total, gives a result of 36,803,678 lbs. as the total supply. Subtracting from this total the exports from Jan. 1 to March 13, 1,424,578 lbs., and the withdrawals for home consumption during that period, 8,259,287 lbs., there remains a total of 27,119,813 lbs., representing the stock on the last-named date. The receipts from Feb. 12 to March 13 amounted to 7,426,611 lbs.; the withdrawals for home consumption to 2,281,803 lbs.; and the exports to 94,365 lbs.

SILK.

The following remarks are from Mr. O'Donoghue's Circular:—The market for Raw Silk has continued moderately active. The arrival on the 1st inst. of the delayed parcels gave a slight impetus to business, and all the most desirable lines were taken at full prices immediately upon their arrival. Re-reeled Hainin and Tsatlees of good qualities are in fair request; there is still a dearth of the medium grades. The demand for usual Reel Tsatlee and Taysaam of best grades continues good; the prices realised, however, are not satisfactory. In Re-reeled Cantons a good business has been done, and some large lines of No. 1 Cumchook have been sold to arrive. Extra fine grades are still extremely scarce, and sales have been made at an advance of 50 cents per lb. on last quotations. In Japan Silks our market is almost bare of stock, and we have nothing upon which to base quotations.

Prices current for China and Japan Silks (currency prices, six months' terms):—Tsatlee, No. 1, $8.75; No. 2, $8 50; No. 3, $8.25; No. 4 to 5, none. Taysaam, No. 1, $7.75; No. 2, $7 to 7.25; No. 3, none. Canton, re-reeled, no stock. Mahang and Hongtang, none. Tsatlee: re-reeled, best, $8.50 to 8.62½; fair, $8.25 to 8 37½. Taysaam, re-reeled, fair, $7.50. Haineen, re-reeled, best, $8 75; fair, $8.25 to 8.50. Japans: no stock.

COFFEE.—The market for East India kinds is quiet at the following rates: Java (Government bags), 22c. to 23c.; Java (Grass mats), 23c. to 24c.; Singapore, 18c. to 19c.; Ceylon, 18c. to 20c.; Manila, 18c. to 19c. gold.

CAMPHOR.—China is quoted 17c. to 18c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $3; Cassia, $2.25 gold (duty paid).

FIRE CRACKERS are quiet, and the stock is held at $1.7½ to 1.10 gold in bond; 3,000 boxes have been sold on the spot, and 4,000 boxes to arrive on private terms.

GAMBIER.—The current quotation is 5c. gold; the market is firm.

HEMP.—Sales have been made privately of Manila to the extent of 2,870 bales on the spot, and 2,150 afloat, the prices paid being kept secret. In the open market there is little doing, the current quotations being 12¾c. to 13c. gold.

INDIGO.—Manila quiet, at 95c. to $1 05c. currency.

RICE.—The market is fairly active, and prices are showing an advancing tendency. Rangoon stands at $6.80 to 7.12½ currency on the spot, and $3 25 to 3 50 gold in bond.

SUGAR.—There are no transactions in East India descriptions to report.

SPICES.—The market is quiet, the invoices afloat being generally held above the prices now current. Cloves are firm at an advance, and rule at 16c. gold, duty paid, and 11c. in bond, with considerable business at these figures. Pepper is firm at previous rates. Cassia is dull. Mace is neglected. Nutmegs also are dull and weak, and prices are declining. The distributing demand has improved somewhat, though the market cannot be written active. Sales have been made to the trade of Mace at $1.25 for prime; Nutmegs, 95c. to 97½c.; Cassia, 29c. to 30c.; prime Batavia, 32c.; Cassia Vera, out of stock; Pepper, 17c. to 17½c. for Sumatra, and 18c. to 18½c. for Singapore; Cloves, 16c., all gold.

TIN.—Some excitement has been displayed, owing to a considerable speculative inquiry for Straits, and a large business has been done during the past fortnight at gradually advancing rates, commencing at 39½c. and rising to 40½c. gold, which is the closing quotation.

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The London & China Telegraph.

LONDON: MONDAY, APRIL 8, 1872.

THE CONSULAR SERVICE.

THE Civil Service Estimates, which include the allowances for the Diplomatic and Consular Service in China, Japan, &c., have been issued for the forthcoming year, and were detailed in our last issue. The total amount estimated is some £6,000 less than last year, being £80,835, showing a further tendency on the part of our present Government to curtail that useful body—the Consular Staff. The paring down system, we suppose, will be suffered to go on until some fine day we shall find in the representatives of Great Britain a class of men similar to those who at one time represented the American flag. There is another danger which threatens, consequent upon this dreadful spirit of economy. It seems that, with a view of carrying out these ideas, the suggestions of one of the Consular Staff to effect a saving have been listened to and acted upon by the Foreign-office. The case alluded to is this. The late Consul at Kiukiang, Mr. PATRICK HUGHES, finding that the trade of the place had decreased very considerably, made an offer to the Foreign-office that he would undertake the entire charge of all the Yangtsze ports, residing himself at Hankow, and making occasional visits to Kiukiang and Chinkiang, for a "lump sum." This proposal seems to have been jumped at by the Foreign-office, and the Consul's salary at Hankow reduced from £1,300 to £1,000. The port of Kiukiang being fixed with a Vice-Consul at £750, and for Chinkiang there is no provision at all beyond an item of £50 for a writer, although it will be seen by our Shanghai news in another column that the trade has vastly increased. But this is by no means the whole of the injury inflicted on the Consular Staff by this arrangement. There are five senior Consuls to Mr. HUGHES, receiving £800 to £900, who were justly entitled to be promoted to the Hankow Consulate before him, and what Mr. HUGHES has done to entitle him to be thus put over their heads we are not aware, unless especial merit is due to him for finding out this brilliant idea of feathering his own nest to the detriment of his brother Consuls. The service at one time could boast of an *esprit de corps*, but those days are, we suppose, now past.

The action of the Foreign-office must, we think, have been guided by the representations of our Minister at Peking. It is of course no secret that Mr. WADE obtained his own appointment in consequence of his economical and peace-at-any-price views, exactly suiting the parsimonious and miserable ideas of our present Government. But Mr. WADE should certainly have protected these senior Consuls from such a gross injustice, more especially as the appointment of Mr. HUGHES drives Mr. CAINE from Hankow—where he has been for over three years—back to Swatow, on a salary of £800. Taking this latter feature into account it is the most outrageous piece of injustice ever perpetrated. That Mr. CAINE has a large family to support adds very much to the hardship of the case, but of course the Foreign-office cannot be expected to be mindful of these private affairs; but a generous chief would have taken care that this circumstance was represented. So much for the reductions on the Yangtsze. The next reduction is that of Chefoo, to which Mr. LAY has lately been gazetted, in succession to Mr. MARKHAM, deceased. But Mr. LAY is informed that the Lords of the Treasury have reduced the pay of this Consulate from £900 to £800. Here is a gentleman who has been in the service for some twenty years—and who, moreover, distinguished himself, while Acting Consul at Tientsin, during the time of the dreadful missionary murders—who finds, when "promoted," that this is the manner of promotion adopted. Again, the post of Chinese Secretary at Peking has been conferred on Mr. MAYERS, a very proper tribute to this gentleman's well-known and acknowledged ability as a Chinese scholar; but the salary of the office has been reduced from £1,000 to £800!—equal only to the pay of the smallest consular port. Certainly a scholar like Mr. MAYERS deserved more consideration than this. With such treatment, what other feelings can prevail in the service than those of disgust, coupled with a decision to do as little as possible in return. The salary of £1,600 at Canton, which is out of all proportion to other ports, will of course be cut down when vacated by Mr. ROBERTSON, the Senior Consul.

We cannot understand why the Consul at Yokohama—or Kanagawa, as our officials persist in calling it—should be paid £700, or £100 less than any other port in Japan. We are aware that the Consul there is relieved of the judicial duties of the port, as there is at Yokohama a deputy judge, an officer connected with the Supreme Court of China and Japan. Mr. HANNEN now holds that appointment, which does not, by the way, appear in the Foreign-office List for the present year. We have been compelled to content ourselves by noticing the most glaring pieces of injustice, but other posts could be noticed, such as the Secretaries of Legation at Peking and Yedo, which should be at least £1,000 per annum.

THE SINGAPORE RAILWAY.

THE SECRETARY of STATE for the COLONIES is now in possession of the views of the community at Singapore in reference to the proposed railway to be constructed by Government. These views, contained in a series of resolutions proposed and carried at a meeting held at the Town Hall, have been transmitted to Lord KIMBERLEY. What will he do with them? We cannot but believe that his Lordship will be astounded at the formidable array of public opinion exhibited in the resolutions passed at the meeting. The meeting was one of the most effectual and best conducted ever held in the Far East. It is not to be surprised at that his Lordship saw no prospect of the rival interests ever being conciliated; we have seen them over and over again upset, when just on the point of signing, sealing, and delivering. But does this justify the Home Government in ordering the appropriation of the local revenue for the purpose of constructing the line, while such works of vital importance as the waterworks remain uncompleted? Unquestionably this vital necessity for the health and comfort of the entire population should have priority. Building railways out of the surplus revenue of a colony is an unprecedented and incomprehensible transaction. If the finances of the place are so flourishing, some of the imposts which bear heavily on the tax-payers—and probably on the proper development of trade—should be abolished. Such an enterprise as a colonial railway should have its own special manner of yielding a return on the capital laid out in its construction. We understand that the STRAITS ASSOCIATION do not intend holding any meeting on the matter, but in some shape we shall no doubt ascertain the course intended to be adopted by Lord KIMBERLEY previous to the departure of next mail. A letter on this subject from Mr. GILFILLAN will be found in another column.

THE CEYLON HARBOURS.

WE are glad to observe that the new Governor of Ceylon received a cordial and unanimous welcome from the whole population of the colony, non-official as well as official, immediately on his arrival amongst them. Among the first manifestations of this feeling was the address of the Chamber of Commerce, to which Mr. GREGORY replied in feeling and earnest terms, in which those who have watched his Excellency's career at home will see the sure indications of an independent, liberal, and progressive policy. With great good taste the Chamber did not encumber their first address of congratulation and welcome with any subject of local importance other than the one which must be uppermost in the minds of all—the improvement of the harbour accom-

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modation of the island. Other reforms and improvements will no doubt be suggested in due time, and receive the attention which the new Governor has promised to give to this crying want. We cannot but regret, however, that on this occasion the recommendation of the Chamber assumed so one-sided an appearance in urging the construction of the new works at Colombo, without even referring to the claims and advantages of Galle. To take a new Governor—if not by surprise, at least by anticipation—in an act which may prove the most important under his term of office, is, to say the least, undignified. For our own part, we remain of the opinion we have always maintained, that Galle is essentially the mail port of Ceylon. The shallow roadstead of Colombo can never be made to accommodate vessels of the burden that can ride safely at Galle, if the projected improvements are made there. The importance of the Paumben Channel, too, as a communication between Ceylon and India—intimately bearing on the present question—was unaccountably left out of the Ceylon Chamber's first "platform." This seems rather uncandid, but we have no doubt that Mr. GREGORY will not decide in haste against the claims of Galle, which have long been apparent to the most experienced residents in Ceylon, to be the mail port, *par excellence*, of the island.

OUR New York Correspondent informs us that considerable excitement was caused in the House of Representatives during the debate on the Bill for an increased subsidy to the Pacific Mail Steam Company to run a fortnightly line between San Francisco, Japan and China. After a sharp struggle the Bill was lost by a majority of five votes. It is rather singular that while we record this we have at the same time to record the establishment of a British Steam Company to run from a Pacific port to Japan and China.

THE members of the Japanese Mission keep moving. We hear that they visited Philadelphia, and made a tour through the iron, coal, and petroleum districts. We understand that Messrs. BOWLES and Co., American bankers, have been appointed financial agents in London, and have ordered to be prepared for them a map of London, marked in Japanese.

FOLLOWING the rules laid down for both home and foreign appointments under the Foreign-office, we understand that an examination for three Student Interpreters for China will take place on May 28. The Parliamentary Committee of Inquiry on the Diplomatic and Consular Service resume their duties on the 11th inst.

Monetary and Commercial.

A new Steam Company has been registered, styled the "Trans-Pacific Steam Navigation Company," for the purpose of running a line of steamers between the ports of China and Japan, and to a port on the Pacific connecting with the American system of railways. The capital is fixed at £750,000, a large portion of which has been subscribed by the directors and their friends. The directors are influential and practical men in steamboat enterprise, and consist of E. H. Green, banker, London; Gilson Homan, merchant, Bradford; W. J. Alt, London, and late of Japan; William Nicol, shipowner, Liverpool; William Malcolm, ironmaster, Wilts; and W. Wetmore Cryder, merchant, London. The managers of the company are to be Malcolm, Hudson, and Co., London, and Hudson, Malcolm, and Co., Japan, with power to appoint sub-agents.

The Montevidean and Brazilian Telegraph Company has been brought forward, with a capital of £135,000, in shares of £10 each 11,800 of which are offered for subscription. The company proposes to connect Monte Video, and the system of telegraphs at present terminating there, with the Brazilian frontier, by a submarine cable and by land lines communicating with the principal towns of Uruguay. The concessions are for the periods of fifty and forty years respectively; and, by the completion of this link in the chain of communication, Valparaiso and Santiago in Chili, Buenos Ayres, and the other important cities in the Argentine Republic, and Monte Video, will be brought into closer correspondence with Europe, the East, and the United States by five days. The price to be paid for these concessions is £7,000 in cash, and £17,000 in fully paid-up shares, of which £12,000 (being the ordinary share capital of the company) will receive no dividend until 10 per cent. is paid on the rest of the capital. The contract for carrying out these lines has been made with Messrs. Reid Brothers, who will erect the land lines while the cable is being manufactured and will be laid by Mr. W. T. Henley, of North Woolwich. The cable will be despatched from England by the first week in June, and communication between Monte Video and Brazil will, it is expected, be established by the end of July. The prospectus in full appears in our advertising columns.

The directors of the British Indian Extension Telegraph Company (Limited) have issued their report preparatory to the meeting to be held on the 17th April. It states that the gross revenue has amounted to £61,065, and the expenses to £12,827, showing a balance of £48,237, which, after the deduction of income-tax and interest on debentures, leaves a net profit of £45,418. The directors have already paid two interim dividends, equivalent to 6 per cent. per annum, and they now declare a further dividend of 2 per cent., making a total of 8 per cent. for the year, carrying forward £4,218 to reserve. The debenture debt of the company, which at the commencement of the year amounted to £24,000, on account of the change of terminus from Galle to Madras, and the purchase of the maintenance ship *Agnes*, was reduced prior to the end of the year to £16,500; a further reduction of £8,000 has since been made by the employment of £4,400 from the earnings of the year, and £3 600 from the surplus capital, leaving a sum of £8,500 to be paid off hereafter.

The traffic for the month of March on the Great Northern Telegraph Company's amalgamated lines has been as follows:—On the European lines, 34,294 telegrams, with revenue 99,884 francs; on the China and Japan lines, 2,832 telegrams, with revenue 99,000 francs. In March, 1871, the traffic receipts were larger but the Continental holidays before Easter did not occur during that month, as was the case this year.

The fourteenth annual general meeting of the Chartered Mercantile Bank of India, London, and China will be held on the 16th inst. A dividend of four per cent. for the half-year ended 30th December, 1871, will be payable to the shareholders on the 13th inst.

The report and accounts of the Hong Kong and Shanghai Banking Corporation will be found in the advertisment pages of our present issue.

Considerable discrepancies prevail as to the export of Shirtings to Shanghai for March. They are variously stated at from 30,000,000 to 40,000,000 yards, but we believe the latter figures will be found nearer the truth.

The market for Bar Silver is quiet at 5s. 0¾d. to 5s. 0⅞d. There is a good inquiry for Mexican Dollars for China, and the current rates are 5s. for the new, and 5s. 1¼d. for the old coinage.

The Mexican Government have notified that the export duty of 8 per cent. on dollars will be taken off on the 1st July, and that the transmission of bar silver from Mexico after that date will be allowed free of duty. Hitherto the exportation of the former only has been permitted by the authorities. It is anticipated that the effect of the new regulation will be the shipment of large amounts of bullion to this country in the place of coin, and that the supply of the latter in this market will eventually become very small. With a continuance, therefore, of the demand for China, much higher prices will probably be quoted here for Mexican dollars.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From FOOCHOW to LONDON, per Brockham, entered March 30.—21,067 packages tea, 45 cases wine—Order.

From BANGKOK to LONDON, per Codan, entered April 1.—543 bags teel seed, 3242 bags pepper, 14,530 buffalo horns, 249 squares and 28 planks teak, 2200 packages sapan wood, 14 cases merchandise—Order.

From ZEBU and ILO ILO to LIVERPOOL, per Erie, entered March 30.—From Zebu: 3950 bales hemp, 33 cases gum—Order. From Ilo Ilo: 33,962 bags sugar—Order.

From SINGAPORE to LIVERPOOL, per Frances, entered March 30.—400 tons gambier—Chalmers and Co.; 3760 bags sago flour, 1310 bales gambier, 32 bags white pepper, 133 baskets gutta-percha, 755 hides, 7584 bundles rattans—Order. Remainder of cargo from Cape Town.

From JAVA to GREENOCK, per Colmonell, entered March 28.—5674 baskets 800 bags sugar—John Kerr and Co.; 3743 bundles rattans—Order.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass	Brandy.	British Spirits.	Red Wine.	White Wine.	Ils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and wire.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tns.	Tons.	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£	£	£
Langstone	Shanghai	London.	Feb. 29	274	4	155	5	28	180	769	1859330	...	...	...	5030	...	10360	...	33	198	143	167	2494	1131	300	528	...	...	800	464	286	2	221	156	...
Guinevere	Hong Kong	,,	Mar. 1	202	24	12	296	...	...	135	350350	...	...	...	20	250	124800	...	...	41	746	...	...	66	15	...	2024	735	...	35	18	...	43	20	...
Pasithea	Singapore	,,	,, 5	109	...	45	101	1	60	2044	119000	5901	...	...	85	1210	...	...	135	101	2338	36	207	1024	1000	104	50	195	...	223	2	24	139	180	...
Samuel	Java	,,	,, 6	70	...	22	...	...	...	546	38100	37858	...	...	...	...	...	9	...	60	...	26	...	...	100	94	22	...	...	1334	828	...	72	36	...
Derwent	Shanghai	,,	,, 6	152	...	...	150	25	140	44	516750	400	...	...	3860	...	...	...	2	81	737	237	2586	1153	513	269	2420	...	...	113	275	22	277	120	250
Canton, str., via S.C.	Singapore, &c.	,,	,, 13	...	...	...	...	...	...	585	484200	16000	...	...	2880	102	...	...	...	...	180	8	172	177	...	98	424	173	...	26	£7	5	75	132	630
Do. do.	Hong Kong	,,	,, 13	3	12	...	75	...	1405	739	351500	20000	...	295	3631	...	20000	434	...	...	371	39	711	234	...	478	511	336	102	124	252	...	13	15	...
Do. do.	Foochow	,,	,, 13	...	...	...	...	...	...	18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34	...	8	15	...	...	...	...	...
Do. do.	Shanghai	,,	,, 13	1	...	...	3	...	20	400	5664963	56443	1701	4	9209	725	103136	57	...	...	...	...	412	364	...	5	1237	...	205	67	5	19	300	80	...
Do. do.	Yokohama	,,	,, 13	...	...	...	...	...	343	2599	39000	...	...	...	4788	...	40000	...	...	...	3	5	4	8	...	70	148	...	...	27	...	...	49	40	255
Delta, str., via S.C.	Singapore, &c.	,,	,, 15	...	...	...	...	...	...	35	7500	...	...	...	840	...	...	45	...	...	...	...	...	...	...	...	138	70	...	60	...	6cs.	43	62	...
Do. do.	Hong Kong	,,	,, 15	...	...	...	...	...	...	...	310500	5250	...	135	2529	...	16400	...	...	...	...	13	...	18	...	170	814	...	...	50	...	...	120	219	...
Do. do.	Foochow	,,	,, 15	...	...	...	...	...	...	25	...	...	...	...	...	...	...	...	...	...	27	...	31	...	105	...	20	...	...	...	...	...	...	...	...
Do. do.	Shanghai	,,	,, 15	...	...	...	...	...	76	78	1651851	...	...	...	6145	76	...	19	...	...	...	...	50	27	...	...	630	...	...	5	50	5cs.	...	24	...
Do. do.	Yokohama	,,	,, 15	...	...	...	4	...	142	415	66100	5664	...	...	7039	...	65200	...	...	...	20	40	...	...	...	165	2588	...	...	350	11	...	281	68	681
Do. do.	Eastern Ports	,,	,, 15	...	...	...	...	...	25	235	...	1480	132	157	7556	...	...	...	...	...	81	20	...	...	£995	600	477	58	...	...	...	5cs.	118	66	...
Sea Gull, str., via S.C.	Singapore, &c.	,,	,, 19	...	...	...	...	...	11	18	186500	...	...	...	...	...	...	...	...	...	...	29	...	...	...	7	198	...	...	...	...	...	537	114	...
Do. do.	Hong Kong	,,	,, 19	13	...	36	3	...	...	1003	264500	...	...	120	677	...	...	50	...	...	140	14	24	355	...	83	453	...	...	165	...	5cs.	...	255	30
Do. do.	Shanghai	,,	,, 19	100	23	...	...	...	13	38	1332150	78064	1000	...	10794	...	...	...	...	...	52	24	166	66	13	...	...	...	...	38	...	1	96	80	139
Do. do	Yokohama	,,	,, 19	...	...	...	6	...	250	103	...	...	...	...	899	...	...	21	...	...	...	...	...	...	...	...	200	...	...	6	...	...	32	13	...
Scindia, str., via S.C.	Colombo	,,	,, 21	...	15	...	...	...	...	126	1049960	87380	360	...	...	...	8064	...	15	30	...	...	616	60	...	...	851	...	...	...	...	15	53	...	...
Agamemnon, str., via S.C.	Singapore, &c.	Liverpool	,, 15	...	...	2	...	...	...	...	510112	117421	...	...	1210	...	12000	...	...	...	61	7	64	112	...	...	381	...	...	10	...	...	80	...	...
Do. do.	Java	,,	,, 15	...	...	...	...	...	...	...	51630	27600	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. do.	Manila	,,	,, 15	...	...	...	...	...	...	...	12000	23200	...	...	40	...	4900	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21	...	...
Do. do.	Hong Kong	,,	,, 15	9	...	...	...	...	...	48	94796	6200	...	33	2662	...	60000	...	...	...	...	...	...	...	...	5cs.	...	...	...	...	...	13	50	2cs.
Do. do.	Shanghai	,,	,, 15	...	...	...	...	...	...	105	1488678	38430	...	...	4514	...	8300	...	3	1	10	...	44	50	...	20 cs	...	...	256	...	150	43	176
Do. do.	Yokohama	,,	,, 15	...	...	...	...	...	...	...	...	24000	...	...	1716	...	...	...	...	...	...	...	...	...	...	...	118	...	...	...	...	...	...	16	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Langstone	Shanghai	...	12	25	26	...	...	39	923	149	...	...	...	...
Guinevere	Hong Kong	24	10	...	...	...	...	15	20	600	...	...	...	...
Pasithea	Singapore	25	...	...	...	26	...	150	72	351	776	...	...	...
Samuel	Java	69	35	...	...	...	424	...	...	816	11	...	...	...
Derwent	Shanghai	90	...	111	...	...	...	...	1908	54	...	...	...	...
Canton, str., via S.C.	Singpre., &c.	331	...	...	72	70	50	65	...	9cs	510	321	150	300
Do. do.	Hong Kong	52	...	862	...	86	118	...	645	13	1230	...	...	15
Do. do.	Foochow	12	6	...	...	...	...	...	...	...	...	...	...	...
Do. do.	Shanghai	160	...	391	1335	39	...	107	99	80	165	...	...	250
Do. do.	Yokohama	149	9	130	917	78	76	27	280	3cs.	...	10	...	...
Delta, str., via S.C.	Singpre., &c.	37	4	185	...	121	69	...	15	...	9	35	...	...
Do. do.	Hong Kong	28	...	347	...	171	...	130	...	...	...	...	...	...
Do. do.	Foochow	...	...	281	...	...	...	30	...	...	...	...	...	80
Do. do.	Shanghai	19	...	353	100	510	...	50	...	...	...	100	165	350
Do. do.	Yokohama	696	43	1087	2218	799	75	13	220	...	...	272	...	13
Do. do.	East. Ports	287	15	529	1170	130	...	439	203	59	6236	...	126	...
Sea Gull, str., via S.C.	Singpre., &c.	...	21	...	172	...	...	...	...	...	73	...	80	...
Do. do.	Hong Kong	46	26	82	...	14	...	110	15	80	...	40	...	...
Do. do.	Shanghai	73	20	...	...	...	...	...	498	...	...	...	...	84
Do. do.	Yokohama	14	...	40	188	...	...	...	...	...	...	...	...	...
Scindia, str., via S.C.	Colombo	...	...	...	...	...	...	...	...	113	59	120	...	...
Agamemnon, str., via S.C.	Singpre., &c.	...	...	...	...	...	185	...	...	...	50	90	...	...
Do. do.	Java	...	...	...	...	...	...	56	...	...	...	108	...	...
Do. do.	Manila	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. do.	Hong Kong	2cs.	...	10cs.	47	...	110	66cs.	...	...	...	1cs.	...	...
Do. do.	Shanghai	40	...	20cs.	...	...	...	...	...	8	...	2cs.	...	...
Do. do.	Yokohama	...	...	...	...	...	...	80	...	...	...	...	...	80

ADDITIONAL.—Per LANGSTONE.—Cottons, £1,000; carriages, £163; effects, £50; goods, manufactured, £173; mineral waters, £176; matches, £520; sugar, 77 cwt.; fruits, 5 cwt.

Per GUINEVERE.—Cement, £200; tiles, £90; coals and coke, 422 tons.

Per PASITHEA.—Confectionery, 3 cases; goods, manufactured, £35; matches, £437; stones, £105; coals and coke, 201 tons; fruits, 3 cwt.; tar and pitch, 68 barrels; gunpowder, 375 lbs.

Per SAMUEL.—Cement, £100; goods, manufactured, £25; lucifers, £200; mineral waters, £22; tar and pitch, £19; gunpowder, 5,400 lbs

Per DERWENT.—Flints, £35; mineral waters, £217 and 30 packages; sugar, 49 cwt.; fruits, £2.

Per CANTON (str.).—To Singapore, &c.: Effects, £56; india-rubber manufactures, £20; carriage, £80; cottons, £815; goods, manufactured, £31 To Hong Kong: Corks, 4 cases; effects, £228; cottons, £440; matches, £6; goods, manufactured, £115; quicksilver, 1,250 bottles. To Foochow: Effects, £15. To Shanghai: Cottons, £14,470 and 40 bales; effects, £79 and 2 cases; oars, £25; grindstones, £14; mineral waters, £83; matches, £10; india-rubber manufactures, £40; thermometers, £86. To Yokohama: Effects, £240; seeds, £60; goods, manufactured, £135; scientific instruments, £43; perambulators, £30; fruits, 14 cwt.

Per DELTA (str.).—To Singapore, &c.: Goods, manufactured, £17. To Hong Kong: Effects, £130; cork manufactures, £9; beeswax, £650. To Shanghai: Goods, manufactured, £65; effects, £245; sponge, £32; optical instruments, £58; guns, 4 tons. To Yokohama: Cottons, £765; goods, manufactured £556; effects, £30; mineral waters, £31; clocks, £110; tortoise roofs and shells, £445; crucibles, £796. To Eastern Ports: Effects, £320; scientific instruments, £80; coffee, 3,396 lbs.; cottons, £1,629. To Sourabaya: Plain cottons, 9,600 yards.

Per SEA GULL (str.).—To Singapore, &c.: Cottons, £815; philosophical instruments, £8; geneva, 12 gallons. To Hong Kong: Silver plate, £100; effects, £119; cart, £25. To Shanghai: Cottons, £4,400; effects, £376; india-rubber manufactures, £80; mineral waters, £26; flints, £70. To Yokohama: Vestas, £25.

Per SCINDIA (str.).—Sugar, 101 cwt.; beef and pork, 14 cwt.

Per AGAMEMNON (str.).—To Singapore, &c.: Cottons, £179; geneva, 5 gallons. To Hong Kong: Effects, 2 cases; charcoal, £93; scientific instruments, £50; provisions, 6 cases. To Shanghai: Woollens, 1 case; effects, 15 cases; apparel, 5 cases; sherry, £18; port, £5. To Yokohama: White wine, 69 gallons. To Macassar: Plain cottons, 11,712 yards; coloured cottons, 4,704 yards. To Amoy: Hardware, £175. To Foochow: White wine, 69 gallons.

Per GARSTON, from Liverpool to Ceylon, cleared March 15.—Coals, 968 tons. Per KENTVILLE, from Liverpool to Hong Kong, cleared March 16.—Coals, 1,102 tons; tobacco, 120 lbs. Per FINZEL, from Liverpool to Singapore, cleared March 20.—Coals, 880 tons. Per CHIH LI (str.) from Glasgow to Shanghai, cleared March 28.—Marine boilers, £3,000. Per SCOTLAND, from Greenock to Hong Kong, cleared March 30.—Coals, 1,495 tons.

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ARTICLES OF IMPORT.

TEA.

The market has again been quiet; the arrivals have been heavy, largely in excess of the deliveries, which compare unfavourably with last year, the decrease in quantity exported being considerable. Prices have, however, been fairly maintained, importers giving great support to the market, the quantity afloat being reduced to a small compass, whilst the total export from China and India for the season is likely to be below deliveries. The Export trade continues quiet, that to the Continent being still on a small scale; to Canada the few orders appear to be filled up. The deliveries do not compare so favourably as before; Imports for the first three months prove exceptionally large, being over 60,000,000 lbs.

Home consumption for London	1872.	1871.
from Jan. 1 to March 31.	... 22,837,000 lbs.	22,832,000 lbs.
Export do. do.	... 8,210,000 ,,	9,000,000 ,,
Sent coastwise do.	... 9,402,000 ,,	8,400,000 ,,
Total delivered ...	40,449,000 lbs.	40,232,000 lbs.

SILK.

The market has continued quiet throughout the week. China Silk has remained fairly steady as regards prices, there being very little inquiry, and only a limited business for home wants. Japan Silk of recent arrival has met with some inquiry, and some fair business has been doing of late in desirable parcels of clean Mybash; other sorts, however, do not find favour with manufacturers. Deliveries of all but Bengals were fairly good last month, being—of China, 2,418; Canton, 974; Japan, 763; and Bengal, 285; total, 4,440 bales.

LONDON QUOTATIONS.—APRIL 8.

CHINA.	
Tsatlee, No. 1	30s. 0d. to 30s. 6d.
,, ,, 2	28s. 6d. to 29s. 0d.
,, ,, 3	28s. 0d.
Red Peacock	25s. 0d. to 25s. 6d.
Yuenfaa and Hainin, Nos. 1, 2, and 3 ...	23s. 0d. to 25s. 6d.
Taysaam Keying, Nos. 1, 2, and 3	23s. 0d to 27s. 6d.
Long Reel	19s. 6d to 21s. 0d.
Canton	14s. 0d. to 22s. 6d.
Chinese Thrown	24s. 0d. to 25s. 6d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	22s. 6d. to 28s. 0d.
Idah, Nos. 1 and 2	25s. 0d to 27s. 0d.
Sodai, Nos. 1 and 2	24s. 0d. to 24s. 6d.
Oshiu, Nos. 1, 2, and 3...	25s. 6d. to 28s. 6d.
Koshiu, No. 2	23s. 0d. to 24s. 0d.
Eichizen	20s. 0d. to 24s. 0d.
Mashta	20s. 0d. to 23s. 0d.
Hatchoji	20s. 0d. to 22s. 0d.

According to Messrs. Arles Dufour and Co., of Lyons, the silk markets of that city are dull, especially as regards low sorts, which are abundant. The impulse given by the opening of the spring season and the renewed apprehension of the duty on imported silk have, however, given some stimulus to business, and prevented any permanent reduction in quotations.

COFFEE.

There has been little disposition to operate, and but little business can be reported. Importers are unwilling to accept present prices, and therefore refrain from offering parcels for public sale; no business of importance has been transacted privately. At Thursday's sales (the first since the holidays) 146 casks 67 tierces 1 barrel 34 bags *Plantation* Ceylon sold—triage 65s. to 68s., small 73s. to 74s. 6d., low middling 75s. to 75s. 6d.; middling 76s. to 77s. 6d., good middling bold 79s. 6d. to 80s., peaberry 89s. 6d. to 91s. 6d.; 451 bags *Native* Ceylon black garblings sold—sound at 42s. to 43s.; 75 bags small greenish *Singapore* sold at 67s.

SUGAR.

Supplies of all kinds are small, and the stock is much reduced; the demand has been limited, and sales are, therefore, very scanty, prices being, however, firmly sustained. There has been a moderate inquiry for Manila, and sales have been made at firm rates, including about 350 tons unclayed Ilo Ilo at 24s. per cwt. Privately 300 bags fine Penang have been sold at 35s. 6d.

CAMPHOR.—The market for both China and Japan is very dull, and there is some pressure to sell at last quoted rates, viz., £4 5s. on the spot, £4 7s. 6d. afloat, which are hardly obtainable at the close. The stock is 5,118 packages, against 11,261 at corresponding date last year, the deliveries for the first twelve weeks of this year being 1,374 packages. Afloat, the quantity for London is at present very small.

CHINA GRASS.—There have been no transactions; sales are only practicable at lower rates than the current quotation, £55 per ton, which holders firmly resist.

CANTHARIDES.—No transactions in China.

CHINA ROOT.—Out of inquiry; 40 bags at public sale withdrawn at 25s.

CHINA PRESERVES.—At public sale 200 cases Ginger, per Chin Chin, were sold at 8d., one lot at 8¼d., 20 cases dry do. being bought in at 11d.

COCOA-NUT OIL.—There is little or nothing doing in this import; the nominal quotations are Ceylon, £37 to £37 10s.; Cochin, £42 to £44 per ton.

COIR GOODS.—No sales during the week.

COLOMBO ROOT.—In public sale 50 bags middling quality were retired at 40s.; ordinary quality has been sold at 23s. to 25s.; fine bold fresh root is scarce.

COPRA.—No Penang on offer.

CUBEBS.—Market dull; no business doing.

CUTCH.—The market has re-opened with a good demand, and an advance of 6d. per cwt. has been paid upon the prices current for last mail; on the spot about 100 tons fine Pegu have been sold at 27s. 6d.; afloat 50 tons fine Pegu were quitted at 27s. 6d.; and 27s. 3d. was offered and refused for a parcel of 200 tons; 1,000 boxes now landing have been sold at 27s. 6d.

DIVI DIVI.—About 1,000 bags have been sold by private contract at £16 10s. to £17 per ton.

DRAGON'S-BLOOD.—At auction 6 cases fine pure block have been sold at £11 to £14 per cwt., and very good at £8. These prices could not be obtained for large lots, but they prove that fine quality is scarce and much wanted. Average quality is dull, and the whole of 58 packages offered were bought in at £5 to £6 10s., according to quality.

EBONY.—Ceylon continues in request, but there is still little or no supply here, and high prices are obtainable.

ESSENTIAL OILS.—*Aniseed* continues very dull, but about 40 cases have been sold at 10s. 6d. *Cassia* is steady, but trade is restricted at last quotation, viz., 5s. 8d. *Nutmeg:* Steady, but stocks increasing; 5 cases sold at 7¼d. to 7⅜d. per oz. *Cinnamon:* Very scarce and wanted; of 6 cases at auction, 2 sold at 1s. for inferior, remainder at 2d. to 5d. for leaf. *Citronelle:* Improving; about 10 cases sold at auction at 2¼d., and about 50 cases privately at the same figure, and some afloat at 2½d. *Lemon Grass:* Firm, and in few hands; sales effected at 4½d. to 4¾d., and no more sellers at those quotations.

GAMBIER.—The market continues very quiet, and there have been no transactions since our last report; block is nominally quoted 22s. 6d. to 23s. per cwt.

GALLS.—*China:* The market shows some signs of recovery from the recent depression; there have been no public sales, but private business to small extent has been done within the past few days at prices slightly over the current rates of a fortnight since. *Japan:* No transactions.

GUMS.—*Benjamin:* Siam steady; large stock; of 17 cases at auction, half sold at £9 17s. 6d. to £10s. 2s. 6d. per cwt. for middling 2nds; Sumatra firm; and of 15 cases offered, half sold, 2nds middling at £7 15s. *Copal* steady but quiet. *Damar* quiet; of 150 cases Batavia at sale few only sold, middling at 58s. to 59s.; 81 cases Singapore sold at 44s. to 46s. 6d. for middling with dark pieces intermixed. *Gamboge* steady; fair private trade at full rates; 12 cases at sale bought in.

GUTTA-PERCHA.—Market firm, with large business privately at steady prices. At auction 480 baskets were offered and half sold, fine genuine at 3s.; fair mixed at 1s. 10d. to 2s.; reboiled common to middling white at 1s. 1⅝d. to 1s. 4d.

HEMP.—Manila is quiet, but there is no pressure to sell, and former prices are well supported; there have been no public sales, but private transactions to small extent are being entered into at £50 10s. for fully fair roping; £41 10s. to £42 5s. for brown; and £45 5s. for mixed quality.

HIDES AND HORNS.—No sales have been made since the 21st ult.

INDIA-RUBBER.—There is an absence of supply of Borneo and Singapore, which are in good request.

JAPAN WAX.—There have been large arrivals during the past fortnight, and importers are in consequence showing a desire to quit their stocks.

MUSK is in good demand at advanced rates, being scarce at public sale; 33 caddies were offered, of which two-thirds sold; fine selected well-shaped pods at 47s. to 48s. per oz.; middling 37s. to 39s. 6d.; rough and bally good 20s. 6d. to 21s.; middling wormy ditto 15s. to 17s.; very inferior 6s. 6d.; good grain 56s. per oz.

PEPPER.—There has been but little business doing, but the market shows an advancing tendency. *Black:* Small sales are reported of Penang at 6 15-16d., and of Singapore at 7¼d. per lb.; for forward delivery 2,000 bags Penang, April-May, have changed hands at 7d.; also 1,000 bags, May delivery, at 7 1-16d. For arrival 100 tons Penang, distant shipment, have been sold at 6¾d. *White:* Transactions to a limited extent have been effected in Singapore at advancing rates, closing at 12½d. per lb. For arrival 10 tons Singapore, April-May shipment, have been sold at 12⅝d., and 160 bags, March shipment, at 12¼d. for sound and first-class sea-damaged together.

PLUMBAGO.—The market continues steady at higher prices, especially for the better qualities; of 1,165 barrels offered in auction, two-thirds sold—lump, fine at 31s. 6d. to 32s. 6d., middling to very good 21s. to 28s. 6d., inferior and ordinary 17s. to 19s. 6d.; chips, good and fine, 18s. to 20s. 6d.; dust, ordinary to good, 6s. to 9s. per cwt.

RATTANS.—Prices have advanced, £25 per ton being paid for 20 tons in private sale, and 26,125 bundles offered in public sale, being quitted at full rates.

RHUBARB.—Prices have further improved during the fortnight, and should shipments cease for any length of period from China, prices would almost certainly advance for good quality sun dried root very considerably, this description being already somewhat scarce. In auction 142 cases have been sold. Very good, but small sun dried, at 2s. 9d. to 2s. 10d., 1 lot 3s. 2d. per lb.; fair to good, 2s. to 2s. 6d. good middling, 1s. 8d. to 1s. 11d.; middling, 1s. 1d. to 1s. 4d.; ordinary, 9d.; low and very ordinary, 3½d. to 4¼d.

RICE.—A steady tone prevails in the market, and business has been effected in floating cargoes of soft grain at firm prices. The floating cargo, per Peeress, 715 tons Rangoon arrived, has been sold at 9s. 9d. quay terms; also, one of about 1,000 tons Bassein of new crop, March-April shipment, at 10s. Continental terms; and one of about 1,200 tons new crop Bassein, April-May shipment, at 9s. 10½d., open charter. On the spot about 8,000 bags Bassein have been sold at 9s. 7½d.

SAGO.—Market dull; of 907 bags in sale, about half sold at 17s. to 17s. 6d. per cwt. for fair small. *Flour* steady, but quiet; 192 bags retired.

SAPAN WOOD.—*Manila* and *Siam:* Stocks small, and holders very firm; 80 tons Siam sold at auction at £12 to £12 10s. *Ceylon* is scarce, and offers would bring high prices.

STAR ANNISEEDS.—Very little business has been done; the last price paid was £6 5s. per cwt.

SHELLS.—No transactions.

SPICES.—*Cinnamon:* Business limited, without change in the range

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of prices. *Cassia Lignea* steady, but rather quiet; of 500 cases at auction bought in a few subsequently sold at 97s. 6d. for fair unworked. *Buds* quiet; 20 cases at auction retired. *Cloves* quiet, but prices steady. *Nutmegs* quiet and again cheaper; 19 cases in auction mostly sold—80's to 84's, 3s. 3d. to 3s. 1d.; 125's, 2s. 10d. 45 bags Penang in the shell sold at 2s. 6d. *Mace* cheaper and difficult to sell; of 39 packages Batavia in public sale about half sold at 3s. 6d. to 3s. 7d. per lb. for good reddish.

SOY.—No transactions have occurred. The Chin Chin has arrived with 300 casks China; nominal value 2s. 6d. per gallon.

STICKLAC.—In request at advancing prices; supply short.

TURMERIC.—Java unsaleable.

TAPIOCA.—Market quiet. At public sale 185 bags Pearl sold at 23s. 6d., and 34 bags bought in. Flour steady, but little doing; 278 bags sold at public sale at 1⅝d. to 1¾d. per lb. for fair and good, and 2¼d. for fine bright white.

TIN.—The demand continues unabated. The English smelters are compelled to advance their prices for English Common to £157 for Blocks, and £158 for Bars. In Holland the price of Banca is 94 guilders, and is not obtainable but in small quantities at this rate. The sale in Rotterdam for the 11th inst. is expected to realise a very high figure. The letters from the Straits confirm the reports forwarded by wire of the disturbances in the mining districts, and consequent diminution in the supplies. If the demand continues as great as it has been lately, prices must at least be maintained, and will probably still further advance. The price of Straits to-day is £151 on the spot; £151 to £152 afloat; Banca, £156.

Stock of	April 1, 1872. Tons.	April 1, 1871 Tons.
Foreign in London estimated at	2,300	970
Banca in Holland on warrants	380	3,825
Billiton in Holland	160	95
Straits Tin afloat for Europe, as advised by mail	510	971
,, ,, ,, by telegram	340	600
Billiton Tin afloat	227	710
Banca in Dutch Trading Company's hands, unsold	1,825	835
Banca floating	859	1,162

ARTICLES OF EXPORT.

—o—

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London, Liverpool, and Southampton:—

		Pieces Long Ells.	Pieces Camlets.	Pieces Spanish Stripes, Broad Cloth, &c.	Pieces Stuffs.	Pieces Inferior Woollns.
Shipped to this date during the present year	To Hong Kong	4,000	3,800	2,855	8,695	1,950
	,, Shanghai	19,600	15,880	11,012	67,850	7,780
	,, Japan	—	360	1,814	17,296	920
Total...		23,600	20,040	15,681	93,841	10,650
Shipped to the same date last year ...	To Hong Kong	4,500	2,720	3,257	9,465	4,810
	,, Shanghai	33,260	15,400	15,722	58,780	3,000
	,, Japan	—	—	157	13,640	1,900
Total...		37,760	18,120	19,136	81,885	9,710
Do do. 1870	To Hong Kong	5,480	2,000	900	8,890	9,018
	,, Shanghai	38,300	16,880	18,036	83,560	5,590
	,, Japan	—	120	3,212	6,135	800
Total...		43,780	19,000	22,148	98,585	15,408
Total shipped during the year 1871 ...	To Hong Kong	11,700	11,100	8,474	48,835	22,390
	,, Shanghai	86,720	49,210	51,893	323,331	21,990
	,, Japan	—	1,140	8,097	66,134	26,354
Total...		98,420	61,450	68,464	438,300	70,734
Total shipped during the year 1870 ...	To Hong Kong	27,140	7,496	7,547	59,675	40,103
	,, Shanghai	115,380	58,640	56,835	274,853	29,296
	,, Japan	200	1,640	18,474	54,625	10,209
Total...		142,720	67,776	82,856	389,153	79,608

METALS.

IRON.—Welsh: Rails, £9 15s. to £10. Bars, £10 7s. 6d. to £10 15s. Staffordshire Best: Bars, £12 5s. to £13 10s.; Nail Rods, £12 5s. to £13; Hoops, £13 to £14 10s.; Sheets, £14 5s. to £15 10s.; Scotch Pig, No. 1, £4 15s. to £5 10s.; Swedes, Bars, Hammered, £13 to £13 10s.; Swedes, Steel in kegs, ½ and ⅜ in., £15. 10s. to £16.

YELLOW METAL.—Sheets, 4 by 4 ft., 8½d.; Sheathing and Rods, 8½d. per lb.

TIN.—English Refined, £160. Tin Plates: Charcoal I C, per box, 38s. to 40s.; Coke, 34s. to 35s.

LEAD.—W.B., nominal; do., other brands, £19 15s. to £20; Spanish, soft, ex ship, £19 10s.; Sheet, £20 15s.; Shot, kegs, extra, £22 10s.; White, do., £27 10s.; Red do., £23 to £23 10s.

SPELTER.—Silesian, £22 5s.; English, smelted from ores, £23.

QUICKSILVER.—In bottles of 75 lbs. each, £10 10s. to £11.

WOOLLEN AND WORSTED GOODS.

There is no change to notice in the Leeds market for Woollens and Worsteds. The current quotations are:—

Spanish Stripes, 62 in., 19 yards, Elephant Chop, 8s. 9d. per yard for scarlet; Long Ells, 30/31 in., 24 yards, Lion Chop, 34s. 6d. per piece for scarlet; Camlets, best SS, 30/31 in., 58 yards, Elephant Chop, 90s. 0d. per piece for scarlet; Lastings, 31 in., 30/31 yards, Lion Chop, 75s. per piece for gentian; Brocades, 31 in. 29 yards, Half Moon Chop, 27s. 3d. per picce for scarlet.

Shipping Intelligence.

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ARRIVALS.

Date.	hip	Captain.	From	At
Mch30	Dorothy	Williams	Colombo	London
30	Paracca	Phillips	Do.	Do.
30	Peerless	Norris	Rangoon	Do.
30	Brockham	Richardson	Foochow	Do.
Apr. 1	Vigilant	Wood	Colombo	Do.
Mch30	Erie	Duncan	Zebu and Ilo Ilo	Liverpool
30	Frances	Hill	Singapore, &c.	Do.
29	Alice Ritson	Matches	Colombo	London
29	Queen of Nations	Kavanah	Rangoon	Falmouth
30	Jennie Eastman	Getchell	Do.	Roche's Point
30	Arracan (str.)	—	Do., via S.C	Liverpool
18	Japan	Huger	Singapore	New York
17	Stord	Kramer	Do.	Boston
Apr. 1	West	Santry	Batavia	Falmouth
1	Mystic Belle	Burnham	Rangoon	Liverpool
1	Lizzie Trenberth	Harris	Macao	Bristol
Mch28	Mr. Jacob v. Lennep	Sprenckel	Batavia	Texel
20	Geminl	Pallott	Foochow	Philadelphia
19	Marten	Dall	Probolingo	New York
19	Margaretha	—	Foochow	Boston
Feb.12	Peru	Baragoito	Macao	Callao
12	Callao	Arancon	Do.	Do.
14	Eten	Baragoite	Do.	Do.
Apr. 4	Borealis	Bea d	Shanghai	Deal
4	Reigate	Gunn	Foochow	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Mch26	Perl	Irving	Hong Kong	Penarth
26	Belted Will	—	Shanghai	Do.
26	Louisa	McIntosh	Hong Kong	Shields
28	County of Berwick	McLean	Batavia	Glasgow
28	Chih Li (str.)	Mines	Shanghai	Do.
30	Colombo (str.)	McNabb	Sing., China, &c., S.C.	London
30	Enterprise (str.)	Lobrintz	Do. do.	Do.
	Nederland & Oranje	Haasnoot	Padang	Amsterdam
28	Montrose	Bye	Galle	Cardiff
28	Zodiac	Clague	Hong Kong	Sunderland
28	Sooloo	Howie	Do.	Do.
29	Gustaf Marie	Doose	Shanghai	Do.
31	Sapphire	Seidars	Cardiff & Hong Kong	Liverpool
30	Oxford	Beven	Singapore	Cardiff
30	Ceylon	Leach	Yokohama	Do.
30	Tarquin	Decker	Hong Kong	Do.
30	Scotland	Taylor	Do.	Greenock
Apr. 2	Haddington	Sargant	Do	London
2	John R. Worcester	Cause	Shanghai	Do.
1	Ban Yong Seng	—	Singapore, &c.	Glasgow
Mch30	Laira	Trevena	Ilo Ilo	Belfast
30	Conqueror	Davison	Shanghai	Shields
29	Sophie	Ohlsen	Nicolajefsk	Hamburg
Feb.20	Providencia	Videnazago	China	Callao
23	Peru	Basgoitia	Do.	Do.

(*See Commercial Postscript and Correspondents' Letter.*)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For
Between Mar. 21 & 31...	Parnassus	... London	... Sing., China, &c.
	... Erl King	... Liverpool	... Do.
	... Abbotsford	... Do.	... Do.
	... Agamemnon	... Do.	... Do.
	... Canton	... London	... Do.
	... Petersburg	... Do.	... China.
	... Trafalgar	... Galle	... London.
	... Le Tain	... Toulon	... Saigon.

LOADING.

AT LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Drummond Castle. For Colombo, &c.: Yorkshire, Orchis, Baghdad, Good Hope.

SAILING VESSELS.—For Yokohama and Hiogo: Devana. For Yokohama: Velocity, Columbus, Florence Nightingale. For Hiogo and Nagasaki: Zohrab. For Shanghai: Hopewell, Fort Regent, Ailsa, The Sir Jamsetjee Family. For Hong Kong: Sir Harry Parkes, Malacca, Corea, Beemah, Veronica, Constantia. For Hong Kong and Foochow: Her Majesty. For Manila: Maria. For Singapore: Star of the South, Hope. For Penang: Peri. For Batavia, Sourabaya, and Samarang: Magellan, Anne and Maria. For Colombo: Alchymist, Seafield. For Galle and Ceylon (via Swansea): Peveril of the Peak.

AT LIVERPOOL.—For Yokohama and Hiogo: Dovenby. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Diomed (str.), Menelaus (str.), Nestor (str.). For Hong Kong: Peter, Irwell. For Manila: Alejandro, Loyola. For Singapore: Palmas. For Batavia: Cornelis Smit.

AT GLASGOW.—For Shanghai: Merse.

SPOKEN.

5,918, 3rd d.p. (Amer. brig), New Yk. to Hg. Kg., Feb. 17, 17 S., 29 W.
MOUNTAIN LAUREL (brq.), Singapore to Lverpl., Mar. 18, 40 N., 31 W.
CANUTE (ship), Cardiff to Galle, Feb. 13, 23 S., 26 W.
FAITH (brq.), Sunderland to Singapore, Feb. 13, 23 S., 26 W.

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NEREUS (Dutch), Batavia to Boston, Feb. 29, 13 N., 43 W.
BURDWAN (ship), London to Hong Kong, Mar. 26, 49 N., 7 W.
KENTVILLE, (brigtne.), for Hong Kong, Mar. 23, 48 N., 9 W.
WHARFINGER, (bq.), Batavia to Falmouth (?), Jan. 22, off C. Good Hope.
SAMHIRI, Sunderland to Samarang, Mar. 21, 44 N., 11 W.
STRATHMORE, (bq.), Singapore to Liverpool, Feb. 5, 14 S., 7 W.
STAD DOCKUM (Dut. ship), Amsterdam to Bat., Feb. 3, 34 S., 82 E.
CARRICKS, Macao to London, Feb. 29, 19 S., 3 W.
ALUMINA (Brit. barq.), Manila to Boston, Jan. 20, 35 S., 21 E.
ISLE (?) (Brit. barq.), Singapore to London, Jan. 16, 35 S, 22 E.
CASHMERE (ship), New York to Shanghai, Feb. 4, 15 S., 31 W.
ADAM SEGDWICK, Shanghai to New York, Feb. 24, 34 S., 16 E.
CITY OF ABERDEEN, Hong Hong to New York, Feb. 25, 35 S., 25 E.
COMPETITOR, Hong Kong to New York, Feb. 28, 35 S., 20 E.
GYSBERT KAREL GRAAF V. HOGENDORP, Bali to Rm., Feb. 13, 31 S., 28 E.
CORNUVIA, Philippines to London, 20 S., 1 W.
WHITEADDER, London to Japan, March 26, 48 N., 7 W.
DOROTHEA (Germ. barq.), Bornholm to Ceylon, Jan. 23, 67 S., 7 W.
CLETA, Shanghai to New York, Feb. 16, off Hatteras.
EME (ship), New York to Shanghai, Feb. 7, 2 S., 21 W.

FREIGHTS AND CHARTERS.

We have but little alteration to note in berth freights to the East, and rates rule as mentioned below. There is no change in coal freights since our last issue.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama and Nagasaki: 100s. meast. To Hiogo: 110s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 60s. meast. To Sourabaya and Samarang: 95s. meast. To Padang: 105s. meast. To Batavia: 90s. meast. To Saigon: 100s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Yokohama: 40s. weight, 30s. meast. To Shanghai: 35s. weight, 30s. meast. To Foochow: 45s. weight, 35s. meast. To Amoy: 45s. weight, 35s. meast. To Chefoo: 50s. weight, 45s. meast. To Tientsin: 50s. weight or meast. To Hong Kong: 35s. weight, 25s. meast. To Manila: 35s. weight, 50s. meast. To Batavia and Sourabaya: 20s. weight, 25s. meast. To Singapore: 20s. weight, 25s. meast. To Penang: 20s. weight, 25s. meast. To Ceylon: 20s. weight or meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £38. To Penang: £25. To Singapore: £26 to £26 10s. To Galle: £22 to £23. From Newport, Cardiff, or Swansea, per ton, —. To Yokohama or Nagasaki: 40s. To Chefoo: 47s. 6d. To Shanghai: 45s. to 46s. To Hong Kong: 37s. 6d. To Manila: 23s. To Colombo: 22s. 6d. To Galle: 21s. To Singapore: 26s. to 27s. To Cheriben, 21s.

From Birkenhead, per ton.—To Shanghai: 36s. To Hong Kong: 30s. To Singapore, 20s. to 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 40s., ship 45s.; to Shanghai, steamer 35s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

Advices from Cape Town, dated March 5, state that the Macassar, Bose, from Macassar to Amsterdam, had put into Table Bay, Feb. 27, leaky.

The Anna Magaretha (Dutch barque), v.d. Stratten, from Banjoewangie to Rotterdam, put into Table Bay, March 2, leaky, and was docked on the 4th.

The Montrose, which vessel sailed, March 28, from Cardiff to Galle, was assisted into Scilly, April 3, by the crew of a pilot boat, with cargo shifted, loss of bulwarks, wheel broken, and the crew refractory.

The Zodiac (barque), which sailed, March 28, from Sunderland for Hong Kong, arrived in the Downs, April 3, with loss of foretopgallant-yard, which will be replaced at Deal.

The Samhiri (Dutch), v. d. Burg, from Sunderland to Batavia, arrived at Lisbon, April 2, and reported damage to rudder.

The Caroline Hutchings, Ward, which sailed from London, March 23, for Colombo, had lost an anchor and 35 fathoms of chain, but they have since been recovered.

The Enoch Train, Lane, which arrived at New York March 15, from Singapore, reports having experienced a very severe cyclone from the E.N.E. to S.S.W. and N.W. on March 2 in lat. 35 N., lon. 73 W., during which she lost a part of her port bulwarks, &c.

MISCELLANEOUS.

At ST. HELENA.—March 3, Marie, v. d. Kerkhoff, from Banjoewangie, and sailed, 4, for Rotterdam; 7, Europa, Hansen, from Probolingo, and sailed for Boston; Catharina Maria, v. Amerongen, from Tjilatjap, and sailed, 9, for Schiedam; 8, China, Pedro, from Macao, and sailed, 9, for Havana; Lelia M. Long, Lewis, from Shanghai, and sailed for New York; 11, Glenlora, Edwards, from Colombo, and sailed for London.

Off ST. HELENA.—March 2, Omba, from Shanghai, for New York; 7, Walton (brq.), from Nagasaki; Forest Rights, from Ceylon, for London; 9, Albert Victor (ship), from Shanghai, for London; N.V.W.R. (com. code) (Dutch ship), from Java, for Rotterdam; 9, Wallace, Adams, from Singapore; 10, Blanche, from Singapore; Aliquis, from Ceylon; last 3 for London; 9, Helena (Dutch ship), from Samarang, for Rotterdam.

NOTICES TO MARINERS.

—o—

JAPAN.

Kiusiu—Inland Sea.—Fixed Light on Isaki.—The Japanese Government has given notice that a light is now exhibited from a lighthouse recently erected on Isaki, south point of the western entrance of Simonoseki Strait. The light is a fixed light, showing red from E. by S. round by south and west to N.W. ¾ W., and white from the latter bearing to N. ½ E.; it is elevated 122 feet, and in clear weather should be seen from a distance of 17 miles. The tower, of granite, is 31 feet high, and is situated on the north-east extreme of the point. Position, lat. 33 deg. 58 min. N., long. 131 deg. 1 min. E. The junction of the red and white lights bearing N.W. ¾ W. clear the shoals off Motovama. [All bearings are magnetic. Variation 4 deg. westerly in 1872.]—Admiralty, 29th March, 1872.

JAVA.

Fixed Light on Duiven Island.—The Netherlands Government has given notice that a lighthouse is in course of erection on Duiven or Gilboa Island (Pigeon Island), north entrance of Baly Strait, from which a fixed white light will be exhibited, elevated 55 feet above the level of high water springs, and in clear weather should be seen from a distance of 15 miles. The tower is open ironwork, and is 30 feet high. Position, lat. 8 deg. 2 min. 30 sec. S., long. 114 deg. 27 min. E.

Fixed Harbour Light at Samarang.—Also, that on the completion of the harbour works at Samarang, north coast of Java, a fixed white light of the sixth order, which should be seen 8 miles, will be exhibited from an iron pillar.

Revolving Light on Boompjes Islands.—Also, that a lighthouse is in course of erection on the south-east point of Rackit, the southernmost of the Boompjes Islands, north coast of Java, from which a revolving white light will be exhibited, elevated 175 feet above the level of high water springs, and in clear weather should be seen from a distance of 23 miles. The tower is open ironwork, 164 feet high. Position, lat. 5 deg. 54 min. S., long. 108 deg. 20 min. E.—Admiralty, 29th March, 1872.

THE STEAMER "CHIH-LI."—This vessel has taken her official trial trip, and on the mean of a series of runs at the measured mile attained a speed of 10½ knots per hour. The Chih-li is 217 feet by 33½ feet by 27 feet, fitted with compound surface condensing engines of 160-horse power nominal, embracing all the recent improvements for economy of fuel. She was built and engined by Messrs. A. and J. Inglis, Glasgow, under the superintendence of Capt. W. F. Lewis, late of China, and is the property of the Shanghai Steam Navigation Company, and will be employed in their Tientsin trade. She has sailed for China *via* the Suez Canal in command of Captain Horatio N. Gray, who is well-known in the China trade.

NEW STEAMER FOR THE STRAITS TRADE.—On the 1st inst. a new steamer, the Bon-Yong-Seng, went down the Clyde to the Gareloch to have her compasses adjusted. She afterwards went on a trial trip, and sailed on her maiden voyage the same day. The Bon-Yong-Seng is a vessel of 500 tons, and is fitted up with compound engines of 80-horse power. She was built by Messrs. John Fullarton and Co., Paisley, and has been purchased by the firm of Messrs. Guthrie and Co., Singapore, who purpose employing her in the Borneo traffic. She goes direct to the Red Sea, where she will take on board 400 pilgrims from Mecca, who are at present awaiting her arrival, and afterwards go on to Singapore.

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on July 1st, 1870, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

COWASJEE DINSHAW.
Close to the Landing Place, Depot of
EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE *London and China Express* ON SALE.

LUCERNE.

HOTEL NATIONAL.

THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.

Salle-à-Manger, 70 ft. by 50 ft., large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d'Hote at Five and Seven.

SEGESSER FRERES and Co., Proprietor.

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CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED),

IN CONNECTION WITH THE

FALMOUTH, GIBRALTAR, & MALTA TELEGRAPH COMPANY, LIMITED.

REDUCTION OF TARIFF TO CHINA AND JAPAN.

On and after 1st MARCH next the following Reduced Rates for Telegrams of Twenty Words will come into force :—

	FROM LONDON.	FROM PROVINCIAL STATIONS.
TO HONG KONG }	£4 6 0	£4 7 0
„ SHANGHAI }		
„ JAPAN	5 6 0	5 7 0

Half the above Rates for every additional Ten Words beyond Twenty Words.

No charge for Postage will be made on Messages to China and Japan, which are posted at Hong Kong, Shanghai, or Nagasaki.

Messages should be given in at the Falmouth Company's Office,

No. 74, OLD BROAD-STREET, LONDON.

Messages sent from Postal Stations should be ordered

VIA FALMOUTH,

these words being signalled as an instruction by the Postal authorities free of charge.

(By Order)

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
15th February, 1872.

GLYCERINE
DE
TOILETTE.

(HEALTH.) **NEW PERFUMERY.** (BEAUTY.)

INVENTED BY

EUG. DEVERS, QUIMICO.

PATENTED S.G.D.G.

PREPARATIONS for the Toilet, and particularly Soaps; Powders, &c. for the Teeth; Toilet Washes, and Vinegars, have of late assumed an importance in proportion to the demand for them. Foremost amongst these is GLYCERINE, a remarkable unctuous substance, which softens the skin without greasing it; its valuable qualities were quickly recognised by the most eminent physicians. Experimented on by MM. Dumarquay and Sutom (See "Reports and Memoirs of the Biological Society, 1836," &c.).

GLYCERINE CREAM for the skin.
GLYCERINE TOILET WATER for baths and ablutions.
GLYCERINE ELIXIR for the mouth.
GLYCERINE POMADE against scurf.
GLYCERINE SOAP for chaps and chilblains.
GLYCERINE ANTIPELLICULAIRE to prevent the hair falling off.
DULCIFIED GLYCERINE CREAM SOAP for the beard.
PATE DENTIFRICE à la GLYCERINE for the teeth.

GELLÉ FRÈRES, 35, Rue d'Argout, 35,
(ANCIENNE RUE DES VIEUX AUGUSTINS),
PARIS.

ALEXANDER BROWN,
ESTATE AND GENERAL AGENT,
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VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

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COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 1,500 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B. — Fifty-seven estates now on the register. Thirty-eight have been sold.

HOLLOWAY'S PILLS

The slightest indisposition, so that it may not rapidly run its disastrous course from bad to worse, should engage the immediate attention of the afflicted of all classes. A few doses of these thoroughly purifying and strengthening Pills will always be beneficial when the least disorder reigns, or when nervous fears oppress. Two or three Pills at bedtime have the happiest effect in promoting perfect digestion, whereby the muscles are rendered more vigorous, the spirits more buoyant, and the entire frame more hardy. Holloway's medicine increases the quantity of nutriment derivable from a given quantity of food, and so the quality of the blood is improved, the tone of every fibre throughout the body is heightened, and the disposition to fall into disease is reduced to a minimum.

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THE MONTEVIDEAN AND BRAZILIAN TELEGRAPH COMPANY

(LIMITED.)

CAPITAL £135,000, IN 13,500 SHARES OF £10 EACH.

ISSUE OF 11,800 SHARES OF £10 EACH.

£1 on Application. £3 on Allotment. £3 on 15th May. £3 on 31st July.

DIRECTORS.

Colonel GLOVER, R.E., Managing Director, British Indian Extension Telegraph Company.
Lord GEORGE GORDON LENNOX, M.P., Portland-place, W.
Captain R. C. Mayne, C.B., R.N., Managing Director of the French Atlantic Cable Company.
ALEXANDER K. MACKINNON, Director-General of Public Works for Uruguay.
His Excellency Senor DON ARTURO DE MARCOARTU, Langham Hotel, W.

Bankers — THE LONDON JOINT STOCK BANK, Princes-street, E.C.

Solicitors—Messrs. ASHURST, MORRIS, and Co., 6, Old Jewry, E.C.

Secretary (*pro tem.*)—BASIL G. HOLMES, Esq.

OFFICES (*pro tem.*)—**8, GREAT WINCHESTER STREET BUILDINGS, E.C.**

PROSPECTUS.

This Company has acquired the *exclusive* Concessions for connecting Monte Video, and the important system of Telegraphs at present terminating there (Monte Video being now in direct Telegraphic communication with Chili by the New Trans-Andine Route) with the Brazilian frontier, by a Submarine Cable, and by Land Lines communicating with the principal towns of the Republic of Uruguay.

The Concessions are for the periods of 50 and 40 years respectively; and, by the completion of this link in the chain of communication, Valparaiso and Santiago in Chili, Buenos Ayres, and the other important Cities in the Argentine Republic, and Monte Video, will be brought into closer correspondence with Europe, the East, and the United States by five days.

The River Plate Telegraph Company, which will be in correspondence with this Company, has been in successful operation for more than five years between Buenos Ayres and Monte Video, the tariff being 3 dollars (12s. 6d.) a message of 10 words. Its system is similar to that of this Company, being partly Land Lines and partly Submarine Cable, and the results on an equal mileage capital are most satisfactory, the last dividend, for the half-year ending 30th June, 1871, being at the rate of 28 per cent. per annum. At the above tariff, comparatively high for the distance, the daily average number of messages is now about 115, and the net annual revenue over £17,000.

The price to be paid for these Concessions is £7,000 in cash and £17,000 in fully paid-up Shares, of which £12,000 (being the Ordinary Share Capital of the Company) will receive no dividend until 10 per cent. is paid on the rest of the Capital.

The contract for carrying out these Lines, which consist of nearly 400 miles of Land Line and 230 miles of Submarine Cable, has been made with Messrs. Reid Brothers, who will erect the Land Lines while the Cable is being manufactured and will be laid by Mr. W. T. Henley, of North Woolwich, who manufactured and laid the River Plate Telegraph Company's Cable. The whole work is to be handed over to the Company complete in good working order, as certified by the Company's Engineers, and with sufficient instruments of the most approved principle, for the sum of £105,750.

Taking the tariff of this Company at 4 dollars, or about 16s. 6d. per message of 10 words, and the number of messages at 115 a day, the result would be in gross revenue per annum, with 300 working days in the year ... £28,463

Deduct for working expenses	... £5,500	
„ for reserve	3,000	
		8,500
There would remain		£19,963

available for dividend, being about 15 per cent. on the Capital of the Company.

It is almost unnecessary to point out the important position these Lines will assume when the Telegraphic communication now in progress is established between Europe and Brazil, and which, when accomplished, will add very considerably to the receipts of this Company.

The Cable will be despatched from England by the first week in June, and communication between Monte Video and Brazil, will, it is expected, be established by the end of July.

Applications for Shares must be made to the Bankers, on the form enclosed herewith, accompanied by the deposit of £1 per Share. Should no Allotment be made, the amount paid will be returned forthwith, without deduction.

Prospectuses and Forms of Application for Shares can be had of the Bankers and the Solicitors of the Company, and at the Company's Offices.

The following Contracts have been executed :—

An Indenture, dated the 3rd April, 1872, between JAMES REID of the first part, CAMILO CARASCO, Junior, of the second part, and the COMPANY of the third part.

An Indenture, dated the 3rd April, 1872, between JAMES REID of the first part, ARTURO DE MARCOARTU of the second part, and the COMPANY of the third part.

A Contract, dated the 3rd April, 1872, between ROBERT NICOL REID and JAMES REID of the first part, and the COMPANY of the second part.

The above contracts, the Documents constituting the Concessions above referred to, and also the Memorandum and Articles of Association of the Company, may be inspected at the Offices of the Company's Solicitors.

THE MONTEVIDEAN AND BRAZILIAN TELEGRAPH COMPANY (LIMITED).

FORM OF APPLICATION.

(To be retained by the Bankers.)

TO THE DIRECTORS OF THE MONTEVIDEAN AND BRAZILIAN TELEGRAPH COMPANY (LIMITED).

GENTLEMEN,—

Having paid to your credit at the London Joint Stock Bank the Sum of Pounds, being £1 per Share on my application for Shares of £10 each, of THE MONTEVIDEAN AND BRAZILIAN TELEGRAPH COMPANY (LIMITED), I request you to allot to me that or any less number of the said Shares, and I hereby agree to accept the same, and to pay the balance in respect of such Shares, in terms of the Prospectus.

Name (in full) .....
Address.....
Profession (if any) .....
Date .....1872.
Signature .....

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HONG KONG & SHANGHAI BANKING CORPORATION.

Incorporated by Special Ordinance of the Legislative Council of Hong Kong, 20th July, 1867, and confirmed by H e Majesty's Government.

CAPITAL 5,000,000 Dols., at 4s. 6d., equal to £1,125,000, in SHARES of 125 Dols. each, equal to £18 2s. 6d.

PAID UP 4,500,000 Dols., equal to £1,012,500. RESERVED FUND, 1,000,000 Dols., equal to £225,000.

COURT OF DIRECTORS, HONG KONG.

CHAIRMAN—THOS. PYKE, Esq. (Messrs. Birley and Co.
DEPUTY-CHAIRMAN—S. D. SASSOON, Esq. (Messrs. D. Sassoon, Sons. and Co.).
Hon. R. ROWETT (Messrs. Holliday, Wise, and Co.).
WM. LEMANN, Esq. (Messrs. Gilman and Co.).
JULIUS MENKE, Esq. (Messrs. Wm. Pustau and Co.).
A. JOOST, Esq. (Messrs Siemssen and Co.).
E. R. BELILIOS, Esq., Merchant.
G. F. WELLER, Esq. (Messrs. Augustine Heard and Co.).
HERMANN MELCHERS, Esq., Merchant.

Auditors—P. RYRIE, Esq. (Messrs. Turner and Co.); F. W. MITCHELL. Esq., Postmaster-General.

Chief Manager—JAMES GREIG. | London Manager—W. H. VACHER, 32, Lombard-street, E.E.

THIRTEENTH REPORT

Of the Court of Directors to the ORDINARY YEARLY MEETING of Shareholders, held at the CITY HALL, HONG KONG, on THURSDAY, the 15th February, 1872.

TO THE PROPRIETORS OF THE HONG KONG AND SHANGHAI BANKING CORPORATION.

GENTLEMEN,—The Directors have now to submit to you a General Statement of the affairs of the Corporation, and Balance Sheet for the half-year ending on 30th December last.

The net profits for that period, including $31,331.04 brought forward from last account, after paying all charges and deducting interest paid and due, and making full provision for all bad and doubtful debts, amount to $399,577.92, of which after taking out Rebate on Bills not yet due, and remuneration to Directors, there remains for appropriation $388,340.18.

From this sum the Directors recommend the distribution of a Dividend of $7.50 per share on the Paid-up Shares, and of $6 per share on the New Shares, being equivalent to Six per Cent. for the half-year; this will absorb $270,000, and of the balance the Directors propose carrying $100,000 to the Reserve Fund (thus raising it to $1,000,000), and $18,340.18 to the credit of New Profit and Loss Account.

If this appropriation of profits be confirmed by the Meeting, the Shareholders will have received as Dividend for the year 1871, the sum of $510,000 (Twelve per cent. on the paid-up Capital), the Reserve Fund will have been increased by $200,000, leaving $18,340.18 of undivided profits to be carried forward.

The Proprietors may be congratulated on the continued prosperity of the Bank at all points. Its Deposits continue to increase and its business generally progresses successfully in proportion with the increase of its Paid-up Capital.

CALLS.

The fifth and last call of $25 per Share on the New Shares in the Capital of the Corporation will fall due on the 1st July next.

DIRECTORS.

Mr. G. J. HELLAND resigned his seat at the Board on leaving the Colony, and Mr. HERMANN MELCHERS has been elected in his stead.

Mr. THOMAS PYKE has been appointed Chairman of the Corporation for the year 1872, vice the Hon. R. ROWETT, whose term of office now expires, and Mr. S. D. SASSOON has been elected Deputy-Chairman.

According to the provisions of the Deed of Settlement, three Members of the Court, Messrs. E. R. BELILIOS, A. JOOST, and S. D. SASSOON, retire from the Direction, but they are eligible for re-election, and offer themselves accordingly.

AUDITORS.

The Accounts have been Audited by the Hon. PHINEAS RYRIE and Mr. F. W. MITCHELL, the latter having been appointed by the Directors in the room of Mr. J. M. VICKERS, who has left the Colony, and the Directors have much pleasure in recommending the re-election of these gentlemen as Auditors for the year 1872.

Hong Kong, 9th February, 1872.

R. ROWETT, Chairman.

ABSTRACT OF ASSETS AND LIABILITIES, HONG KONG AND SHANGHAI BANKING CORPORATION, DECEMBER 30, 1871.

Dr.		Cr.		
Cash and Bullion	$9,354,558 85	Paid-up Capital:—		
Government Securities	2,041,986.09	$125 per Share on 20,000 Shares	$2,500,000 00	
Bills Discounted, Loans, and Credits	7,650,421.72	First, Second, Third, and Fourth Calls on New Stock	2,000,000.00	
Exchange Remittances	21,306,543.88			$4,500,000.00
Bank Premises	82,945.18	Reserve Fund		900,000.00
Dead Stock	67,272.98	Notes in Circulation	$1,515,191.22	
		Deposits	11,063,056.16	
				12,578,247.38
		Exchange Acceptances		22,125,903.40
		Profit and Loss Account		399,577.92
	$40,503,728.70			$40,503,728.70

PROFIT AND LOSS ACCOUNT, HONG KONG AND SHANGHAI BANKING CORPORATION.

Dr.			Cr.	
To AMOUNT WRITTEN OFF:			By Balance of Undivided Profits, 30th June, 1871	$31,331.04
Remuneration to Directors	$10,000.00		By Amount of Net Profits for the Six Months ending 30th Dec, 1871, after deducting all Expenses and Interest Paid and Due	368,246.88
Rebate on Bills not due	1,237.74			
		$11,237.74		
To DIVIDEND ACCOUNT:				
At the rate of 12 per cent. per annum,				
On Paid-up Shares	$150,000 00			
On New Stock	120,000.00			
		270,000.00		
To RESERVE FUND:				
Amount carried to Credit		100,000.00		
To BALANCE OF UNDIVIDED PROFITS:				
Carried forward to next half-year		18,340.18		
		$399,577.92		$399,577.92

RESERVE FUND.

Dr.		Cr.		
To Balance, 30th December, 1871	$1,000,000.00	By Balance, 30th June, 1871	$900,000.00	
		By Profit and Loss Account	100,000 00	
				$1,000,000.00

JAMES GREIG, Chief Manager.
ALFRED L. TURNER, Acting Accountant.

We have compared the above Statements with the Books, Vouchers, and Securities at the Head Office, and with the Returns received from the various Branches and Agencies, and have found the same to be correct.

P. RYRIE
F. W. MITCHELL } Auditors.

The Report as above was unanimously adopted at the Meeting held in Hong Kong on the 15th February, 1872.

WM. H. VACHER, London Manager.

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MAIL ROUTE FOR CALIFORNIA JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.

Japan	in 38	,,	,,
China	in 44	,,	,,
New Zealand	in 42	,,	,,
Australia	in 47	,,	,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Steamship Company and United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

AROUND the WORLD in NINETY DAYS, by Steam and Rail, by Land and Sea, via North America, Japan, China, Sandwich Islands, New Zealand, Australia, Ceylon, India, Egypt, and Continent of Europe.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, either by way of Japan and China or New Zealand and Australia, at one reduced and inclusive fare.

The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, or to New Zealand and Australia, by the United States, New Zealand, and Australia Mail Steamship Line, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

The journey may be broken at any point, and resumed at pleasure.

Fare, via China, £221; via New Zealand and Australia, £197.

For further particulars apply to H. STARR and Co., 22, Moorgate street, London. Agents Union and Central Pacific Railway, &c.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

February 18
March 3
March 17
April 14
April 28
May 12
May 26
} For { Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The steamers of the 18th Feb., 17th March, 14th April, and 12th May connect at Aden with the steamers for Seychelles, Reunion, and Mauritius.

The steamers of the 3rd March, 31st March, 28th April, and 26th May connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
,, Constantinople... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,, ,,

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).
Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Snangha, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... f.20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France). Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigo (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.

Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutt

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

THE
NAVAL AND MILITARY GAZETTE,
East India and Colonial Chronicle.
A SATURDAY MORNING PAPER,
ESTABLISHED 1833,

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Price THREEPENCE.

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THE ELLIPTICAL MAP OF THE WORLD FOR 1872

COMPRISES FOLLOWING DETAILS OR CHARACTERISTICS:—

1. The Greenwich Meridian bisects the Map equally, the Parallels of Latitude right lines, Meridians of Longitude equidistant as to latitude, converging to the Poles, and length of every Tenth Degree in English Miles.
   International Voyaging, Travelling, Exploring, and Telegraphic and Railway Routes, with distances in English Miles.
2. Oceanic Currents and Trade Winds, &c., indicated by a series of darts and arrows of direction.
3. Magnetic Variations, illustrated by a system of circular signs, and lines of no variation of compass.
4. Various Geographical Notes—
   Antipodes of certain localities determined—Sites of Ancient Cities and Land of Eden—Last Voyage of Sir J. Franklin—Farthest points reached by Navigators towards the Poles, &c.
   A Reference Table and Traversing Lines eastward and westward, and Notes to elucidate periodical action of Solar Light and Heat, and Mean Temperature of Various Climates.
5. Maps of Arctic and Antarctic Regions.
6. Maps of Celestial Hemispheres and Sun's Course.
   Method of Colouring indicates the Territorial Extent of Races, Languages, or Religions, as English, Spanish, Mohammedan, &c.

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WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.
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TABLE GLASS OF ALL KINDS.
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TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

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STRONG BEEF TEA
AT ABOUT 2½D. A PINT.
ASK FOR
LIEBIG COMPANY'S EXTRACT OF MEAT,

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An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

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CARE OF W. H. SMITH, UNITED CLUB,
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SCHOUT AND CO.,
SHIPBROKERS AND FORWARDING AGENTS,
AMSTERDAM.

THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January 1872. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

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In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

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E. M. SMITH, Manager.

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	From Southampton.	From Brindisi.
GIBRALTAR, MALTA	Every Thursday at 2 P.M.	—
ALEXANDRIA, ADEN, BOMBAY	" "	Every Monday at 5 A.M.
GALLE, MADRAS, CALCUTTA, PENANG, SINGAPORE, CHINA, JAPAN	Thursday, Apr. 11, at 2 P.M. And every alternate Thursday thereafter.	Monday, Apr. 22, at 5 A.M. And every alternate Monday thereafter.
AUSTRALIA, NW. ZEALAND (Cargo only.)	Thursday, Apr. 11, at 2 P.M. And every fourth Thursday thereafter.	Monday, Apr. 22, at 5 A.M. And every fourth Monday thereafter.

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An abatement of 20 per cent from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

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PENANG, SINGAPORE, CHINA, AND JAPAN.

THE following SPLENDID First-class STEAMER and SHIPS will be despatched as under :—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai	Hopewell	A1 13 yr.	SWID	With des.
Ditto	The Sir J. Family	A1 14 yr.	E.I.D.	To follow
Hong Kong	Sir H. Parkes	A1 13 yr.	W.I.D.	With des
Yokohama	Columbus	A1 16 yr	E.I.D.	With des.
Singapore	Hope	AA1	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

CHINA AND JAPAN.—The following high-classed SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock	Last Shpng Day
Hong Kng	Constantia.	A1 10 yrs	464	EID	Wth des
Do.	Glance	A1	—	EID	To follw
Hiogo & Nagasaki	Zohrab	A1 9 yrs	412	EID	Wth des

Excellent accommodation for passengers.

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CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class steam and sailing CLIPPER SHIPS:—

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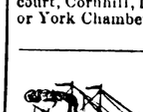
	Glensannox s.s.	A1 100	SWID	April —
	New Stmr.	A1 100	SWID	To follow
Hg. Kg. & Foochow-foo	Her Majesty	A1 14 yr.	SWID	With des.
Shanghai	Ailsa	A1 16 yr	SWID	With des.
Yokohama & Hiogo	Devana	A1 13 yr.	SWID	With des.
	Velocity	A1 14 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's court, Cornhill, London; 10, Orange-court, Liverpool; or York Chambers, 55, King-street, Manchester.



PASSENGERS to CHINA, PENANG, and SINGAPORE.—One of the steamers of the Russian Steam Navigation and Trading Company's Fleet.—The magnificent, new, full-powered ocean screw steam clipper ship RUSSIA, of the highest class granted by Lloyd's, 2,500 tons register, G. SOUTOCOVOY, Commander, will be despatched from the South West India Docks about the 12th of April. She is engined by the celebrated firm of Messrs. J. Penn and Son, of Greenwich, with an effective power of 1,500 horses, yielding a speed of 11¼ knots per hour. Her state rooms are fitted in a superior manner and style, with no one berth over another, and ventilated by special fan and engines, while every modern improvement has been utilised, combined with all the requisites for a first class steamer in the Indian and China trades to ensure the comfort and health of passengers. Her saloon is distinct from the state rooms, being on the upper deck, the latter being on the main deck. Ten first-class berths are in four cabins, two with three beds each, and two with two beds each, any one or two of which are equally available as ladies' cabins. Has also a superior second-class accommodation for twelve passengers.

Apply to GEO. RUSSELL and Co., 151, Fenchurch-street; or to ROBERTSON and Co., 5, Newman's-court, London, E.C.; 10, Orange-court, Liverpool; or York-chambers, Manchester.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Star of the South, A1	665	Wright Bros. & Co.	April 11
Empress of India, A1	766	Wright Bros. & Co.	May 8

LIVERPOOL.

Menelaus, s.s.	1,519	Alfred Holt	Apr. 13

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

Steam via the Suez Canal. To sail punctually on the 12th April, from Leith, calling at Plymouth to embark passengers.

FOR SHANGHAI DIRECT, taking goods for HANKOW and YOKOHAMA, the magnificent new full-powered screw steamer MACGREGOR, 100 A1; 2,060 tons gross register; 300-horse power, nominal; Capt. JACOBSEN. The owner guarantees a passage of forty-five days from Plymouth, under a penalty. Manchester goods will be taken at a through rate, and put on board the steamer direct from the railway trucks, in the Leith Dock. Has elegant accommodation for passengers, including cabin fittings, bedding, and linen. Carries a surgeon and stewardess.

For Freight, apply to the Owner, DONALD R. MACGREGOR, Esq., Leith; to SMITH, SUNDIUS, and Co., 33, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange buildings.

To sail on the 12th April.

FOR HONG KONG, the well-known Clipper Ship, COREA, A1 14 years, 581 tons register, ROBERT CARR, Commander; London Docks.

For Freight, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

PORT OF AMOY.

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Their large Granite Dock has 286 feet length on the blocks, an at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

THE CHINA & JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA & JAPAN AGENCY,
2, COWPER'S COURT, CORNHILL, LONDON, E.C.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, April 8, 1872.

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The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 450.] LONDON, MONDAY, APRIL 15, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.		Outward. From London.	Outward. Arrived out.	Homeward. Received April 15.
Japan —	Yokohama	Jan. 5	Feb. 24	Feb. 27
	Yedo			
	Osaka and Hiogo	—	—	,, 20
	Hakodadi			
	Nagasaki	—	—	,, 18
China —	Peking	—	—	,, 20
	Tien-tsin	—	—	,, 22
	Chefoo	—	—	,, 24
	New-chwang			
	Hankow	Dec. 29	,, 21	,, 23
	Klu-kiang	—	—	,, 20
	Chin-kiang			
	Shanghai	Jan. 12	,, 28	March 1
	Ningpo	—	—	Feb. 27
	Foochow	,, 5	,, 23	March 2
	Formosa			
	Amoy	—	—	,, 4
	Swatow	—	—	,, 5
	Hong Kong	,, 19	March 3	,, 7
	Canton	—	—	,, 6
	Macao	—	—	,, 5
Philippines—				
	Manila	Jan. 12	Feb. 25	,, 3
Cochin-China—				
	Saigon	Jan. 19	,, 25	,, 5
Siam —	Bangkok	—	—	,, 9
Borneo—	Labuan	—	—	,, 3
	Sarawak	—	—	,, 2
Java —	Batavia	Feb. 2	March 8	,, 12
	Samarang	—	—	,, 11
	Sourabaya	—	—	,, 10
Malacca Straits—				
	Singapore	Feb. 9	Mar. 9	Mar. 14
	Penang	,, 9	,, 8	,, 16
Ceylon —	Galle	,, 23	,, 17	,, 23
	Colombo	—	—	,, 22

THE MAILS, &c.

The P. and O. mail, bringing the above dates, was delivered, *via* Brindisi, this morning, its due date. The next inward mail (French), with dates, Yokohama March 5, Shanghai March 8, Hong Kong March 14, Singapore March 22, is due, *via* Marseilles on Monday next, the 22nd inst. The advices from Yokohama to the 28th Feb., per Pacific mail steamer *Great Republic*, are overdue.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, about five hours in transmission. The Great Northern Telegraph Company's cable between Hong Kong and Shanghai is not yet repaired.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer, *Massilia*, arrived April 11.—From Singapore: Mr. Schuster. From Penang: Mr. Edwards.

To Southampton, per P. and O. steamer *Poonah*, to arrive April 22.—From Shanghai: Mr. B. Golding. From Hong Kong: Mr. A. Hammerton and one second-class passenger. From Galle: Mr. Irvine and four second-class passengers.

PASSENGERS OUTWARD.

By this mail per French mail steamer *Mei-Kong*, from Marseilles, April 14 (booked from London).—To Yokohama: Mrs. and Miss Smith. To Shanghai: Sir Edmund and Lady Hornby, Mr. Dupuis, A. C. Westall, Mr. Berntraeger, Mr. Continson. To Hong Kong: Mr. Herbert Magniac, Mr. Giquel, Mr. John Forster, Mr. and Mrs. Aubin. To Batavia: Mr. Mathysen, Mr. Van de Brook, Van den Muysenbergher and wife, Mr. J. Rauws, Von Roessler. To Singapore: Mr. Mackintosh. To Galle: Sir Hercules and Lady Robinson and two servants, Mr. Elphinstone, Mr. Dunford, Mr. Ploos van Amstel, and one second-class passenger.

Per French mail steamer *Alphee*, April 28 (booked from London).—To Shanghai: Mr. A. W. Wilson. To Hong Kong: Mr. Villemoes Lun. To Singapore: Mr Muntz.

Per P. and O. steamer *Simla*, from Southampton, April 11. To Shanghai: Mr. Burman, Mr. and Mrs. Scott. To Penang: Mr. R. Shaw. To Ceylon: Mr. C. de B. Carey, Staff Asst.-Surg. Bridges, Mrs. Maxfield.

Per P. and O. steamer *Nyanza*, from Brindisi, April 22.—To Shanghai: Mr. Leitch, Mr. Skeggs, Mr. C. J Skeggs. To Ceylon: Rev. J. Paterson.

Per P. and O. steamer *Candia*, from Southampton, April 25.—To Ceylon: Miss West.

Per P. and O. steamer *Nyanza*, from Brindisi, May 6.—To Singapore: Mr. A. F Wright, Mr. F. R. Maxwell.

Per P. and O. steamer, from Southampton, May 9.—To Ceylon: Capt. Bayley.

Per P. and O. steamer, from Suez, May 24.—To Hong Kong: Mr Maurice Kilb.

Per Pacific mail steamer from San Francisco, May 1.—Mr. and Mrs. Malcolm, Mr. R. G. Watson.

Summary of News from the Far East.

CHINA.

PEKING AND TIENTSIN.

The details of the assault committed on Mr. Wade, H.M.'s Minister, by some street rowdies in Peking, according to information officially conveyed, are, that Mr. Wade, being called bad names by some youths in the street, remonstrated with them, when the offence was repeated, and one of the oldest of them at length went so far as to commit an assault on Mr. Wade, for which he was apprehended and punished.

On the 12th Feb. an entertainment was given by the Comte de Rochechouart, in his reception rooms, to the foreign society of Peking, at which the members of the British Legation played the two farces entitled "He's a Lunatic" and "Ici on parle Francais." The parts were sustained throughout with great spirit, the dresses and acting exciting great applause. It is stated that much of the success of the performance was due to the exertions and unflagging energy of Mr. McLeavy Brown, in his capacity of stage manager. At the close of the proceedings a supper was provided, and among the guests were Mr. and Mrs. Wade, General Vlangaly, Hon. F. Low, M. Annecke, Mr. and Mrs. Hart, Mr. and Mrs. Bismarck, Mr. and Mrs. McLeavy Brown, Mr. and Mrs. A. E. Pirkis, the Rev. and Mrs. Edkins, Dr. and Mrs. Dudgeon and numerous others, making in all about 60 persons.

A fund has been established by the foreign community of Tientsin for the relief of the native population. The amount subscribed has been distributed among the neighbouring villages, the distributing committee being accompanied by a Chinese official appointed by the Viceroy for the purpose. The river was open off the settlement on the 12th, but it was closed from Kokoo to the sea, chiefly through easterly winds having blown ice from the head of the Gulf into the mouth of the Peiho.

The foreign residents of Tientsin have been greatly alarmed by a severe gunpowder explosion. It appears that a quantity of gunpowder and live shells, which were stored in a high building—a kind of watch or guard house just above the arch of the north gate—had exploded; the building itself was blown away; some eighty houses adjoining the north gate, in the main street inside the gate, were blown down; a number of the inhabitants living in the houses, and people walking at the time in the adjoining streets, were killed or more or less injured, and some Chinese soldiers, who were stationed at the building on the archway, were also killed or wounded.

SHANGHAI.

Our advices by this mail extend to the 1st March; the French mail of Jan. 5 arrived out on the 23rd, and the following P. and O. mail of Jan. 12 on the 28th February. The *North China Herald* contains the following summary of the news:—

An important despatch from the French Government to Prince Kung, closing the Tientsin negotiation, and Chung How's embassy, has been published. It explains M. Thiers's first refusal to receive Chung How, on the ground that the French representative is not received by the Emperor, and his subsequent departure from this resolve, on the receipt of further despatches from Prince Kung, which persuaded him of the good intention of the Chinese Government. Throughout the despatch this question of right of

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audience is strongly dwelt on, and we believe Chung How left Europe with a full conviction that it would have to be granted.

A meeting of shareholders in the Hongkew Wharf Company has been held. The accounts show a net profit on the nine months during which the company had been working, up to Dec. 31, of Tls. 18,355. A dividend at the rate of 12 per cent. per annum, and a further bonus of Tls. 1.50 per share, was declared, besides returning 20 per cent. of the net profits to contributors. Tls. 1,000 were voted as remuneration to the retiring directors. Messrs. Michie, Miller, Harrison, Nissen, and Barnes were elected directors for the current year.

A meeting of the rowing club was held on the 26th Feb. The accounts show a balance in hand of Tls. 235. Some alterations were made in the rules of the club. Messrs. Little (captain), Bird, Clarke, Lindsley, and Schuffenhauer were elected a committee for the current year.

A meeting of members of the race club was held on the 27th Feb. The accounts showed a balance in hand of Tls. 3,467. It was resolved to reduce Mr. Keswick's loan by the payment of Tls. 1,000 out of this sum. Messrs. C. J. King, G. W. Coutts, Dallas, Ringer, Nissen, and Kaye were elected stewards for 1872.

A case has been tried in the Supreme Court, "The P. and O. Company *v.* E. J. Deslandes, having reference to the detention of a chest of Malwa opium, and claiming $600 as its value, with a further sum of $50 for its detention. The plaintiffs' case was in brief as follows:—The defendant is the master of the receiving ship or opium hulk, *Emily Jane*. The P. and O. steamer *Madras* arrived at Shanghai from Hong Kong, having on board, amongst other cargo, 314 chests Malwa opium, consigned to Messrs. E. D. Sassoon and Co., and the defendant took delivery of the same from the *Madras*. Amongst the said chests of opium was a chest belonging to another consignee, which was by mistake also delivered to the defendant, who thus received 315 instead of 314 chests. The plaintiffs, on discovering their error, applied to the defendant for the return of the chest, but the defendant refused, and in his reply to the plaintiffs' case denied that he had received it on board among the other chests as alleged.

The trial occupied the whole of two days, and the report takes up nearly seventeen columns of the *Herald*. In the end the jury found a verdict for the plaintiffs, with damages $50. It was understood also that the verdict carried with it the return of the opium claimed, or its value. The *Courier* says the general impression seems to be that, though the verdict could hardly have been otherwise than it was, yet the decision involves great hardship to Captain Deslandes, who is universally acquitted of any knowledge of the missing chest of opium. To add to his misfortune, it appears that the Customs' authorities propose to take action against him on the ground that the chest which the jury's verdict pronounces him to have received in excess paid no duty, and was consequently smuggled. A number of his friends have set on foot a subscription to assist him to pay the amount in which he has been condemned by the Court.

A general parade of the Volunteers was to take place the day the mail left, with a view, we believe, to a more complete sham fight than we have yet had. The Marines and Blue Jackets from the *Juno* and *Curlew* are to join in the excursion, and will form the attacking force. The programme has not yet been made public, but we hear of a probable attack by boats coming down the Soochow Creek, which the Volunteers will be called on to repel—and of peace being made over substantial refreshment in the end.

There has been a small riot in Chinkeang, about a new tax lately imposed by the Chehsien; and hardly had this been quieted by the withdrawal of the obnoxious impost, when a new excitement arose in consequence of Mr. Salter, the agent of the S. S. N. Co. at Chinkeang turning off some squatters from land lately purchased by him on the river bank. A mob assembled and pelted the S. S. N. hulk, &c.; the Consuls called on the Chinese authorities to take measures for repressing the disturbance and protecting the Settlement, and a guard of soldiers was posted for the purpose. We believe the disturbances are over, and that there is no cause for further alarm.

The present mail steamer was compelled to leave the anchorage on the 28th February instead of the 1st March, and the passengers and cargo had to be sent down afterwards. All this additional trouble was due to there being, as usual, an insufficiency of water on the Woosung bar.

It is intended that the first steamers for Tientsin shall be despatched on the 3rd March.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Feb. 29.

There is no doubt now of the establishment on the Yangtsze of a new line of steamers to run in connection with the Holt Ocean line. The Shanghai Steam Navigation Company has done marvellously well for its shareholders, yet it is by no means a popular institution. At all events the depreciation in the value of its shares, consequent on the announcement of a formidable opposition, has been received by the outside public with a hardly suppressed chuckle. However, shareholders who have invested at any fairly reasonable rate need not be troubled. The Yangtsze trade is expansive enough to supply in process of time sufficient work for double the fleet now engaged in it, and it is forgotten that the additional steamers will by themselves create a demand for carriage. Doubtless somebody will suffer at first, but there is no question of the near future of a trade with which the S.S.N. and the "Union," as at present constituted, could not cope.

I told you in my last letter that the foreign community was, luckily for itself, as dull as ditch-water at the time of writing, and knowing that you would expect something under the head of "Shanghai," I looked forward to this mail with some apprehension of having to disappoint you. At the last moment an incident has turned up which is unimportant in itself, but which may or may not be turned to good or bad account. Two or three Chinese gunboats, built after the foreign model at one or other of the native arsenals, have for some months lain in the river opposite or a little above the settlements. They gave no annoyance to anybody, except by saluting violently at all sorts of hours, whenever an unusually dirty mandarin visited them or left them. Latterly, however, there have been one or two complaints of high-handed procedure on the part of the sailors and officers (all Chinese), who, honouring Chinese taverns and other places of low resort with their presence, have declined to pay for whatever entertainment they received. Rows were, of course, the immediate consequence, and on one occasion at least the culprits were brought before the Mixed Court, and mulcted in various penalties. These were small matters, but this afternoon a party landed on the French side, and meeting two sergeants of police, forthwith fell upon them and seriously wounded them. One man is said to had his face gashed across, and the other to have been cut down by a sabre-stroke on the back of his head. The French Consul-General made a demonstration on the bund by marching all the police with fixed bayonets to the spot, but, so far as I can learn, the matter rests there at present. This, I presume, is diplomacy, but somehow one would think that if Count Mejean had carried his police on board one of the vessels, hauled down the Chinese flag, and hoisted the tri-colour pending the pacific arrangement of the question so rudely raised, more would have been heard about it, and that of a more satisfactory character than anything we need now expect. Your readers will remember the old story of Sir Francis Drake explaining to Queen Elizabeth that there were two ways of facing an enemy—the one to stand off and cry, "Do that again, and I'll strike thee;" the other to strike him first, and say, "Try that at all, and I'll strike thee again." This sort of thing is out of date, no doubt, but a spice of it would much enliven the palavers which now-a-days cause every difficult question in China to exhale in a bottle of smoke. I might go farther, and say that such an utterance as Macaulay's spirited peroration—"The lives and liberties "of Englishmen are at stake, and it is fit that all nations, civilised "and uncivilised, should know that wherever the Englishman may "wander he is followed by the eye and guarded by the power of "England"—is, though only thirty years old, as antiquated and unsuited to the taste of any Western legislative body as Burke's dagger or Mr. Gladstone's packages of tea. The mere nationality makes little difference, for we may take it for granted that in any outrage it is the foreigner, and not the Englishman, Frenchman, or American, who is attacked, while any decided step on the part of one foreign Power would be equally assuring to the subjects of all.

HONG KONG.

The dates extend to the 7th March. The outward mail of 19th Jan. arrived out on the 3rd March.

Mr. Charles Saint, the proprietor of the *China Mail*, retires in favour of Mr. Bain, who has been for some years associated with him, and Mr. N. B. Dennys resumes the editorship, which he left some two years since to visit Europe.

The Supreme Court has resumed its sitting, after the long vacation of one month. G. W. Snelling, a bankrupt, obtained his discharge, there being no opposition. In the case of an unknown deceased Chinaman, the administration of his estate was granted to the official administrator; and *in re* George Davidson, deceased, letters of administration were granted to Alexander Morrison upon his own petition. In the matter of the three writs of foreign attachment against Essa Ahmed and others, the Canton silk merchants entered into bonds to proceed with the trial.

In *re* F. S. Huffam, official assignee in the bankruptcy of Lyall, Still and Co. *v.* Jardine, and others, his Lordship delivered judgment. The Court was of opinion that there was such a mutual credit within the meaning of the ordinance between the bankrupts and the defendants as to entitle the latter to retain the sums of money received by them since the 22nd day of December, 1866; in respect of the shares owned by bankrupts in the Triton and Canton Insurance Companies, and that the defendants are not bound to pay such sums over to the assignee. The costs of the suit to be paid to the defendants out of the estate. His Lordship based his decision on the ruling of Lord Chief Justice Tindal in the case of Gibson *v.* Bell, and in the judgment in Nowrojee *v.* the Chartered Bank of India.

The Race meeting opened under the most favourable auspices; the weather was lovely, not too hot, yet pleasantly cool, with a cloudy sky; the course was in good condition, and though there did not appear to be that absorbing interest which the more important races of former years imparted to the meetings hitherto, still the numerous holiday-makers surrendered themselves to the day's enjoyment with all the more zest that the events did not possess the character of "sure things" in any marked degree. There did not at first seem to be a full attendance at either of the

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stands, on the course, or at the Black Rock; but the pleasure-seekers gathered in force as the saddling-bell began to call to business. The usual attendant features were present—the band of H.M.'s 10th Regt. discoursed sweet music, the ever present booths were alive with visitors, and the usual mixed congregation of spectators and stalls swarmed in or dotted the middle of the course.

We (*China Mail*) observe that the fourth volume of the Rev. Dr. Legge's "Chinese Classics" (The She King) has been already reviewed in the *Shanghai Courier*. The critique is somewhat premature, as the book is not yet ready for sale, and the appearance of the review may be apt to put the reverend author in a false position with his readers and reviewers generally. If the fourth volume of the "Classics," however, comes up (as we believe it does) to the standard of the author's previous portions of the same great work, it will stand against all the combined critical learning of both the East and the West. It must be a source of gratulation, not only to the doctor's personal friends but to all interested in China, that his health at present augurs well for the completion of the herculean task to which he has devoted the greater portion of his life.

We learn that it is contemplated by certain capitalists at Canton to establish a Wai Sing lottery office at Kowloong city, where it is expected that communication would be made with this colony for the indirect sale of tickets and distribution of prizes. So far as we have heard, the scheme is a well-planned one, and the business would be so conducted that the Colonial laws could not touch those who are engaged in traffic, the sanction of the Chinese Government, which prohibits all other forms of gambling except Wai Sing, having been first obtained.

Thanks were returned in St. John's Cathedral for the restoration of the Prince of Wales to health, a subject upon which the Colonial Chaplain touched also in the course of his sermon.

News from Manila to 27th Feb. advices the insurrection completely stamped out. On that day a number, some nine or twelve persons, implicated in the affair were shot in presence of the whole garrison. Two priests and a well known lawyer were still in custody awaiting trial. It is stated that three priests implicated in the insurrection at Manila have been executed there by the authorities. The movement must, therefore, have been an unusually serious one, and it is strange that no clear explanation has ever yet been given of its origin.

(FROM OUR OWN CORRESPONDENT.)

March 7.

The two subjects which at the present moment most fully occupy the minds of those given to thinking are—the approaching departure of Sir Richard MacDonnell, and the nomination of Messrs. Lowcock and Greig as members of the Legislative Council. To take the latter subject first, it may be stated that the new members are essentially unlike. The head of the house of Gibb, Livingston and Co. is scarcely "popular" in the ordinary sense of the term; that is to say, he is brusque in manner and emphatic in his dislikes. But his selection has nevertheless given considerable satisfaction, as no man in the colony is less likely to be influenced by fear, favour, or affection. He was unwilling to accept the honour (?) but gave way like a sensible man when he was clearly shown that it was something very like a duty. Mr. Greig, on the other hand, is very popular, his kindly warm-hearted manner showing through the necessary reserve and profound business-like air of a bank manager. Still, his nomination took every one by surprise, there being others in the colony whose claims to the position are doubtless superior. The head of Birley and Co. is, for instance, chairman of the very bank which Mr. Greig conducts, and to pass him over was a slight which is in some quarters much resented. I don't think he would have accepted the position, but the offer would have been courteous. Others again say a great deal about the slight shown to Mr. Sassoon, and the local papers (with very questionable wisdom I think) have given insertion to letters which draw comparisons almost invidious. My own impression is that if we might have got a better man than Mr. Greig we might very certainly have got a worse one. Mr. Lemann I should have told you is out of the running. He was decidedly the most eligible, and had the first offer; but Messrs. Gilman and Co's. business requires his absence (whether temporary or permanent is uncertain), so he declined.

Speculation is of course rife as to the personal characteristics of Sir Richard Macdonnell's successor, Sir A. Kennedy. Nobody seems to know much about him, but all hope that whatever he may be he will have an opinion of his own. The Colony has just tried a year or two of milk-and-water administration, and is unanimous in preferring the strong hand of our present Governor, even if its strength be sometimes exerted against the views of the community. It is better to have something to kick at than to find a mere shadow before one through which your foot goes, leaving it unmoved, like some baleful ghost. There can be no doubt that Sir Richard, with all his faults (numerous enough, if our papers speak truth), is a clear-headed man, and that his administration has, upon the whole, been a success. His opponents admit this, and a little more conciliation on his part to the leading merchants would have turned the somewhat grudging admission into a frank recognition of the fact. He is not perfect, but he has rescued the colony from lawlessness, and maintained its dignity in Chinese eyes—two very important achievements, even if he has the gambling farm to answer for.

The new Shanghai Bank has not yet selected its Hong Kong committee, one paper which imprudently published the names from hearsay getting a severe wigging from two of those so mentioned. I notice that the proprietor of the *China Mail* has sold the business to a gentleman long connected with him, and that it will be again edited by Mr. Dennys. This brings back the German community, who, having taken offence at some remarks made by Mr. Saint, had unanimously withdrawn their subscriptions and support.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices to the 14th March; the P. and O. mail, with London date Feb. 9, arrived out March 11. The *Straits Times* contains the following summary of the news:—

During the interval nothing of local interest has occurred to disturb the monotony of the place. The railway question remains in abeyance, though considerable anxiety is felt to learn what action Earl Kimberley will take with reference to the strong protest of the merchants of this place, at the public meeting held for the purpose at the Town Hall on the 23rd Feb. The only thing new that has cropped up in regard to it is the letter of Colonel Collyer, former Civil Engineer for these settlements, to the promoters of the Singapore and New Harbour Railway. It is mainly a reply to the strictures of Major McNair, the present Colonial Engineer, upon the original scheme and estimates of Colonel Collyer. There are, however, some points in the letter that are liable to mislead persons unacquainted with the place. The assertion that the merchants will demand the extension of the New Harbour Railway to Johore *via* Tanglin, for their own convenience and for the improvement of their property, is entirely fallacious, and we must confess to some surprise at seeing it seriously put forward by Colonel Collyer, who ought to know better than to suppose the residents of Tanglin would avail themselves of a railway circuit of five or six miles to accomplish a journey that they can more comfortably go over in fifteen minutes in their own carriages. Again, the suggested extension to Johore is supported by the amount of produce that territory supplies to the Singapore market; but the railway is to terminate opposite New Johore, while nearly all the produce comes from the region of the Johore river, some miles away, and can be more conveniently shipped in boats direct to Singapore, thus saving the trouble and cost of transhipment.

The Salangore disturbances are, it is said, likely to crop up again. Rajah Mahdie, one of the turbulent chiefs who was driven out by H.M.S. *Rinaldo*, after his ill-judged attack upon that vessel, has, we learn, been in Singapore procuring supplies and men to enable him to renew his petty war against Tunku dia Oodin, the ruler appointed by the Sultan in the presence of the Colonial Secretary and Captain Blomfield, of H.M.S. *Teazer*. We understand H.M.S. *Zebra*, now on this station, will visit the native States to the westward after the arrival of H.M.S. *Hornet*, and should she visit Klang may succeed in preventing Mahdie from carrying out his intention—a result certainly to be desired, as a very brisk trade is being opened up with Klang and Salangore under Tunku dia Oodin's rule, which would be paralysed by a renewal of the strife.

The steamers of the Dutch expedition to Siak have passed through the Straits on their return. One of the steamers (the *Java*) anchored in the roads for about an hour. The object of the expedition, as already announced, was accomplished without fighting. The leader of the insurrectionary movement was arrested and put in irons. We understand it is the intention of the N.I. Government to station a second steamer on the N.E. coast of Sumatra, to assist in maintaining order, and to check the piratical tendencies of the native chiefs.

There seems to be a mania at present prevalent amongst the European residents of this little island for a trip home to the old country. The Ocean Company's steamer *Glaucus*, which left for London on the 12th March, took from Singapore several well known residents, among whom was the Honourable W. Adamson, member of the Legislative Council. How Mr. Adamson discharged his duties in the Council Chamber must be well known to all our readers. His long experience of the place, his knowledge of the native character, his clear head and gifts of speech, made him a valuable member of the Council, and makes his departure a sensible loss to the public,—even although Sir Harry Ord may find himself as lucky as his Royal namesake of the old ballad, in being able to replace him with a man as good. Mr. Cameron, the editor of the *Straits Times* was also a homeward passenger by the same vessel.

The Malacca Criminal Session was held by the Chief Justice, who went down in the *Pluto* on the 5th instant, and returned here on the 12th, having disposed of all the criminal and civil cases. There were no trials for the heavier crimes, and the session was over in three days, after which the civil sittings were held, lasting only one day.

The gambling houses continue to keep up their business, in spite of the stringent gambling ordinance and the heavy fines imposed—from which it would appear that the houses must yield great profit. A few evenings since, Captain Dunlop, and a party of

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police, went to a notorious gambling house in Carpenter-street, where there were about twenty Chinese at play. The doors were barricaded, and before they could gain admittance most of the gamblers had escaped over the roofs of the adjoining houses. They succeeded in arresting only two, but secured all the gambling implements. The same evening the officers went to another noted gambling house, and here also surprised a number of Chinese at play. Most of the gamblers escaped; only four were caught inside, but the gambling materials and the gamblers' shoes were found on the floor.

The French Consul has held an inquiry into the loss of the *Marie Therese*, reported by last mail.

Commercial Report.

(*For dates see first page.*)

IMPORTS.

HANKOW.—Cottons: Holders being firm and the demand limited transactions had been only on a moderate scale. Woollens: Scarlet Long Ells were quoted one mace higher, but with limited demand. Camlets and Spanish Stripes had been more dealt in at former prices, at which sales were not easy to effect. Quotations:—8¼ lbs. Grey Shirtings, Tls. 1.9.8 to 2.0.5. White Shirtings, 56 to 60 reed, Tls. 1.7.5 to 1.9.5; 64 to 66 reed, Tls. 2.0.5 to 2.2.5. T-Cloths, 7 lbs. Mexicans, Tls. 1.6 0 to 1.6.8. Drills, unchanged and dull. In Fancy Cottons there had been but little business doing.

SHANGHAI.—Cottons: There had been a fair general business doing in Manchester manufactures, with the exception of 8¼ lb. Grey Shirtings. Telegrams quoting a quiet and weaker market at home, combined with the knowledge that very large stocks are held at this port, had deterred the dealers, and the few sales reported were at a decline on the quotations of last mail. For 7 lbs. and 9 to 9 lbs 10-12 oz. goods there had been more enquiry, and sales had been made at Tls. 1.7.4 for the former, and Tls. 2.7.5 for the latter. Mexican T-Cloths, Drills, and White Shirtings had been taken to a moderate extent; but as the mail closed the market was very quiet, and offers generally were lower. Fancy Cottons: Good patterns of Scarlet-ground Chintzes were being more sought after at an advance in price. Dyed Damasks and Dyed Brocades were rather lower. Black Velvets continued firm and in demand. Woollens: There had been a fair demand generally, but holders were firm for an advance, and not much business had resulted.

FOOCHOW.—No transactions to report.

HONG KONG.—A quiet tone had prevailed in the market during the fortnight, and business consequently had been upon a small scale. Trade at the outports was very restricted, owing to the natives being averse to pay the advance demanded by holders, and were preferring to work off their stocks at cheap rates to operating further at the moment. Advices from the northern markets reporting a considerable decline in the value of Cottons, and telegrams from Manchester a gradually falling market, holders who were exceedingly firm had lately evinced a desire to sell. Yarn: 16/24s English weaker, owing to absence of foreign speculative demand; best chops declined $2 to 3 per bale; 28/32s in request, but without improvement in price; 38/42s without inquiry. Grey Shirtings: The sales of damaged goods had kept dealers supplied. Although several holders were willing to accept lower prices dealers were not anxious to operate. White Shirtings: Sales were to very small extent at a decline of about 5 cents. White Irishes: In small stock, and ready sale at $3.70 to 3.75 for second quality, and $4.15 to 4.25 for best. T-Cloths: 6 lbs. declined 5c., and buyers not anxious to operate, as importers were offering goods "to arrive" at low rates. Mexicans had not changed hands; Dewhursts MT quoted nominally $1.85. Drills: English 14 lbs. quiet, no change in value; 15 lbs. advanced about 5c. owing to inquiry for Japan. American not in stock. Dutch in good supply, no alteration in price. A small sale of Jeans is reported at $3.5. All White, Fancy, and Dyed Cottons in small demand at former prices. Woollens and Worsteds had been wanted to a very limited extent. Metals generally had been in good demand at very firm prices. Nail Rod Iron taken at $3.75 per picul; Bar sold at former values; Hoop at an advance of 25c. to 50c. Lead: In speculative; request a few sales "to arrive" of "LB" quality, at $6.20 to 6.25.

MANILA.—The market had been strong during the fortnight and prices for almost all imports had advanced.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—The market for Piece Goods has been quiet, with sales on a small scale only. In prices there has been but little change but holders have shown rather more inclination to realise. 39-inch Grey Shirtings 8¼ lbs. freely offered at $2.62½ to 2.65, but sales unimportant; 7 lbs. taken in considerable quantity at $2.25 for good quality, but demand now slackened; 6 lbs. scarce and inquired for at $1.95 to 1.97½. 45-inch: Little inquiry for 9 lbs. at $3.10 to 3.12½; 8 lbs. very dull at $2.60. T-Cloths: Inquiry directed chiefly to 5 lbs. and 7 lbs. goods. Quotations, 4 lbs. $1.10 to 1.15; 4½ lbs., $1.25 to 1.30; 5 lbs., $1.45 to 1.47½; 6 lbs., $1.70 to 1.75, and 7 lbs., $1.95 to 1.97½. 36-inch Grey Supers: No. 1 in good demand at $2.05 to 2.07½, with sales at the higher quotations; No. 2 dull at $2.10 to 2.12½; No. 3 inquired for at $2.20 to 2.22½. 36-inch White Shirtings: Sales have been difficult to effect, but at the close there is a better feeling; 45-inch quiet at $3.52½ to 3.55. Grey Yarn very dull at $130 to 132½ for 40's, $110 to 112½ for 30's, and $100 to 105 for 18-24's. Woollens: Lastings meet with more inquiry at 42½c. to 44c. for assortments; Scarlet Spanish Stripes in small supply, and in no demand. Nothing doing in other descriptions.

EXPORTS.

TEA.

YOKOHAMA.—Arrivals having been light and buyers having continued in the market, stocks had been reduced and $3 to $5 per picul higher had been paid.

HANKOW, KIUKIANG, FOOCHOW, AMOY.—The season at these ports is closed.

SHANGHAI.—Only a few hundred packages of Black Tea had been bought, and the business in Greens had been very small, settlements having aggregated only 2,334 half-chests. The Ethiopian had sailed for New York, but the quantity shipped by her is not reported.

CANTON.—The business of the interval had been comprised in the settlement of some small parcels Scented Caper, Gunpowder and Congou at previous prices.

SILK.

SHANGHAI.—Messrs C. J. Skeggs and Co.'s Circular says:—There has been more activity in the market during the past fortnight induced by a lower exchange and the willingness of dealers to accept a further decline of 5 to 10 taels. Settlements reach about 1,000 bales, comprised mostly of medium and common Tsatlees, Rereels, and a few Kahings, other sorts being neglected. The following are a few of the Tsatlee purchases which may be taken as a basis of the fortnight's operations:—Koo-foo-sing's Chop thirds, Tls. 585; Cat and Bee "Choey-ling," Tls. 520; King John Chop, Tls. 560; Black Lions, Tls. 530; Blue Elephant, Tls. 510, since contracted for at Tls. 520; Red Peacocks, Tls. 505; Green Elephant, Tls. 480.

STRAITS PRODUCE.

SINGAPORE.—Tin has advanced considerably, $37.75 per picul having been paid for best chops. The market at close was rather weaker, there being sellers at $37.37½. The demand has been chiefly for England, only a small quantity having been taken for other markets. Gambier: Bought to a fair extent at $4.22½, under which dealers refused to contract for future delivery. Black Pepper: About 20,000 piculs contracted for during the fortnight at $13.25 to 13.50, and price at close firm at $13.37½ per picul. White sold to a fair extent at $18-50 to 18.75, but buyers offering less. Pearl Sago sold at $3.45, and more demanded. Sago Flour in good request, Borneo being worth $2.92½, and Singapore $2.85 to 2.87½ per picul. Tapioca: Flake very scarce, and worth $4.60 to 4.70 per picul. Bontyne Coffee nominally worth $16.75 per picul; none at market. Cow Hides in good demand at about $18 per picul. Buffalo Hides: Very scarce and in good demand at $11 to 11¼ per picul.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6½d.	4s. 6⅝d.	4s. 6¼d.
Shanghai ,, ,, ...	6s. 0⅝d.	6s. 1d.	6s. 1⅛d.
Canton ,, ,,	4s. 4⅞d.	4s. 5d. to 4s. 5⅛d.	4s. 5⅛d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6d.	4s. 6⅛d.	4s. 6⅛d.
Manila ,, ,, ...	4s. 4⅛d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	304½	221 to 221½
,, Hong Kong...	27⅝ to 28 dis.	—
Bar silver	111.2.5.	11 prem.
Mexican dollars	75.2.5	2½ per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 58½ to 59; Old, 60 to 61 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 30 per cent. discount.
China Traders' Insurance, $1,400 premium.
Hotel shares, 46 per cent. discount.
Hong Kong and Macao Steamboat Company, $32½ premium.
Hong Kong Fire Insurance Company, $325 to $330 prem.
Union Insurance Company, $1,400 premium.
China and Japan Marine Insurance Company, Tls. 65 premium.
China Fire Insurance Company, $59 to $60 premium.
Victoria Fire Insurance Company, $65 premium.
China Sea, Saigon, and Straits Steamship Company, $5 per cent. dis.
Indo-Chinese Sugar Company, $22 dis.
Shanghai Steam Navigation Company, Tls. 52 premium.
Hong Kong Distillery Company, 10 per. cent. premium.
Hong Kong Pier and Godown Company, $10 dis.

LATEST TELEGRAMS.

COMMERCIAL.

CHINA.

HONG KONG, APRIL 10.—Piece Goods continue dull; Grey Shirtings, 6½ catties, 8½ lbs., $2.60; Cotton Yarn, 16-24, $124. T-Cloths 7 lbs. (Mexican) $2.15, 6 lbs. (ordinary) $1.70. Exchange on London: Bank bills, six m.s., 4s. 5d.

SHANGHAI, APRIL 13.—Market for Piece Goods very dull; Woollens quiet but steady. Exchange on London: Bank bills, six m.s., 6s. 1⅞d.

JAVA.

BATAVIA, APRIL 4.—The yield of the coffee crop will be deficient, in consequence of the late inundations; 16,000 piculs Padang have

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been sold by public auction at f.43¼, of which 12,000 were taken for America, and 4,000 for Holland. Sugar firm.

STRAITS SETTLEMENTS.

SINGAPORE, APRIL 9.—Grey Shirtings, 7 lbs. $2.22½, 8¼ lbs., $2.62½; T-Cloths, 6 lbs., $1.70; Cotton Yarn, 40's, $130; Gambier, $4.15; Tin, $38.½. Exchange on London: Bank bills, six m.s., 4s. 6⅛d.

PENANG, APRIL 9.—Grey Shirtings, 8¼ lbs., $2.65; T-Cloths, 6 lbs., $1.75; Cotton Yarn, 30's, $117, 40's, $128. Pepper, black, $14, white, $25; Sugar. No. 2, $5.12½, No. 3, $3.20; Tin, $38. Exchange on London: Bank bills, six m.s., 4s. 6⅛d.

Shipping Intelligence.

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ARRIVALS.

At SHANGHAI.—From London, Feb. 21, Gordon Castle (str.); 24, Carmarthenshire; from New York, 27, Surprise; from London, April 7, Galley of Lorne (str.) (by telegram).

At HONG KONG and CANTON.—From London, March 2, Glenroy (str.); from Cardiff, 3, India; from Swansea, 5, Pepita; from London, Africa (str.); April 10, Yangtsze (str.) (by telegram).

At MANILA.—None.

At SINGAPORE.—From Newcastle, March 9, Alpine; 10, Woolloomooloo; from Cardiff, 13, Calumet, Don Quixote; from Liverpool, Ulysses (str.) (reported by telegram).

At PENANG.—From London, Lord of the Isles (str.), Meandroni, Lucerne; from Cronstadt, Irene (reported by telegram); from Liverpool, March 13, Priam (str.).

At BANGKOK.—From Havre, Feb. 22, Nonpareil.

DEPARTURES.

From SHANGHAI.—For New York, Feb. 28, Ethiopian.

From FOOCHOW.—For London, Feb. 10, Ocean; for New York, 13, Dilpussund.

From HONG KONG and CANTON.—For London, March 4, Teviot (str.); 5, Glaucus (str.).

From MANILA.—For London, March 1, Nyassa; for Liverpool, Feb. 17, James Aiken; for Channel (f.o.), 17, Thomas Hood; for Cadiz, 22, Chica; 29, Mina; for Boston, 26, St. James.

From SINGAPORE.—For London, March 11, Glenaros; 12, Glaucus (str.), Teviot (str.); for Liverpool, 12, Buena Ventura (str.); for Boston, 14, Portland.

From PENANG.—March 11, for London, Hindostan; 14, Glaucus (str.).

VESSELS LOADING.

At YOKOHAMA.—For New York, Coulnakyle, John Milton.

At SHANGHAI.—For London, Glaucus (str.) (full)).

At FOOCHOW.—For London, Neville; expected, Teviot (str.); for New York, Cissy.

At HONG KONG and CANTON.—For London, Cid; for New York, Agra.

At HONG KONG AND CANTON.—There is a fair enquiry for tonnage, without any advance in rates.

At MANILA.—Tonnage is abundant, and vessels are much wanted at remunerative rates.

At SINGAPORE.—To London, £3 to £3 2s. 6d. dead weight; £3 12s. 6d. light freight.

At PENANG.—The rates per Glaucus are £4 per ton tobacco; £4 10s. measurement.

FREIGHTS AND CHARTERS.

At SHANGHAI.—With the Glaucus (full) there is no vessel on the berth for London or New York; a good inquiry exists for suitable vessels, which, however, are scarce.

At FOOCHOW.—To London, £3 10s. per ton of 40 feet.

At MANILA.—For Liverpool, Buenaventura (str.), Templar, Isles of the South; for Channel (f.o.), Bombay, Figaro; for Cadiz, Conchita, for New York, Clytie.

At SINGAPORE.—For London, Martha Augusta, Norham Castle; for Liverpool, Lochleven Castle; for New York, Havelock, Samuel G. Reed, Rainbow; for Boston, Woolloomooloo.

At PENANG.—For London, Franz Schubert; for Liverpool, Edwin Bassett.

REPORT.

The Istapa, Liverpool to Yokohama, has put into Penang with damage sustained in a hurricane; 80 tons of cargo thrown overboard.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Feb. 22	Candida	Malaga	Ilo Ilo
,, 23	Elizabeth	Shields	Order
,, 23	Nydia	Singapore	Liverpool
,, 23	Ocean Belle	Do.	Cork
,, 23	Uranos	Do.	Boston
,, 23	Therese	Do.	London
,, 24	Elgona	Cardiff	Singapore
,, 25	Albatross	Hamburg	Hong Kong
,, 25	Delpussund	Foochow	New York
,, 25	Hosea Rich	Amsterdam	Samarang
,, 25	Coulnakyle	Yokohama	New York
,, 28	Yokohama	Batavia	Do.
,, 29	Xantho	Point de Galle.	Singapore
,, 29	St. Louis	Batavia	Falmouth
,, 29	James Aikin	Cebu	Liverpool
March 1	L. Carnovon	Macao	Callao
,, 3	N. Hastings	China	New York
,, 4	Stella Maris	London	Batavia
,, 5	Chica	Manila	Cadiz

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—April 11, at Portland Roads, from Batavia, for Amsterdam, Rosalie, with part of crew sick with scurvy; off Scilly, from Canton, for London, Carricks; at Brouwershaven, from Sourabaya, Nestor.

DEPARTURES.—April 11, from London, for Sunderland and Singapore, Cutwater; for Penang, Peri; 9, from Cardiff, for Hong Kong, Iwalo; from Penarth, for Shanghai, Harwich; from Falmouth, for Hong Kong, Louisa, after repairing; April 10, from Swansea, for Galle, &c., Peveril of the Peak; 11, from Sunderland, for Hong Kong, James Vinicombe; 13, from London, for Cardiff and Hong Kong, Star of China; 12, from Cardiff, for Hong Kong, Eugenie; from Newcastle, for Java, Zes Gezusters; 13, from Liverpool, for Batavia, Cornelis Smit.

MISCELLANEOUS.—Off St. Helena, March 14, Flevo (Dutch ship), from Java for Amsterdam; 12, Glentora (ship), from Ceylon for London; Cornuvia (ship), from Zebu for New York; 13, British Constitution, from Singapore for Glasgow; Fitzroy, from Singapore for London; Maibit, from Java for Amsterdam; Oceaan, from Java for Rotterdam; Hampton Court, from Shanghai for Sandy Hook; for orders; Galilei, from Java for Amsterdam. The Amalio arrived from Malta, and not from Colombo, as reported in the Shipping Postcript of our last issue.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

BOWRA—On the 17th Feb., at Canton, the wife of E. C. Bowra, Esq., Commissioner of Customs, of a daughter.

CALDWELL—On the 29th Feb., at Hong Kong, the wife of Daniel E. Caldwell, Esq., of a daughter.

FRYER—On the 29th Feb, at Shanghai, the wife of John Fryer, Esq., of a son.

GEORGE—On the 8th April, the wife of Edgar George, Esq., of Lonsdale Lodge, Putney, and Yokohama, Japan, of a son.

MACKIE—On the 22nd Feb., at Shanghai, the wife of J. H. Mackie, of a daughter.

MURRAY—On the 11th March, at Raeburn, Singapore, the wife of Deputy Commissary General G. C Murray, Control Staff, of a daughter.

RAMSAY—On the 28th March, at Hankow, China, the wife of H. F. Ramsay, Esq., of a daughter.

MARRIAGES.

SHANNON—SMITH.—On the 24th Feb., at St. John's Cathedral, Hong Kong, by the Rev. R. H. Kidd, M.A., William Henry Shannon, of New York City, to Eliza, second daughter of the late Thomas Smith, Esq, Tottenham.

DEATHS.

CAINE—On the 8th April, at Ventnor, Isle of Wight, Charles Henry Fearon, youngest son of the late Lieut.-Colonel Wm. Caine, late Lieut-Governor of Hong Kong, in his 27th year.

GUILD—On the 23rd Feb., at Hong Kong, Paymaster C. F. Guild, United States Navy, Charles M. Guild, of New York, aged 56 years

HOYACK—On the 6th April, at Rotterdam, in her 17th year, Amelia Eliza, second daughter of Wm. Hoyack, Esq., and granddaughter of the late Sir James H. Turing, Bart.

MCDONNELL—On the 11th April, at St. Valori, near Bray, Rosanna, wife of James McDonnell, of 66, Lower Leeson-street, Dublin, barrister.

PUNCHARD—At Hackney, Capt. Punchard, late of Hong Kong.

WILLIAMS—On the 26th Feb., Rowland Wynne Williams, of Hankow.

The directors of the Chartered Bank of India, London, and China have issued their report, in anticipation of the meeting which—as we have already announced—is to be held to-morrow. The report says:—

The profit for the year, after deducting charges, amounts to £74,938 17s. 6d., out of which a dividend has been paid, for the half-year ended June 30 last, of £22,500, and a further dividend of 4 per cent. for the half-year £30,000, is now declared, making together 7 per cent. for the year, free of income-tax. From the remainder, the reserve fund is raised to £50,000; provision is made for bad and doubtful debts; and the balance, £883 19s., is carried to the new profit and loss account. The directors regret much to announce the retirement from their board of Mr. Donald Larnach, whose long continued connection with this Bank and valuable services have always been highly appreciated. They have at the same time pleasure in recommending as his successor Sir William Grey, K.C.S.I., late Lieutenant-Governor of Bengal, from whose varied experience in and intimate connection with India the Directors anticipate much advantage. The Director retiring in rotation is Mr. E. J. Daniell, who, being eligible, offers himself for re-election, and the Court recommend him accordingly.

ON the 9th inst. there was launched by Messrs. C. Mitchell and Co. a very fine steamer, named the *Japan*, and the property of Messrs. Apcar and Co., of London and Calcutta. The *Japan* is intended to navigate the Chinese waters, and is at the same time adapted for passage through the Suez Canal. She is about 350 feet long, 37 feet broad, and will have space for 4,000 tons measurement goods. The 'tween decks are of ample height, and are available for carrying a very large number of troops or other passengers. The machinery for the *Japan* is manufactured by Messrs. Maudsley, Sons, and Field, of London, on the compound surface condensing principle. Many visitors were attracted to the launch. Mr. Sette Apcar, of London, represented the owners, and the ceremony of naming the *Japan* was performed by Miss Julia Swansea.

THE Annual Missionary Meeting of the Presbyterian Church in England will be held (D.V.) on the evening of Wednesday, 1st May, in Exeter Hall, at seven o'clock—the Right Hon. the Earl of Cavan in the chair. The following speakers will address the meeting:—Rev. Carstairs Douglas, from Amoy; Dr. James L. Maxwell, from Formosa; Rev. Donald Fraser, D.D.; Rev. Adolph Saphir; Rev. W. P. Mackay, of Hull; Rev. Dr. Patterson, of Chicago; and Mr. Brownlow North.

The *Gazette* states that the Queen has granted the dignity of a Knight to Albert Abdallah David Lassoon, Member of the Council of the Governor of Bombay.

THE Colonial-office has appointed Mr. W. Sneyd Kinnersley a Straits Settlement cadet.

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HOUSE OF COMMONS.

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CHINESE COOLIES IN CUBA.

On Monday Mr. T. HUGHES asked the Under Secretary of State for Foreign Affairs if the Government had received notice of an order lately issued by General Ferrer, in the absence of Captain-General Valmaseda, in the Island of Cuba, prohibiting Chinese from passing from one place to another, and from leaving the island; whether it was true that the British Consul, in conjunction with the Consuls of France, Italy, Holland, Belgium, and Denmark, had protested against this and previous orders as practically reducing the Chinese to a state of slavery; and if he would lay any communications the Government might have received on this subject upon the table of the House?

Lord ENFIELD said that a copy of the order had been received at the Foreign-office, and also information of a protest by the Consul. A copy of the order had been sent to Madrid to Mr. Layard, in order that he might remonstrate respecting it with the Spanish Government.

On Friday Mr. GILPIN asked the Under Secretary for Foreign Affairs whether it was competent for Her Majesty's Consul-General in Cuba to receive from the Chinese Government Consular powers which may be exercised on behalf of the Chinese imported into this island.

Lord ENFIELD replied that he could not promise Mr. Gilpin the assistance of our consular jurisdiction in Cuba in aid of the Chinese. He did not think it expedient that our Consuls-General should interfere.

COURT OF APPEAL.

THE ESTATE OF MR. T. A. GIBB.

The arguments were heard on Thursday before the Lord Chancellor, Lord Chelmsford, Lord Westbury, and Lord Colonsay, in the case "Overend, Gurney, and Company (Limited), *versus* Gibb and another (executors of T. A. Gibb, a former director). This was an appeal from a judgment of the present Lord Chancellor (Lord Hatherley), whereby he reversed a decision of Vice-Chancellor Malins, and allowed a demurrer to a Bill filed by the appellants, which had been overruled by the Vice-Chancellor. The Bill was filed for the purpose of making the surviving directors of Overend, Gurney, and Company (Limited), and the estate of a deceased director, answerable for so much of the capital of the company as had been lost in consequence of the directors having, as the appellants alleged, negligently, and in breach of their duty to the shareholders of the company, purchased the business and undertaken the liabilities of the late firm of Overend, Gurney, and Company. The Lord Chancellor, in delivering judgment in the Court below said: "I think that the shareholders must take the consequences of the manner in which their business was conducted by those whom they have trusted to act as their agents. If the question were simply whether they had or had not made a bad or imprudent bargain, that is not a question which could be dealt with in this Court as involving a breach of trust; or, if it were whether they had failed to secure a good bargain for persons who entrusted their moneys to them for that purpose, that is not the case we have here. The company must take the consequences of having entrusted their moneys to persons of sanguine temperaments, who made a purchase which turned out to be a bad one; but I do not find enough in this case to show me that it is so ridiculous, or absurd, or that there has been such *crassa negligentia* amounting to fraud as to induce me to hold that the gentleman whose executors are now sought to be impeached had made himself responsible for a breach of trust for which I can hold them liable. I hold therefore that the demurrer ought to have been allowed." This is the decision against which the present appeal was raised.

After having heard the arguments their lordships dismissed the appeal.

PROGRESS IN BORNEO.

THE Trade Report for 1871, published in the number of the *Sarawak Gazette* which came to hand by the last mail, is highly encouraging in the best and largest sense of the word. True, the total returns fall short of those of the preceding year, but the cause of this—the sudden reduction in the value of gutta-percha from its abnormal high rate in 1870—is so evident and reasonable as to prevent any misgivings as to the general development of the commerce of this hitherto little understood, but largest, island in the world. Exports and imports are year by year becoming equalised, while the revenue from the out-stations shows a steady increase. We can hardly find terms adequately to express the respect which we feel for the little band of Anglo-Saxons who have proved themselves such ardent and successful pioneers of civilisation in this remote corner of the globe which—no longer than five-and-twenty years ago—KEPPEL found the seat of pirates, whom he at once set himself to subdue. Never, perhaps, in any place were difficulties more resolutely encountered, and more rapidly overcome, than in Borneo. The head-hunting mania of the Dyaks has in the brief space of a quarter of a century greatly yielded to the influence of Western intelligence. Truly the Government is most interesting and unique. In the report of the last meeting of the Supreme Council we find so great progress made in inoculating the semi-barbarous sons of wholly barbarous fathers that his Highness the RAJAH was positively recommending the subject of the education of their children to the "serious consideration" of the native community, and assuring them that "if they "would suggest plans to be pursued among themselves, he "was prepared to afford them every assistance;" in fact, he would build school-houses and provide teachers. This is in the truest spirit of liberality and progress, and there are not wanting parishes within the "four mile radius" of the "metropolis of the world" which might learn with advantage the lesson taught them by the Rajah of SARAWAK and his fellow labourers. "To make two blades of grass grow where but one had grown before" was once described as the noblest benefaction a man could bestow on his fellows; but to make two ideas spring where only one—and that a false one—had abided for centuries, is a still nobler object of ambition; and this we must congratulate the Government of Sarawak on having achieved in the years that we in Europe have wasted in vain wars, wicked revolutions, maimed reforms, and the "religious difficulty." The irony of VOLTAIRE'S Huron chief could scarcely have a more biting illustration.

THE CONDITION OF NATIVES IN JAVA.

THE *Morning Post* publishes the following letter, signed 'Viator," on the subject of the communication from the Foreign-office, which appeared last week in the same journal:—

I observed in your columns, a few days ago, a Foreign-office "Memorandum" from Her Majesty's Consul at Batavia (Mr. M'Lean), dated February 7, 1872, calling in question the accuracy of an article in the *Morning Post*, in November last, descriptive of the degraded position of the natives of Java under Dutch rule. I remember that a few days after that article appeared it received, through another channel, the most decided confirmation by a traveller and a diplomatist long conversant with the condition of the Dutch Indies and other parts of the East. But Mr. M'Lean's "Memorandum" also, so far from being a refutation of the article alluded to, appears to be a noteworthy confirmation of the truth of at least its general allegations. For in the first place he admits that there is serfdom in Java, as he states that "taxes are raised in money and in labour, the latter being called 'heerendienst,' or labour enforced by Government." He adds, "This 'heerendienst' is at present limited to a maximum of one day, at eleven hours per week." When it is remembered how burning and sweltering is the equatorial sun-glare of Java, this eleven hours of "enforced labour" sounds very much like two days of downright slavery, per week, at the public works (roads, bridges, and dykes). But this is only a portion of the pressure put upon the islanders, for Mr. M'Lean continues, "The native is further obliged to cultivate sugar-cane;" and "coffee is also raised by 'heerendienst labour," the crop being delivered to the Government at a price "not much less" than such cultivation would cost a private planter.

Her Majesty's Consul still goes on to confirm and illustrate the general statements made in the *Morning Post*. He says, for example, that "missionaries are freely admitted, being first, however, required to furnish proof of being able to speak the vernacular." This restriction must largely act as a prohibition; for it is not at all probable that languages so difficult as that of the Indian Archipelago can be sufficiently mastered by more than a very few missionaries, to enable them to pass the tests implied by this restriction, and especially when imposed by a Government which, to use Mr. M'Lean's expression, "holds itself entirely neutral on the point of religion—watching only against excesses of whatever nature, or from whichever sect." One can easily understand the meaning and operation of such "neutrality," and the interpretation put upon "excesses" in religious efforts by a Colonial Government whose great and paramount requirement seems to be the continuance of the rich revenue which the "involuntary servitude" of Java annually pours into the home coffers of the Hague. There was little necessity for Mr. M'Lean to add that the attachment of the Javanese to their present creed (such as it is) "does not appear to give much scope to the Christian religion." So one would imagine.

Further confirmation of the statements made, both by the *Morning Post* article and by Mr. Consul M'Lean himself, is abundantly afforded in a very recent work which devotes several chapters to Java—viz., "A Voyage Round the World," by the Marquis de Beauvoir (London, Murray, 1870). The marquis travelled in company with two of the princes of the French Royal family, and was permitted unusual facilities for visiting the interior of Java. But whilst he gratefully acknowleges the courtesy, talent, tact, and energy of the Dutch Colonial Government, he writes in the most unhesitating terms of the disastrous effect of its grasping policy upon the general condition of the natives. After describing the princes' tour through the island he remarks—"It went to my heart never to see a man stand up before me, but thousands of creatures crouching down in a row."

As to the religious condition of this magnificent island of 15,000,000 people, he says there is "scarcely a temple of any kind to show that there is a thought of God in this country which He has so richly endowed." And after describing the wonderful ruins of the ancient temples at Mendoet, Boro-Bondor, and Tjandji-Seou, the marquis contrasts with the past the spiritlessness of the present age in Java, when even "art is completely dead." He also affirms that the island was more populous 1,000 years ago than now. The same writer enters at great detail into the particulars of the Dutch exactions in Java, quoting from official figures and returns. These show that in the thirty-three years from 1833 to 1866 the net profit of Java to Holland was £72,000,000, or more than £2,000,000 per annum throughout. This clear revenue is additional to the large amount required for meeting the colonial expenditure, and for the support of a Dutch army of 30,000 men (of whom 11,000 are Europeans). Nor does it include the "commissions" on all the Government crops enjoyed by the officials generally, both native and Dutch. The Marquis mentions also that the natives are compelled to sell two-thirds of their sugar crops to the Dutch Government at 10s. 3d. per picul (132 lb.),

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which quantity sells in Holland at six times the amount (61s. the picul). It is but fair to explain that this crop is aided by a loan from Government. But the coffee crop must also be sold to the Dutch at one-third of its marketable value.

I shall only quote from one other source in confirmation of your article. In 1868 there was published in this country a popular novel, translated from the Dutch by Baron Nahuys, and entitled "Max Havelaar." Its main object was to expose the cruelties and exactions of the Dutch East Indian policy, especially in Java. It was, in short, a sort of "Uncle Tom's Cabin," the scene being in the East instead of the West. The writer, Heer Edward D. Dekker, was for seventeen years engaged as an official in the Dutch service in Java. The translator affirms that the allegations made in that work are pronounced by Heer Veth, the great Orientalist at Leyden, and by other competent authorities, to be understated rather than exaggerated. Being written in the form of a novel, one cannot, of course, quote as authoritative its particular descriptions, but they more than corroborate the explicit and very recent allegations of the Marquis de Beauvoir.

I think, Sir, I have already quoted sufficiently from these several sources of information to show that the article alluded to in the *Morning Post* is, at least as respects its substantial character, fully verifiable, and I hope further attention may be hereby directed to the condition of the teeming millions of that distant region, which the writer of "Max Havelaar" describes as "the magnificent Empire of Insulind, which winds about the equator like a garland of emeralds."

In conclusion, I have only to add that, knowing something of Holland and the Dutch, I greatly admire their heroism in the past, their energy, intelligence, and social progress in the present, and hope that a land which numbers amongst its living citizens such noble and philanthropic men as Heer W. H. Suringar, Heer O. G. Heldring, Heer de Bosch Kemper, Heer B. Ploos von Amstel, Heer Groan von Prinsten, Heer J. A. Jolles, and others, may speedily clear itself from the certainly grave discredit which its colonial misgovernment in the East has long entailed upon it.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

Rotterdam, April 10.

I regret having to report that rather serious disturbances occurred during the celebration of the National Festival on the 1st April. The differences between the Catholics and Protestants have become so strongly developed that further riots may yet perhaps ensue. The promoters of the Tercentenary Festival were not at all hostile to Roman Catholics, but the Ultramontane Fanatics made it appear otherwise. Their Catholicism is far in excess of their patriotism, and they maintain the doctrine of Pius IX.'s syllabus, and believe that suppression of heresy by fire and sword is both a right and duty. Hence their protest against the festival and their subsequent agitations. Most of the communities in which disorder was raised are situated in "small Spain," as our Catholic provinces are entitled. Their demonstrations were all of the same character. Refusal to hoist the flag even on the public buildings, destroying the windows of the houses of those who endeavoured to show their feelings of nationality, cries of "Away with Orange!" "A long life to the Pope!" "Away with the water-beggars!" "Away with the King!" and so on. The bigots are content to renounce their share in all our historical associations, and they indeed regret that the Netherlands do not still remain a dependency of the decrepid monarchy of Spain. I am happy to state that it was only in very few Protestant towns and villages that these demonstrations of the Catholics found supporters. Nevertheless, it is much to be regretted that some tumultuous scenes occurred in anti-Catholic places where the Liberals ought to have defended the supremacy of intelligence and education. The division between the parties has become so wide that it seems impossible to re-unite them. Indeed, the Ultramontane papers do all they can to make the breach still wider, and to provoke serious scenes. Where must this end? Indeed, it is very difficult to foretell. But it is quite certain that we must prepare ourselves for the worst, if the rumour proves to be true which says that the Catholics will celebrate in the month of August next the anniversary of the murder of the Huguenots, on St. Bartholemew's-night. That is to be their tercentenary festival. I sincerely hope that this rumour is unfounded, but the Catholics pretend that the "fete" (as it was termed by the correspondents of some of your daily papers, and who wrote a good deal of amusing nonsense about Holland and the Dutch) at Brielle was merely a Protestant festival. But nothing is further from the fact. Some of the Orthodox Protestants actually refused to take part in the festival, because it was not of a religious character; this fact is ignored by the Ultramontanes. Our Conservatives are united through thick and thin with the Ultramontanes, which will make things so much the worse should the present Liberal Cabinet give place to a Tory Administration; and this many think probable. They foretell in all earnest that in a short time Mr. Heemskerk will be Premier. For myself I do not believe one word of the assertion.

The members of the First Chamber have met for the despatch of business. As is customary in the Upper Chamber, they discussed in a hurry some Bills, the most important of which is that proposing the abolition of tithes. At last this ancient institution has been annihilated. To day they will discuss the Bill upon the coalitions of workmen. The passage of this measure is rather doubtful, as much disagreement prevails respecting it amongst the members.

PORTUGAL.

(FROM OUR OWN CORRESPONDENT.)

Lisbon, April 6.

The debates in our Parliament have principally been upon the proposed additional taxes on wine, liquors, rice and oil. The struggle between the two parties has been very arduous, but the general principle of the Bill has been approved of, and at present the discussion is upon the points of detail. Night sessions are now being held to discuss the Budget. At the end of the present month Parliament will be prorogued. The Minister for Foreign Affairs has up to the present maintained perfect silence respecting the Coolie trade at Macao.

Among the leading topics of public interest are the successive accusations published in *Diario Popular* newspaper, against the Director of the Post-office, Senor Lessa. It is stated that the Treasury and the public have been robbed in the administration of that establishment. The writer, who is known as a clerk in the Post-office, says that for many years the stamps on newspapers for foreign countries have been removed and stolen, that even stamps of great value placed on letters are also abstracted by superior officers in the Post-office. As soon as these scandalous statements were brought to the knowledge of the Minister of Public Works, the newspaper was summoned before the Criminal Court, by his orders, and a committee is to be nominated to inquire into the management of the Post-office. I understand to-day that the Minister is already convinced of the truth of all that has been said respecting these great irregularities in one of the first public establishments of the country, and that Senor Lessa will be dismissed from his post, and replaced by Senor Fradesso do Sitoeira.

The Minister of Public Works has signed the convention for the construction of the submarine cable between Portugal and Brazil. The concessionaires are called upon to make a deposit of £20,000. Stations will be erected in the island of Madeira and in the Cape Verd Isles. By November next the stations in Pernambuco, Rio de Janeiro and Bahia will be established. The *Great Eastern* has been engaged to carry out the laying of the cable, so soon as she has finished her present engagements in England and the United States.

The Foreign Minister has brought in a Bill to revise the Act relating to Consular emoluments passed in the year 1851, as regards the Consulates of Buenos Ayres, Monte Video, and Paraguay, and also of Peru and Chili. The expenses of these Consulates have been hitherto paid in accordance with the law of 1851, but the Minister proposes to enforce the provisions of another Act, passed on the 20th April, 1869.

The Ministry has been interpellated in the Lower House respecting the late alarming news from Angola. The deputy for Lisbon, Senor Miranda, was very anxious for explanations from the Government about the rising of negroes in Dembos. The Ministers replied that the report of the Governor stated that a numerous mob had attacked the native soldiers stationed there, that the national flag had been seized, a sergeant and a corporal killed, some soldiers wounded, and the residence of the commander of the forces reduced to ashes. As soon as the affair was made known the Governor sent military reinforcements to Dembos, but he had received no further intelligence. The corvette *Duque da Terceira* is to be despatched to replace the corvette *Infante d. Henrique* in those waters. In case of necessity both vessels will remain.

UNITED STATES.

THE CONSULAR SERVICE.

The House of Representatives has passed a Bill for regulating the consular system, in accordance with the recommendations of the State Department. By the terms of this measure the pay of the Consuls at London and Paris is increased from $6,000 to $7,000, at Yokohama, Japan, from $4,000 to $5,000, and at Hong Kong from $3,500 to $4,000. The Havre Consulate is reduced from $4,000 to $3,000, the reduction being divided between the Consulates at Marseilles and Lyons, which, with Antwerp, Brussels and Rome, will each receive $2,500. A Consulate with a salary of $2,000 is established at Port Said, on the Suez Canal. Consulates are established at Tripoli, Tunis, Tangiers, in the Barbary States, at Tamatara in Madagascar, at salaries of $2,000. The Consul at Zanzibar, in Muscat, and Bangkok, in Siam, will receive $1,000, in place of the more expensive existing Consulates. The Consulate at Honolulu is raised from $4,000 to $5,000, but that at Lahaina has been abolished. It is also provided that the Consul-General at Constantinople shall henceforth be also Secretary of Legation to Turkey, with the Salary of $3,000, and that the Minister resident to Greece shall be Minister resident and Consul-General to Greece, and his salary shall be that heretofore fixed for Minister resident, namely $7,500 a year.

In the House of Representatives Mr. Lynch, from the Committee on Commerce, has reported a Bill to facilitate commerce between the United States and China and Japan, and other Asiatic countries. The Bill incorporates the Asiatic Commercial Company to deal in the products of, and to construct public works in those countries, necessary for the transaction of its business; the capital stock to be five millions, with the right of increase, &c. Mr. Randall characterised the Bill as a monster to crush out individual enterprise. Mr. Lynch replied that it was merely authorising this company to do what an individual would have a right to do. A similar Bill had been passed for the Bolivia Company. Mr. Banks suggested an amendment, providing that public subscription books shall be opened, and that the stockholders shall be personally liable for all debts of the company. After further discussion a motion that the Bill with the amendments should be laid upon the table was carried by a large majority.

Some time since the House of Representatives called on the President for all information in the possession of the Government relative to the re-enslavement of Chinese in the island of Cuba by decrees lately issued by Captain-General Valmaseda, and asking what action, if any, has been taken by the Executive to prevent the extension of human slavery contemplated by decrees. The President has responded by communicating a translation of the decree of July 1860, issued by the Spanish authorities, with regard to the importation and employment of Chinese, the decree setting forth as its only object the development of agriculture in the island and to prevent a decline in its prosperity, and as being the most desirable labour. The President has also communicated the decree of December, 1871, the principal object of which appears to be to modify, in some respects, the form of the previous decree, and prescribe the mode of its enforcement. The President has made no response to the latter part of the resolution.

According to our latest advices the Japanese ambassadors are still at Philadelphia.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the Office or by letter.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, APRIL 15, 1872.

OFFICIAL RESISTANCE TO THE INTRODUCTION OF ART AND SCIENCE IN CHINA.

THE letter from our Shanghai correspondent, which we published in the *London and China Telegraph* of the 1st inst., brings once again into prominence the undeviating hostility shown by the Peking Government to any extension of the present primitive mode of transit in the interior of the Empire. He tells us that, owing to the establishment of the coast telegraph, and the swift communication afforded by foreign steamers, the last year's rice crops of the Yangtsze provinces have found a ready and remunerative market among the Chinese in San Francisco, and points out with great justice the inestimable advantage which would be derived by the inhabitants of every province by the introduction of foreign steamers and railways in the interior. The reports brought by every mail from China only too truly illustrate the truth of this remark. At the present moment, for instance, there are thousands of people starving in the neighbourhood of Tientsin, owing to the destruction of the crops of the district, and there appears to be no immediate prospect of their distress being relieved, simply because there is no *efficient* means of transporting the unusually abundant rice crops of the central provinces to the scene of the famine. Again, how fatal is the want of the means of transport to the Imperial armies acting against the Mahommedan rebels! and what a safeguard it would be to the peace of the Empire were the Government able, with instant despatch, to throw a body of men into any disaffected neighbourhood. These and other obvious advantages have been repeatedly urged upon the EMPEROR'S advisers, but have as often been ignored by them in a manner which has shown plainly, in the words of Sir RUTHERFORD ALCOCK, "the entire hopelessness of making any further progress "at present in this or any other direction tending to open "China more effectually to foreigners." The causes of this obstructive attitude on the part of the Government are not far to seek, and are pointed out by our correspondent. No doubt the mandarins have a very strong objection to the introduction of any system which would bring with it an influx of foreigners into the cities and villages of the Empire. They regard with jealousy and eagerly resent any interference whatever in the internal government of the country. They will not believe that our motives for seeking closer relationships with them are purely commercial. They fancy they see in the history of our conquest of India a foreshadowing of the course we would wish to pursue towards China, and, perhaps with more reason, the past dealings of the Russians have made them suspicious of any proposed innovation which may emanate even in part from them. These are misconceptions which can only be removed by a more intimate acquaintance with the history and aims of Western nations. Suspicion is a leading characteristic of the Eastern mind, and is the offspring of ignorance. A knowledge extending beyond the sphere of Chinese wisdom is necessary to remove it, and, though the mandarins may resist, time will force it upon them.

There is, however, another objection felt and avowed by the leading men of China to the introduction of railways and steamers, and it is one with which we ought to have some slight sympathy. It is plainly stated in TSENG-KWO-FAN'S famous memorial when he says, "Their (*i.e.*, the "foreigners') demand to have their small steamers allowed "access to our rivers will involve the ruin of our large "and small boats and the beggary of sailors and super-"cargoes. So, also, if we allow them to construct railroads "and set up telegraph lines, the livelihood of our cartmen, "muleteers, innkeepers, and porters will be taken from "them." By the light of our present experience we know how unreasonable are these fears; but it is well to remember that a similar alarm was felt by an overwhelming majority of the people of England when first it was proposed to construct railroads in this country. The result has proved that they have multiplied labour and increased the wealth and prosperity of the land a thousand-fold. And so they will eventually in China; but Chinamen, of all people in the world, require to have proved to demonstration the practical advantages of an innovation before they can be led to adopt it. Already the "more astute native merchants" fully recognise the advantages they reap from the coast telegraph and foreign steamers. The practice of chartering steamers for the conveyance of their goods along the coast is largely on the increase, and it is this leaven of practical experience which will leaven the whole Empire. If the native merchants once become thoroughly dissatisfied with their own primitive and uncertain mode of conveying goods in carts and junks and desirous of some more sure and rapid means of transit, the mandarins will not be able to resist the employment of steamers and railways. And this brings us to the question asked by our correspondent, "For what is the provincial Government answerable, and "over what does the Peking Government exercise absolute "control?" To this question it is impossible to give a direct answer. Theoretically the Central Government is all-powerful throughout the Empire, but practically its influence fluctuates with the social condition of each province. The tight rein which is held over the provincial mandarins in peaceful times has to be relaxed when in the midst of troubles, it becomes necessary to purchase their adhesion to the Government by allowing them unusual license. The Government would, we believe, be unable to introduce any measure of reform which was generally opposed by the people, and would be powerless to resist the adoption of any innovation which was unmistakably called for by the popular voice of the Empire. It is to the people, therefore, we must look to take the initiative in—among other things—extending the means of transit; and though they may be slow in doing so, the exigencies of trade will compel them to move onward, and in this respect the experience of the last few years has not been such as to leave us without some hope for the future.

MR. R. G. WATSON, whose appointment as successor to Mr. ADAMS, Secretary of Legation, Japan, we noticed some time since, proceeds to his post earlier than anticipated, owing to the indisposition of Mr. ADAMS. Mr. WATSON travels by way of New York and San Francisco, and will join the Pacific mail steamer of the 1st of May for Yokohama.

WE understand that the Great Northern Telegraph Company are now building a screw steamer at Copenhagen, which is intended to be employed on the China and Japan station as a repairing vessel for the company's cable. She will take out sufficient cable to connect Amoy and the coasting ports with Hong Kong and Shanghai.

MR. PAUNCEFOTE and Mr. POLLARD return to Hong Kong probably next month; Captain WALSHE, the new Police Magistrate for Singapore, by next mail. Mr. CHALONER ALABASTER has assumed charge of the Consulate at Shanghai, and Mr. HOWLETT is acting Vice-Consul. Mr. DAVENPORT has obtained leave of absence.

BY a singular coincidence, while our Government are so bent on "cutting down" the salaries of Consular officers, the United States Government, as will be seen in our Foreign Intelligence, see the necessity of very considerably increasing the pay of their staff.

WE announced in our last that the United States Government had refused the increased subsidy to the Pacific Mail Company, but we are informed that, notwithstanding this decision, the Company will run a fortnightly service, commencing on 15th May.

WE understand that the vacant post of Colonial Surgeon at Hong Kong, consequent on the resignation of Dr. MURRAY, has not yet been officially filled. Dr. DODS in the meantime is acting.

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Monetary and Commercial.

The directors of the Suez Canal have just issued their revised list of charges to be enforced from the 1st July next, and of which, by the terms of the Act of Concession, three months' notice has to be given in the capitals and chief ports of the countries interested. From the 1st July the company will charge for the passage through the Canal at the rate of ten francs per ton upon the real capacity of the vessel, the gross tonnage, or that indicated by the ship's paper, being taken as the basis of the calculation. In vessels of any nation where the papers do not show this tonnage it will be calculated by the latest scale of the international commission of the Lower Danube; and those vessels which have no papers on board, or only imperfect ones, will be measured by the agents of the Company by the system in use at the time in England for measuring ships of burthen. All covered spaces, whether fixed or temporary, that are not comprised in the official tonnage, will be measured by the Company's agents according to the English system. Vessels of war will be treated, as far as calculating the tolls due to the company, by the same rules as those applied to trading vessels. While adopting as the basis of calculation of these tolls the above method of measurement, the Company will not be bound to adhere to them in the event of any future system of measurement being introduced of greater precision than those now existing.

The prospectus has been issued of the Great Western Telegraph Company (Limited), with a capital of £1,350,000, in 67,500 shares of £20 each, of which 45,000 shares are offered for subscription. It is proposed to connect New York with England and the West Indies directly, both with the United States and this country, without the intervention of any system of land lines. With a comparatively short cable telegraphic communication can be continued to Brazil. Arrangements have been made securing the traffic over the lines of the Great Northern Telegraph Company for America from Denmark, Norway, Sweden, Russia, China, and Japan, as well as a duplicate route between England and America in connection with the projected North Atlantic line of the Great Northern Company. The charge for ordinary messages will be £1 for every ten words, or one-half the present rate. A contract has been entered into with Hooper's Telegraph Company (Limited) for the manufacture and submersion of the cables for the sum of £1,330,000. The details of the scheme will be found in full in our advertisement columns.

In another column it will be seen that the appeal case of the liquidators of Overend, Gurney, and Co. against the estate of the late T. A. Gibb has been decided by the House of Lords in favour of the latter. Their Lordships at the same time completely scouted the aspersions attempted to be cast on Mr. T. A. Gibb, well known as a man of the most strict integrity and honour.

The China Traders' Insurance Company, for which Messrs. Fearon and Co. are the London agents, have decided on dividing two-thirds of the profits to all persons contributing business, and the remaining one-third to the shareholders generally.

The annual meeting of the Singapore Gas Company is called for the 30th inst., when a dividend will be declared for the half-year ending December last.

A petition for winding up the Matella Coffee Estates Company of Ceylon is to be heard before the Master of the Rolls on the 8th proximo.

A correspondent writes as follows with reference to a practice which is followed in loading vessels for the homeward voyage from Java:—

Will you allow me, through your columns, to warn shipowners against a clause inserted by merchants in the homeward form of Java charter-party to the following effect, viz.:—"Not less than two-thirds of the cargo to consist of dead weight." This stipulation I thought secured me an average Java cargo. I find, however, that my ship—1,060 tons register, carrying 1,500 tons of coal—has just discharged 1,000 tons of Java cargo only, the merchants having shipped 750 tons of sugar as dead weight, and the balance, 250 tons, of the lightest description of Java cargo. I advise shipowners to stipulate for the quantity of weight to be shipped in tons, and on no account to carry dry hides and tobacco by weight.

The enhanced cost of iron in this country appears to have had the effect of increasing the iron ship building trade of Copenhagen where several steamers of 1,000 tons are being constructed. Two of these vessels are now engaged in the American trade, and one is intended for the Telegraph Service in China.

Bar Silver has slightly declined in value, owing to a fall in the Indian Exchanges. The current rates are 5s. 0⅜d. to 5s. 0⅜d. Mexican Dollars, lately to hand by the West India steamer and from New York, were sold at very high rates, viz., at 5s. 0½d. for the New, and 5s. 2½d. for the Old coinage; and the price is not likely to decline at present, as the supplies coming forward are small.

The amount of bullion by the P. and O. Company's steamer *Simla*, which left Southampton on the 11th inst., was in gold—to Bombay, £23,510; in silver—to Bombay, £36,000; to Calcutta, £30,000; to Penang, £39,860; to Singapore, £78,650; to Hong Kong, £113,070; to Shanghai, £22,165; total in gold, £23,510; total in silver, £319,745.

BOARD OF TRADE RETURNS.

The Board of Trade returns for March do not follow up the striking advance shown in the January and February returns over those of last year. On the contrary, compared with those of March, 1871, they show a fractional falling off, the diminution in the declared value of our exportations being £109,032, or ¼ per cent. March last year was, however, a month of extraordinary activity, and, in comparison with the preceding year, the present total exhibits an augmentation of 15 per cent. It appears, at the same time, that the general trade of the country is still increasing in a rapid ratio, and that the cause of the figures for the past month not presenting an advance upon those of last year consists mainly in a great falling off in the German demand for cotton, linen, and woollen yarns. The value of the exports for the month was £19,965,568, against £20,074,600 in March, 1871, and £17,300,210 in March, 1870. The value of the imports for the month was £27,543,441, against £26,647,994 in March, 1871. The amounts taken for home consumption are in most instances short of those given in the corresponding month of last year. There is a serious reduction in cocoa, coffee, sugar and tea, and a less considerable falling-off in tobacco and wine.

COTTON YARN.

To		For the Month ended 31st March. 1870.	1871.	1872.
China and Hong Kong	lbs.	515,615 ...	933,400 ...	742,590
Japan	,,	932,000 ...	741,600 ...	232,400
Straits Settlements ...	,,	222,000 ...	323,370 ...	97,100
Ceylon	,,	7,600 ...	30,600 ...	13,060
		For the Three Months ended 31st March.		
China and Hong Kong	lbs.	1,169,224 ...	2,020,530 ...	2,529,510
Japan	,,	2,382,730 ...	1,795,100 ...	1,685,120
Straits Settlements ...	,,	757,550 ...	755,100 ...	319,610
Ceylon	,,	26,400 ...	131,500 ...	32,450

COTTON MANUFACTURES.

To		For the Month ended 31st March. 1870.	1871.	1872.
China and Hong Kong	yds.	26,816,200 ...	47,477,200 ...	37,694,500
Japan	,,	1,877,310 ...	3,792,400 ...	992,800
Philippine Islands ...	,,	2,954,740 ...	423,300 ...	1,117,900
Java	,,	3,945,600 ...	5,584,900 ...	1,796,000
Straits Settlements ...	,,	5,604,795 ...	8,277,400 ...	8,514,900
Ceylon	,,	2,798,870 ...	3,145,900 ...	2,872,100
		For the Three Months ended 31st March.		
China and Hong Kong	yds.	66,420,428 ...	140,575,100 ...	104,411,700
Japan	,,	6,874,071 ...	11,779,500 ...	3,097,900
Philippine Islands ...	,,	6,996,040 ...	2,212,000 ...	3,424,700
Java	,,	6,224,470 ...	8,760,500 ...	5,934,700
Straits Settlements ...	,,	17,782,895 ...	18,784,100 ...	20,536,700
Ceylon	,,	5,870,257 ...	10,059,400 ...	9,400,200

WORSTED STUFFS.

To		For the Month ended 31st March. 1870.	1871.	1872.
China and Hong Kong	yds.	1,740,518 ...	1,001,206 ...	884,250
Japan	,,	128,433 ...	134,700 ...	132,960
		For the Three Months ended 31st March.		
China and Hong Kong	yds.	4,491,390 ...	3,178,373 ...	3,410,970
Japan...	,,	258,171 ...	340,247 ...	278,140

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1870.	1871.	1872.
For the month ...	yds.	203,518 ...	207,815 ...	266,780
For the two months ...	,,	406,524 ...	538,269 ...	647,220

LEAD TO CHINA AND HONG KONG.

		1870.	1871.	1872.
For the month ...	tons	1,657 ...	1,173 ...	1,336
For the three months	,,	5,858 ...	2,413 ...	4,800

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From MACAO to BRISTOL, per Lizzie Tremberth, entered April 1.—2544 bags sugar—Beloe and Co.

From SHANGHAI to LONDON, per Borealis, entered April 5.—5 packages merchandise—W. Robertson; 128 half-chests tea—Lake, Brown and Co.; 314 chests tea—Forbes, Forbes, and Co.; 6 packages tea, 6 packages merchandise—Master; 68 cases 4919 chests 5388 half-chests 2378 boxes 8275 packages tea, 37 bales silk, 150 bales 350 packages hemp, 41 packages merchandise—Order.

From ZEBU to LONDON, per Josefina, entered April 8.—20,775 bags sugar—Holliday, Wise, and Co.; 350 cocoa-nuts, 1 case merchandise, 6 tons sapanwood—Master.

From FOOCHOW to LONDON, per Reigate, entered April 8.—2 packs

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ages lychees—W. P. Livingston; 458 half-chests tea—Brown, Shipley, and Co.; 170 chests 280 half-chests tea—Kenneth, Dowie, and Co.; 6254 chests 13,575 half-chests 3683 boxes 2 packages tea—Order.

From SINGAPORE to LIVERPOOL, per Mountain Laurel, entered April 9.—32 casks tallow, 20 bags seed, 272 bags sugar, 345 bags 1482 bales gambier, 7974 bags sago flour, 2480 horns, 3 cases isinglass, 944 bags pepper, 3856 bundles rattans, 850 bags pearl sago, 2489 hides—Order.

From ZEBU to LIVERPOOL, per Mic Mac, entered April 9.—2750 bales hemp, 30,335 bags sugar—Order.

From ZEBU to LIVERPOOL, per Amigos, entered April 10.—239,000 bags sugar—Holliday and Co.

From SHANGHAI, SINGAPORE, PENANG, HONG KONG, and FOOCHOW, to LONDON (via S.C.), per Sarpedon (str.), entered April 8.—From Shanghai: 186 boxes copper—Kleinwort and Co.; 1164 packages copper—Baring Bros. and Co.; 1 package merchandise—C. Donner and Co.; 28 bales wool, 100 bales wild and 1 bale waste silk—D. Sassoon and Co.; 1 package merchandise—Frith, Sands, and Co.; 1 package merchandise—J. S. Yule; 4 packages merchandise—J. P. Hertz; 5 packages merchandise—Levy Bros.; 6 bales waste silk—J. Palmer and Co.; 320 bales tobacco—Howard and Co.; 558 chests 772 half-chests tea—Ashton and Co.; 29 bales silk, 115 bales waste silk, 27 packages merchandise, 3 cases ginger, 87 boxes wax, 10 bales wool, 2455 chests 4142 half-chests 1474 boxes 1961 packages tea—Order. From Singapore: 65 cases damar—Caldwell and Co.; 51 cases tea, 3 boxes damar, 279 bags tapioca, 220 slabs tin, 228 baskets guttasusa, 4 packages merchandise—Order. From Penang: 9 packages merchandise—H. S. King and Co.; 342 slabs tin, 25 cases cloves, 32 baskets india-rubber, 10 cases mace, 14 cases nutmegs, 1 case tortoiseshell—Order. From Hong Kong: 10 bundles canes—Chartered Mercantile Bank; 10 bundles canes—D. J. Beadwell; 5 packages merchandise—W. M. Anderson; 1 package merchandise—W. C. Hunter; 1 package merchandise—Petty and Co.; 20 boxes ginger—J. Meyer; 1327 half-chests tea, 46 packages merchandise, 150 casks soy, 2 rolls canes—Order. From Foochow: 1 case bitters—H. S. Hancock; 3 packages merchandise, 7492 chests 3131 half-chests 1702 boxes 17 cases 1 package tea—Order.

ARTICLES OF IMPORT.

TEA.

The market during the past week has been very quiet, there having been no general revival of demand since the Easter holidays. The transactions that have taken place show but little change in prices; the chief demand has been for red-leaf Congous from 1s. to 1s. 1½d. per lb. The public sales of the 9th instant comprised 8,620 packages, of which 7,526 packages were sold, all without reserve. The deliveries for the week have been 3,889,423 lbs., against 3,076,227 lbs. last year.

Black.—Congon siftings have sold at about former prices. Broken-leaf kinds have been steady. Fair to good common have sold readily from 1s. 0½d. to 1s. 1½d. per lb. In fair to good Kaisow kinds but little has been done. Fine to finest remain dull of sale. Pak Lin kinds with good leaf have been in fair request. Black-leaf kinds: Low qualities continues in over supply and difficult of sale. Fair to good common have not been so saleable, and prices are a shade lower. Fair to good medium kinds remain steady. In fine to finest but little has been done, and prices show some weakness. Amoy kinds remain unaltered. New make Canton kinds: There have been some sales made at about previous prices for fair quality with good leaf. Oolongs and Souchongs remain difficult of sale at about former rates. In Flowery Pekoes there is nothing new to notice. Scented Tea: Capers show no change, the good qualities have been more in demand than common. Orange Pekoes: Both Foochow and Canton kinds have been sold in small quantities at about former prices. Uncoloured Japans: Low kinds have sold at previous rates, also the fair to good qualities. *Green:* There has been some improvement in the prices of fair to good and fine Young Hysons, owing to export orders, the advance being 1d. per lb. on the former, and 2d. to 3d. per lb. on the latter; other kinds have been well maintained. Canton kinds show no material alteration.

SILK.

There is no alteration to report in the market.

COFFEE.

On the 10th inst. a larger supply was brought to auction than for some time past. The Plantation Ceylon consisted chiefly of medium to good coloury qualities, which met a good demand at steady prices, fine coloury bringing dearer rates, but low medium kinds went off slowly at former terms. Native and pale kinds were dull of sale, and were all bought in. *Plantation* sold—triage and ordinary 66s. to 72s., small grey to coloury 72s. to 75s. 6d., low middling 74s. to 75s. 6d., middling 76s. to 79s. 6d., good middling to fine middling bold coloury 80s. to 89s., fine bold bright 90s. 6d. to 93s., peaberry 87s. to 93s. *Native* was all bought in—good ordinary to fine ordinary at 68s. to 70s. In other East India kinds the only sale to note is of 109 bags Manila at 65s. 6d.; a subsequent offer of 260 bags bold pale quality was bought in at 68s. per cwt. Privately 100 bags good ordinary Native Ceylon, bought in at the auctions, have been sold at 67s.

The Dutch Trading Company announce their next public sale for the 17th inst., when 76,800 bags will be offered, consisting of 66,800 bags Java, 6,000 Menado, and 4,000 Macassar.

SUGAR.

More activity has been displayed in the market during the past week, and considerable sales have been effected, both publicly and privately, on fully former terms, and in some instances at a slight advance upon the prices quoted last mail. Manila has been especially in demand, and a large majority of the transactions reported have been in that description. The following are the details of the business done:—

Manila.—Privately on the spot 2,750 bags old unclayed Taal of ordinary quality have been sold at 22s., 650 bags unclayed Taal at 23s., 12,000 bags Ilo Ilo at 24s., 250 tons unclayed at 24s., and 1,500 bags unclayed Zebu at 24s. At auction 2,430 bags unclayed were bought in at 24s. 6d., also 1,846 bags clayed (duty 4s.) at 28s. 6d. For arrival about 400 tons unclayed Ilo Ilo Manila per Monsoon, arrived off coast, have been sold at 24s. 3d. landed terms.

Penang.—At public sale 900 bags soft qualities sold, good common to good brown (duties 4s. and 4s. 9d.) at 27s. to 29s., low to good yellow (duties 4s. 9d. and 5s. 3d.) at 30s. to 33s.; 222 baskets 2,541 mats low to common date sort were bought in at 24s. to 25s. 6d., except 40 baskets very low, which sold at 23s.

Java.—At the public sales of 2,661 baskets good quality, per Edinburgh and Maxima, offered, 720 baskets good strong grey (duty 5s. 3d.) were sold at 35s. 3d., a few lots 35s. 6d., but chiefly washed grey to fine grainy (duties 5s. 3d. to 5s. 8d.) at 33s. to 36s., the remainder bought in at 35s. to 36s. soft 33s. 6d.

COCOA-NUT OIL.—The market for Ceylon continues dull; at the public sales a large quantity brought forward met a very sluggish demand, and of 534 casks, 52 casks sold, pipes at £37, and good to very fine in hogsheads at £37 5s. to £37 10s. per ton.

CUTCH.—There is a fairly active demand for fine Pegu, on the spot and to arrive, at 27s. to 27s. 6d. per cwt.

GAMBIER.—No transactions during the week.

GALLS.—At public sale 321 cases China were offered and bought in at £2 15s. to £2 17s., but 250 cases have since been taken privately a £2 16s. per cwt.

HEMP.—The market for Manila is unaltered, and at auction 546 bales were sold at steady rates, viz.: good roping at £50 10s. to £50 15s., fully fair £49 15s., fine £52, fine brown £43 15s. to £44, one lot white Quilot at £68 per ton.

HIDES.—At the public sales on Thursday a heavy supply of East India Kips was brought forward, and as the demand was again limited, a large portion was bought in or withdrawn, and for the parcels sold prices showed a reduction of ½d. per lb. For Buffalo there was only a limited desire to buy, and the proportion sold was small, prices being barely maintained. *Kips:* Of 21,467 dry and brined Penang offered 8,220 sold, light, 6¼ lbs. to 7¼ lbs., at 9½d. to 11½d.; heavy, 9 lbs. to 13½ lbs., at 8½d. to 8¾d.; thirds, 6d. to 7¾d.; 1,000 Rangoon sold, light 9¼d., heavy 8½d. *Buffalo:* Of 5,444 Singapore and Penang offered 2,760 sold, best heavy average 29¼ lbs. to 37¼ lbs., at 5¼d. to 5½d.; seconds 5d., light 6¼d. 2,325 Batavia and 898 Manila were all withdrawn.

JAPAN WAX.—At public sale a large supply, amounting to 2,045 cases saucers, was chiefly taken off with good competition at steady rates for mixed, but 2s. 6d. lower for good. Of 1,265 cases of fresh import, mostly per Zohrab, offered, 1,100 cases sold, good hard saucer at 85s. 6d. to 86s., middling to fair, slightly mixed, at 82s. 6d. to 85s., good but slightly dirty at 82s. 6d. to 83s. per cwt.

JAPAN COPPER.—352 boxes Japan tile, containing 99¼ to 99¾ per cent. Copper, offered by auction, were withdrawn, but have been since sold at £97.

PEPPER.—*Black:* There is little demand, and privately forced sales of Penang have been effected at a reduction of ¼d. per lb., viz., at 6⅜d. to 6½d. cash and prompt. At public sale 3,818 bags met few offers, and were nearly all withdrawn; of Singapore only 120 bags sold at 7¼d., and 80 bags Penang at 6⅜d. For arrival 50 tons Singapore distant shipment have been sold at 7d., also 25 tons Penang ditto at 6⅜d. *White* is again slightly dearer; in auction 145 bags Singapore sold, brown 12¾d., fair 13¼d. to 13½d., fine bold 14d., also 77 bags bold Penang at 13d. to 13⅛d.

RICE.—Steady, with good demand for floating cargoes. Further floating sales of new crop Burmah have been effected, consisting of a cargo of about 1,100 tons Rangoon March shipment at 10s. ex ship London, or 10s. 4½d. Liverpool, and one Necransie at 9s. 6d. ex ship London, one of 800 tons ditto March shipment at 9s. 7½d. open charter; a large floating cargo of 1,400 tons Necransie April shipment at 9s. 6d. open charter; a floating cargo of 1,250 tons Rangoon per steamer, March loading, at 10s. 10½d. ex ship for London; also two cargoes per sailing vessels (full particulars not reported), one Rangoon at 10s. ex ship, and one Necransie at 9s. 7½d. open charter. On the spot 100 tons new Askoolie have been sold at 10s. 9d. quay terms, about 1,800 bags Ballam at 8s. 6d., and 5,000 bags Necransie at 9s. 7½d. cash.

SPICES.—*Cinnamon:* Quiet; 16 bales Ceylon offered and withdrawn. *Chips* have met only a limited demand, and of 658 bags offered only 160 bags sold at previous rates; middling to good middling, 5d. to 5¾d.; dust, 2½d. to 2¾d.; broken quill, 1s. 4d. to 1s. 6d; the remainder being bought in at 5½d.; coarse bark at 3d. to 3½d. *Nutmegs:* 12 cases ordinary limed Java sold at 2s. 5d. to 2s. 8d. *Mace:* 2 cases very ordinary Singapore sold at 3s. 5d.; 5 cases 11 casks Java were bought in at 3s. 6d. to 3s. 9d., except 2 casks low dark, which sold at 3s. 4d.

SAGO.—In auction of 1,180 bags offered, 561 bags very fine bright sold firmly at 18s. 6d.; of the remainder 160 bags sold at previous rates; middling small, 17s. to 17s. 6d.; medium size, 18s. *Flour:* Of 859 bags Singapore offered 250 bags sold at some decline at 15s. 9d.

SHELLS.—The periodical sales were held on the 9th inst., with the following results:—*Mother-o'-Pearl:* Moderate quantities were offered, which did not attract much attention, and barely one-half found buyers, prices showing no alteration for any description. No East India were offered. *Tortoise:* A good demand prevailed for all good qualities. Shell brought firmer prices, and good hoof was rather dearer, ordinary kinds sold slowly; of a total of 5,200 lbs. offered the bulk was sold; 2 cases (385 lbs.) Manila shell sold, good 24s., fair 19s. 6d., and 15 cases (1,674 lbs.) Singapore chiefly good fair to good shell at 21s. to 22s. 6d., middling 18s. to 19s. *Other*

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.
				Tons.	Tns.	Tons.	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£
Janet Ferguson	Singapore	London.	Mar. 19	197	63	...	6	25	...	30	1562	5864063	56443	1701	...	4	9209	725	103136	57	...	...	...	...	412	364	...	5	1237	...	...	1020	...	...	263
Burdwan	Hong Kong	,,	,, 20	200	81	4	...	34	...	...	1166	62400	...	...	...	...	4075	700	4480	...	...	88	16	430	248	323	1125	180	...	185	...	755	387	...	158
Caroline Hutchings	Colombo	,,	,, 23	...	...	...	...	...	12	...	1217	19250	...	...	...	...	...	...	...	...	324	33	1748	210	773	462	552	61	80	...	...	388	46	8	166
Oxfordshire, str., via S.C.	Do.	,,	,, 25	...	...	29	...	4	...	263	697	471170	71070	...	...	250	241	137	840	...	45	27	...	98	579	300	500	49	1580	...	...	440	16	1	31
Colombo, str., via S.C.	Singapore, &c.	,,	,, 30	...	...	...	...	...	...	400	331	47904	9167	136	...	...	160	...	4000	15	...	17	119	6	...	338	...	...	135	...	...	100	...	...	30
Do.	do.	Hong Kong	,, ,, 30	...	1	107	2	...	...	500	711	586510	...	...	...	...	3040	...	120672	...	...	...	225	...	48	732	...	...	272	...	...	24	43	...	...
Do.	do.	Foochow	,, ,, 30	...	...	...	...	...	...	...	90	534177	...	...	...	...	...	...	8020	...	...	...	...	...	...	...	26	...	...	...	...	...	...	...	...
Do.	do.	Shanghai	,, ,, 30	...	...	...	...	50	...	190	449	2750558	...	...	...	...	9498	...	...	13	5	17	68	50	200	268	...	323	249	...	...	24	£24	...	64
Do.	do.	Yokohama	,, ,, 30	...	...	...	...	...	...	...	624	6700	588	102	600	112	448	...	...	20	...	5	...	...	...	...	481	547	121	...	...	294	£6	...	...
Emiliano, str., via S.C.	Manila	Livrpool	,, 22	...	...	...	...	...	...	...	3771	810259	498824	...	50	267	192	...	66730	...	...	50 cs	2120	2	...	84	450	336	1188	574	...	418	...	10	287
Bothwell Castle	Batavia	,,	,, 23	80	105	29	...	52	...	...	1227	290392	585963	...	...	...	48	145	23400	...	...	10	...	...	112	22	...	100	...	...	...	1495	3600	...	...
Achilles, str., via S.C.	Singapore, &c.	,,	,, 23	...	...	...	...	...	...	...	38	1136408	188252	...	...	120	1770	...	15044	...	...	...	...	...	...	...	...	...	445	...	...	6	...	7	...
Do.	do.	Java	,, ,, 23	...	...	...	...	...	...	...	...	205058	69834	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do.	do.	Manila	,, ,, 23	...	...	...	...	...	...	...	...	379543	...	...	...	...	717	...	4800	...	...	...	...	...	...	20	...	...	55	...	...	...	...	...	...
Do.	do.	Hong Kong	,, ,, 23	...	...	...	...	...	...	...	66	1279054	28000	...	...	290	2073	...	44000	...	...	...	7	137	86	78	53	13	...	700	...	...	...	2	...
Do.	do.	Shanghai	,, ,, 23	...	...	...	...	...	...	180	41	2511197	29220	...	...	...	3283	...	...	...	...	...	...	...	95	...	...	6	...	...	...	30	5	2	...
Do.	do.	Japan	,, ,, 23	...	...	...	...	...	...	70	20	...	2400	...	...	...	1668	...	...	...	...	...	...	...	...	...	...	...	94	...	...	...	2	...
County of Berwick	Batavia	Glasgow	,, 28	...	...	...	...	...	...	...	83	225598	189459	...	...	72	...	...	6700	...	32	43	...	...	...	80	...	...	28	...	...	270	...	...	...
Merse	Shanghai	,,	Apr. 1	195	98	...	...	...	...	...	58	...	...	103	...	...	...	...	1200	...	...	32	...	464	...	8	568	394	...	...	76	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Preserved Provisions.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Janet Ferguson	Singapore	135	...	40	...	...	...	...	...	...	80	479	24	...	...	1cs.
Burdwan	Hong Kong	145	...	415	13	35	71	...	...	...	29	25cs.	...	270	180	...
Caroline Hutchings	Colombo	155	...	116	77	788	...	...	93	51	...	47	...	...	...	120
Oxfordshire, str., via S.C.	Do.	246	75	484	4	222	240	17	26	53	17	...		92	1429	45
Colombo, str., via S.C.	Singpre., &c.	32	...	349	...	...	125	...	...	41	...	72	...	...	...	...
Do.	do.	Hong Kong	...	10	328	2	868	...	87	13	40	...	...		...	...	...
Do.	do.	Foochow	...	...	11	...	...	49	...	...	...	...	...	...	...	...
Do.	do.	Shanghai	200	...	115	12	...	75	87	28	291	6	...	...	400	88	...⅗
Do.	do.	Yokohama	127	20	7	1	45	1612	...	...	13	...	...	14	8	...	...
Emiliano, str., via S.C.	Manila	150	...	14	140	222	523	573	75	...	232	2cs	...	210	5cs.	182
Bothwell Castle	Batavia	...	...	130	...	...	115	...	...	...	...	...	...	50	...	...
Achilles, str., via S.C.	Singapore	60	...	...	...	...	100	...	158	...	...	...	139	...	...	...
Do.	do.	Java	...	...	...	...	...	32	...	...	...	...	...	24	...	...
Do.	do.	Manila	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do.	do.	Hong Kong	...	...	...	...	...	...	...	...	...	...	...	...	...	49
Do.	do.	Shanghai	...	123	39	...	...	100	...	...	10	49	...	...	...	...
Do.	do.	Japan	...	...	85	...	...	70	45	...	...	...	...	...	...	...
County of Berwick	Batavia	...	...	2	...	57	...	...	...	...	...	...	...	...	...	...
Merse	Shanghai	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

ADDITIONAL.—Per JANET FERGUSON.—Confectionery, 12 cwt.; soda water, £80; vegetables, 20 cases; corks, £43; cement, £115; matches, £437; marble and stone manufactures, £635; spelter, 4 tons; shot, 15 tons; guns, 6 tons; billiard, &c., tables, £240.

Per BURDWAN.—Matches, £670; flints, £100; goods, manufactured, £30; effects, £180; fire clay, £8; railway waggons, £1,400; wood, £220.

Per CAROLINE HUTCHINGS.—Asphalte, £45; cider, £30; goods, manufactured, £14; corks, £30; sugar, 42 cwt.; matches, £325; effects, £113; geneva, 304 gallons; gunpowder, 18,625 lbs.; fruits, 6 cwt.

Per OXFORDSHIRE (str.).—Effects, £370; shoe thread, £50; wood work, £32; clocks, £105; cottons, £95; shooks, £65; cement, £13; sugar, 19 cwt.; tea, 901 lbs.; goods, manufactured, £15; geneva, 118 gallons; fruits, £3.

Per COLOMBO (str.).—To Singapore, &c.: India-rubber manfs., £50; electric insts., £15. To Hong Kong: Effects, £126; brandy, 1 case; india-rubber packing, £35; jewellery, £950; cottons, £12; goods, manufactured, £225. To Shanghai: Matches, £21; goods, manufactured, £104; cottons, £4,750; effects, £330; bar silver, £1,350; soda water, £47; scientific instruments, £23; tin plates, 250 boxes; billiard, &c., tables, £170. To Yokohama: goods manufactured, £195; effects, £10; optical instruments, £90.

Per EMILIANO (str.).—Cottons, £136 and 5 cases; india-rubber manufactures, £135; merchandise, £4,302; perfumery, 1 case; knitwork, 1 case; hats, 2 cases; yarn, £94; nails, 250 casks; glass, 21 cases; stationery, 10 cases; corks, £90; cheese, 55 cases; saddlery, 2 cases; jute bagging, £247; picture frames, £45; books, 1 case; British spirits, £81.

Per BOTHWELL CASTLE.—Roofing felt, £5; beeswax, £800; yarn, £154; tar and pitch, 75 barrels.

Per BAN YONG SENG (str.), via Suez Canal, from Glasgow to Singapore, cleared March 30.—Paints, £110.

Per LUCADIA.—Yarn, 2,240 lbs.; oil, 500 gallons; potash, £15; borax, £12.

Per IRVINE.—Biscuits, £30; medicines, £15.

Per LANGSTONE.—Goods, manufactured. £75.

Per DELTA.—To Hong Kong: Chemicals, £215; plain cottons, 24,000 yards. Short shipped—Woollens, £410; apparel, £20; lead, £60.

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Shells: Of 47 tons loose and 251 cases, &c., Japan Ear 20 cases and 12 tons sold at 12s., the remainder being bought in at 12s. 6d. to 18s.; 5 baskets and 15,500 loose Green Snail sold at 2d. to 4d. each.

TAPIOCA.—At public sale 2,155 bags Eastern kinds were offered and met a good demand, about one-half being sold at firmer rates, and the remainder held for a further advance and bought in; 721 bags good Penang sold at 2¼d.; of 1,377 bags Singapore 300 bags sold, good 2¼d.; fair to good bold Malacca sort 2d. to 2¼d., 57 bags Penang Arrowroot Tapioca sold at 2½d. Since the sale 400 bags good Singapore ex auction have been sold at 2⅝d., and other parcels of 500 bags ditto also at 2⅝d.

TIN.—A further considerable advance has taken place in Straits, the market here having been favourably influenced by the result of the Rotterdam sale; the current rates are on the spot £159, afloat £159 to £160, showing a rise of £8 per ton on last week's quotations; Banca stands at £164, Billiton at £163 per ton. We learn by telegram that at the Dutch Trading Company's spring sale, which took place at Rotterdam yesterday, the 52,800 slabs of Banca offered were all sold at f.95½ to f.98½, averaging f.96.76, and the 2,800 slabs of Billiton offered were taken at an average of f.94.

NEW YORK MARKET REPORT.—MARCH 30.

TEA.

The market continues to present an unsettled appearance, owing to the question of duties being still undecided. The transactions are limited to the actual requirements for consumption. Quotations remain as last given.

COFFEE.—The market for all descriptions remains in a stagnant and almost nominal state, nor is any permanent improvement looked for until the final disposition of the duty question. All business is deferred until the latest moment, and trade is embarrassed at every step, and, though holders do not press sales, the market is unsettled, and quotations little better than nominal.

CORDAGE.—Prices have been reduced ¼c. to ½c. per lb., as will be seen by the following revised quotations:—Manila, sizes above 12-thread, 19½c.; 6-thread and 9-thread (½ inch and 5-16 inch diam), 20½c.; 12-thread (⅜ inch diam.), 20c.; Manila Hay Rope, 20c.; do. Cordage, Bolt Rope Yarns, 21½c.; do. 6-thread and 9-thread, 22½c.; Tarred Manila, 19c.; fine Tarred Manila Lath Yarn, 20½c.; Sisal Rope, sizes above 12-thread, 17½c.; 6-thread and 9-thread, 18½c.; 12-thread and Hay Rope, 18c.

CAMPHOR.—China is quoted 17c. to 18c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $3; Cassia, $2.25 gold (duty paid).

FIRE CRACKERS continue quiet at $1.7½ to 1.10 gold in bond.

GAMBIER.—The current quotation is 5c. gold.

GUNNY CLOTH is very quiet, and prices are nominal at 16c. to 16½c. for native, and 17 for Borneo.

HEMP.—There is nothing doing in Manila; the nominal quotation is 12½c. to 12½c. gold, but sales would be only practicable at a decline upon these rates. The supplies received by Dunedin and Kate Carnie had been sold previous to arrival.

INDIGO.—Manila quiet, at 90c. to $1.10c. currency.

RICE.—There has been an increase of activity in the market during the week, and Rangoon is slightly higher, sales to fair extent being reported at $6.87½ to 7.25 currency duty paid, and $3.25 to 3.50 gold in bond.

SUGAR.—The market is dull; the receipts are quite moderate for the season, and the stock receives small accessions, gaining but little from week to week. Holders for the most part are firm, preferring now to store than to accept any further reduction in price, current rates, it is understood, paying a loss to the importer. On the other hand, refiners find little encouragement in the market for their product to purchase largely, and their operations are consequently confined to the supply of their immediate wants. The trade are doing very little, business with the interior being both backward and small. The sales of the week include 73,197 bags Ilo Ilo, ex St. Albans, at 7⅞c., and 10,000 bags Manila, terms and vessel not reported.

SPICES.—Invoices are very quiet, but, though the stock of Nutmegs, Mace and Pepper has been considerably increased by recent arrivals from Singapore, &c., holders seem confident and do not force sales. The demand is not active for store lots, but there is still a fair distributing business, and prices for most goods are strong at quoted rates, viz.:—$1.25 for prime Mace, 95 to 97½ cents for Nutmegs, 29 to 30 for China Cassia, 30 to 32 for Batavia Cassia, 17 to 18½ for Black Pepper, 37½ for White, 16 for Cloves, and 7½ for Clove Stems, all gold.

TIN.—There is some disposition among operators in Pig to wait the result of the Dutch sale of 11th April, but prices, however, remain steady at the recent advance, with considerable business in Straits, at 39½ to 40 cents; and in Banca at 46, gold.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Mch31	Leonore	Friedrichs	Nicolajefsk	Cuxhaven
31	Nymphe	Rabe	Padang	Helvoet
21	Evangeline	Adams	Foochow	New York
21	Catherine Fullerton	—	Amoy	Do.
Apr. 8	William Poolman	Peters	Batavia, for Roterdm.	Brouwershaven
6	Ada	—	Zebu	Deal
7	St. Helens	Wickman	Rangoon	Liverpool
7	Morison	Winwick	Ilo Ilo	Queenstown

ARRIVALS—*Continued.*

Date.	Ship.	Captain.	From.	At.
Mch 7	Proteus	Murphy	Basseln	Queenstown
7	Anita	Bruhn	Batavia	Do.
8	Sarpedon (str.)	Ferguson	China, Sing., &c., S.C.	London
9	A M.E.	Klint	Batavia, for Amstdm.	Deal
Mch16	Jose and Maria	Saguirre	Saigon	Havana
Apr. 3	Alexdre. Lavalley (s.)	Longin	Macao	Do.
Mch25	Volunteer	Hutchinson	Manila	Boston
27	Mindoro	Reynolds	Batavia	Do.
27	Bunker Hill	Davis	Zebu	Do.
27	Jan Van Galen	v. Loon	Singapore	Do.
23	Adriatic	Cappon	Hiogo	New York
Apr 10	Lightning	Anderson	Colombo	London
9	Blackheath (str.)	Murrell	Rangoon, via S.C.	Off St. Cthrn's Pt
9	Arabia	Gage	Maulmain	Dartmouth
8	Mountain Laurel	Dixon	Singapore	Liverpool
8	Mic Mac	Robinson	Zebu	Do.
8	Amigos	Landeta	Manila	Do.
9	Oxford	Woodward	Rangoon	Off Queenstown
9	Frederic	Baudrouet	Pasaroeang	St Nazaire
Mch15	Jules Dufaure	Bouyer	Macao	Havana
26	Early Morn	Furman	Hong Kong	New York
Apr10	Mystery	Ewan	Ceylon	London
9	Vester	Annekock	Sourabaya for Rotdm.	Deal
9	Saju	Scott	Do.	Off Folkestone
9	St. Aubin	Lemonnier	Rangoon	Havre
Mch29	Lady Loulsa	—	Shanghai	New York

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr. 3	Europe	Greenfield	Hong Kong	Sunderland
Mch30	Sophie	Olsen	Nicolajefsk	Cuxhaven
30	Flensburg	Keodt	Wladiwostock	Do.
21	N. B. Palmer	Low	Shanghai	New York
22	Midnight	Kendrick	Hong Kong	Do.
22	Sooloo	Shatswell	Batavia	Boston
Apr. 4	Peter	Richelsen	Hong Kong	Liverpool
4	Diomed (str.)	Jackson	Sing., China, &c., S.C.	Do.
1	Merse	Tiptaft	Shanghai	Glasgow
1	New Era	—	Singapore	Shields
3	Canopus	Henke	Hong Kong	Penarth
5	Drummond Castle (s.	McRitchie	Sing., China, &c., S.C	London
	Noach II.	Looyen	Batavia	Rotterdam
5	Caller Ou	Rae	Shanghai	Cardiff
5	Marlborough	Larkins	Galle	Do.
6	Lord Clive (s.)	Brown	Colombo, &c. via S.C	Liverpool
8	Beemah	Wakeham	Hong Kong	London
	Hebe	—	Batavia	Rotterdam
5	Samuel D. Carlton	Freeman	Hong Kong	Penarth
5	Charger	Crechman	Do.	Do.
6	Albert Edward	Mills	Batavia	Sunderland
9	Veronica	Jones	Hong Kong	London
10	Orchis (s.)	Lucas	Colombo, &c., via S.C.	Do.
9	Antje	Julius	Singapore	Sunderland
9	Russia (s.)	Soutcovoy	Shanghai, &c., v. S.C.	Newcastle

(See Commercial Postscript and aia London.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For
Between Mar. 21 & 31	Coringa	Sing., China, &c.	London
April 3	Prins Hendrik	Batavia	Nieuwe Diep

LOADING.

AT LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, and Hankow: Glensannox, Russia. For Colombo, &c.: Yorkshire, Baghdad, Good Hope, Agra, Calcutta.

SAILING VESSELS.—For Yokohama and Hiogo: Devana, Glamorganshire, Parraca. For Yokohama: Velocity, Columbus, Florence Nightingale. For Hiogo and Nagasaki: Zohrab. For Shanghai: Hopewell, Fort Regent, Ailsa, The Sir Jamsetjee Family, Avon. For Hong Kong: Sir Harry Parkes, Malacca, Corea, Constantia. For Hong Kong and Foochow: Her Majesty. For Manila: Maria. For Singapore: Star of the South, Hope, Empress of India. For Penang: Peri. For Batavia, Sourabaya, and Samarang: Magellan, Anne and Maria. For Colombo: Alchymist, Seafield. For Galle and Ceylon (via Swansea): Peveril of the Peak.

AT LIVERPOOL.—For Yokohama and Hiogo: Dovenby. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Menelaus (str.), Nestor (str.). For Hong Kong (via Cardiff): Sapphire, Irwell. For Manila: Alejandro, Loyola. For Singapore: Palmas. For Batavia: Cornelis Smit.

AT GLASGOW.—For Hong Kong: Cartvale. For Ilo Ilo: Laira. For Batavia and Sourabaya: County of Nairn.

FREIGHTS AND CHARTERS.

We have no material alteration to report in outward freights to the East, but the various berths are not so fully supplied with tonnage. Coal freights from the outports are quoted somewhat lower. Homeward, suitable vessels are wanted to load at Java and Manila.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama and Nagasaki: 100s. meast. To Hiogo: 110s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 60s. meast. To Sourabaya and Samarang: 95s. meast. To Padang: 105s. meast. To Batavia: 90s. meast. To Saigon: 100s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Hiogo and Nagasaki: 40s. weight or meast. To Yokohama: 35s. weight, 30s. meast. To Shanghai: 35s. weight, 30s. meast. To Foochow: 45s. weight, 35s. meast. To Hong Kong: 35s. weight, 25s. meast. To Manila: 35s. weight, 40s. meast. To Batavia and Sourabaya: 20s. weight, 25s. meast. To Samarang: 20s. weight, 30s. meast. To Singapore: 20s. weight, 25s. meast. To Penang: 25s. weight or meast. To Ceylon: 20s. weight or meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £38. To Penang: £25. To Singapore: £26. To Galle: £22 to £23. From Newport, Cardiff, or Swansea, per ton, —. To Yokohama or Nagasaki: 40s. To Chefoo: 47s. 6d. To Shanghai: 42s. To Hong Kong: 33s. To Manila: 23s. To Colombo: 22s. 6d. To Galle: 21s. To Singapore: 27s. To Cheriben, 21s.

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From Birkenhead, per ton.—To Shanghai: 36s. To Hong Kong: 30s. To Singapore, 20s. to 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 40s., ship 45s.; to Shanghai, steamer 35s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

Advices from Rotterdam, dated April 5, state that only a very small portion of the cargo was damaged which was discharged from the Macassar (ship), Bose, from Macassar to Amsterdam, which put into Table Bay, Feb. 27, leaky.

The Louisa, McIntosh, which vessel sailed from Shields, March 26, for Hong Kong, put into Falmouth, April 6, with windlass broken, loss of anchor, and 45 fathoms of chain.

Advices received from Amsterdam, dated April 6, state that the Nieuwe Waterweg II., Zwart, from Batavia, was in collision with the Elisabeth, and both vessels are reported damaged.

A telegram from Sourabaya, dated April 6, states as follows:—The Henriette Geertruida, de Boer, which had been towed in there leaky, had been condemned, and was to be sold; the cargo would be forwarded by other vessels.

A telegram received from Calcutta, dated April 8, states as follows: The Alnwick Castle (str.), from Colombo, was spoken by the City of Oxford (str.) in lat. 8 N., lon. 71 E., with engines disabled, which she hoped to repair, otherwise she would proceed to Bombay.

The Adriatic, Cappon, which arrived at New York, March 23, from Hiogo, reported having experienced a typhoon, Oct. 10, in the China sea, during which she sprung her rudder and lost and split sails.

The St. Paul, Droscher, which arrived at New York March 25, from Hong Kong, sprung both lower topsail yards in a heavy gale on Jan. 5 and 6, when off Algoa Bay.

The Volunteer, Hutchinson, which arrived at Boston March 25, from Ilo Ilo, reported having been 18 days north of Bermuda, with heavy westerly gales, and sprung foremast and had five men frozen.

The Strathmore (barque), from Singapore to Liverpool, whilst being towed up the river, April 8, came into collision with the Glengaber, off Birkenhead, and immediately sank in deep water; the crew were saved.

A telegram received from Singapore, dated April 8, states as follows:—The Penrith (barque), Dawson, from Liverpool to Yokohama, had put in there for repairs, having been damaged during a hurricane off the Cape of Good Hope, and thrown about eighty tons of cargo overboard; she must discharge part of her cargo to get at the damage.

The St. Albans, Pike, which arrived at New York, March 25, from Ilo Ilo, reported having encountered a heavy S.W. to N.W. gale, March 11, in lat. 29 N., lon. 70 W., during which she lost sails.

The Early Morn, Furman, which vessel arrived at New York, March 25, from Hong Kong, experienced N.W. gales from lat. 32 N., and lost sails.

MISCELLANEOUS.

At PORT SAID.—Glaucus (str.), from Shanghai, and left for London; April 7, Conrad (str.), Oort, from Nieuwe Diep, and left for Batavia.

At MAURITIUS.—Feb. 11, Mehan, Lahue, from Singapore.

THE Glasgow Chamber of Commerce have passed a resolution approving of the new form of bill of lading recently adopted for steamers proceeding to the Far East *via* the Suez Canal.

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED),

IN CONNECTION WITH THE

FALMOUTH, GIBRALTAR, & MALTA TELEGRAPH COMPANY, LIMITED.

REDUCTION OF TARIFF TO CHINA AND JAPAN.

On and after 1st MARCH next the following Reduced Rates for Telegrams of Twenty Words will come into force:—

	FROM LONDON.	FROM PROVINCIAL STATIONS.
TO HONG KONG }	£4 6 0	£4 7 0
„ SHANGHAI }		
„ JAPAN	5 6 0	5 7 0

Half the above Rates for every additional Ten Words beyond Twenty Words.

No charge for Postage will be made on Messages to China and Japan, which are posted at Hong Kong, Shanghai, or Nagasaki.

Messages should be given in at the Falmouth Company's Office,

No. 74, OLD BROAD-STREET, LONDON.

Messages sent from Postal Stations should be ordered

VIA FALMOUTH,

these words being signalled as an instruction by the Postal authorities free of charge.

(By Order)

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
15th February, 1872.

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THE GREAT WESTERN TELEGRAPH COMPANY

(LIMITED.)

Incorporated under the Joint-Stock Companies Acts, 1862 and 1867.

CAPITAL £1,350,000, IN 67,500 SHARES OF £20 EACH.

Of which £900,000, in 45,000 Shares of £20 each, are now offered to the Public.

Deposit, £2 on Application, £3 on Allotment, and the Balance at intervals of not less than three months.

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WILLIAM FENTON, Esq., Banker, Rochdale.
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JAMES HIGGINS, Esq. (William Higgins and Sons), Salford.
ALFRED SEYMOUR, Esq., M.P.
Sir EDWARD WILLIAM WATKIN (Chairman of the South-Eastern Railway Company).

Engineers and Electricians—Sir WILLIAM THOMSON, F.R.S., LL.D. FLEEMING JENKIN, Esq., F.R.S., C.E.

Solicitor—H. P. SHARP, Esq., Gresham House.

Bankers—Messrs. SMITH, PAYNE, and SMITHS, London. MANCHESTER AND LIVERPOOL DISTRICT BANKING COMPANY, and its Branches.

Secretary (*pro tem.*)—Captain A. WOOD, F.R.G.S.

OFFICES—No. 103, CANNON-STREET, LONDON.

PROSPECTUS.

This Company is formed to connect New York with England, and to connect the West Indies directly both with New York and England, without, in either case, the intervention of any system of land lines. It is further apparent, that, when the lines of this Company are laid, it will require but a comparatively short Cable to continue telegraphic communication to Brazil, by a route which will not only be short, but will, at the same time, have the great advantage of connecting Brazil both with England and New York by direct lines.

The route adopted for these purposes is from the best possible point to be selected near Land's End to the Island of Bermuda, with one line thence to a point as near New York as possible, and another to the Island of St. Themas in the West Indies.

A contract for the making and laying of the cables for the price of £1,330.000, and dated the 8th day of April, 1872, has been made between Hooper's Telegraph Works, Limited, of the one part, and this Company of the other part, upon the basis of a specification for a similar Cable recommended by Sir Samuel Canning, C.E., and Latimer Clark, Esq., C.E., last year and recently revised by Sir William Thomson, LL.D., F.R.S., and Fleeming Jenkin, Esq., F.R.S., C.E.

As a practical guarantee for care in the manufacture and laying of the Cables. the Directors have stipulated that the Contractors shall take, by themselves and their connections, Shares to the amount of one-third of the Capital.

A working agreement has been made between the Great Northern Telegraph Company and this Company, which secures to the latter the traffic from Denmark, Norway, Sweden, Russia, China and Japan, passing over the lines of the Great Northern Telegraph Company and intended for America.

It has further been arranged with the Great Northern Telegraph Company that, when that Company establishes its projected North Atlantic Line, a joint purse agreement on an equitable basis will be made with this Company with reference to North American traffic, which arrangement will give this Company the important advantage of a duplicate route between England and America.

The smallness of the capital required by this Company compared with that of other Atlantic Cable Companies, will enable this Company to establish a lower tariff, and thus not only to open telegraphic communication with America and the West Indies, to a large class of the community who have hitherto been debarred from it by existing tariffs, but at the same time to increase the number of messages from those who have hitherto sent them sparingly.

It is intended to reduce the charge for the transmission of ordinary messages between England and America to *one-half* the present rate, or £1 for every ten words, and to adopt a similar system for messages to the West Indies.

In addition to the important share of the New York and North American traffic which will by these means and otherwise accrue to this Company, a large revenue is expected from the West Indian Islands and places which are already, or will shortly be, in telegraphic communication with the same, a traffic which will only be fully developed when this direct line has been established. The Island of Bermuda as an important shipping station will also yield traffic of some value.

It is therefore estimated, even taking into consideration the tariff reduction referred to above, and after making a liberal allowance for working expenses and reserve fund, that a large profit will be realised. By the adoption of a system of deferred messages, to be sent at a cheaper rate, it is expected that a further addition to profit will be ensured.

The principle of co-operation will be adopted by giving a discount to shareholders holding not less than 100 shares, of 10 per cent. on messages sent by them.

Applications for Shares must be made to the Bankers, on the form hereto annexed, accompanied by the deposit of £2 per Share. Should no allotment be made, the amount paid will be returned without deduction.

Prospectuses and Forms of Application can be had of the Bankers, of Messrs. P. Cazenove and Co., 52, Threadneedle-street, and Messrs. Walker and Lumsden, 9, Old Broad-street, and at the Company's offices. Copies of the Memorandum and Articles of Association of the Company, and the Contract and Agreement above referred to, can be inspected at the office of the Solicitor, and at the Company's offices by intending subscribers.

THE GREAT WESTERN TELEGRAPH COMPANY
(LIMITED).
FORM OF APPLICATION.

(To be retained by the Bankers.)

TO THE GREAT WESTERN TELEGRAPH COMPANY (LIMITED).

Having paid to your credit at your Bankers, Messrs. Smith, Payne, and Smiths, the sum of pounds, being £2 per Share on Shares of £20 each, of the Great Western Telegraph Company (Limited), I request you to allot me that number of Shares; and I hereby agree to accept the same or any smaller number that may be allotted to me, and to pay the balance due thereon, according to the terms of the Prospectus and Articles of Association.

Name (in full) .....
Address.....
Profession (if any) .....
Date .....1872.
Signature .....

This Form of Application, filled up and signed, may be addressed, with deposit, to the Secretary of the Company, 103, Cannon-street; or to the Bankers.

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ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two
Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shangha, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... f.20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigo (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130, 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

LONDON AGENTS—FEARON AND CO.,

34, GREAT ST. HELENS, E.C.,

By whom risks to all Eastern ports are taken at current rates.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.

Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutt

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

THE
NAVAL AND MILITARY GAZETTE,
East India and Colonial Chronicle.

A SATURDAY MORNING PAPER,

ESTABLISHED 1833,

Now under new Editorship, gives all the Naval and Military News of the Week, from both Home and Foreign Stations, interesting alike to those in the Services and to their Friends.

Price THREEPENCE.

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THE ELLIPTICAL MAP OF THE WORLD FOR 1872

COMPRISES FOLLOWING DETAILS OR CHARACTERISTICS:—

1. The Greenwich Meridian bisects the Map equally, the Parallels of Latitude right lines, Meridians of Longitude equidistant as to latitude, converging to the Poles, and length of every Tenth Degree in English Miles.
   International Voyaging, Travelling, Exploring, and Telegraphic and Railway Routes, with distances in English Miles.
3. Oceanic Currents and Trade Winds, &c., indicated by a series of darts and arrows of direction.
4. Magnetic Variations, illustrated by a system of circular signs, and lines of no variation of compass.
5. Various Geographical Notes—
   Antipodes of certain localities determined—Sites of Ancient Cities and Land of Eden—Last Voyage of Sir J. Franklin—Farthest points reached by Navigators towards the Poles, &c.
   A Reference Table and Traversing Lines eastward and westward, and Notes to elucidate periodical action of Solar Light and Heat, and Mean Temperature of Various Climates.
7. Maps of Arctic and Antarctic Regions.
8. Maps of Celestial Hemispheres and Sun's Course.
   Method of Colouring indicates the Territorial Extent of Races, Languages, or Religions, as English, Spanish, Mohammedan, &c.

DESIGNED BY G. T. EDKINS, LONDON.

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EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

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Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants. ulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB,

YOKOHAMA.

HOLLOWAY'S PILLS

WHEN emerging from the winter and entering on spring it is a wise and wholesome precaution to purify and cool the system by some alterative, competent to regulate disordered actions, and to strengthen while it cleanses. This long-sought medicine exists in Holloway's far-famed purifying and tonic Pills, which cost only a trifle, and will ward off serious illnesses which too frequently reduce competency to poverty—enjoyment to misery. This medicine, so innocent in its nature, and so searching in its operation, is suitable for all ages and for both sexes. It is especially adapted for soldiers and sailors, and is an indispensable requisite for colonists and persons proceeding to foreign countries where climates harass the constitution.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

CHANDELIERS IN BRONZE AND ORMOLU.

MODERATOR LAMPS AND LAMPS FOR INDIA.

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TO LET, a GENTLEMAN'S RESIDENCE, well furnished, for the Summer Months, with Stabling for four horses, Groom's apartments, pretty Lawns, Conservatory, and good gardens. Five miles from Railway Station. Stands very high. Commands excellent views of the beautiful country of Mid-Sussex.

For rent and particulars apply to CHALLEN AND SON, estate agents, Storrington, Pulborough.

THE undersigned have this day entered into Partnership under the style of PEARSON and LAWRENCE, and have established themselves as COMMISSION MERCHANTS at Yokohama, Japan, for the purchase of TEA, SILK, and other Products, and the transaction of general Eastern business.

GEORGE CULLEN PEARSON.
SYDNEY ARTHUR LAWRENCE.

London, March 25, 1872.

LUCERNE.

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GIBRALTAR MALTA	Every Thursday at 2 P.M.	—
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And all Ports touched at by the Steamers of the British India Company.

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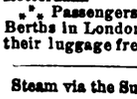
Steam via the Suez Canal. To sail positively on the 8th May.



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China ..... in 44 ,, ,,
New Zealand in 42 ,, ,,
Australia ..... in 47 ,, ,,

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Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Penang, Singapore, H. Kong,	Russia, s.s. Glensannx	A1 100	SWID	April 17
Shanghai, & Hankow	s.s. ..... New Stmr.	A1 100 A1 100	SWID SWID	April 27 To follow
Hg. Kg. & Foochow-foo	Her Majesty	A1 14 yr.	SWID	With des.
Shanghai ...	Ailsa	A1 16 yr	SWID	With des.
Yokohama & Hiogo	Devana ... Velocity ...	A1 13 yr. A1 14 yr.	SWID SWID	With des. With des.

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Destinatn.	Ships.	Class.	Tns.	Dock	Last Shipping Day
Hong Kng	Constantia.	A1 10 yr	464	EID	Wth des
Do.	Glance	A1	—	EID	To follw
Hiogo & Nagasaki	Zohrab.....	A1 9 yr.	412	EID	Wth des
Yokohma & Hiogo	Parraca ...	A1 11 yr.	—	EID	Wth des

Excellent accommodation for passengers.

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Hong Kong.	Sir H. Parkes	A1 13 yr.	W.I.D	With des
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Empress of India ...	766	Wright Bros. & Co.	May 10

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Menelaus, s.s.	1,519	Alfred Holt.....	Apr. 15
Nestor, s.	1,414	,, ...	Apr. 25

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THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January, 1872. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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FRENCH MAIL EDITION.

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. ME SAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 451.] LONDON, MONDAY, APRIL 22, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received April 22.
JAPAN — Yokohama	Jan. 12	March 3	March 5
Yedo			
Osaka and Hiogo	Dec. 29	Feb. 24	Feb. 26
Hakodadi			
Nagasaki	,, 29	,, 21	,, 24
CHINA — Peking	—	—	,, 27
Tien-tsin	—	—	,, 29
Chefoo	—	—	,, 29
New-chwang			
Hankow	Dec. 29	,, 21	,, 29
Kiu-kiang	—	—	,, 27
Chin-kiang			
Shanghai	Jan. 16	March 7	March 8
Ningpo	—	—	,, 7
Foochow	,, 12	,, 3	,, 8
Formosa			,, 10
Amoy	—	—	,, 11
Swatow	—	—	,, 14
Hong Kong	,, 26	March 8	,, 13
Canton	—	—	,, 12
Macao	—	—	
PHILIPPINES— Manila	Jan. 12	Feb. 25	,, 3
COCHIN-CHINA— Saigon	Feb. 2	March 10	,, 18
SIAM — Bangkok	—	—	,, 10
BORNEO—Labuan	—	—	,, 19
Sarawak	—	—	,, 18
JAVA — Batavia	Feb. 9	March 11	,, 19
Samarang	—	—	,, 18
Sourabaya	—	—	,, 17
MALACCA STRAITS— Singapore	Feb. 16	Mar. 17	,, 22
Penang			
CEYLON—Galle	Mar. 1	,, 26	,, 29
Colombo	—	—	,, 27

THE MAILS, &c.

The French mail, bringing the above dates, was delivered, *via* Marseilles, this morning, its due date. The next inward mail (P. and O.), with dates, Yokohama March 12, Shanghai March 15, Hong Kong March 21, Singapore March 28, is due, *via* Brindisi on Monday next, the 29th inst. The advices from Yokohama to the 28th Feb., per Pacific mail steamer *Great Republic*, were received in London on the 16th inst. The homeward French mail due here on the 6th prox. will probably be brought on by the following P. and O. steamer, and will not reach London before the 13th, the Messageries Maritimes steamer *Hoogly* having broken down between Singapore and Galle.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, four to five hours in transmission. The Great Northern Telegraph Company's cable between Hong Kong and Shanghai, which was interrupted on the 6th inst., is again in working order. Messages for Shanghai and Japan are therefore being sent as usual *via* Falmouth and the China Submarine Company's lines.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Provence*, arrived April 20.—From Yokohama: Thirteen Japanese and attendants. From Shanghai: Messrs. L. Simpson, F. Green, Dyell, Blanchiton, Faure, Thé. From Hong Kong: Admiral Gizolmes, Messrs. Ezekiel, Hams, Peil, Caton, Pigeard, Jalabert, Mr. and Mrs. Ward, M and Mdme. Ribeiro. From Saigon: Messrs. Martin, Rackzinski, Darcel. From Batavia: Messrs. Muller, Blonmutan, Numan, Verstag, Boerlage, Deschaux, Warnotte. From Singapore: Messrs. Martinez, Marieux, Lamarche, Schmidt, Ekma.

Per Pacific mail steamer *Great Republic*, arrived at San Francisco March 23.—For San Francisco: Oscar Dunn, Morris Hanlan, W. C. Passmore and two children, Captain Z. Knowles, Captain R. Briggs, Geo. Dorrity, J. P. Mollison, H. N. Chauncey, W. E. Rogers, Leonhard Eugster, Gleavy, J. Birchfeld, G. B. Gibbons, wife, son, and servant; D. H. Tillson, H. W. Baldwin, Mrs. G. L. Harris and child, F. Cornes. For New York: J. W. Harding, Naga Oka, W. H. Macomber, I. Wao, 206 Chinese steerage.

PASSENGERS OUTWARD.

Per P. and O. steamer *Simla*, from Southampton, April 11. To Yokohama: Mr. T. Hake, Mr. P. Roesen. To Shanghai: Mr. Burman. To Hong Kong: Mr. and Mrs. Scott, two children and servant, and two second-class passengers To Penang: Mr. R. Shaw To Singapore: Mr. and Mrs P. Saul. To Ceylon: Mr. C. de B. Carey, Staff Asst.-Surg. Bridges, Mrs. Maxfield.

Per P. and O. steamer *Nyanza*, from Brindisi, April 22.—To Shanghai: Mr. Leitch, Mr. Skeggs, Mr. C. J Skeggs. To Ceylon: Rev. J. Paterson.

Per P and O steamer *Candia*, from Southampton, April 25.—To Shanghai: Mr. W. B. Jameson. To Ceylon: Miss West, Mr. Minow

Per P. and O. steamer *Nyanza*, from Brindisi, May 6.—To Singapore: Mr. A. F. Wright, Mr. F. R. Maxwell.

Per P. and O. steamer, from Southampton, May 9.—To Ceylon: Capt. Bayley. To Singapore: Mr H. de Windt Mrs. F. Worsley.

Per P. and O. steamer from Brindisi, May 20.—To Ceylon: Mr. E. B. Hurley.

Per P. and O. steamer, from Suez, May 24.—To Hong Kong: Mr Maurice Kalb.

Per P. and O. steamer from Brindisi, June 3.—To Ceylon: Mr. and Mrs. Lawrie.

Per French mail steamer *Alphee*, April 28 (booked from London).—To Shanghai: Mr A. W. Wilson, Mr. W McKenzie Bradley, Mr. Kosminski. To Hong Kong: Mr Barrelet, Mr. Villemoes Lun. To Batavia: Mr. Miller. To Singapore: Mr. Muntz.

Per French mail steamer *Provence*, May 12 (booked from London).—To Yokohama: Mr. Alph Montfraix, Mr. Kraetzer Rassaerts. To Shanghai: Mr. Phillips. To Hong Kong: Mr. Dent To Singapore: Mr. F. S. Clarke.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The dates extend to the 5th March. The outward mail of Jan. 12 had arrived. The following summary is from the *Japan Mail*:—

The following is the list of tea and silk shipments per the P.M.S.S. *Great Republic* on the 28th Feb.:—

TEA.

From	TO S. F.	N. Y.	Chi.	Bost.	Mon.	Total.
Hiogo	389	1,028	—	8	—	1,425
Nagasaki	—	—	—	—	—	2,746
Shanghai	167	2,190	389	—	—	2,746
Yokohama	5,768	2,096	447	141	749	9,201
Hong Kong	1,620	13	28	—	—	1,661
Total	7,944	5,327	864	149	749	17,779

SILK.

From	TO N. Y.	Chi.	Total.
Shanghai	—	146	146
Hong Kong	11	153	264
Total	11	299	410

By next mail from Hong Kong the *Barossa* will receive orders to proceed at once to the Fiji and neighbouring islands, in consequence of the murders which have been recently perpetrated there, and to inquire into the "emigration," or slave trade carried on between the islands and Australia.

Mr. F. V. Dickins was summoned before Mr. C. O. Shepard United States *Charge d'Affaires*, for alleged contempt of court. The alleged contempt arose out of some observations said to have been made by Mr. Dickins in respect of a recent decision in the United States Court. Mr. Shepard dismissed the summons.

The sale of 12,500 piculs of rice, advertised by the Government, took place this afternoon. 10,000 piculs realised $1.96, 2,500 piculs realised $1.97½.

The P. and O. steamer *Aden* made the passage between Hong Kong and Yokohama in the very short time of six days and sixteen hours.

The announcement that there will shortly be held an animal, bird, and flower show is one which we feel sure will be received with pleasure by the members of this community, the more so that for some time past there has been nothing to excite the interest or even to attract the attention of those among us by whom athletics are uncared for. The twenty classes seem to include everything under the sun which can in any way be worth exhi-

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biting. and although there has been a little harmless banter at the introduction of "mice, and rats, and such small deer" and a few other singular objects, there can be no doubt that some interest will attach to the affair. The list, as we have already said, includes almost everything, and we trust that there will be no hesitation on the part of owners in producing those specimens which may be of some interest to the public generally.

We have already alluded to the delay in the opening of the creek, which has been caused by the unsatisfactory manner in which the walls have been built. The delay is, without question, one of considerable importance both to foreigners and natives. There are many houses whose business operations are greatly delayed or restricted by the closing of the creek. Thus the P. and O. Company suffer, not only loss of time but loss of money by the circuitous route they are compelled to take in order to get their coal barges alongside the steamers.

There was a heavy fall of snow at Yokohama on the 5th March. The steamer from San Francisco arrived on the 5th, seven days over due.

HIOGO AND OSAKA.

The Pacific mail has brought us advices from these ports to the 26th February; the Pacific mail from San Francisco, Jan. 1, arrived on the 8th, and the P. and O. mail, from London Dec. 29, on the 24th Feb.; telegrams from London had been received up the 16th Feb. The following items of news are from the *Hiogo News*:—

We have to announce the opening of a Government postal service. How it may be answering expectations in other parts we have not yet heard, but we have been favoured with a few notes about the working of the local arrangements here. There are now three posts daily between Kobe and Osaka, leaving each end about the hours of nine A.M., twelve noon, and six P.M. If a steamer should be leaving about any of those times, the letters are sent by her; if not, they are carried by relays of special messengers, whose time varies from three to five hours.

One of the most noticeable incidents has been the annual parade of the Native Fire Brigades, for the double purpose of displaying their new clothes and making a noise. We noticed a small one-cylinder Dutch fire-engine amongst the other implements displayed; but when we came to look at it we found the whole affair was as dry as could be; and in no fit condition to attend a fire. It is a pity that it is nobody's business to point out to the native authorities the advisability of keeping this little machine in good order. The American Fire Company have mustered for their usual monthly practice, and were exercised with the old engine, the performance of which is now giving much satisfaction, water being successfully thrown a hundred and twenty feet.

We have to chronicle the arrival of the new Governor of Hiogo, Kanda Takahira, formerly the Vice President of the Parliament, and belonging to the Tokugawa clan. The unpopularity of the late Governor Nakayama, is decidedly a point in favour of the present possessor of the office, irrespective of his personal merits, and we sincerely hope that a greater smoothness in the working of the relations between the native authorities and the foreign residents, represented by the Consular body, will be one of the fruits of the change which has taken place.

A rifle match between six representatives, H.M.S. *Thistle*, *Sylvia*, and the K. R. and A. C. has been shot. The day was cold, and unfavourable for good shooting, there also being a strong wind blowing across the range. The Kobe team had to provide a substitute at the last moment, owing to the unavoidable absence of one of their number. The five who had already shot cast lots, and the task of representing the absentee fell upon Mr. Sim, who had to score thirty-one to tie the *Sylvias*. All doubts as to his capability of doing this were dissipated after his first range (300 yards), and the Kobe men were eventually declared the winners, their total heading the *Sylvias* and *Thistles* by seventeen and fifty-four respectively. Arrangements are being made for another match between the same competitors.

Four shocks of earthquake have been experienced in Kobe. These phenomena seem to be much more frequent here these last few months than they have been for some years past. We rarely hear of any damage being done by them in this neighbourhood, but on this occasion we believe a few tiles were shaken down. We hope these repeated visitations are not the preliminaries to a catastrophe.

Ten men who were confined in the prison in the rear of the native town, under sentence of death, have managed to make their escape, and have not since been heard of.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, FEB. 21 (VIA SAN FRANCISCO).

Our settlement has unfortunately been twice visited by fires this month, but no building of the better class has to be recorded as destroyed. The Russian corvette *Boyarin* left this port for Yokohama on the 18th ult., beyond which nothing is to be recorded respecting the movements of the war vessels. The Russian vessels *Ermay* and *Vornostay* are the only men-of-war in port. The native Christian question appears to have dropped. An official denial that the persons punished at Simabara were Christians has appeared. The mails of the 24th Nov., 1st, 8th, 15th, 22nd, and 29th Dec. have been received here; the last-named this morning, fifty four days out from London.

An attempt has been made to regulate the value of the small coins now in circulation here by reducing them to the value which the new coinage will have when it arrives. After two days' trial the scheme appears to have been abandoned, as it only raised discontent amongst the working classes, who looked upon the business as confiscation.

The British barque *Carnarvonshire*, with tea for New York, left for Hiogo on the 19th instant, where she completes her loading on charterers' account. Exchange on London 4s. 7d. per dollar nominal. Nebuken:—404 bus per $100. There is no vessel loading for London.

In consequence of the late fires the Consular authorities, in whose hands the municipal duties are placed, called a meeting with the view of forming a fire brigade. I learn that Mr. Gribble proposed. and Mr. H. A. Howe, jun., seconded:—that a Hook and Ladder Company be formed, which was carried. Mr. C. Rasch proposed, and Mr. Flowers seconded, that a Fire Brigade be formed, and that a committee be formed to draw up rules and invite the residents to join, which was also carried; and Messrs. C. Rasch, W. Robertson, Stein, H. A. Howe, jun., H. J. Hunt and J. van der Pot agreed to serve.

The fire engines in the hands of the agents of the Fire Insurance Company are to be handed over to the Brigade One of these was presented to the Armed Fire Brigade of 1865, which body collapsed entirely, owing to expenses the leaders put the members to.

CHINA.

TIENTSIN.

(FROM A CORRESPONDENT.)

The river is open off here, but at Taku it is closed with ice. I don't think it will be navigable till 5th March. Regarding the Mahomedan rebellion, you may rest assured that it exists. and is a serious affair for this dynasty. I mentioned in one of my letters to you that the military mandarin at the head of Li-hung-Chang's southern army, called Woo, had, in consequence of some squabbling in the street, arrested and summarily beheaded a man who was a Mahomedan. As the step was contrary to law, the Tientsin mandarin drew up a petition to Peking; and some four or five days back some Peking police arrested four men connected with the affair, and took them to Peking for examination. The Mahomedans are a very powerful body in the north of China, and by combination can force the Central Government to examine into the affair and make some endeavours to do justice. The military mandarin Woo being a southerner, and having only lately arrived, was not aware of the power of the Mahomedans; otherwise he would have been careful of irritating them, even if he was backed by all Li-hung-Chang's power. The Taoutai, the mandarin with whom foreign officials do business, is at Paoutingfoo for the Chinese holidays, and nothing can be done at this moment officially. But even when here he and the Consuls don't pull together.

Letters of February 16th from Peking speak of Chung How being soon expected, and that it is thought he may become a member of the Tsung-li Yamun. If he has imbibed Western civilisation through his visit to Europe and America he will be an addition to the Yamun, as his knowledge will infuse new life and some common sense into the office. Really, however, no one knows where Chung How will be posted; and I don't suppose any one will, till he has had a conversation with the leading minds of the Central Government. There are all kinds of rumours here and at Peking amongst the people; some say that Li-hung Chang is going to be Governor-General in Kansuh and Shensi; others again that he is going as Viceroy to Kwangtung. As Kwangtung will be the "fattest" post, I should say he would prefer it to going to Kansuh. Having an army of over 100,000 southern men, he would be most useful in Kansuh in trying to put down the rebellion. The Diplomatic Corps, owing to the gulf which separates them from the Chinese high officers, through want of any social life, scarcely know anything of the Chinese affairs till they become actual facts in action; so we can't learn anything of the future through that channel, as we do in Western capitals, where diplomatic people mix socially with the authorities of the capital.

SHANGHAI.

Our advices from this port extend to the 8th March; the French mail from London, Jan. 19, arrived out on the previous day. The following summary of news is from the *North China Herald*:—

Our readers may remember a memorial that Censor Chang-yun published in the *Peking Gazette* of the 4th August regarding the province of Hunan. The disaffected classes were constantly rising. No sooner had the Governor reported the suppression of one than there was another outbreak. The local mandarins concealed the existence of the brigands, on condition of sharing their plunder; and the higher officials accepted their reports, and probably their share of the profits, without inquiry. The Imperial

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authorities seemed to be moved beyond their wont by this outspoken memorial, ordered the proclamation of martial law, and instructed the Futai to report officials who failed to maintain order in their districts, and also military officers who were dilatory or incompetent. The *Gazette* of the 25th January contains an edict referring to the same subject. The Futai, who was abruptly dismissed last November, is now found guilty of having concealed the real extent of the troubles, and is handed over to the Board of Punishment; a district magistrate who let off certain members of a secret society is dismissed and banished to the frontier, and a colonel is degraded to the rank of captain for not maintaining proper discipline among his troops—that is to say, probably, for having connived, for a consideration, at the rampant brigandage. The *Gazette* of January 27th continues the tale. One prefect and one sub-prefect are dismissed from the Imperial service for ever; two district magistrates are deprived of rank and office; and two others are degraded in rank.

We hear that the present Taoutai of Shanghai is to hand over his seals of office to his successor, Sun, who comes down from Chinkiang. The intended change was announced some time ago, but has been delayed. The present incumbent goes as Provincial Judge to Hunan.

A row occurred on the 29th Feb. between the French police and some Chinese marines. The latter, as is the wont of their class, wanted to see a theatrical performance without paying. The owner of the theatre resisted, and they tried to carry him off. The police interfered, and the gunboat-men fought them. Eventually several were arrested. These were brought before the (French) Mixed Court, and sent in to the Taoutai for punishment. We hear also that the Consul-General has peremptorily requested the Taoutai to order the gunboat-men to be kept on board their boats, or at least out of the foreign settlement.

An appeal case from Foochow, Westray and Gibb *v.* J. Foster and Co., has come before the Supreme Court. This appeal was to reverse a finding of the Consular Court at Foochow, which had the effect of nullifying a judgment of the Supreme Court of New York, in favour of appellants, for $50,000. The Court here sustains the appeal, and therefore enforces the judgment of the New York Court. The following is the judgment delivered by Mr. Goodwin:—

This case was decided in the Provincial Court of Foochow in favour of the defendants, and against this decision the plaintiffs appeal. An action was brought by the appellants, who are an American firm, residing in New York, U.S.A., upon a judgment obtained by them against the respondents in the Supreme Court of New York, for the sum of $50,942.64, and the question is whether that judgment can be taken here as conclusive. The respondent put in no answer in the Court below, but appeared and pleaded that he had a large counter-claim against the appellants, and also that he had not had legal notice of the suit in New York and that he had authorised his brother in Canada to protect his interests, employing a certain Mr. Ward as lawyer; and that his brother died before the suit came to hearing. The Court below found that the evidence of the defendant John Forster was wanting at the hearing before the Supreme Court at New York, and that therefore the evidence before the said Court was incomplete, and it thereupon went into the case again and found in favour of the defendant.

What I have to decide is, whether the Court below or this Court can reopen the question decided in the Foreign Court of New York. It is well established that an English Court will ordinarily not reject a foreign judgment as evidence of a debt, where all things upon the face of the judgment appear to have been rightly performed, and no question as to jurisdiction is raised, unless it be shown extrinsically that the judgment was obtained by fraud, or by means clearly contrary to natural justice, as, for instance, without any notice, summons, or appearance of the party defendant, or any equivalent proceeding. Now, in the present case, the judgment appears upon the face of it to be perfectly regular, according to the procedure of the Supreme Court of New York. An answer was put in to the suit by Mr. Ward, as attorney for the defendant, Mr. Foster, from instructions given him by that gentleman himself, when at New York, in 1869, from written memoranda and from divers consultations held with him. From Mr. Foster's own evidence it appears that he gave Mr. Ward authority in writing to defend the case. I cannot hold the allegation of the defendant, that he asked his brother in Canada to protect his interests in conjunction with Mr. Ward, and that his brother unfortunately died before the hearing, sufficient to show that any unfair advantage was taken of him. The whole case and the claims on both sides, as appears by the report of Mr. Nicoll, the referee to whom, according to the practice of the Supreme Court of New York, the case was referred, were gone into by that gentleman and the proofs heard—and his report was adopted by the Court. No defence has been raised which would in my opinion warrant a Court either of Law or Equity in England to reject the judgment; and I must accordingly overrule the decision of the Court below, and hold the plaintiffs entitled to recover the sum they claim, with costs in the original action and also the costs of this appeal.

An important case has come before a Confiscation Court, comprising the Taoutai, the United States Consul-General, and the Commissioner of Customs. The China and Japan Trading Company ordered from England a supply of munitions of war for Japan. They arrived by steamer from England at Shanghai, and were here transhipped for Japan. The Customs claim that the importation even for transhipment was illegal, and that the arms are liable to confiscation. The case was referred to Peking for decision.

The Philharmonic Society has given its second concert for the season, in the Masonic Hall. There was a full attendance, and the programme prepared gave lively satisfaction. A very successful performance has been given at the Club Concordia Theatre by the German amateurs; the piece was the vaudeville posse in four acts, *Robert and Bertram*, performed in the same theatre five seasons ago.

A paper hunt handicap, the closing event of the season, was run on the 4th March, under favourable circumstances as regards ground and weather. The first prize was a cup presented by Mr. Morgan, of Hong Kong; the second, a cup presented by the Stewards of the Hunt Club; the third, a cup presented by a visitor. The race between the first ponies up was close throughout. Mr. Symonds won; Mr. Meller second, Mr. Knight third, Mr. Turnbull fourth.

We are glad to see that two new roads are being made at the head of the Maloo. The connecting link in the Yunnan road, between the Hankow and Foochow roads, is being supplied. The section abutting on the Hupeh road, where this turns off towards the Ningpo Joss-house, is already marked out, so that there will be a straight drive from the Maloo opposite to the Racket Court, on to the French road to Sikawei. A new road has also been cut from the Maloo straight into Kiukiang road, starting nearly opposite the Mixed Court from the western junction of the Maloo and Chekeang roads. We hear there is an idea of cutting another parallel road in a straight line from the point of junction of the Chekeang and Kiukiang roads, across the Maloo out into the Ningpo road and possibly on to the Soochow Creek.

In accordance with the notice lately issued by Mr. Henderson, the three old poles at the Woosung bar have been removed, and the red and white lights intended to lead over the bar are now exhibited at sunset. The *Kwashing* has towed the Newchwang lightship out to sea on its way northward. Mr. Henderson will shortly take the *Kwashing* and *Relief* up the Yangtsze, to place the new buoys lately arrived from England.

A Peking correspondent writes that nothing of special moment has occurred. The weather is delightful—warm and spring like, and the canals and rivers are opening rapidly.

A public dinner was given at Hankow on the 29th Feb. to H. M. Consul, Mr. Caine, on the occasion of his departure for another port. A heavy fall of snow took place at that port on the 2nd March.

THE SHAM FIGHT.

A very successful sham fight between the volunteers and men of H.M.S. *Juno* came off on the 4th of March on the banks of the Soochow Creek. The following account of the engagement is forwarded by a correspondent.

The fight was even more interesting than the Battle of the Bubbling Well, fought between the same parties last January. On that occasion, it will be remembered, the sailors and marines from H.M. ships *Juno* and *Curlew* advanced on the Settlement from the direction of Sicawei and Fahwah, and were driven back by the volunteers on the Bubbling Well. This time the case was reversed. Landing from boats near the Upper S.R.C. boathouse, the blue jackets drove back the volunteers on the "Hovel." Both parties started from the Bund about the same time—the blue jackets, in boats for the Soochow Creek, the volunteers headed by their band, up the Maloo, for the neighbourhood of Sinza, where they expected to find the enemy. The latter had already landed when the volunteers reached the junction of the Sinza and Cross roads; and the Miholongs were suddenly thrown out as skirmishers, to answer the fire that was opened from the broken ground below the Canton Cemetery. No. 3 Rifle Company was also extended on their left, Nos. 1 and 2 forming the support and reserve, while the Artillery opened upon the enemy's position from the road. As the blue jackets advanced, the volunteers, admirably handled, swung round behind the Canton Cemetery, and took up a position, defended in front by the well-known Narrow Creek, behind the graves which cover the fields in that neighbourhood. They had suffered somewhat in reaching this position, but, once there, were under splendid cover. And now came the real tug of war. The Volunteer Artillery pitched in shell from the rear; the Miholongs, from behind a long grave, which covered the whole company, poured in volley after volley upon the bridge by which the blue jackets sought to advance, while the latter, extended along the banks of the creek, kept up a rattling fire on this obstacle and on the riflemen who were firing from behind every possible and impossible cover, their howitzer at the same time pouring in a deadly fire.

At length the enemy had discovered a low dyke, less exposed than the bridge, by which they were able to throw over an attacking force. This was the turning-point of the fight. The volunteers retired, skirmishing alternately by companies at every convenient position, while the Artillery retreated on to the Sinza Road, and fired from long range on the advancing troops. All, however, was in vain. The blue jackets came on in column, with admirable steadiness, firing volleys as they advanced, in spite of all the efforts of our skirmishers, and in the face of repeated volleys from the reserve, fired at 200 yds. distance into their solid masses. On they came with fixed swords, in spite of everything—and met the volunteers drawn up to welcome them on the open field near Trefancha, in the neighbourhood of sundry casks of beer and tables covered with bread and cheese and sandwiches. Around these the fight was

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resumed with almost as great vigour as before; some three hundred thirsty men, all struggling simultaneously to hold a glass under a tap; excited rangers begging civilians to hold their ponies while they joined in the frantic effort; and civilians clinging manfully to excited ponies that danced war dances to the stirring strains of the band, in circles of admiring spectators.

Eventually every one was satisfied, or at any rate the casks were emptied; and the order was given to fall in for the return march—the men-of-war's men in front, the band heading the volunteers in the rear. The bund was reached about five P M., and after firing a few volleys, alternately kneeling and standing, the men were dismissed. The "out" was, in every sense of the word, a success. Volunteers and sailors alike enjoyed it, and each got some good drill practice. The ground was a little soft for lying down on, after the late rain, and the roads were not altogether of the nature of asphalte; but these were minor nuisances, incidental to campaigning, and caused more fun than distress.

HONG KONG.

The dates by this opportunity extend to March 14; the outward mail of Jan. 26 arrived out on March 8. The news of the week is extremely meagre.

The police seem always at fault; the *China Mail* thus comments:—That the introduction of a new and more highly paid element into the police force had, despite the obvious necessity of the measure, already caused some dissatisfaction amongst the older members of the body, we have already intimated, and it becomes worth while to consider how far the complaints made by those thus passed over are well-founded. The great object of both the Government and the public, so far as the police are concerned, is to obtain the most efficient force upon the most reasonable terms. We do not mean by this the cheapest terms, but such as, while justly recompensing the labour of the individuals employed, is fair to the public purse. A temperate consideration of the existing conditions of the police force will, we conceive, tend to aid any efforts towards its greater efficiency, and in this spirit we propose to offer a few remarks. The constables newly engaged at home receive, as we are informed, a higher rate of pay than the old members of the force, while they perform only the same duties, live at the same mess, and are put to the same expenses as their more locally experienced companions. The new men receive $40 per month, which is the same as that given to the old regime sergeants, and $8 more than is received by corporals, and just $10 more than the first-class constables their equals in rank.

The following account of the average amount of Bank Notes in circulation in Hong Kong, during the month ending 29th February, 1872, is published in the *Gazette*:—

Oriental Bank Corporation	$741,604
Chartered Mercantile Bank of India, London, and China	534,075
Chartered Bank of India, Australia, and China	432,795
Hong Kong and Shanghai Banking Corporation	955,373
Total	$2,663,847

The Gaol authorities obtained information that four out of a gang of convicts at work at the Harbour Master's intended to make good their escape, it is believed in a boat which was to be in attendance, at the first opportunity. This, however, was prevented by Mr. Grey and a party going down and bringing up the four men. Had they once got into a boat it would be useless to attempt to go after them, as if the police got into a sampan the boatmen would not pull sufficiently quick to overtake them, and this the intended runaways knew. Their only anxiety was to see that no police boat should be near.

The French mail steamer from Japan brings a number of Japanese, who, together with their suite, about thirty in all, are about to proceed to France, with what object, however, is not known. They wear European costume, and two of them take with them their wives, who are also attired in European fashion.

It is, we hear, probable that within a few days a new company will make its appearance, an eminent local firm undertaking the managing agency. The names mentioned, and the hitherto satisfactory results of the business thus to be converted into a joint-stock undertaking, should be a sufficient guarantee of future success.

Vice-Admiral Shadwell, C.B., and staff left for Canton in H.M.S. *Salamis*. He will probably return on Saturday.

The *Daily Press* has the following on the Acting Chief Justice Ball:—

It is with much regret that we feel constrained to write upon a subject which has long occupied public attention, but upon which we have hitherto refrained from commenting—partly on account of its painful nature, and partly in the hope that the course of future events would render comment unnecessary. The time has, however, come when the public interests imperatively demand that all reserve should be thrown aside, and that a plain statement should be made concerning the infirmity under which the gentleman occupying the position of Acting Chief Justice of this colony unfortunately labours. It is a matter of public notoriety that the excitement of proceedings at trials has the effect of bringing on fits, in which the Acting Chief Justice loses consciousness, and in consequence of which cases have repeatedly to be adjourned. In the important case now before him, this has happened twice, and the same thing has over and over again occurred, though, from a feeling of delicacy, no prominent attention has been called to it. We should be the last to uphold any want of sympathy in so sad an affliction, but while sympathy may be felt with the individual, it cannot with propriety be extended to the judge, upon whom the rights, liberty, and at times even the lives, of the members of the community depend. Indeed, in strictness, the present acting judge cannot be considered free from blame in continuing to occupy an office for which he must feel he is unfitted. The consequences of a judge not being fully aware of every detail that transpires during a case brought before him, may be of the most awful nature. It is no slight matter for there to be the smallest chance of ordinary justice being miscarried from such a cause, but in criminal cases, where error or misdirection may deprive men of their liberties or lives, inflicting in the one case an injury which can seldom be repaired, and in the other one which cannot be repaired at all, the gravity of the responsibility is such that no person should think of undertaking the office of Judge unless he feels that he is able thoroughly to perform the duties attaching to it. If he finds that he is unable to do so, it clearly becomes his duty to give up his post.

The gun-boat *Algerine* is to be put up for sale on the 2nd April.

STRAITS SETTLEMENTS.

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SINGAPORE.

The dates extend to the 22nd March. The outward mail of 16th February arrived on the 17th March. The following summary of news is from the file of the *Daily Times*:—

The last *Government Gazette* announces that the next criminal session of the Supreme Court at Singapore will open on Monday, the 8th April. It contains also the following notifications:—

His Excellency the Administrator has been pleased to appoint the Honourable C. J. Irving to be Acting Colonial Secretary, *vice* the Honourable J. W. W. Birch, who is incapacitated by illness from performing the duties of the office.

The Right Honourable the Secretary of State for the Colonies has been pleased to appoint Captain Innes, R.E., and Lieutenant Satterthwaite R E., to be Assistant Colonial Engineers and Surveyors-General for the Straits Settlements; also Corporals Edward O'Donnell, and Charles Sweeney, R E., to be Assistant Surveyors.

The Lord Bishop of the diocese, who is at present at Malacca, (having completed his visitation to Penang), is expected here by the S. S. *Sharpshooter*. His Lordship will, we understand, leave for Sarawak by the first opportunity after his arrival. His next visit to the Straits Settlements will probably be in November or December, when he will make a more lengthened stay amongst us.

The U. S. frigate *Saco* is hourly expected from the United States *via* Suez Canal. She was, it is said, signalled at Penang when the mail steamer *Columbian* left.

The British steamer *Lotus*, Capt. Gibson, from London 23rd December, *via* Suez Canal, Kurrachee, Calicut, Cochin, Galle, and Penang, arrived at the Tanjong Pagar Wharf on the 17th inst.

The riots among the tin miners at Larroot are certainly to be deplored, particularly as one-third of the tin exported from Penang is brought from that territory. There is, however, little prospect of Government interference to help the Rajah out of his difficulties. Though assistance might be given to defend him from a foreign foe, yet this incipient rebellion cannot bear such an interpretation, notwithstanding that the people in arms are of foreign nationality. The report, however, that arms, ammunition, and supplies are furnished to the combatants from Penang is a matter in which it is plainly the duty of the Government to exert itself, in order that it may not be accused of shutting its eyes to a flagrant breach of neutrality towards a ruler with whom it is on terms of friendship. There is a strong feeling in Penang in favour of annexing the territory at once; but it should be borne in mind that this is impossible under the existing disabilities of the Colonial Government, annexation, or even treaty making being entirely out of the province of the Colonial-office administration. If, however, the Government sees its way clear to lend the Rajah any support, by permitting him either to raise supplies or enlist men in the colony, we think the exigencies of the case, and the interests of our trade, require that it should do so.

We understand that a telegram has been received from his Excellency Governor Ord, at Galle, announcing his arrival there, and that he would probably reach Penang on the 24th March, and requesting the *Pluto* to be sent up there to bring him down here *via* Malacca. His Excellency will remain about a week in Penang.

We learn that the steamer *Tanah Merah*, originally intended to ply between Singapore and Bangkok, has been chartered for twelve months by Messrs. Cheng Tee, Wat Seng and Co., to run backwards and forwards between Saigon and Hong Kong.

The troop ship *Orontes*, which sailed from Portsmouth on the 12th January with the 80th regiment of infantry, has arrived, and the regiment is quartered in the Tanglin barracks. The *Orontes* subsequently left for Hong Kong with the battery of the royal artillery and the wing of the 10th regiment. We cannot

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help thinking a serious blunder has been made in so greatly reducing the military force—the strength of the 80th regiment being only 681 officers and men, all told. Of these we understand one company will go to Malacca and two to Penang; and as the native infantry are to be withdrawn, the available military force at Singapore will only be about equal to one wing of a European regiment.

THE TREATY BETWEEN CHINA AND JAPAN.

We have received by the present mail the subjoined translation of the Treaty concluded between the Chinese and Japanese Governments:—

China and Japan have long been friendly; but now desire to improve their relations and to render them more permanent. There have, therefore, been appointed on the part of China as Plenipotentiary, his Excellency Earl Li Hung-chang, Commissioner for Commerce, Guardian of the Heir-apparent, Chancellor of State, President of the Board of War and Viceroy of Chihli; and on the part of Japan, Tsung, High Minister of State, in conjunction with E and Tah, each in accordance with instruction from their respective Sovereigns, to confer together and deliberate on articles of agreement to be observed perpetually and without infringement, by each State; and they have agreed as follows:—

I.

Henceforward China and Japan shall draw closer to each other; and to render their friendship enduring, the behaviour of each towards the other shall be that of mutual respect, without depreciation on either side. Thus lasting peace shall be maintained.

II.

China and Japan being friendly, either shall, in case of experiencing injustice or wrong from another State be entitled to assistance or good offices from the other.

III.

The laws of the two countries being different, neither shall seek to impose its own views on the other; but each shall afford mutual protection to merchants and people, and no violation of the law by residents in either country shall be allowed.

IV.

The Ambassadors of each country shall, with their families and suite, have access to Peking and Yedo respectively, either for permanent residence or on a visit. Each Ambassador shall bear his own expenses; and shall be at liberty to rent houses or land for official purposes. Each shall have facility for the carriage of his effects, and for sending despatches, &c.

V.

Although the officials of each country have grades of rank, these do not exactly correspond. It is agreed, therefore, that those who are about the same rank shall correspond on terms of equality. Those in subordinate positions shall give precedence to those in higher rank, and shall accord to them the due ceremonies. Despatches shall be addressed, by either side, to an officer of corresponding rank with the writer, and not to a higher official. In case of interviews the rank and name of the visitor must appear on his card. When a Japanese official first arrives in China, he shall at once address to the local authorities a communication bearing his seal, to guard against forgeries, and vice versa.

VI.

Correspondence between the two States shall be carried on henceforward by China in the Chinese character, and by Japan in the Japanese character with a copy in Chinese, or in Chinese alone as the Japanese Government may find convenient.

VII.

The two States shall indicate to each other, respectively, the ports in each which are open to foreign trade; and to which subjects of either may go for trade, subject to regulations which shall be conformed to.

VIII.

The two States may appoint Consuls at each of these open ports for the control of their respective subjects. All questions of litigation, administration of property, &c., arising among their own nationals, shall be determined by the Consuls, according to their own laws. In questions where subjects of both countries are concerned the complainant shall address a petition to the Consul of the accused, who shall first endeavour to bring about a settlement of the case; and, failing this, shall acquaint the local authorities, who will investigate it, arrest offenders, and recover debts; but who shall not be required to make good the losses of individuals.

IX.

If either State have no Consul at a Treaty port, its subjects who may be resident there shall be subject to the local authorities. In case of offences being committed the local authorities shall investigate them and arrest culprits, so far as their own subjects are concerned; or on the other hand submit the case to the nearest Consul for adjudication.

X.

The subjects of either State residing at the open ports are to maintain friendly intercourse. They are not to carry swords nor other weapons. Those offending in this respect shall be punished, and their arms confiscated. Subjects of either State residing in the territory of the other must each mind his own business; and, whether his stay be long or short, he shall be subject to his Consul's control. He shall not change his costume, or present himself at the competitive examinations, causing confusion.

XI.

Subjects of either State flying from justice to the territory of the other shall be sought for by the local authorities, who shall give information, in case of capture, to the fugitive's Consul, and arrange for his deportation.

XII.

Subjects of either country, residing at the Treaty ports of the other, who are guilty of crime, or who go into the interior with firearms and kill people, shall be arrested by the local official, and handed over to their Consul with a statement of their offence. If they resist the officer sent to arrest them, they may be slain on the spot; but their Consul shall be informed of the circumstances and be given opportunity for investigation. If such cases occur in the interior beyond the Consul's cognisance, a complete statement shall still be sent to him. Offenders arrested at an open port shall be tried by the local official and the Consul acting conjointly. If an offender be arrested in the interior, the local official shall try him, informing the Consul of the circumstance. If subjects of either State assemble riotously in the territory of the other, to the number of ten or upwards, and persuade or invite the natives to co-operate with them, to the public injury, the local authorites shall forthwith apprehend them. In such a case the Consul shall be informed and shall co-operate. If it occur in the interior, the local authorities shall adjudicate on the spot informing the nearest Consul of their proceedings.

XIII.

The war vessels of either State may resort to the open ports of the other, for the protection of their nationals; but not to other ports, nor to inland waters, unless driven to do so by distress. Infringement of this prohibition shall be punished.

XIV.

If either State shall be at war with another Power it may close its ports and temporarily suspend trade on giving due notice. Vessels coming or going must not suffer intentional harm. Chinese residing in Japan, or Japanese residing in China, shall not, in such case, take side with either of the belligerents.

XV.

Each State agrees to prohibit its Consuls from engaging in trade; neither shall they be allowed to act as Consuls for other Treaty Powers. If a Consul misbehaves his minister shall recall him, upon due evidence being furnished of the fact; so that no individual may disturb harmony between the two countries.

XVI.

Each country having a distinguishing flag—if a vessel belonging to either employ the flag of the other, such vessel and its cargo shall be liable to confiscation. If the offender be an official he shall be degraded.

XVII.

The books of either country may circulate freely in the other; and may be purchased by its subjects.

XVIII.

These articles are agreed on, in order to prevent misunderstanding and preserve friendly relations, in token whereof, the Plenipotentiaries affix their respective seals. When the Treaty has been approved by the Emperors of China and of Japan, and ratifications have been exchanged, it shall be promulgated throughout each country, in order that the officials may become acquainted with it, and uphold its provisions.

Commercial Report.

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(*For dates see first page.*)

IMPORTS.

YOKOHAMA.—Although business had to some extent been interfered with by the occurrence of the native New Year holidays, transactions in Grey Shirtings and Cotton Yarn had been on a fair scale, and values of both had advanced. Holders were firm, owing to the receipt of news of a rise in prices in the Manchester market. With the exception of a few purchases of Figured Domaines, there had not been much done in Woollen or Fancy Goods. Metals, &c., were unaltered. Quotations were:—G.E. Grey Shirtings, 7 lbs., $2.32½ to 2.40 per piece; do., 8¼ to 8½ lbs., $2.53½ to 2.60; do., 9 to 9¾ lbs., $2.85 to 2.92½; G.E. White Shirtings, 56 to 60 reed, $2.60 to 2.80; do., 64 to 72 reed, $2.90 to 3.05; T-Cloths, 6 to 7 lbs., $1.90 to 2.20; Cotton Yarn, No. 16 to 24, $38.50 to 40; do., No. 28 to 32, $44.50 to 46; do., No. 38 to 42, $40 to 41; Lead, $5.50 to 6; Iron—Nail Rod, $2.60 to 4; do., Bars, $3.50 to 4.

HIOGO AND OSAKA.—Business had been interrupted by the native holidays, and there had been little doing. No change had occurred in prices.

SHANGHAI.—The event of the week had been the departure of the first steamer for the North. The cargoes of Piece Goods hitherto published were small as compared with those of former years, and Northern dealers stated that few goods would be forwarded by them until they receive advices as to what is doing at Tientsin, and what the encouragement to them for operating. Grey Shirtings: Few sales by importers reported, but some second hand parcels of 8¼ lb. had changed hands at the following rates:—Tls. 1.86 to 1.88 for the commonest chops, Tls.

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1.90 to 1.92 for medium, and Tls. 1.95 to 1.96 for Dewhurst's. There were purchasers for best common chops at Tls. 1.9.0 to 1.9.1 per piece, but few or no sellers; 7lb., slightly easier, but settlements have been light. White Shirtings: Finest Reeds wanted, and with little or no stock sellers had been enabled to establish an advance; 72 Reed sold at Tls. 2.7.5. T-Cloths: Transactions trifling; 7lbs. Mexican slightly lower; quotations for 6lbs. and 8lbs. unaltered. Drills: The northern steamers had taken a good portion, and stocks were thus reduced. The quotation of good 15lb. English was Tls. 3.1.2; best, Tls. 3.1.5. Jeans: 5,000 pieces sold at Tls. 2.28 to 2.30 for 8 lb. English. Sheetings: English Tls. 3.25 for best 15 lb., nominally Tls. 3.80. Fancy Cottons: Only a retail trade at former quotations. Woollens: Transactions in Camlets, Figured Orleans, Lastings, Spanish Stripes, and Medium Cloths, but in no article had the amount of business been large. Metals.—Nailrod Iron: 8,800 bundles second quality taken at Tls. 2.80 to 2.90; market very firm. Lead: A few sales of LB at Tls. 4.85. Coals: Rates maintained, transactions limited.

HONG KONG.—There is nothing special to report with regard to the import market.

SAIGON.—The market had been quiet during the month, and prices had remained without change. The current rates were—Grey Shirtings, 8¼ lbs., $2.70; 7 lbs., $2.30; Supers, No. 1, $2.20; No. 2, $2.25; T-Cloths, 7 lbs., $1.95; 6 lbs., $1.75; 5 lbs., $1.45; 4½ lbs., $1.25; 4 lbs., $1.15; Irish Linen, No. 150, $1.85.; No. 120, $1.72.

SINGAPORE.—Market unaltered since last mail. Quotations: 40's Mule Twist, $132; 8¼ lbs. Shirtings, $2.60; 7 lbs., $2.25; 5 lbs. T-Cloths, $1.42½; 6 lbs., $1.70; 7 lbs., $1.95.

EXPORTS.

TEA.

YOKOHAMA.—Business had continued quiet. Prices were higher, but for good medium and upwards must be considered nominal, as there was scarcely a parcel of these grades on offer; stocks were very low indeed, and consisted almost entirely of the commoner descriptions.

HIOGO-OSAKA.—Business during the month had been conducted on a limited scale, owing to the great scarcity of all desirable lots. Purchases amounted to 2,550 piculs, principally common grades. Prices were firm at slightly higher rates. Quotations above $35 were nominal, as no fine tea had been bought during the closing fortnight. The stock was almost nil. The Navarth Castle had sailed for New York with 356,947 lbs.

SHANGHAI.—Black: One small chop (228 chests) common Hohow had been settled at Tls. 15½. Stock 230 chests. Green: Purchases amounted to 1,777 half-chests Moyune for England at Tls. 43½ to 44. Stock of all kinds 1,200 half-chests.

SILK.

YOKOHAMA.—At the close of the native new year's holidays dealers showed no disposition to resume business except at an advance in rates which buyers were unwilling to pay; settlements therefore had been very small, only amounting to about 300 bales, of which about 40 bales were Tama or Dupioni Silk, and about 160 bales native consignments. Prices remained without change, the business done being insufficient to form a basis for any alteration in quotations.

HIOGO OSAKA.—High prices in the interior and the native holidays had prevented arrivals, and in the absence of any stock no transactions had taken place.

SHANGHAI.—The market had been quiet, little having been done during the week. Settlements had been barely 300 bales, say 150 bales Tsatlees, 60 bales Taysaams, 60 bales re-reels and 30 bales of sundries. Good Silks were scarce, and the few chops on the market were held in consequence rather firmly—Koofungsing's chop No. 3 at Tls. 585. Market and common Silks showed a decline of about Tls. 5 on last quotations. The unsold stock was estimated at 700 bales.

EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1. 1871, to Jan. 31, 1872.....	—	75316583	45246604	—	15094891	135648078	48085
Corresponding period last season.....	10826	67146827	44194177	349447	10929978	122631255	30352

Shipments Since:

Feb. 22 per Travancore (str.)	From Shanghai, &c.	... —	112
— 29 ... Alphe (str.)	... Do.	... 296 120	163
Mar. 1 ... Neville	... Foochow	... 1,018,800	

TO THE CONTINENT.

							Bales.
From June 1, 1871, to Jan. 31, 1872.....	...	...	...	...	...	5101679	15169
Corresponding period last season.....	...	...	...	...	...	2061652	8449

Shipments Since:

Feb. 29 per Alphe (str.)	From Shanghai, &c.	... —	410

TO UNITED STATES.

							Pcls.
From June 1, 1871, to Jan. 31, 1872.....	...	...	...	...	...	49191786	2619
Corresponding period last season.....	...	...	...	...	...	39538054	2106

Shipments Since:

Feb. 17 per New York (str.)	From Shanghai	... 3,345	8 2

TO AUSTRALIA.

From June 1, 1871, to Jan. 31, 1872	... 12,639,962 lbs
Corresponding period last year	... 10,900,498

***Shipments Since:* None.**

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844.....	51,022,600	...*	1862 to 1863.....	121,273,580	72,887
1845 to 1846	57,334,200	18,600	1863 to 1864.....	117,463,586	46,603
1850 to 1851.....	63,972,000	22,144	1864 to 1865.....	121,236,870	32,313
1853 to 1854.....	77,327,800	61,283	1865 to 1866	118,333,042	62,890
1855 to 1856	92,240,300	50,481	1866 to 1867.....	118,423,290	50,052
1857 to 1858.....	76,990,255	68,315	1867 to 1868	116,890,430	57,449
1858 to 1859.....	65,789,792	83,134	1868 to 1869	142,789,804	70,917
1859 to 1860.....	85,560,452	64,169	1869 to 1870.....	139,740,193	63,807
1860 to 1861.....	90,066,160	76,644	1870 to 1871.....	131,969,850	51,329
1861 to 1862.....	109,854,040	79,199			

* Including the Continent.

EXCHANGES, &c.

[For dates, see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6¼d.	4s. 6¼d.	4s. 6⅝d.
Shanghai ,, ,, ...	5s. 11¼d.	6s. 0⅛d.	6s. 1d. to 6s. 1⅛d.
Canton ,, ,,	4s. 4⅞d.	4s. 5d. to 4s. 5⅛d.	4s. 5⅛d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6⅝d.	4s. 6⅛d.	4s. 7d.
Manila ,, ,, ...			

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	305½	221 to 221½
,, Hong Kong...	27½ to 28 dis.	—
Bar silver...	111 2.5.	11 prem.
Mexican dollars	75.4.0	2½ per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 57; Old, 59 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 32 per cent. discount.
China Traders' Insurance, $1,500 premium.
Hotel shares, 46 per cent. discount.
Hong Kong and Macao Steamboat Company, $32½ premium.
Hong Kong Fire Insurance Company, $420 prem.
Union Insurance Company, $1,400 premium.
China and Japan Marine Insurance Company, Tls. 65 premium.
China Fire Insurance Company $58 premium.
Victoria Fire Insurance Company, $63 premium.
China Sea, Saigon, and Straits Steamship Company, $5 per cent. dis.
Indo-Chinese Sugar Company, $22 dis
Shanghai Steam Navigation Company, Tls. 52 premium.
Hong Kong Distillery Company, 10 per. cent premium.
Hong Kong Pier and Godown Company, $10 dis.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company ...	500 ...	500 ..	180 ...	4 p.c
Shanghai Gas Company ...	100 ...	100 ..	142 ...	12 p.c
Shanghai S.N. Company ...	100 ...	100 ...	155 ...	1 p.c
S. Tug and Lighter Company ...	850 ...	850 ...	400 ...	7 p.c
French Gas Company	50 ...	50 ...	63½ ...	10 p.c
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$530 ...	12 p.c
North China Insurance Co. ...	Tls.1,000	Tls.300 ...	Tls.410 ...	trien.
North China Steamer Company	100 ...	100 ...	69 ...	
Union S.N. Company	100 ...	100 ...	86 ...	12 p.c
Yangtsze Ins. Association ...	500 ...	500 ...	830 ...	15 p.c
Union Insurance Society ...	$5,000 ...	$1,000 ...	$2,500 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ..	2,800	$475p.s
Hong Kong and China Gas Co.	£10 ...	£10 ...	nom. ...	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100 ...	Tls.175 ...	12 p.c
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$166 ...	12 p.c
China Fire Insurance Co. ...	500 ...	100 ...	158 ...	12 p.c
Hongkew Wharf Co.	Tls. 100	Tls. 100	Tls.160 ...	

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SINGAPORE, PENANG, &c. (via S.C.), to LONDON, per Corings (str.), entered April 16.—From Singapore: 4063 buffalo horns, 1990 bundles rattans, 192 baskets gutta-percha, 1533 bags pepper, 461 bags coffee—Order. From Penang: 107 bales tobacco in transit, 3978 slabs tin, 127 bags pepper, 14 bales buffalo and 11 bales cow hides, 3162 buffalo horns, 4 cases fish maws, 1 case cloves, 129 bales tobacco, 21 cases nutmegs, 22 cases mace, 3591 bundles rattans, 4 bundles sticks—Order; 1 box merchandise—J. Mitchell and Co. Remainder of cargo from Galle.

From HONG KONG, CANTON, and MACAO, to LONDON, per Carricks, entered April 16—From Hong Kong: A quantity of Government stores—Woolwich; 100 rolls matting, 300 cases ginger, 1 case meat—Order. From Canton: 37 cases merchandise—F. Morris; 75 packages tea—A. Tesdorpfs and Co.—700 packages canes, 12 cases 150 casks ginger, 22 bales silk, 23 cases merchandise. 167 rolls matting, 14 cases preserves, 27,401 packages tea—Order. From Macao: 13 boxes tea, 16 boxes preserves—Master; 28,912 boxes 280 half-chests 1 package 10 cases tea—Order.

From ILO ILO to LONDON, per Monsoon, entered April 17.—2 boxes merchandise—T. R. Shillits; 41 cases almaciga, 13,713 bags sugar—Order.

From BATAVIA to LIVERPOOL, per West, entered April 17.—1750 bundles rattans, 1219 baskets 1889 bags sugar—Order.

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Shipping Intelligence.

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ARRIVALS.

At YOKOHAMA.—From London, Feb. 9, John Nicholson; 10, Waslir (str.); 13, Lothair; 18, Georgina; from Liverpool, 24, Birmah; from Cardiff, 16. Adria.

At SHANGHAI.—From Liverpool, April 15, Oberon (reported by telegram).

At HONG KONG and CANTON.—From London, March 8, Vixen (str.); from Liverpool, 9, Ajax; from Liverpool, April 18, Ulysses (str.) (reported by telegram).

At SINGAPORE.—From London, March 18, Lotus (str.); from Liverpool, 16, Zuter; 17, Priam (str.); from Cardiff, 19, Elcano; 20, Vanguard; from Rotterdam, 19, Nyverheid; from Hamburg, 20, Aldebaran; from London, April 13, Lord of the Isles (str.); from Liverpool, Aleppo (reported by telegram); from London, Antenor (str.), Erl King (str.), reported by telegram.

At PENANG.—From London, April 18, Parnassus (str.) (reported by telegram)

At BATAVIA.—From London, Vidar (str.) (reported by telegram).

At SAIGON.—From Marseilles, March 9, Kronprindssesen.

DEPARTURES.

From HIOGO and OSAKA.—For New York, Feb. 15, Naworth Castle.

From YOKOHAMA.—For New York, Feb. 7, Coulnakyle.

From SHANGHAI.—For London, Feb. 29, Glaucus (str.); for New York, 2, Ethiopian.

From HONG KONG and CANTON.—None.

From SINGAPORE.—For London, March 21, Galley of Lorne (str.); cleared, 20, Martha Augusta; for London, April 11, Ajax (str.) (reported by telegram).

LATEST TELEGRAMS.

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LOSS OF THE FRENCH MAIL STEAMER "NEVA."

BOMBAY, APRIL 22.—The Messageries Maritimes steamer Neva struck upon a reef in the Banca Straits on the 20th inst., and it is considered doubtful if she will succeed in getting off.

ACCIDENT TO A FRENCH MAIL STEAMER.

GALLE, APRIL 16.—The steamer Hoogly, of the Messageries Maritime line, having arrived here from Singapore with her crew disabled, left yesterday under sail for Aden, where the next steamer of the Company, the Tigre, will take her in tow to Suez. Those passengers who have chosen to remain at Galle will embark on board the next English or French mail steamer.

SHIP COLLISION ON THE CHINA COAST.

HONG KONG, APRIL 20.—The Messageries Maritimes steamer Ava, bound to Shanghai, has come into collision with the steamer Rona The latter sank. The captain was saved, but sixty of the crew are missing. The Ava has put into Amoy for repairs.

THE RIOTS IN THE PENANG TIN MINES.

PENANG, APRIL 16.—The Laroot districts are still unsettled.

COMMERCIAL.

CHINA.

HONG KONG, APRIL 20.—Total export of Tea (from China and Japan) for the season 1871-72, 147,000,000 lbs. Little doing in Piece Goods; Grey Shirtings, 8¼ lbs., $2.57; T-Cloths, 7 lbs. ordinary $1.68, Mexican quality $2.15; Cotton Yarn quiet, 16-24 $124, 38-42 $140. Exchange on London: Bank bills, six m.s., 4s. 5d.

SHANGHAI, APRIL 20.—Total export of Silk (from China and Japan) for the season 1871-72, 51,000 bales.

STRAITS SETTLEMENTS.

SINGAPORE, APRIL 16.—Grey Shirtings, 7 lbs. $2.22½. 8¼ lbs., $2.62½, T-Cloths, 6 lbs., $1.72½; Cotton Yarn, 40's, $132½; Gambier, $3.90; Tin, $41. Exchange on London: Bank bills, six m.s., 4s. 6¼d.

PENANG, APRIL 16.—Grey Shirtings, 8¼ lbs., $2.65; T-Cloths; 6 lbs., $1.75; Cotton Yarn, 30's, $117, 40's, $128. Pepper, black, $14.60, white, $25; Sugar, No. 2, $5, No. 3, $2.60; Tin, $39 Exchange on London: Bank bills, six m.s., 4s. 6¼d.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—April 19, at London, from China, Singapore, &c. (via S.C.), Glaucus (str.); from Foochow, &c. (via S.C.), Teviot (str.); 18, at Texel, from Batavia, Gerard Pieter Servatius; 4, Gebroeders; from Sourabaya, Elisabeth.

DEPARTURES.—April 18, from London, for Yokohama and Hiogo, Devana; for Cardiff and Yokohama, Sarah Scott; for Shanghai, Ailsa; 13, from Lisbon, for Batavia, Samhiri, after repairing; 19, from London, for Hong Kong, Sir Harry Parkes; 20, for Hiogo and Nagasaki, Zohrab; for Shanghai, Avon; 19, from Newcastle, for Singapore, Princess Louise; 17, from Hamburg, for Shanghai, Herman Friedrich.

LAID ON.—At London, for Shanghai, Fontenaye, Elizabeth Graham; for Batavia and Sourabaya, Doro.

SPOKEN.—Peter Adolf, Padang to Amsterdam, March 17, 3 N., 24 W.; Dilkhoosh, London to Shanghai, March 14, 1 S., 24 W.; Cutty Sark, London to Shanghai, March 5, lat. 0·43 S., long. 22.45 W.

CASUALTIES.—A telegram received from Sourabaya, dated April 17, states as follows:—The Paragon, from Sunderland to Shanghai, has put into Timor, dismasted; the master has arrived here by steamer for assistance; the master, Popken, of the Maibit, from Banjoewangie to Amsterdam, which vessel put into St. Helena, March 14, with damage, writes stating that during the hurricane experienced on Feb. 7th the deck seams were started, the partners split, and much water got down below, so that he apprehended damage to the cargo.

MISCELLANEOUS.—At Suez, Oxfordshire (str), from London, and left for Colombo, &c.; at Mauritius, March 10, C. J., from Bankok; at Madeira, April 10, Passover, Pearson, for Ceylon; at Table Bay, March 12, Java, Baume, for Batavia; the Arracan, Harwood, from London, to Shanghai, which vessel put into Madeira, March 11, with loss of mainmast, &c., left, April 10, for Liverpool in tow of the Cruiser (tug); at Port Said, April 21, Drummond Castle (str.), from London, and left for Singapore, China, &c.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

HOLTZ—On the 15th April, at 96, Cornwall-gardens, Queen's-gate, South Kensington, the wife of Andreas Holtz, Esq., of Twyford Abbey, of a son.

HORE—On the 4th March, at Shanghai, the wife of T. Hore, of a daughter.

MACCALL—On the 2nd March, at Shanghai, Mrs. Edward Maccall, of a son.

MCBEAN—On the 10th April, on board the *Sirius*, s.s., lat. 49·54m. N, long. 2·41m. W., the wife of S. McBean, Ceylon Government Railway, of a son.

SILVERTHORNE—On 3rd March, at Shanghai, Mrs. Silverthorne, of a son.

SHEPPARD—On the 29th Feb., at Yedo, the wife of Charles Sheppard, Esq., of a daughter.

MARRIAGES.

DURY—LOOSS—On the 20th Feb., at Nagasaki, Leon François Dury (late French Consul at Nagasaki) to Josephine, eldest daughter of Joseph Looss, of Erstein, near Strasbourg.

HARPER—SEWELL—On the 16th April, at St. Mathias', Richmond, Surrey, by the Rev. E. D. Cleaver, brother-in-law of the bride, assisted by the Rev. C. T. Procter, vicar, Richard Norton Harper, eldest son of E. Norton Harper, Esq., of Northbrook House, Lee, Kent, to Charlotte Jane Lindsay Cavendish, second surviving daughter of the late General Sir William Sewell, K.C.B.

MEIKLEHAM—LANG.—On the 20th March, at St. Andrew's Cathedral, Singapore, by the Rev. Canon Beckles, J. Y. Meikleham, Esq., of Batavia, to Janet Snell, eldest daughter of J. L. Lang, Esq., writer, Glasgow.

DEATHS.

BLAKE—On the 13th April, at 7, Savile-row, Burlington-gardens, W., W. William Blake, of St. Mawes, Cornwall, commander in the P. and O. Steam Navigation Company's service, aged 16.

JOLIT—On the 18th April, at Hastings, Mr. Francis Henry Jolit, for more than twenty-five years the confidential clerk and valued friend of James Morrison and Co., of 4, Fenchurch-street, formerly of Philpot-lane, deeply regretted.

PORTER—On the 20th April, at Shanghai, Francis Porter, Esq., of Messrs. Gibb, Livingston, and Co.

THE MACAO COOLIE TRADE.—In a debate on the Coolies in Cuba, Sir C Wingfield said he did not attach implicit confidence to the denials of the Spanish Government as to the importation of slaves into Cuba, and referred to despatches written in 1867 and 1868 for the purpose of showing that his opinion was well founded. The treatment of *emancipados*, moreover, was even worse than that of the original slaves. The strongest edicts were inoperative when their execution was left to interested agents. The slavery enactment was framed in a manner to be as tender as possible to the slave owners, and yet our Consul-general stated that it would be thwarted with all the cunning and chicanery for which the slave owners of Cuba were so remarkable. The coolies were absolutely sold on their arrival in Cuba. Asiatic colonization in Cuba was perpetual slavery. Asiatic slavery was now taking the place of African slavery. The coolies in the island now numbered 50,000, and they were continually increasing. Macao was the great centre of the emigration trade, and ample evidence had been given of the iniquitous nature of the traffic. The Judge of the Mixed Commission at the Cape of Good Hope stated that the emigration was voluntarily only in name, and the grossest cruelties were committed. The coolies were entrapped at Macao, terrified by threats from saying that they were unwilling to emigrate, sent on board ship under a military guard and emigration agents who played into the hands of kidnappers, put between decks, and canon planted so as to sweep the decks. The regulations might not be so bad so far as they went, but they were a mere blind, and were not carried out in good faith. We had great cause to complain of the apathetic conduct of the Portuguese Government. In reply to our earnest remonstrances they stated that the emigration trade as carried on at Hong Kong was even worse than at Macao. But this charge had been abundantly refuted. We should devise some measures, in concert with the Chinese Government, for stopping the emigration from Macao. He did not think we should be doing our duty if we did not take some decided measures with a Government which had shown itself so unmindful of their treaty obligations and of human suffering.

The new screw steamer *Macgregor*, built by Mr. John Key, shipbuilder, Kinghorn, and launched on the 9th March last, is making ready for a voyage to China, despatched by Messrs. D. R. Macgregor and Co. The *Macgregor* is 350 feet in length and will carry a cargo of 3,000 tons. Her engines, which are made with all the latest improvements, are of 300-horse power

WE very much regret to announce that a telegram received this morning reports the death at Shanghai of Mr. Porter, head of the firm of Messrs. Gibb, Livingston and Co., after a very short illness, from typhus fever. Mr. Porter is an old and much respected member of the Shanghai community.

THE Queen has signified her approval of the appointments of Mr. E. J. Delmege as Consul at Ceylon for the King of Portugal, and of Cavaliere C. S. Festa as Consul at Singapore, with jurisdiction in the Straits Settlements, for the King of Italy.

THE new steamer *Surprise* has left the Clyde for Hull, to load for Japan.

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THE MACAO COOLIE TRADE.

The following correspondence with reference to the Macao Coolie Trade has been issued from the Foreign-office in the form of a Blue-Book :—

Earl Granville to H.B.M. Minister at Lisbon.

Foreign-office, July 28, 1871.

Sir,—With reference to your despatch of the 16th ultimo, I have to transmit to you the accompanying copy of a letter and of its inclosure from the Colonial-office, together with an extract from the *Overland China Mail* of the 12th and 26th of May, containing an account of an appalling tragedy which has occurred on board the coolie vessel *Don Juan*, formerly known as the *Dolores Ugarte*.

I have very recently, as you are aware, had occasion to allude to cruelties practised towards coolie emigrants shipped in this same vessel, and it is a matter of deep concern to me that I am so soon compelled to call the attention of the Portuguese Government to further horrors, almost without parallel, which have taken place in connection with this traffic in human beings. The circumstances attending the burning of the ship *Don Juan*, and the dreadful fate which has befallen upwards of 500 souls, are fully described in the papers which I now send you, and doubtless you and the Portuguese Government are already aware of the facts of the case. This fearful incident has excited a painful feeling in this country, and Her Majesty's Government, in the interest of humanity, cannot allow it to pass unnoticed, and without an effort, as far as rests with them, to prevent for the future such grievous calamities. I have, accordingly, to instruct you to bring the matter to the notice of the Portuguese Government, and you will urge them, on the part of Her Majesty's Government, in the strongest manner, to take efficient measures to repress, or at least to regulate, a system of traffic which inflicts such misery on unoffending persons, and which must be so utterly repugnant to the feelings of justice and humanity of the Portuguese nation.—I am, &c.,

(Signed) GRANVILLE.

Sir R. MacDonnell to the Earl of Kimberley.

Government House, Hong Kong, January 8, 1872.

My Lord,—I have the honour to acknowledge receipt of your lordship's despatch (18th October, 1871), covering copy of a communication by the Portuguese Foreign Minister, in which the latter institutes a comparison between emigration as conducted from Macao and Hong Kong, and upholds the greater legality and general fairness of the rules and conduct of such emigration from Macao, which he represents as superior to that from any other port of China.

2. I have also the honour to acknowledge receipt by last mail of your lordship's further despatch, 10th November, 1871, on the same subject, and covering a letter from Sir C. Murdoch, on the part of the Emigration Board, commenting on the statements transmitted by the Portuguese Minister of Foreign Affairs.

3. Although by a reference to Mr. Cecil Smith, the Registrar-General, and Mr. Cairns, the Acting Harbour Master, I am enabled to forward to your Lordship detailed, fresh, and accurate refutations of the assertions contained in the Portuguese Minister's despatch, I confess that the comments made thereon by Sir C. Murdoch, in his communication of the 2nd November to Mr. Herbert, have anticipated in the most important particulars the authoritative and clear contradiction given by Messrs. Smith and Cairns to the inexcusable misstatements of the Portuguese Government. Thus, when it is stated that two "revolts" occurred on board of the *Frederic* when in this harbour, and that emigrants who had revolted were forcibly compelled by Judge Smale to return on board, on pretext that they had already signed their contracts, it adds considerably to the point of Sir C. Murdoch's conclusion as to the improbable character of such an assertion, to learn that Chief Justice Smale was not in the Colony at the time, and that there were no revolts on board of the *Frederic* but merely the usual gambling quarrels and petty assaults consequent thereon amongst the emigrants themselves, all which cases were adjudicated on by the Marine Magistrate, and could not, in any case, come before the Chief Justice.

4. It is difficult to imagine that any one with the least knowledge of this Colony, or of the action taken by this Government from the first in controlling, and finally arresting altogether, emigration to places where it was rumoured that the emigrants were unfairly and cruelly treated, could have advanced such extraordinary assertions as that emigration is conducted more legally from Macao than from Hong Kong, and that the coolie ships from there adopt only the same precautions as are taken in the daily line of steamers between Macao, Canton, and Hong Kong.

5. Equally unfounded is the statement that revolts had taken place on board of vessels from Hong Kong, and even in that port, and that coolies who had signed contracts had been compelled by force to embark. It is often impossible to do more than flatly contradict an erroneous statement, but I venture to say that few errors have ever been more completely and satisfactorily exposed than the asserted compulsory embarkation here of the coolies in question, or, indeed, of any coolies whatsoever. The extraordinary precautions which I took in the case of the *Frederic* owing to my supposed absence of legal authority at that time to stop altogether emigration to Peru, have been fully detailed to Her Majesty's Government, but above all usual precautions was that to which I resorted in appointing a board of Chinese merchants—men perfectly independent and, as a rule, opponents of emigration—to institute special inquiries by direct personal examination into the voluntary and perfectly unfettered assent of each emigrant previous to his embarkation. I doubt if there ever had been previously so stringent an examination into such a question in the case of any emigrant vessel whatever.

6. I may further add, in reference to the observations of the Portuguese Government on Chinese passengers conveyed in the large American steamers from Hong Kong to San Francisco, that they are not only "called free" but are as free and unrestricted as any European or American passengers in those vessels. They pay a comparatively small sum for their passage, and of course have less luxurious quarters, but they are neither watched by armed men nor dreaded in any way, as I can testify, having made the voyage in 1870 from here to San Francisco in the United States' steamer *Japan* with more than 1,200 Chinese passengers on board.

7. Those passengers were all fed with abundant, wholesome, and clean food, and all seemed thoroughly happy at the prospect of improving their lot at San Francisco. When at the latter place I personally instituted inquiries into the condition of the Chinese who had previously gone out, and found that almost all had done remarkably well, and realised considerable sums of money. The principal drawback was their liability to suffer from the brutal violence of the rowdies and loafers of the place, who regard with intense jealousy the supply to the labour market of such patient and industrious rivals.

8. I have already given full explanations of the character of the emigration hence to California by the United States' steamers; and as I have several times gone personally amongst the emigrants, making numerous inquiries of them, and have now actually made the voyage with them, I think myself entitled to express an opinion on that subject. That opinion is that the emigration in question—if we may use such an expression in reference to Chinese passengers—is conducted openly and fairly, and that it confers the greatest benefit on the emigrants—whether male or female—by improving their position beyond what would have been at all probable, if possible, had they remained in China.

9. I am not aware that I need add anything further to the conclusive statements in the inclosed memorandum by Messrs. Smith and Cairns; but I may remark that I quite agree with Sir C. Murdoch in his observation (paragraph 8) as to the weak point in the Portuguese Regulations respecting the coolie's liability to repay his costs in the depot, and half his travelling expenses back, if he declines to complete his agreement.

It is true that I have stated in reply to my inquiries on that point that Admiral de Souza, the Governor of Macao, had assured me, and confirmed the assurance by subsequently publishing a notice to the same effect in his Gazette, that no coolie, desirous of returning instead of completing his contract, was to be held liable for any expenses, but was to be sent free to his home.

10. I fear this arrangement has not been found practicable, and that it has been eluded.

At the same time, owing to my recent return here, I am not in a position to affirm anything positive on the subject. I notice, however, in this day's *Advertiser* a translation from the *Macao Gazette* and a return compiled from the Gazettes of 1871, showing the number of dead bodies found, "mostly Chinese emigrants discharged from the Barracoons," amounting during the past year to 348. That number, shocking though it be, must be regarded as very far from the actual number of those who had perished from starvation and apparent neglect at the centre of Portuguese authority and civilisation in the East. Even if it be a full statement so far as it goes, it does not include, as the return states, "those found in a dying state, and removed to the asylum." In Hong Kong a much larger proportion of the destitute class and those enfeebled by disease is found alive than dead, though many are *in extremis*, and if I were to draw any inference from the slight glimpse behind the scenes afforded by the above return, I should infer that the number annually perishing at Macao directly and indirectly as above, is nearer 1,000 than 500.—I have, &c.

(Signed) RICHARD GRAVES MACDONNELL.

Statement by the Portuguese Government on Emigration, and Replies by the Emigration Inspector and Registrar-General of Hong Kong.

1st. That the Chinese emigration is carried on at Macao with greater legality than at Hong Kong or any other place on the coast of China.

Note.—During the past five years (and this limit might well be extended) not more than three cases have apppeared in our Courts where persons have been charged with committing breaches of the emigration laws, while, according to the Director-General's statements, 169 brokers have within the past three years suffered punishment for similar offences in Macao.

2nd. That the coolie ships adopt towards the Chinese passengers on long voyages the same precautions as are taken on board the English and American steamers on the daily line between Macao, Hong Kong, and Canton, on voyages of a few hours' duration.

Note—The Macao coolie ships are fitted with barricades (frequently of iron) immediately abaft the mainmast, and cannon are placed to rake the maindecks through the barricades. Gratings of iron are fitted over the hatchways, and only a few of the emigrants are allowed on the upper deck at one time. In the steamers running between this port and Macao and Canton precautions are only taken on those occasions where there is a very valuable cargo (of opium or treasure) on board, and when there is reason to believe that suspicious and dangerous characters have taken their passages. As a rule, the passengers are under no more restriction than is customary in Europe, where the passengers of different classes are kept separate. There is sometimes a loose barricade put up for the purpose last mentioned, but otherwise the Chinese passengers on the main deck can readily pass to the other parts of the ship.

3rd. That revolts have taken place on board vessels from Hong Kong, and even in that port itself, where coolies are compelled to embark by force when they have signed contracts.

Note.—There have been no revolts on board any emigrant ships in this port, nor to the best of our knowledge and belief have any revolts occurred on board such ships during their voyages to their respective places of destination. No force has ever been used by way of compelling emigrants to go on board the ships by which they were to travel. From personal experience, especially in the case of the *Frederic*, much quoted in this document, we can state that the emigrants left the shore for the ship in small detachments in boats, having no official on board of any sort or character. In all cases, even after the emigrant had shipped, he could, and in some instances did, return to the shore. The *Frederic* was burnt at Batavia. There was a mere suspicion, unsupported by any sort of evidence, that the coolies had set the vessel on fire. Suffice it to say that there was little or no disturbance, beyond what was natur-

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ally to be expected, after the fire broke out, nor was there any quarrel between the coolies and crew of the ship.

4th. At Hong Kong they (*i.e.* the coolies) are compelled to embark after they have signed their contracts.

Note.—No compulsion whatever is used. The contracts are explained to the intending emigrants in the presence of the Emigration Officer and the Registrar-General, who understands Chinese. Great care is taken that the contracts are understood, and in the case of the *Frederic* some of the leading Chinese merchants assisted in the enquiry both ashore and afloat, where a last examination took place immediately before the ship sailed. The emigrants, of their own accord, went off to the vessel unaccompanied by any person in authority.

5th. But it is certain that on board the English and American steamers on the daily line between Macao, Hong Kong, and Canton, and in passages of only a few hours' duration, similar precautions are also adopted (*i.e.*, to those on board the Macao coolie ships).

Note.—It is true that during the war in China, and for a limited period afterwards, armed men watched at the gangways and companions of the river steamers. As previously stated, this is not now done, except under rare and peculiar circumstances. Quartermasters unarmed are, of course, on duty, who look after the safety of the ship against fire, &c. But it is almost unnecessary to add that there is no analogy between the river steamers and the coolie ships.

6th. Those passengers (to California) whom they call free are put into separate places, and are watched by armed men.

Note.—They are certainly put into places separate from Europeans, but only because they pay less for their passages. But it is simply untrue to say that the emigrants travelling in the California steamers are watched over by armed men. Nor do they enter into contracts in Hong Kong. It is now fairly well known that by the American law such contracts are wholly invalid.

7th. It is a public and notorious fact that, at Hong Kong, there are agents of emigration for California.

Note.—It is not a public or notorious fact that, at Hong Kong, there are agents of emigration for California. There may be such agents, but they are not known. Many Chinese in Hong Kong are induced by those who have returned from California to seek their fortunes in that country, but such inducements are not put forward by agents in any sense of the word. This Government has always discountenanced and obstructed any attempts to make Chinese emigrate to California, or other places where contracts were to be entered into. Two such attempts in late years have signally failed—the latter one being the case of Mr. George Payne, who wanted coolies for Louisiana. Owing to the action of the Government, he had to leave Hong Kong in October last, without having obtained any sort of success in his scheme.

8th. It is also known that, in January of last year, no less than two revolts occurred on board the Belgian ship *Frederic*, then in the port of Hong Kong, ready to sail for Peru, with coolies, and the emigrants who had revolted on board were forcibly compelled by Judge Smale to return on board, under the pretext that they had already signed their contracts.

Note.—Three disturbances took place on board the *Frederic*, while she was in this harbour. They were, however, mere quarrels amongst the emigrants themselves, and arose out of disputes when gambling. The cases were adjudicated by the Marine Magistrate—Chief-Justice Smale not being in the Colony. The coolies who were charged with and convicted of assault were sent to gaol.

(Signed) Cecil C. Smith, Registrar-General.
R. H. Cairns, Acting Emigration Officer.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

The eighteenth ordinary general meeting of the shareholders in this bank was held on the 17th inst.; the chair was occupied by Mr. Andrew Cassels. The notice calling the meeting was read by Mr. William Charles Mullens (the secretary); the report of the directors (which with the accounts will be found in our advertisement columns) was taken as read.

The Chairman, in moving the reception and adoption of the report and accounts, said he heartily wished that on this, the first occasion of his having the honour to address them as chairman, it had been his good fortune to be able to lay before them a more satisfactory statement of the result of the bank's working to the 31st of December last. It must be confessed that, during the past half-year, business had gone somewhat crossly with the bank. The sudden rise in exchanges and discount that took place in the autumn told unfavourably upon the bank's interests; for, in consequence of it, all the forward purchases of bills which the agents in India had made (and unfortunately they were upon a somewhat larger scale than usual) resulted in loss. He did not wish to be understood as throwing anything like blame upon the managers in India in saying that, for the disturbance in the money market was not foreseen in this country any more than it was in the East, and did not arise out of business complications, but through the action of a military Government after the conclusion of the recent war on the Continent. Again, the action of the Bank of England in maintaining the Bank rate at 5 per cent. for six weeks told unfavourably; for during those six weeks the directors had to hold, at the call of the acceptors, a large amount of bills secured upon shipping documents, which were taken up at a much higher rate than was anticipated. Accordingly, the deficit brought forward from 1870 being £59,022 9s. 11d. had only been reduced to £28,775 7s. 9d.; but, if the result of the year's working was somewhat unsatisfactory, he ventured to remind the shareholders that one of the difficulties which the bank had had to contend with a year ago, and which was now greatly removed, was the low price of the shares on the Stock Exchange, which, of course, tended to a certain extent to impair the credit of the bank, so that it had had to compete on somewhat unequal terms with other similar institutions. The directors had received by telegram the approximate result of the working of the different branches up to the 31st of March, and he was happy to say that the profits for the first three months of the present year amounted to a sum which, deducted from the £28,775, left only a little more than £5,000 unprovided for. He had also the satisfaction of stating that the directors expected, in the course of the coming month, to be paid a sum of £5,000, which had been written off a-year ago as a bad debt. It was, therefore, scarcely saying too much to state that the actual deficiency of £59,000 which stared them in the face when they last met had been virtually recovered, or nearly so. He might also state that there was no impending loss, and no open account which caused the directors any anxiety whatever, and there was no reason whatever why the bank should not prosper. The credit of the bank was everywhere improving, and the business satisfactorily increasing. He then referred to the deep regret which the board had experienced at the death of Mr. James Fraser, who had always given the closest attention to the affairs of the bank. The board would shortly be strengthened by the addition of Mr. F. W. Heilgers, of Messrs. Wattenbach, Heilgers, and Co., of London and Calcutta; and Mr. W. Paterson, of Messrs. W. W. Ker and Co., London, and Paterson, Simons, and Co., Singapore. In conclusion, the Chairman formally moved the reception and adoption of the report and accounts. The resolution was seconded by Mr. John Jones; and, after a very short discussion, in which one or two shareholders expressed their satisfaction with the improved state of the bank's affairs, the resolution was put to the meeting, and carried unanimously.

On the motion of the Chairman, seconded by Mr. W. Macnaughtan, the election of Mr. Ludwig Wiese to a seat at the board was confirmed, and Mr. Thomas Lancaster, one of the retiring directors, was re-elected. The Chairman then moved the re-election of Mr. James R. Morrison, the other retiring director. Mr. Huggins moved that the vacancy be not filled up, on the ground that the seat should be left open in order to allow the directors an opportunity of electing to the board some gentleman connected with Eastern business. A discussion ensued, in the course of which some of the shareholders expressed an opinion that it would be an ungraceful act to unseat Mr. Morrison, who was one of the founders of the bank, and had always worked hard to promote its interests. The amendment was put to the meeting, and lost. The resolution for the re-election of Mr. Morrison was then put, and also lost, it not having been carried (as required) by a majority of three-fifths of those present. A poll was demanded on the part of Mr. Morrison, which will take place on the 25th inst.

The auditors were then re-appointed, and votes of thanks having been passed to the chairman, directors, and manager, the meeting was adjourned to the 1st proximo, for the purpose of declaring the result of the poll.

THE ORIENTAL BANK CORPORATION.

The annual general meeting of shareholders in this Bank was held Thursday, at the offices, Threadneedle-street; Mr. Blyth in the chair. The Chairman first moved the approval of a dividend of £1 10s. per share, in addition to an interim dividend of a like amount already paid. The motion was unanimously adopted.

The Chairman then moved the adoption of the report, which, he said, so fully set forth the affairs of the bank that he need trouble the meeting with very few observations. The total percentage of distribution of profit for the half-year was £6, or 12 per cent. per annum, a figure which had been maintained for now six years, notwithstanding those six years had been attended with considerable embarrassment in the eastern business of the bank. They continued to hold a very high rank, he was happy to know, as an eastern bank, and this circumstance was due, he considered, in a great measure to the very able assistance the directors received from their staff at home and abroad. From the staff abroad most satisfactory reports had been received, and even since the half-year's accounts had been made up, reliable information had been obtained of the high position which the bank continued to occupy abroad. Mr. Binny Key seconded the motion.

Dr. Thom remarked that they were bound to have in hand by their charter specie to the amount of one-third of their circulation in notes, which was £222,000. Specie and bullion taken together in hand were nearly nine times that amount. Instead of being one-third, specie was nearly three times the circulation, a fact which could hardly be paralleled in banking transactions. He had been complaining for years that they had far too much money, and he was glad to think that his suggestions had not been altogether ignored by the directors. But he did not see why more of their money should not be invested in a particular way, one-half at least of their surplus in Government securities, the worst of which would produce them 3 1-3rd per cent., while the best would bring them 5 per cent.

The motion for the adoption of the report was then put, and carried unanimously. The thanks of the meeting were tendered to the auditors, who were reappointed. The retiring directors, Messrs. Arbuthnot, Key, and Reid, were re-elected.

The meeting was then made special, to consider the propriety of applying to the Government for an extension of the present charters of incorporation. The Chairman explained that the corporation's original charter was obtained in 1851, and being for a period of twenty-one years, was on the point of expiration. Consequently it was necessary to apply for its renewal for a similar period, or for such other period as Government might be willing to grant; and he therefore moved the authorisation of the directors to make the necessary application. A shareholder called attention to the fact that under the charter every shareholder was liable on each share for £25, after paying up the whole of the capital, and asked if in seeking a renewal of the charter it was not possible to get rid of this responsibility, and if not whether, in the interests of the shareholders, it would not be preferable to place the bank under the Companies Limited Liability Act.

Dr. Thom seconded the chairman's motion for the renewal of the charter, observing that it was an immense prestige in their favour, and an unanswerable security to their customers that this liability was imposed upon the shareholders, and he therefore hoped that it would never be removed. The motion was carried, and a vote of thanks to the chairman and directors closed the proceedings.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the Office or by letter.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, APRIL 22, 1872.

THE DIPLOMATIC AND CONSULAR INQUIRY.

THE Commission of Inquiry into the Diplomatic and Consular Service took up the China and Japan department at their last meeting, and Sir HARRY PARKES, our present Minister in Japan, was examined at considerable length. Sir HARRY's long experience of both China and Japan rendered him a most valuable witness, and, nothwithstanding the almost cross examination he was subjected to, he stoutly maintained that the officers in the service were to a great extent underpaid, laying particular stress on the juniors, or class termed Student Interpreters. These gentlemen are frequently unable to pay their way, and consequently incur debts the pressure of which gradually increases, which in many cases leads to demoralisation. Sir HARRY did good service in dwelling particularly on this feature of the case. He admitted that a saving could be effected in other branches of the service, and that he had already effected a good deal—some £1,700 per annum—and he trusted that the Treasury would therefore be disposed to regard his representations for an increase in other quarters. It appears rather too evident that the drift of all the questions put by Mr. SCLATER-BOOTH, the chairman, and other members of the Committee, is to prove that the service could be very materially cut down in "quantity, quality, and cost." Mr. HOLMS asked if the trade on the coast had not to a large extent gone over to the German and other flags. The object of this question is apparent. This gentleman also pointed out that although we maintained a large and expensive staff at Bangkok our trade with Siam appeared as almost *nil*. Sir HARRY explained that this arose from the large intercolonial trade carried on between the Straits ports and China in British vessels, and that he presumed our relations with the King of SIAM required more than a simple Consul, and consequently we had a Consul-General and the usual staff. He could also speak of the climate as extremely trying, and likely to require a larger staff on this account. We suppose the same principle actuates our Government as regards Saigon, with which there is no *direct* trade. We were pleased to find that Sir HARRY gave such distinct assurances of the evils attending the appointment of merchant Consuls, giving not only his own official experience, but quoting the opinions of the merchants in the last Chamber of Commerce Report.

Sir HARRY also refuted the idea that our officials could be settled at two great centres for the conduct of our trade in China, and drew attention to the result of removing the Vice-Consul from Chinkiang, where trade has lately had a considerable impetus. He also stated that Formosa should not be abandoned, and strenuously pleaded the importance of Newchwang as likely at some future time to be the means of extending our trade very considerably in Manchuria. The practicability of making the Governor of Hong Kong also our Minister to China was asked, and condemned by Sir HARRY as having been already tried and failed. It seems that this proposal, like the sweeping changes in the Consular establishments, was recommended by Major CROSSMANN, who, it will be remembered, was sent to China and Japan to superintend the buildings for the Consular and Diplomatic Service, but who, it appears, gave more attention to the ramifications of the service, and considered that a visit to the various ports enabled him to make such recommendations for reform as would lead to a vast saving. Had he devoted his time and energies exclusively to the accomplishment of his own work at a less cost, he would certainly have rendered a better service to the country, and one redounding more to his own credit. It will be useful to our readers to know the members of the Committee; we therefore give the names:—

Mr. Sclater-Booth, Chairman.	Mr. Kinnaird.
Mr. Baring.	Mr. William Lowther.
Viscount Barrington.	Mr. Otway.
Mr. Cameron.	Mr. Arthur Russel.
Mr. William Cartwright.	Mr. Rylands.
Mr. Baillie Cochrane.	Mr. Stopford Sackville.
Sir Charles Dilke.	Mr. Frederick Stanley.
Mr. Eastwick.	Mr. Strutt.
Viscount Enfield.	Mr. Frederick Walpole.
Mr. William Henry Gladstone.	Mr. Whitwell.
Mr. Holms.	

The ignorance exhibited, in regard to China and Japan, by some of the questions put abundantly shows that no good can result from such an inquiry. The chairman should at least keep the inquiry to its legitimate object, and not permit questions so completely irrelevant as "the military forces stationed at Yokohama and Hong Kong." The examination of witnesses is also conducted too much in the conversational form. The persons under examination should be requested to answer the questions—as a rule—in the affirmative or negative. It is grievous that so much valuable time should be lost, and the result obtained from such witnesses so much less than it might be, if the chairman exercised a little more precision. It is also exceedingly indecorous for members of the Committee to yawn, and put themselves into various attitudes indicative of anything but an intelligent attention to the proceedings. When a member comes in late a little more decorum should be observed, as an interruption of this sort, not done with some regard to propriety, is disrespectful to the Court and the witnesses under examination.

THE official correspondence regarding the Macao Coolie Traffic has been issued by the Foreign-office, and will be found in another page. The letter of Sir RICHARD MACDONNELL and the reports from the Emigration Officer most completely refute the statements made by the Portuguese authorities as to Hong Kong. A more specious mode of answering a charge cannot be imagined. To retaliate and not to disprove is a method well known for its weakness. The fact that Coolie emigration, *i.e.*, agreements to work for a term of years in a foreign land, is entirely forbidden from Hong Kong is surely sufficient proof that the Hong Kong emigration is not of the same character as that from Macao. To show their sincerity in the cause of humanity it is only necessary for the Portuguese Government to "stop the trade." Nothing short of this will answer, and surely the dreadful atrocities which have been perpetrated on board vessels from Macao are sufficient to warrant the sacrifice of all "fees and profits" derived from this wretched traffic in human beings. As we have before said, let the inhabitants bring an irresistible pressure to bear, and wipe out this foul stain on their fair fame.

THE *Journal des Deux Mers* contains an article relative to the renewed rumours respecting the sale of the Suez Canal, and against which it is strongly opposed, but we cannot help thinking that in this view they are actuated more by private and personal considerations than what will really ultimately conduce to the true interests of the proprietors. The most unflinching advocate of these interests is undoubtedly Sir DANIEL LANGE, who has for the last fifteen years resolutely adhered to the cause of the Suez Canal, and we feel fully assured that the proprietors cannot do better than be guided by his advice, seeing that he has never deceived them, and will countenance or suggest no arrangement which is not perfectly just and fair towards them, no matter what his national predilection towards England may be. While Mons. DE LESSEPS was working for the glory of France Sir DANIEL LANGE ever frankly avowed that he was working for the interest of England, and at the same time never lost sight of the welfare of the Company itself.

SOME of the members of the Japanese mission have arrived at Liverpool from Washington and New York, but IWAKURA, the chief, and others are not expected here for a month. We understand that negotiations will be entered on by our Foreign-office, with the assistance of Sir HARRY PARKES, concerning the revision of the Treaty.

A MEETING of the Straits Settlements Association was held on Thursday, to take into consideration the resolutions passed at the meeting held in Singapore on the 23rd February and to decide upon the communication to be addressed to the Colonial-office thereupon.

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Monetary and Commercial.

The ordinary general meeting of the proprietors of the Chartered Mercantile Bank of India, London, and China was held on the 16th inst., at the bank, 65, Old Broad-street, Mr. G. G. Nicol in the chair. The proceedings were little more than formal, and do not call for a lengthened report. The chairman congratulated the proprietors upon the satisfactory position of the bank, as evidenced by the directors' report, which was unanimously adopted, and the dividend announced therein, making 7 per cent for the year, was declared. Sir William Grey was appointed a director, in the room of Mr. Donald Larnach, who lately retired, and Mr. E. J. Daniell was re-elected. The report was published in our last issue. The following is the statement of accounts for the year ended 30th December, 1871, is appended to the report.

Cr. Assets.			
Coin and bullion	£1,619,356	5	6
Cash with bankers and money at call	219,679	9	10
Government Securities	1,120,306	0	9
Landed and house property at head office and branches	225,849	17	3
Bills receivable, in hand and on deposit, loans, and other debts, &c., due to the Corporation	6,186,001	3	6
	£9,371,192	16	10
Dr. Liabilities.			
Capital paid up...	£750,000	0	0
Current and fixed deposits	3,103,073	12	1
Bills payable, notes in circulation, and other sums due to the public	5,437,235	5	9
Reserve fund	50,000	0	0
Profit and loss account, balance at 30th Dec., 1871...	30,883	19	0
	£9,371,192	16	10

The meeting of the Chartered Bank of India, Australia, and China was held on the 17th inst. The report of the directors, which was adopted, showed net profits to the amount of £30,247, and stated that the deficiency, which stood in the accounts at the close of 1870 at £59,022, had now been reduced to £28,775. The chairman, in his address, gave an encouraging account of the working during the first three months of the present year, and remarked that the directors had good reason to believe that, in the course of the coming month, they would receive £5,000 which had been written off as a bad debt. We publish elsewhere a report of the meeting and the directors' report and statement of accounts in full.

The meeting of the Oriental Bank Corporation was held on the 18th. The report for the year ending 31st December last showed that the net profit for the year has been £185,428 8s. 10d., after providing for all bad and doubtful debts, (leaving after payment of a dividend, making, with the interim distribution in November last, 12 per cent. for the year) a balance of £5,428 8s. 10d. to be carried forward. The balance shows that the total deposits amount to £9,191,450 6s. 10d., and among the assets are coin and bullion, £1,948,849 11s. 9d.; Government securities, £1,726,192 5s. 4d.; and notes and bills discounted, £14,653,405 19s. 1d. This report was adopted, and at a special meeting held subsequently the directors were authorised to apply to Government for an extension of the present charters of incorporation. The proceedings are reported elsewhere.

At the meeting of the Marseilles, Algiers, and Malta Telegraph Company (Limited) the report was adopted, and a dividend of 8s. per share, or 4 per cent., was declared. Negotiations are now in progress for the amalgamation of this company with the Falmouth, British Indian, and Anglo-Mediterranean Telegraph Companies, and a resolution embodying the terms proposed for the combination will be submitted for the consideration of the shareholders at an extraordinary general meeting, to be held as soon as the necessary arrangements with the other companies have been completed.

At the meeting of the British-Indian Extension Telegraph Company (Limited), the chairman referred to the scheme for the amalgamation of the Cis-Indian Telegraph Companies. A further dividend of 2 per cent. was declared, making a total of 8 per cent. for the year while the sum of £4,218 was carried to the reserve fund. The directors' report was unanimously adopted.

The following is the directors' report of the Singapore Gas Company for the half-year ending 31st December, 1871, to be presented at the ordinary general meeting on the 30th inst.:—

The directors have the satisfaction of reporting continued progress in the lighting of Singapore, for particulars of which they refer to the report, from their engineer and manager, Mr. E. J. Wells, dated March 6th, 1872. The directors going out of office by rotation are Messrs. Robert Stannard Foreman, John Nicol, and Alexander Erskine Stephenson, and these gentlemen being eligible for re-election, offer themselves for the support of the shareholders. The present auditors, Messrs. William Thomas Morrison and Alfred Williams, retire from office according to the articles, and, being eligible for re-election, offer themselves to the shareholders for that purpose.

The balance-sheet to 31st December, 1871, shows the financial position of the Company. The directors have written off for depreciation of works and plant, and off the expenses of first establishment, as per balance-sheet, at the rate of one per cent. per annum, for the present half-year, and a similar amount for the previous half-year, in consequence of no amount having been written off on that occasion. The profit for the half-year, after writing off these sums, amounts to £1,676 10s. 4d., which together with £13 7s. 9d., the unappropriated profit of the preceding half-year, makes the available balance £1,689 18s. 1d. Out of this sum the directors recommend the declaration of a dividend at the rate of 7½ per cent. per annum, less income-tax on the amounts paid up on the preference and original capital; the balance of £19 5s. 2d. to be carried forward to the profit of the succeeding half-year. The dividend to be payable on May 7th next.

The rates of insurance charged by the home offices for the coming season's tea and silk by steamer, *viâ* Suez Canal or Cape, will, we understand, be as follows:—From Hankow: tea, 55s., silk, 50s.; from Shanghai, Foochow, or Japan: tea, 45s., silk, 35s.; from Canton and Hong Kong: tea, 40s., silk, 30s.

Bar Silver has declined in value, owing to the almost total cessation of the demand for the East; the price is nominal. Mexican Dollars of the old coinage continue in demand at 5s. 2¾d., but the new are not in request, and no quotation can be given.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th April, 1872, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

Plain Cottons.—Export for the month ended 16th April, 1872, 6,964,725 yards; for the twelve months, 96,893,531 yards; for the twelve months, 1871, 103,362,711 yards; for the twelve months 1870, 47,405,619 yards. Decrease for 1872 against 1871, 6,468,180 yards.

Coloured Cottons.—Export for the month ended 16th April, 1872, 153,804 yards; for the twelvemonths, 2,884,397 yards; for the twelve months, 1871, 14,518,747 yards; for the twelve months, 1870, 2,402,379 yards. Decrease for 1872 against 1871, 11,634,350 yards.

Printed Cottons.—Export for the month ended 16th April, 1872, 38,150 yards; for the twelve months, 2,619,216 yards; for the twelve months 1871, 2,433,519 yards; for the twelve months, 1870, 1,311,257 yards. Increase for 1872 against 1871, 185,697 yards.

Cotton Yarn.—Export for the month ended 16th April, 1872, 431,470 lbs.; for the twelve months, 9,392,521 lbs.; for the twelve months 1871, 11,983,836 lbs.; for the twelve months 1870, 5,917,212 lbs. Decrease for 1872 against 1871, 2,591,315 lbs.

SHANGHAI.

Plain Cottons.—Export for the month ended 16th April, 1872, 25,603,306 yards; for the twelve months, 324,228,688 yards; for the twelve months 1870, 362,518,466 yards; for the twelve months 1869, 224,003,115 yards. Decrease for 1871 against 1870, 38,289,778 yards.

Coloured Cottons.—Export for the month ended 16th April, 1872, 433,829 yards; for the twelve months, 8,456,346 yards; for the twelve months 1871, 9,860,915 yards; for the twelve months 1870, 15,249,627 yards. Decrease for 1872 against 1871, 1,404 569 yards.

Printed Cottons.—Export for the month ended 16th April, 1872, 215,552 yards; for the twelve months, 7,297,539 yards; for the twelve months 1871, 3,241,960 yards; for the twelve months 1870, 6,597,397 yards. Increase for 1872 against 1871, 4,055,579 yards.

Cotton Yarn.—Export for the month ended 16th April, 1872, 121,500 bs.; for the twelve months, 686,156 lbs.; for the twelve months 1871, 507,736 lbs.; for the twelve months 1870, 562,090 lbs. Increase for 1872 against 1871, 178,420 lbs.

JAPAN.

Plain Cottons.—Export for the month ended 16th April, 1872, 1,495,514 yards; for the twelve months, 28,607,932 yards; for the twelve months 1871, 37,944,527 yards; for the twelve months 1870, 16,971,566 yards. Decrease for 1872 against 1871, 9,336,595 yards.

Coloured Cottons.—Export for the month ended 16th April, 1872, 244,556 yards; for the twelve months, 2,274,534 yards; for the twelve months 1871, 2,278,699 yards; for the twelve months 1870, 2,634,200 yards. Decrease for 1872 against 1871, 4,165 yards.

Printed Cottons.—Export for the month ended 16th April, 1872, 91,072 yards; for the twelve months, 1,291,826 yards; for the twelve months 1871, 932,884 yards; for the twelve months 1870, 746,113 yards. Increase for 1872 against 1871, 358,942 yards.

Cotton Yarn.—Export for the month ended 16th April, 1872, 343,220 lbs.; for the twelve months, 10,536,212 lbs.; for the twelve months

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1871, 10,100,530 lbs.; for the twelve months 1870, 7,358,033 lbs. Increase for 1872 against 1871, 435,682 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th April, 1872, 5,065,008 yards; for the twelve months, 57,624,569 yards; for the twelve months 1871, 88,877,783 yards; for the twelve months 1870, 53,221,945 yards. Decrease for 1872 against 1871, 31,253,214 yards.

COLOURED COTTONS.—Export for the month ended 16th April, 1872, 592,055 yards; for the twelve months, 5,381,577 yards; for the twelve months 1871, 10,328,354 yards; for the twelve months 1870, 6,071,678 yards. Decrease for 1872 against 1871, 4,946,777 yards.

PRINTED COTTONS.—Export for the month ended 16th April, 1872, 359,382 yards; for the twelve months, 4,131,252 yards; for the twelve months 1871, 5,118,474 yards; for the twelve months 1870, 5,893,791 yards. Decrease for 1872 against 1871, 987,222 yards.

COTTON YARN.—Export for the month ended 16th April, 1872, 175,644; for the twelve months, 1,946,781 lbs.; for the twelve months 1871, 3,384,729 lbs.; for the twelve months 1870, 2,375,622 lbs. Decrease for 1872 against 1871, 1,437,948 lbs.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th April, 1872, 1,911,148 yards; for the twelve months, 17,404,009 yards; for the twelve months 1871, 18,115,040 yards; for the twelve months 1870, 10,885,647 yards. Decrease for 1872 against 1871, 711,081 yards.

COLOURED COTTONS.—Export for the month ended 16th April, 1872, 786,700 yards; for the twelve months, 8,966,150 yards; for the twelve months 1871, 10,278,992 yards; for the twelve months 1870, 9,395,865 yards. Decrease for 1872 against 1871, 1,312,842 yards.

PRINTED COTTONS.—Export for the month ended 16th April, 1872, 811,426 yards; for the twelve months, 10,316,356 yards; for the twelve months 1871, 12,221,798 yards; for the twelve months 1870, 5,475,292 yards. Decrease for 1872 against 1871, 1,905,442 yards.

COTTON YARN.—Export for the month ended 16th April, 1872, 38,855 lbs.; for the twelve months, 560,895 lbs.; for the twelve months 1871, 645,555 lbs.; for the twelve months 1870, 291,417 lbs. Decrease for 1872 against 1871, 84,660 lbs.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th April, 1872, 1,316,352 yards; for the twelve months, 7,618,875 yards; for the twelve months 1871, 18,126,962 yards; for the twelve months 1870, 17,789,107 yards. Decrease for 1872 against 1871, 10,508,087 yards.

COLOURED COTTONS.—Export for the month ended 16th April, 1872, 556,567 yards; for the twelve months, 8,534,672 yards; for the twelve months 1871, 7,087,206 yards; for the twelve months 1870, 10,401,884 yards. Increase for 1872 against 1871, 1,447,466 yards.

PRINTED COTTONS.—Export for the month ended 16th April, 1872, 95,240 yards; for the twelve months, 312,007 yards; for the twelve months 1871, 1,146,907 yards; for the twelve months 1870, 1,187,157 yards. Decrease for 1872 against 1871, 834,900 yards.

COTTON YARN.—Export for the month ended 16th April, 1872, 85,300 lbs.; for the twelve months, 395,751 lbs.; for the twelve months 1871, 479,775 lbs.; for the twelve months 1870, 272,203 lbs. Decrease for 1872 against 1871, 84,024 lbs.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th April, 1872, 1,835,999 yards; for the twelve months, 26,718,884 yards; for the twelve months 1871, 28,928,401 yards; for the twelve months 1870, 23,287,370 yards. Decrease for 1872 against 1871, 2,209,517 yards.

COLOURED COTTONS.—Export for the month ended 16th April, 1872, 78,454 yards; for the twelve months, 2,274,008 yards; for the twelve months 1871, 3,056,378 yards; for the twelve months 1870, 1,568,456 yards. Decrease for 1872 against 1871, 782,370 yards.

PRINTED COTTONS.—Export for the month ended 16th April, 1872, 103,852 yards; for the twelve months, 3,096,112 yards; for the twelve months 1871, 1,882,390 yards; for the twelve months 1870, 3,575,851 yards. Increase for 1872 against 1871, 1,213,722 yards.

COTTON YARN.—Export for the month ended 16th April, 1872, 12,904 lbs.; for the twelve months, 227,731 lbs.; for the twelve months 1871, 329,970 lbs.; for the twelve months 1870, 473,917 lbs. Decrease for 1872 against 1871, 102,239 lbs.

ARTICLES OF IMPORT.

TEA.

The tone of the market shows no improvement, business being on a limited scale, the attention of the trade being much occupied with the frequent auctions both of China and India Teas. There has been but little change in prices, importers still giving great support to the market in the face of heavy deliveries and the small quantity afloat. The public sales, including those of yesterday, have comprised 22,134 packages, of which 17,357 packages were sold without reserve. The deliveries for the week havebeen 3,928,348 lbs., against 3,262,739 lbs. last year.

Black.—Red Leaf: The grades below common Congou are generally lower, supplies being large; flavoury kinds at 1s. to 1s. 2d. have been taken readily; Kaisow kinds at 1s. 2½d. to 1s. 4d.; demand not so good, and for medium to fine Kaisow we hear of no sales. Pakling: Nothing done. Tayshan Leaf: Supplies have again been on the liberal scale, but it would seem prices have touched their lowest, there being a slight recovery in latest sales, and at the moment this class of leaf is undoubtedly the best value going. Black Leaf: Late imports have consisted almost entirely of ordinary to fair common, which rule at 8d. to 10d. per lb., and are by no means dear; good common to fair at 11d. to 1s. 1½d., and medium at 1s. 2d. to 1s. 5d. per lb. are scarce; good medium to fine at 1s. 6d. to 1s. 9d., but little has been done; finest, a small lot of Ooanfa district sold at 2s. 2d. per lb. Souchong: Extra fine is worth 2s. 2d. to 2s. 4d. per lb., a parcel of half-chests realising this latter figure. Oolong: Limited sales of finest. Scented Tea: Canton Orange Pekoe: A few transactions have taken place in medium at 1s. 4d. to 1s. 7d. per lb. Caper has maintained the late improvement in value, but sales have been limited to medium at 1s. 1d. to 1s. 4d. per lb. Foochow Scented Orange Pekoe: Demand continues very slack; medium 1s. 3½d. to 1s. 4½d., finest, ex public sale, sold as low as 1s. 6d. per lb., but privately sales have been made at 1s. 8d. to 1s. 9½d per lb. *Green:* An upward movement has at last taken place in common to medium quality, chiefly in Young Hyson for export to Canada; fine and finest grades have again sold slightly lower. Japan leaf, uncoloured: A few sales at low rates.

SILK.

The market continues comparatively quiet, but prices are steady and deliveries very good. Chinas are still in very limited demand, but there is perhaps a little more inquiry for Tsatlees within the last few days. In Cantons there is hardly so much doing, but prices are very strong. In Japans and Bengals some little daily business at former rates. Arrivals of China Silk this month are small, and this will continue to be the case till August, so that stocks will now gradually diminish, and if the present rate of consumption continue sufficiently so to give much strength to the market. Deliveries 1st to 17th April:—

	1872.	1871.
China	1,392	1,123
Canton	816	432
Japan	438	234
Bengal	156	211
Total ...	2,802	2,000 bales.

COFFEE.

The Dutch sale of the 17th inst. went off irregularly, and prices were slightly below the previous auctions in March. This result has had little, if any, decided influence upon this market, which continues quiet, and the small quantities of *Plantation* Ceylon at auction have been disposed of at previous rates. The latest prices realised have been—Triage and ordinary, 64s. 6d. to 71s.; small, 71s. to 74s. 6d.; low middling, 74s. to 76s.; middling, 76s. 6d. to 78s. 6d.; good middling to fine middling coloury, 80s. to 85s. 6d.; fine bold, 89s.; peaberry, 86s. 6d. to 92s. There have been no sales of *Native* Ceylon on the spot, but for arrival 500 bags have been sold at 69s. guaranteed good ordinary; and 68s. 6d. has been refused for 100 tons March shipment. Of 161 bags *Singapore* offered, 68 bags damaged sold at 57s. 6d. to 60s., the remainder bought in at 70s.

At the Dutch Trading Company's April sale on the 17th inst. 76,800 bags Java, &c., were offered and all sold. The sale commenced flatly at ½c. to 1c. below the valuations, but the demand afterwards improved, and prices were equal to the valuations, except for defective, which sold 1c. below, and West India kind, which went occasionally above. The prices obtained for good ordinary, however, are ½c. to 1c. less than in March, viz., 41c., against 41½c., to 42c. at the former sale.

SUGAR.

There has been a good enquiry, especially for the better qualities, prices of which are 3d. to 6d. higher than last week. Business has, however, been but limited in extent, owing to smallness of supplies on offer. The following are the details of the week's transactions:—

PENANG.—Privately, 1 [illegible] baskets Date sort have been sold at 23s. 6d., and 200 baskets [illegible] bags at 24s.

MANILA.—At auction [illegible],163 bags clayed, of fresh import, per *Marlborough*, met a good demand, and were all sold at an advance of 6d., fair dry clayed (duty 4s.) at 28s. to 28s. 6d., superior ditto (duty 4s. 9d.) at 30s., with a few lots at 30s. 6d. Privately 2,500 bags Zebu unclayed have been sold at 23s. 9d., also 5,500 bags (230 tons) unclayed Zebu at 23s. 9d., 20,000 bags Zebu at 24s. 6d., 9,000 bags Ilo Ilo at 24s. 9d., and 2,500 bags unclayed ex last week's auctions at 24s. per cwt.

CAMPHOR.—There is but little doing, business being generally suspended until the result is known of the sale in Holland of 4,795 tubs to be held on the 26th instant; privately 70 cases old import China have been sold at 85s. reweights, and 6 cases Japan at 87s. 6d.

CARDAMOMS.—Market very dull; no transactions in Ceylon.

COCOA-NUT OIL.—The market is steadier, but there is little business doing. Ceylon is worth 36s. 6d. to 37s., and Cochin 40s. to 43s. per cwt. For arrival 100 tons Ceylon have been sold at 36s. 6d. per cwt. At auction 49 casks Sydney sold at 34s. 9d. to 37s., part of 79 casks Ceylon, Cochin sort, at 39s. 6d., and a few casks Cochin at 42s. to 42s. 6d. per cwt. Stock, 5,358 tons, against 5,394 tons. Afloat: about 5,567 tons Cochin and Ceylon, against 1,130 tons Cochin and Ceylon same time last year.

COIR GOODS.—Extensive supplies have been brought to auction, amounting to 4,133 bales and 260 tons of Yarn, 1,661 bales and 15 tons Fibre and 20 tons Rope. The demand was good, and being freely met by holders, nearly the whole was disposed of, common qualities of Yarn at full prices, medium to good at steady rates, and fine at a slight advance. Good and fine qualities of Fibre sold readily at advanced rates, inferior and medium steadily. Rope also brought full prices. 3,532 bales Cochin Yarn chiefly sold, coarse Roping to good common mixed Yarn £27 to £29 10s., low middling to fine £29 15s. to £40, and superior £42 5s. to £49 5s.; 47 tons ditto in dholls all sold, low to fair Roping £25 5s. to £28, low to good common £26 5s. to £29 5s.; 601 bales Ceylon were all sold, low medium to fine even at £30 5s. to £43, very fine and superior ditto £45 15s. to £55; 184 tons ditto nearly all sold, common to good £28 to £35; 1,661 bales 14 tons Cochin Fibre partly sold, fine and superior pale and bright £32 10s. to £35, good £29 15s. to £30 5s., low medium to fair £25 10s. to £28 15s., low and ordinary £19 to £23; 1,512 coils Cochin Rope sold, 1¼ inch at £35, 1½ to 2½ inch at £34 10s., 2½ to 5 inch at £27 to £28 15s., inferior 2 to 3½ inch at £25 10s. Kitool Fibre: 34 bags Ceylon sold at 11d. to 11¾d. per lb. Afloat: Yarn, about 2,119 tons Cochin and Ceylon, against 878 tons Cochin and Ceylon same time last year. Fibre: 336 tons, against 116¼ tons. Stock here not published, but is very heavy.

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COLOMBO ROOT.—Market quiet; 44 bales at auction retired.

COPRA.—No transactions in Penang; prices show a downward tendency.

CUTCH.—Holders have been more disposed to sell, and fine Pegu can now be bought at 26s. 6d. per cwt. At auction 269 cases Penang and 1,592 boxes fine Pegu were bought in at 26s. 6d.—a small portion of the latter being subsequently sold at that price; privately 1,000 boxes have been quitted at 27s. 6d. per cwt.

CUBEBS.—Nothing doing, 70 bags offered in public sale and withdrawn.

DRAGON'S-BLOOD.—No fine quality has been brought into the market during the interval, although supplies would realise high prices. Medium and low kind continues in but little demand, and 17 cases middling dull lump sold at £5 per cwt.

EBONY.—Ceylon continues to be quoted at very high figures, owing to shortness of supply; at auction 14 logs (6 tons) were bought in at £22.

ESSENTIAL OILS.—*Aniseed:* Cheaper, but a large business done; about 150 cases sold, on the spot and afloat, closing at 9s. 6d. to 10s. per lb. *Cassia:* Firm, and only small sales made at former quotations, viz., 5s. 9d. to 5s. 10d., holders generally asking 6s. *Nutmeg:* Steady, but stocks increasing; 13 cases at auction partly sold at 7¼d per oz. for good. *Cinnamon* continues scarce, and is much wanted. Of 6 cases at auction 1 case sold at 3s. for fair, slightly bitter; 1s. for inferior. *Citronelle* is in more request; of 107 cases at auction half sold at 2¼d. to 2⅝d. per oz. for good. *Lemon Grass:* Firm.

GALLS.—*China:* There is a good demand, and prices exhibit an advancing tendency, importers increasing in firmness; about 100 cases have been brought to auction during the week, and were sold at and after the sale at £2 16s. to £2 16s. 6d. for good quality. *Japan:* No supply.

GALANGAL ROOT.—Market steady, but quiet; of 908 bales in public sale a portion was quitted at 16s. per cwt.

GAMBIER.—The market is very quiet, as buyers in the face of the very large quantity afloat are not disposed to purchase beyond actual requirements. On the spot there is little to be had, and the value is still 22s. 9d. to 23s., but afloat purchases can be made at 19s. 9d. to 20s. 6d. according to date of shipment; 100 tons January-February shipment have been sold at 20s., which price is now refused. At auction 806 bags 1,021 mats Cubes were partly sold, good fair to fine at 24s. 3d. to 26s. 3d. per cwt. For arrival 50 tons February shipment have been sold at 20s., and 50 tons March at 19s. 6d.

GUMS.—*Benjamin:* Siam steady, with large stock of common qualities; 60 cases at auction chiefly sold, fine tear in block £20 15s. to £23 10s.; middling to good seconds at £10 5s. to £11 10s. Sumatra firm, and of 5 cases offered, 2 sold; 2nds good at £9. *Copal* steady, but quiet; 50 cases retired. *Damar* quiet; 270 cases at auction retired. *Gamboge* firm; at auction, of 20 cases offered, two-thirds sold, good to fine, partly run, at £15 to £17 10s.

GUTTA-PERCHA.—Market firm, but only small business done at late prices, pending auction of 290 tons in Holland; at auction 621 baskets were chiefly retired, and about 100 baskets sold, common reboiled at 1s. 1½d. to 1s. 4d.; white, 1s. 3d. to 1s. 3¼d.

HEMP.—Holders of Manila are very firm and the high rates paid at the public sale last week are fully maintained. Business on the spot is, however, limited in extent. For floating parcels there are buyers at some advance. At auction 200 bales partly sold, brown at £43 15s. to £44, barely fair to good roping £49 15s. to £52, and Quilot £68 per ton; Privately about 700 bales roping have found buyers at £50 10s. to £51 10s. per ton.

HIDES AND HORNS.—No sales to report.

INDIA RUBBER.—Quiet; small business in Borneo at 1s. 10d. per lb.

ISINGLASS.—Market steady for desirable qualities; but low kinds continue to be much neglected; 61 pkgs. at the monthly sales were chiefly sold: leaf, low heavy bright 4s. 1d.; fair to good thin 2s. 10d. to 3s. 5d.; pipe, clean pale 3s. 4d. to 3s. 5d.; inferior to middling 1s. 6d. to 2s. 2d.; low thin wormy 8d. to 9d.; cake good 1s. 6d.; inferior 3d.

JAPAN WAX.—Small transactions have been entered into during the week at the decline noted in our last report.

MUSK is still in good demand, and 30 caddies have been sold at auction at high rates: fine selected well-shaped pods 41s. to 47s. 6d. per oz.; thicker skinney 35s. to 35s. 6d.; pickings wet 31s.; rough and bally 20s. to 20s. 6d. per oz

PEPPER.—*Black:* Singapore has maintained its value, and is scarce; moderate sales have been effected at 7¼d. per lb. for good. Penang, which was forced down by speculators last week, is recovering, and transactions have been effected at 6⅞d. per lb. Holders are very firm, and will not sell afloat at this rate. *White* has been very firm at advancing figures, business afloat being done at 1s. 1¼d.; about 1,200 bags sold on the spot, price rising to 1s. 2d. At auction 1,026 bags Singapore and 77 bags Penang were mostly quitted, the latest price being 1s. 2d. for good.

PLUMBAGO.—Good and fine bright lump has realised a further advance, but the demand for inferior sorts remains without improvement. At auction 684 barrels partly sold, good fair to very fine bold lump 26s. to 34s. 6d., chips 16s. 6d. to 22s. 3d., dust 5s. 6d. per cwt.

RATTANS.—Market firm, and at public sale 779 bundles Penang were placed at 5s. 6d. per 100 canes, and 1,478 bundles Rangoon at 6s. 9d. to 7s. 10d. for fine quality.

RHUBARB.—China is steady; of 42 chests at auction a few only sold at irregular, but advanced prices; but good sun-dried is very scarce, and higher.

RICE.—The market has been animated, and a large business has been transacted both on the spot and for arrival, Bengal descriptions realising rather higher rates. Soft grain afloat has found a ready sale, and a large number of cargoes have been disposed of. On the spot about 65,000 bags have been sold, Necransie 9s. 6d. and 9s. 7¼d., Rangoon 9s. 4¼d. to 9s. 9d., Bassein 9s. 7½d., Ballam 8s. 6d. to 9s. 1½d.—50 tons fine sold at 9s. 9d., Askoolie 10s. 9d., low broken to fine bold pearly white 9s. 9d. to 13s. 9d. per cwt. Afloat 2,000 tons Bengal, low to good middling white at 10s. to 11s. 3d. quay terms, and eleven cargoes soft grain Necransie 9s. 6d. to 9s. 7½d. open charter, and Rangoon 10s. 1½d. open charter, and 9s. 6d. to 10s. ex quay.

SAGO.—The market continues quiet; of 1,182 bags in public sale, about half were placed at 17s. to 18s. 6d. per cwt. for fair to very fine bright even small. *Flour* is easier; of 859 bags part sold at 15s. 6d. to 16s.

SAPANWOOD.—*Manila* and *Siam:* Stocks very small and holders continue firm; 12 tons Siam at auction retired. *Ceylon* is very scarce and has again advanced, 10 tons at auction realising £10 to £12 per ton.

SHELLS.—No transactions since the public sales reported on in our last issue.

SPICES.—*Cinnamon:* Ceylon is quiet, with business to a retail extent only, at previous rates. Chips also dull. *Cassia Lignea:* Business very small, at declining prices. Buds quiet. *Cloves:* Nothing doing. *Nutmegs* quiet, and again cheaper; 73 cases in auction mostly sold—67's to 75's at 3s. 7d. to 3s. 3d.; 118's 2s. 10d. *Mace* cheaper, and flat; of 47 packages at public sale about one-third sold at 3s. 2d. to 3s. 6d. per lb. for fair to good reddish.

SOY.—Scarce, and much wanted: the 300 casks newly arrived per Chin Chin were recently offered at auction, and about one-third quitted at the sale and subsequently at 2s. 6d. per gallon, with one lot at 2s. 7d.; the remainder is held for higher rates.

STAR ANISEEDS.—Dull, and very few sales effected; 5 cases at auction retired.

STICKLAC.—Holders are very firm; of 362 boxes Siam in public sale only 18 boxes fine selected bold sold at 90s., the remainder being withdrawn.

TAPIOCA has improved, and some business has been done afloat at 2½d. per lb., but at the close large quantities are being forced on the market. At auction 4,710 bags Singapore were part placed at 2¾d. per lb. for fine, and 2d. to 2½d. dingy to good white; 778 bags Penang sold—fair white at 2½d. *Flour* quiet; 1,009 bags mostly sold: fine at 2¾d. to 2½d.

TIN.—There is somewhat less firmness in the market, the extreme advancing tendency in Straits is no longer apparent, the quotations being actually 20s. lower than those given for last mail; the current rates are £158 on the spot, £159 afloat. Banca stands at £164, and Billiton at £161, showing a decline of £2 on the latter.

TURMERIC.—Market firm; 105 bags China at auction sold, slightly bulby, at 15s. 6d. to 17s. per cwt.; 24 bags damaged Java brought 10s.

VERMILION.—In good demand, but no supply.

NEW YORK MARKET REPORT.—APRIL 6.

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TEA.

There has been a little more inquiry for invoices, and there is a slight improvement in the general tone of the market. Holders evince no disposition to press sales, and prices are firm for all desirable parcels. The sales for the week have been 4,300 half-chests Green, 10,000 do. Oolong, 4,800 Japan, and 1,250 do. Souchong.

COFFEE.—The market for Brazil remains in a very quiet state, with little disposition either to sell or buy at present, no great improvement in business is looked for until the final adjustment of the tariff question. In the meantime, holders generally remain firm, regarding the situation as favourable, inasmuch as an active demand would speedily absorb the surplus stock, and distribute it through the country, which is known to be unusually bare of supplies. The sales of East India have been confined to small lots at the quotations lately ruling, the only large parcel quitted being 720 bags Native Ceylon on private terms.

STOCK IN NEW YORK, APRIL 1.

	1869.	1870.	1871.	1872.
Java Government ... ... bags	1,641	... 815	... 197	... 6,653
Java ... ... mats	41,808	... 51,929	... 30,184	... 47,509
Singapore ... ... ,,	1,000	... —	... —	... 8,502
Manila ... ... ,,	6,769	... 2,627	... —	... 1,558
Ceylon ... ... ,,	7,000	... 1,500	... 3,000	... 2,089

CORDAGE.—Without change.

CAMPHOR.—China is quoted 17c. to 18c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $3; Cassia, $2.25 gold (duty paid).

FIRE CRACKERS.—The market presents a firmer tone, holders of stock in bond declining business under $1.15 gold. Sales are reported of 4,000 boxes extra No. 1 at $2 40, and 3,000 boxes on private terms.

GAMBIER.—The current quotation is 5c. gold.

GUNNY CLOTH is very quiet, and prices are nominal.

HEMP.—Manufacturers of Cordage, &c., are well supplied with Manila, and consequently they are not in the market at present. The quotations have been of late reduced from time to time, less on account of actual operations at lower rates than from the absence of demand and the consequent nominal condition of the market; the current terms are 11¼c. to 11⅜c. gold, at which it is understood there is more firmness than for some time past. We notice sales of 2,000 bales in Boston at 11¼c.; 1,000 do., to arrive there, 11¼c.; and 1,200 do., here, 11¼c. to 11⅜c. gold, all sixty days prompt.

	1872. Bales.	1871. Bales.	1870. Bales.
Manila Hemp Imported into the United States from Jan. 1 to March 31	50,031	... 44,398	... 14,314
On the way to the United States from Manila, March 31	61,538	... 41,063	... 19,088
Stock in importers' and speculators' hands in Boston, March 31	12,847	... 6,200	... 12,237
Stock in importers' and speculators' hands in New York, March 31	15,392	... 24,016	... 22,535

INDIGO continues dull at unaltered prices.

RICE.—Rangoon continues to meet with a good demand, and the advance we reported last week is well maintained. The sales amount to 1,800 bags at $6 87½ to 7.25 currency, and 3,000 bags in bond at $3.25 to 3.50 gold in bond.

SUGAR.—The market is still dull, but holders as a rule are quite firm, their importations paying a loss at present rates, and store pretty freely to avoid any further reduction in prices. The operations of the

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week have been very small, the only business in East India consisting of the sale of 34,148 bags Manila ex Dunedin at 7⅞c. to 7 8-16c.

SPICES.—The market remains firm for most descriptions, Pepper especially being held with confidence, owners preferring to sell small, rather then large, lots at the prices now ruling. We note sales of 5,000 bags Singapore, in bond, for export, at 12¼ to 12⅜ cents gold. The distributing demand is only moderate. Dealers are selling to the trade prime Mace at $1.25, Penang Nutmegs 97 cents, Pepper 17 for Sumatra, 18 for Singapore, and 37 for White, Cloves 16, Clove Stems 7½, China Cassia 30, Batavia 28 to 32, all gold. An improved business is looked for as soon as the tariff difficulty is settled in Congress. The prospect for immediate action on that measure, however, does not seem to be the brightest, and the mercantile classes have need of all the patience they can summons during this weary controversy between the two Houses.

TIN.—The market is quiet, but firm, at 40 c. gold for Straits, and 48c. for Banca. An offer of 4,000 slabs Straits, part afloat, has been taken off on private terms.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Apr.11	Rosalie	Nilsson	Batavia, for Amstdm.	Portland Roads*
16	Carricks	Locke	Hg. Kg., Canton, &c.	London
11	Nestor	Pannekoek	Sourabaya	Brouwershaven
15	Coringa (str.)	Hansard	Singapore, &c.—S. C.	London
Mch31	Galatea	Gardner	Manila	Boston
31	Unison	Walker	Pasaroeang	Do.
	Nereus	—	Java	Do.
Apr17	Monsoon	Wenwick	Ilo Ilo	London
15	Laurens Coster	Zweede	Batavia	Brouwershaven
4	Sirene	Clausen	Hong Kong	New York
5	Lubra	Bryant	Amoy	Do.
5	Mary Killam	Butler	Batavia	Boston

* With part of crew sick with scurvy.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr11	Cutwater	Hallett	Sndrlnd. & Singapore	London
11	Peri	Westwater	Penang	Do.
9	Iwalo	Nicoline (?)	Hong Kong	Cardiff
9	Harwich	Dickson	Shanghai	Penarth
	Louisa	McIntosh	Hong Kong	Falmouth*
10	Peveril of the Peak	Nickels	Galle, &c.	Swansea
11	James Vinicombe	McPherson	Hong Kong	Sunderland
13	Star of China	Morison	Cardiff & Hong Kng.	London
12	Eugenio	Legoff	Hong Kong	Cardiff
12	Zes Gezusters	—	Java	Newcastle
15	Hopewell	Parson	Shanghai	London
13	Alma	Watson	Singapore	Cardiff
15	Menelaus (s.)	Butler	Sing., China, &c., S.C.	Liverpool
13	Cornelia Smit	Disper	Batavia	Do.
16	Seafield	Tough	Colombo	London
12	Glasgow	Lloyd	Singapore	Shields
12	Hotspur	Corrigall	Do.	Do.
Mch19	Cosmopolite	Homenord	Galle	Rio de Janeiro
Apr. 3	Orpheus	Smith	Hong Kong	New York
17	Good Hope (s.)	Bainton	Colombo, &c., via S.C.	London
	Royal Family	Osborne	Cardiff and Shanghai	Hull
15	Killarney	Melkle	Singapore	Shields

* After repairing.

(*See Commercial Postscript and via London.*)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For
Between April 1 & 10...	Achilles	... Liverpool	... Sing., China, &c.
	... Seagull	... London	... Do.
	... Conrad	... Nieuwe Diep	... Batavia
	... Teviot	... China	... London
	... Madgeburg	... Galle	... Do.
	... Glaucus	... Shanghai	... Do.
	... Tchihatchoff	... Odessa	... Hankow

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, and Hankow: Russia. For Penang, Singapore, Hong Kong, and Shanghai: Glensannox, Craigforth. For Colombo, &c.: Baghdad, Agra, Calcutta, Earl of Lonsdale.

SAILING VESSELS.—For Yokohama and Hiogo: Devana, Glamorganshire, Parraca. For Yokohama: Velocity, Columbus, Florence Nightingale. For Hiogo and Nagasaki: Zohrab. For Shanghai: Fort Regent, Ailsa, The Sir Jamsetjee Family, Avon, Scindia. For Hong Kong: Sir Harry Parkes, Corea, Constantia, Glance, Carricks. For Hong Kong and Foochow: Her Majesty. For Manila: Maria. For Singapore: Hope, Empress of India. For Penang: Eleanor. For Batavia, Sourabaya, and Samarang: Magellan, Anne and Maria. For Colombo: Alchymist.

At LIVERPOOL.—For Yokohama and Hiogo: Dovenby, Mary Moore. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Nestor (str.), Sarpedon (str.). For Hong Kong (via Cardiff): Irwell. For Manila: Alejandro, Loyola. For Manila and Singapore (via S.C.): Yrurac Bat (str.). For Singapore: Palmas, Huddersfield.

At GLASGOW.—For Hong Kong: Cartvale. For Ilo Ilo: Laira. For Batavia and Sourabaya: County of Nairn.

At GREENOCK.—For Singapore: Oriana.

SPOKEN.

KENILWORTH (ship), Java to Amsterdam, March 3, 31 S., 13 E.
JOHN CLARE (Am. ship), Singapore to Boston, Feb. 17, 30 S., 42 E.
ALAVESA (Spanish ship), Cadiz to Manila, reported from Hong Kong.
LIZZIE IREDALE, Japan to London, Feb. 13. lat. 23, long. 82
ITASKA (Amer. ship), Newport to Yokohama, in Manipa Straits.
MIN (barq.), Singapore to Liverpool, April 15, 51 N., 10 W.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern Ports are steady at the current quotations. Steamers for China, via Suez Canal, fill up quickly, and meet with quick despatch. Coal freights are quiet, and there is no change in rates to report.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 85s. meast. To Hiogo: 90s meas To Nagasaki: 90s. meast. To Hankow: 65s. weight, 80s. meast. To Shanghai: 50s. weight or meast. To Foochow: 80s. meast. To Hong Kong: 50s. weight or meast. To Manila: 90s meast. To Singapore and Penang: 50s. weight or meast. To Sourabaya and Samarang: 85s. meast. To Padang: 92s. meast. To Batavia: 80s. meast. To Saigon: 90s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Nagasaki: 40s. weight, 45s. meast. To Yokohama: 35s. weight, 30s. meast. To Shanghai: 35s. weight, 30s. meast. To Foochow: 45s. weight or meast. To Hong Kong: 30s. weight, 25s. meast. To Manila: 35s. weight, 50s. meast. To Batavia and Sourabaya: 20s weight or meast. To Samarang: 25s. weight or meast. To Singapore: 20s. weight or meast. To Penang: 35s. weight or meast. To Ceylon: 20s. weight or meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £38. To Penang: £25. To Singapore: £26. To Galle: £22 to £23. From Newport, Cardiff, or Swansea, per ton, —. To Yokohama or Nagasaki: 40s. To Chefoo: 47s. 6d. To Shanghai: 42s. To Hong Kong: 33s. To Manila: 23s. To Singapore: 27s. To Cheriben, 21s. To Colombo: 22s. 6d. To Galle: 20s.

From Birkenhead, per ton.—To Shanghai: 36s. To Hong Kong: 30s. To Singapore, 20s. to 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

Advices from Batavia, dated March 2, received at Antwerp, April 11, state that 100 serons of sugar had been saved, ex Floris, from Java to Rotterdam, which vessel ran ashore near Pekalongan previous to Feb. 22.

The Lochnagar (barque), Neill, from Manila to Boston, with hemp, sugar, indigo, &c., put into Bermuda March 22, with loss of sails, spars, &c.; while coming into the port she struck, which caused her to leak; on the 29th she was discharging her cargo, which was turning out in bad order.

Advices from St. Helena, dated March 14, state that the Maibit, Popken, from Java to Amsterdam, had arrived there that day, and reported having experienced a hurricane, Feb. 8, in lat. 26 S., lon. 69 E., during which she lost sails, and everything movable from her decks.

The Alnwick Castle (str.), Freeman, from Colombo, arrived at Aden, April 10, having been detained five days at sea by the breaking of her piston (previously reported as having engines disabled); she proceeded on the 11th for Trieste.

The Galatea (ship), which arrived at Boston, March 31 from Manila, had her after-house and skylight stove during a gale from N.W. on the 18th Jan., when north of Bermuda.

MISCELLANEOUS.

At PORT SAID.—April 16, Colombo (str.), McNabb, from London, and left, 17, for Singapore, China, &c.

At ST. VINCENT, C. V.—March 22, Alerte, Lund, from London, and sailed, 23, for Batavia.

At ST. HELENA.—March 3, Marie (barq.), from Java, and sailed, 4, for Rotterdam; 7, Catharina Maria (barq.), from Java, and sailed, 9, for Schiedam; 8, China (ship), from Macao, and sailed, 9, for Havannah; 9, Wallace (barq.), from Singapore, and sailed for London; Lelia M. Long (barq.), from Shanghai, and sailed, 10, for New York; 11, Glenlora (ship), from Ceylon, and sailed, 12, for London; 12, Baron von Heemstra (barq), from Tjilatjap, and sailed for Middleburg; Cornuvia (ship), from Zebu, and sailed for New York; 13, British Constitution, from Singapore, and sailed for Glasgow; Fitzroy (barq.), from Singapore, and sailed for London; 14, Maibit (ship), from Sourabaya, for Rotterdam; Hampton Court (barq.), from Shanghai, and sailed for Sandy Hook; Gallee (barq.), from Sourabaya, for Amsterdam; Ocean (ship), from Sourabaya, for Rotterdam.

Off St. HELENA.—March 2, Omba, from Shanghai, for New York; 9, Helena, from Samarang, for Rotterdam; 10, Blanche, from Singapore, for London; Aliquis, from Colombo, for London; 12, from Manila, Sea Flower; 14, Flevo (Dutch ship.), from Java, for Amsterdam; 12, Cornelia, from Batavia, for Amsterdam.

THE clipper ship Carricks, Captain Locke, arrived at Gravesend on the 16th inst., and docked the same day. She left Macao on Jan. 1, and rounded the Cape Feb. 21; detained with westerly winds. Arrived off St. Helena, March 2, and off Scilly, April 11; experienced light easterly winds up Channel. Time, 100 days to Scilly, and 105 to dock.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdasher, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tns.	Tons.	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£.	£	Cwt.	Cwt.	£	£	£
Fanny	Chefoo	London.	Mar. 19	47	...	...	...	...	...	55	138175	...	...	...	...	50	58795	...	...	31	70	160	90	240	...	22	25	48	20	50	18	...	218	...	209	70
Do.	Tientsin	,,	,, 18	92	...	...	...	...	6309	157	...	...	...	...	...	...	...	...	...	1	110	21	104	248	500	...	14	...	...	578	58	...	...	...	...
Whiteadder	Yokohama	,,	,, 21	176	...	...	5	...	270	481	564078	...	1512	234	4614	...	30675	12	9	166	297	2	126	1687	670	896	32	363	338	1036	60	...	49	8	...
Do.	Hiogo	,,	,, 21	113	...	3	25	...	250	1912	78000	63516	...	94	2672	...	11200	...	18	22	190	105	300	124	...	331	330	305	...	301	24	...	101cs.	51	...
Englebert	Yokohama	,,	,, 27	2	22	...	14	...	118	1351	184750	163500	1233	220	3800	...	144400	...	...	28	85	104	212	...	...	180	...	...	...	82	...	...	...	55	...
Do.	Hiogo	,,	,, 27	...	...	...	5	...	...	835	...	...	34	35	...	...	...	...	...	8	...	...	288	...	...	...	...	...	...	148	...	...	...	...	...
Enterprise, str., via S.C.	Singapore	,,	,, 30	...	...	...	...	...	70	188	314704	14200	...	166	225	190	4000	400	...	...	...	...	...	143	...	...	60	...	15	40	...	...	...	...	42
Do. do.	Hong Kong	,,	,, 30	...	...	...	...	...	750	180	1157500	58600	...	265	6930	618	81600	21	...	11	8	90	142	696	...	100	704	...	...	60	67	...	185	10	30
Do. do.	Shanghai	,,	,, 30	...	...	...	...	1	...	615	2391440	126731	1030	...	9330	1780	...	449	...	...	166	159	...	206	...	...	1130	...	...	481	29	...	...	194	45
Do. do.	Yokohama	,,	,, 30	...	...	...	...	..	60	93	69400	...	...	330	2798	...	...	...	...	...	...	98	...	115	...	...	374	...	...	32	...	...	58	...	...
Ilissus, str.	Singapore	,,	,, 30	...	...	...	...	...	...	...	...	...	...	...	...	52	...	...	...	...	...	...	...	32	...	...	225	...	...	...	...	...	125	...	10
Do.	Hong Kong	,,	,, 30	...	...	...	...	...	...	121	...	1654	...	...	800	...	...	...	...	...	...	...	...	...	...	...	996	...	...	75	...	...	...	...	...
Do.	Shanghai	,,	,, 30	5	2	...	...	...	20	392	93324	45930	64	58	1341	...	1050	100	...	...	...	...	...	...	...	...	807	...	...	160	...	...	2	49	82
Do.	Japan	,,	,, 30	9	...	...	...	...	810	757	...	27162	1118	315	5785	...	4800	4	...	...	...	...	...	28	...	...	1171	...	...	46	...	...	...	...	90
Do.	Eastern Ports	,,	,, 30	8	...	...	...	6	299	303	127000	27162	409	8	4286	3	106	...	...	4	6	211	108	204	£40	100	553	...	...	...	...	17	88	181	14
J. R. Worcester	Shanghai	,,	Apr. 2	120	2	...	3	...	...	463	1189089	...	...	...	...	...	6720	...	167	161	52	235	4446	1870	100	105	...	255	...	559	16	...	3cwt.	6	...
Drummond Castle, str., S.C.	Singapore, &c.	,,	,, 5	2	...	...	...	...	2471	904	452950	802530	98	...	...	275	157200	...	...	...	...	...	...	...	...	...	477	370	...	97	2	2	25	107	...
Do. do.	Hong Kong	,,	,, 5	85	32	65	...	3	...	421	1018750	...	...	...	930	600	78490	30	...	...	95	24	427	272	...	...	832	...	...	119	...	...	19	16	...
Do. do.	Shanghai	,,	,, 5	97	31	1	1	...	515	801	4330425	79600	943	...	9640	70	8000	...	...	...	3	2	...	60	190	...	...	897	...	...	...	60	6	...	...	125
Do. do.	Yokohama	,,	,, 5	...	...	...	...	...	...	...	470150	45148	...	...	2858	...	20000	...	...	...	...	...	...	...	...	46	17	...	...	...	40	...	...	...	43
Beemah	Hong Kong	,,	,, 8	...	...	...	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20	1000	...	...	...	200	...	...	...	...	...
Diomed, str., via S.C.	Singapore, &c.	Liverpool	,, 4	...	...	...	...	...	4015	152	1146868	301747	...	...	1796	...	64600	...	...	...	...	...	...	...	...	...	110	...	...	...	...	2	...	...	...
Do. do.	Manila	,,	,, 4	...	...	...	...	...	...	...	43840	126183	...	...	...	...	12000	...	...	...	...	...	...	...	...	...	173	...	...	...	...	...	...	...	...
Do. do.	Hong Kong	,,	,, 4	...	...	...	...	935	190	1746760	64296	...	19cs.	2506	...	...	1600	...	...	...	5	13	17	151	...	...	47	...	...	...	...	8	20	25	15
Do. do.	Shanghai	,,	,, 4	...	...	...	...	...	150	194687	29600	...	660	3409	...	...	5670	...	...	...	2cks.	...	6cs.	226c	...	2	11	...	...	...	£530	3	...	16cs.	12
Do. do.	Japan	,,	,, 4	...	...	...	...	...	...	140	11748	...	...	...	388	...	...	...	...	...	...	...	...	...	...	5	102	...	...	...	...	3	...	190	...
Lord Clive, str., via S.C.	Colombo	,,	,, 6	...	6	...	...	...	...	420	280640	24100	...	...	...	...	...	...	...	...	...	...	...	55	...	...	...	...	1	...	2	4	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Fanny	Chefoo	23	...	25	10	...	...	...	...	41	...	...	...	...
Do.	Tientsin	...	...	6	25	...	...	13	...	...	2	...	...	...
Whiteadder	Yokohama	449	...	657	392	90	35	...	3579	50cs.	...	96	167	90
Do.	Hiogo	103	...	385	...	144	...	450	402	...	...	...	...	...
Englebert	Yokohama	...	...	54	...	...	...	...	...	...	...	...	...	...
Do.	Hiogo	...	...	...	35	...	...	...	45	...	...	...	...	...
Enterprise, str., via S.C.	Singapore	...	...	690	58	278	...	...	...	...	227	500	...	...
Do. do.	Hong Kong	76	23	763	100	...	...	15	129	...	150	...	200	...
Do. do.	Shanghai	240	70	71	85	60	229	70	270	117	115	70	...	...
Do. do.	Yokohama	350	...	395	520	...	...	...	...	16	...	...	...	...
Ilissus, str.	Singapore	14	...	...	51	...	77	15	...	...	...	20	...	120
Do.	Hong Kong	6	...	190	...	...	...	240	...	...	...	...	...	...
Do.	Shanghai	229	...	91	119	185	25	176	13	...	...	70	...	...
Do.	Japan	419	211	2313	640	166	21	576	...	...	400	1250	...	...
Do.	East. Ports	137	4	833	942	29	...	1	200	63	180	...	258	...
J. R. Worcester	Shanghai	...	...	5	86	35	...	272	677	10	378	...	...	...
Drummond Castle, str., S.C.	Singpre., &c.	37	...	30	...	...	120	...	...	...	1200	280	...	...
Do. do.	Hong Kong	48	40	272	61	...	...	50	...	20cs.	...	500	18cs.	...
Do. do.	Shanghai	...	...	...	211	78	...	...	107	...	...	351	110	...
Do. do.	Yokohama	80	...	105	178	...	...	...	...	...	...	...	...	...
Beemah	Hong Kong	...	...	...	...	...	...	...	...	...	...	...	...	...
Diomed, str., via S.C.	Singpre., &c.	1cs.	...	...	...	...	...	...	...	...	...	4cs.	...	...
Do. do.	Manila	1cs.	...	...	...	1cs.	...	...	...	...	...	...	118	...
Do. do.	Hong Kong	38	...	...	...	...	...	...	...	...	...	174	...	...
Do. do.	Shanghai	15	...	...	30cs.	...	...	...	...	...	...	...	...	...
Do. do.	Japan	...	...	...	30	...	...	...	...	...	...	...	...	...
Lord Clive, str., via S.C.	Colombo	50	...	...	...	...	...	7	...	...	...	97	...	...

ADDITIONAL.—Per FANNY.—To Chefoo: Goods, manufactured, £29; drugs, 6 cases; matches, £557; soap, £55; coals and coke, 50 tons; shot, 1 ton; rum, 40 gallons; geneva, 300 gallons; tar and pitch, 3 barrels; gunpowder, 125 lbs. To Tientsin: Velocipedes, £5; clocks, £100; carriages, £80; mineral waters, £67; sugar, 5 cwt.; granite monument, £15; coals and coke, 100 tons.

Per WHITEADDER.—To Yokohama: Sugar, 5 cwt.; goods, manufactured, £63; matches, £157 and 2 cases; chemicals, 5 cases; surgical instruments, 2 cases; glassware, 4 cwt.; soap, £25; cottons, £500; carriages, £400; cement, £125. To Hiogo: Clocks, £57; corks, £30; effects, £82; goods, manufactured, £125; plants, £13; yarn, £510; cement, £28; rum, 2 gallons; geneva, 5 gallons; gunpowder, 25 lbs.; cambrics, &c., £1,100. To Osaka: Medicine, £75.

Per ENGLEBERT.—To Yokohama: Railway trucks, £327; telegraph materials, £393; woollens, 15 cases; goods, manufactured, £80; cottons, £600; matches, £250; coals and coke, 36 tons. To Hiogo: Goods, manufactured, £25. iron pier materials, £2,249.

Per ENTERPRISE (str.).—To Singapore: Silver coin, £6,435. To Hong Kong: Silver plate, 124 oz.; goods, manufactured, £660; painters' colours, 2 casks; sugar, 26 cwt.; jewellery, £80; quicksilver, 100 bottles. To Shanghai: Sugar, 140 cwt.; effects, £827; optical instruments, £8; goods, manufactured, £336; cottons, £8,560 and three cases; carriage, £45. To Yokohama: Goods, manufactured, £630; cottons, £115; cork, £47 To Tientsin: Plain cottons, 1,139,100 yards.

Per ILISSUS (str.).—To Singapore: Effects, £170; diamond cutter, £8; measuring rods, 1 package. To Hong Kong: Goods, manufactured, £45; india-rubber manufactures, £185; effects, £20. To Shanghai: Effects, £302; jewellery, £666. To Japan: Cottons, £340; effects, £125; crucibles. £467; goods, manufactured, £269; billiard, &c., tables, £200. To Eastern Ports: Ether, 5 cases; cottons, £1,733; effects, £686; goods, manufactured, £185; bags, £8; clocks, £100; geneva, 200 gallons.

Per J. R. WORCESTER.—Corks, £30; sugar, 68 cwt.; goods, manufactured, £310; flints, £41; ship's tackle, £170; mineral waters, £145; plumbago, £11; matches. £500; oakum, £60; grindstones, £25; coals and coke, 262 tons; shot, 5 tons; gunpowder, 650 lbs.; fruits, 1 cwt.

Per DRUMMOND CASTLE (str.).—To Singapore: Effects, £110; cottons, £1,120; butter, £54. To Hong Kong: Effects, £18; cottons, £1,700 and 127 bales; hides, 1 case; silk, 1 case; goods, manufactured, 9 cases; perfumery, 3 cases; umbrellas, 10 cases, mineral waters, £127. To Shanghai: Effects, £282; oakum, £22; mineral waters, £45; carriages and materials. £451; cottons, £1,880; horsehair manufactures. £30; cambrics, &c., £360. To Yokohama: India-rubber manufactures, £85; mineral waters. £10.

Per BEEMAH.—Matches, £326; cement, £135; bricks, £60; coals and coke, 1,285 tons; tar and pitch, 400 barrels.

Per DIOMED (str.).—To Singapore, &c.: Effects, three cases; woollens, 3 cases; crucible clay, £5; flour, £80; cottons, £116; quicksilver, 2 bottles. To Manila: Cottons, 5 cases. To Shanghai: Merchandise, £1,700; slate, £35; cottons, £1,100; shoes and tissues, 30 cases. To Japan: Goods, manufactured, £45; cottons, £138. To Foochow: Racquets and balls, £100. To Java: Plain cottons, 262,792 yards; printed cottons, 188,305 yards.

Per LORD CLIVE (str.).—Coals and coke, 6 tons.

Per NORTH EAST, from Liverpool to Singapore, cleared March 27.—Coals, 1,290 tons. Per HADDINGTON, from London to Hong Kong, cleared April 2.—Coals, 1,376 tons. Per VERONICA, from London to Hong Kong, cleared April 9.—Rod iron, 50 tons; lead, 150 tons; coals, 200 tons; plain cottons, 192,500 yards. Per ACHILLES (str.).—To Singapore: Plain cottons, 106,262 yards; yarn, 8,400 lbs.; blankets. £420. To Hong Kong: White wine, 24 gallons. To Shanghai: Fustians, £25; plain cottons, 437,050 yards; printed cottons, 76,190 yards. To Macassar: Plain cottons, 7,512 yards Per EMILIANO (str.).—Medicines, £255; hardware £819; yarn. £2,150 lbs; provisions, £23; rope, £36; woollens, £420; plain cottons, 51,210 yards; sail cloth, £185. Per AGAMEMNON (str.).—To Penang: Stationery, £20. Per BOTHWELL CASTLE.—Copper sheathing, 2½ tons; machinery, £23; needles, £35; earthenware, £85; locks, £60; bar iron, 15 tons. Per MERSE.—Effects, £7; furniture, £50; rod iron, £2,500; fire bricks, £24; yarn, 3,100 lbs.; hardware, £500; machinery, £1,055.

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CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED),

IN CONNECTION WITH THE

FALMOUTH, GIBRALTAR, & MALTA TELEGRAPH COMPANY, LIMITED.

REDUCTION OF TARIFF TO CHINA AND JAPAN.

On and after 1st MARCH next the following Reduced Rates for Telegrams of Twenty Words will come into force :—

	FROM LONDON.	FROM PROVINCIAL STATIONS.
TO HONG KONG }	£4 6 0	... ... £4 7 0
„ SHANGHAI }		
„ JAPAN	5 6 0	... ... 5 7 0

Half the above Rates for every additional Ten Words beyond Twenty Words.

No charge for Postage will be made on Messages to China and Japan, which are posted at Hong Kong, Shanghai, or Nagasaki.

Messages should be given in at the Falmouth Company's Office,

No. 74, OLD BROAD-STREET, LONDON.

Messages sent from Postal Stations should be ordered

VIA FALMOUTH,

these words being signalled as an instruction by the Postal authorities free of charge.

(By Order)

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
15th February, 1872.

PARFUMERIE.

GELLÉ FRERES,

35, RUE D'ARGOUT, 35,

(ANCIENNE RUE DES VIEUX AUGUSTINS).

PARIS.

COMMISSION. | THE house of GELLÉ FRÈRES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygienic, refreshing, and tonic preparations as for its delicate and distingué perfumes. | EXPORTATION.

ARTICLES SPECIALLY RECOMMENDED.

REGENERATEUR GELLÉ FRÈRES, a superior pomade.
CUCUMBER SOAP for the skin.
CARBOQUINA ROSE, superior tooth-powder.
EAU DE COLOGNE, extra fine for the toilet.
CONCENTRATED ESSENCE for the handkerchief.
SPECIAL PERFUMERY from Parma violets.
EAU D'ALBION for the toilet.
COLD CREAM, to soften and refresh the skin.
ESSENCE BOUQUET, GELLÉ FRÈRES.
EAU DE TOILETTE—Bouquet de l'Impératrice.
LETTICE JUICE SOAP
NIGRITINE VEGETALE dye for the hair and beard, instantaneous and inoffensive.

UNIVERSAL EXHIBITION, 1867.

INTERNATIONAL JURY, CLASS 25, PERFUMERY.

HE SILVER MEDAL, *the highest recompense awarded for Perfumery, was obtained by the house of* GELLÉ FRÈRES *for the superiority and excellence of its productions.*

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing ea air, careful training, and education.

PARENTS residing abroad would find this a most desirable home References can be given for England, India, China, and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

THE CHINA & JAPAN AGENCY

For the Purchase and Shipment of Goods of all kind to Ports in China, Japan, the Straits Settlements, &c Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA & JAPAN AGENCY,
2, COWPER'S COURT, CORNHILL, LONDON, E.C.

T. W. JACKSON,
COMMISSION AGENT,
SAN FRANCISCO.

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THE GREAT WESTERN TELEGRAPH COMPANY

(LIMITED.)

Incorporated under the Joint-Stock Companies Acts, 1862 and 1867.

CAPITAL £1,350,000, IN 67,500 SHARES OF £20 EACH.

Of which £900,000, in 45,000 Shares of £20 each, are now offered to the Public.

Deposit, £2 on Application, £3 on Allotment, and the Balance at intervals of not less than three months.

DIRECTORS.

E. W. BARNETT, Esq., C.E., London (late of the Madras Railway Company).
JOHN BIBBY, Esq., Liverpool.
NATHANIEL BUCKLEY, Esq., M.P.
WILLIAM FENTON, Esq., Banker, Rochdale.
JOHN HEUGH, Esq. (Heugh, Balfour, and Co.)
JAMES HIGGINS, Esq (William Higgins and Sons), Salford.
ALFRED SEYMOUR, Esq., M.P.
Sir EDWARD WILLIAM WATKIN (Chairman of the South-Eastern Railway Company).

Engineers and Electricians—Sir WILLIAM THOMSON, F.R.S., LL.D. FLEEMING JENKIN, Esq., F.R.S., C.E.

Solicitor—H. P. SHARP, Esq., Gresham House.

Bankers—Messrs. SMITH, PAYNE, and SMITHS, London. MANCHESTER AND LIVERPOOL DISTRICT BANKING COMPANY, and its Branches.

Secretary (*pro tem.*)—Captain A. WOOD, F.R.G.S.

OFFICES—No. 103, CANNON-STREET, LONDON.

PROSPECTUS.

This Company is formed to connect New York with England, and to connect the West Indies directly both with New York and England, without, in either case, the intervention of any system of land lines. It is further apparent, that, when the lines of this Company are laid, it will require but a comparatively short Cable to continue telegraphic communication to Brazil, by a route which will not only be short, but will, at the same time, have the great advantage of connecting Brazil both with England and New York by direct lines.

The route adopted for these purposes is from the best possible point to be selected near Land's End to the Island of Bermuda, with one line thence to a point as near New York as possible, and another to the Island of St. Thomas in the West Indies.

A contract for the making and laying of the cables for the price of £1,330 000, and dated the 8th day of April, 1872, has been made between Hooper's Telegraph Works, Limited, of the one part, and this Company of the other part, upon the basis of a specification for a similar Cable recommended by Sir Samuel Canning, C.E., and Latimer Clark, Esq., C.E., last year and recently revised by Sir William Thomson, LL.D., F.R.S., and Fleeming Jenkin, Esq., F.R.S., C.E.

As a practical guarantee for care in the manufacture and laying of the Cables, the Directors have stipulated that the Contractors shall take, by themselves and their connections, Shares to the amount of one-third of the Capital.

A working agreement has been made between the Great Northern Telegraph Company and this Company, which secures to the latter the traffic from Denmark, Norway, Sweden, Russia, China and Japan, passing over the lines of the Great Northern Telegraph Company and intended for America.

It has further been arranged with the Great Northern Telegraph Company that, when that Company establishes its projected North Atlantic Line, a joint purse agreement on an equitable basis will be made with this Company with reference to North American traffic, which arrangement will give this Company the important advantage of a duplicate route between England and America.

The smallness of the capital required by this Company compared with that of other Atlantic Cable Companies, will enable this Company to establish a lower tariff, and thus not only to open telegraphic communication with America and the West Indies, to a large class of the community who have hitherto been debarred from it by existing tariffs, but at the same time to increase the number of messages from those who have hitherto sent them sparingly.

It is intended to reduce the charge for the transmission of ordinary messages between England and America to *one-half* the present rate, or £1 for every ten words, and to adopt a similar system for messages to the West Indies.

In addition to the important share of the New York and North American traffic which will by these means and otherwise accrue to this Company, a large revenue is expected from the West Indian Islands and places which are already, or will shortly be, in telegraphic communication with the same, a traffic which will only be fully developed when this direct line has been established. The Island of Bermuda as an important shipping station will also yield traffic of some value.

It is therefore estimated, even taking into consideration the tariff reduction referred to above, and after making a liberal allowance for working expenses and reserve fund, that a large profit will be realised. By the adoption of a system of deferred messages, to be sent at a cheaper rate, it is expected that a further addition to profit will be ensured.

The principle of co-operation will be adopted by giving a discount to shareholders holding not less than 100 shares, of 10 per cent. on messages sent by them.

Applications for Shares must be made to the Bankers, on the form hereto annexed, accompanied by the deposit of £2 per Share. Should no allotment be made, the amount paid will be returned without deduction.

Prospectuses and Forms of Application can be had of the Bankers, of Messrs. P. Cazenove and Co., 52, Threadneedle-street, and Messrs. Walker and Lumsden, 9, Old Broad-street, and at the Company's offices. Copies of the Memorandum and Articles of Association of the Company, and the Contract and Agreement above referred to, can be inspected at the office of the Solicitor, and at the Company's offices by intending subscribers.

THE GREAT WESTERN TELEGRAPH COMPANY

(LIMITED).

FORM OF APPLICATION.

(To be retained by the Bankers.)

TO THE GREAT WESTERN TELEGRAPH COMPANY (LIMITED).

Having paid to your credit at your Bankers, Messrs. Smith, Payne, and Smiths, the sum of pounds, being £2 per Share on Shares of £20 each, of the Great Western Telegraph Company (Limited), I request you to allot me that number of Shares; and I hereby agree to accept the same or any smaller number that may be allotted to me, and to pay the balance due thereon, according to the terms of the Prospectus and Articles of Association.

Name (in full) .....
Address.....
Profession (if any) .....
Date .....1872.
Signature .....

This Form of Application, filled up and signed, may be addressed, with deposit, to the Secretary of the Company, 103, Cannon-street; or to the Bankers.

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CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

DIRECTORS' REPORT.

(PRESENTED AT THE EIGHTEENTH ORDINARY GENERAL MEETING, 17TH APRIL, 1872.)

The Directors have to present to the Shareholders the General Balance-Sheet of the Bank for the year ended 31st December last, exhibiting a Net Profit of £30,247 2s. 2d.

The deficiency which stood in the Accounts at the close of 1870, viz., £59,022 9s. 11d., has therefore been reduced to £28,775 7s. 9d., which sum remains to be met by future profits, and precludes the Directors from recommending the payment of a Dividend.

The unforeseen disturbance of the Money Markets and Exchanges last autumn, which arose out of the financial arrangements of the French and German Governments, affected unfavourably the Bank's earnings during the second half of the year.

After careful examination, the Directors can with confidence state that the Assets of the Bank are thoroughly sound, and they are enabled to add that the information furnished by the different Agencies up to recent dates shows that the business is now steadily progressing, and has been of a very satisfactory character from the commencement of the present year.

Since the last General Meeting, the Directors have had to deplore the death of their colleague, Mr. James Fraser, who had given unremitting attention to the Bank's interests during a long series of years.

Mr. Frederick William Heilgers, of Messrs. Wattenbach, Heilgers, and Co., of London and Calcutta, and Mr. William Paterson, of Messrs. W. W. Ker and Co., of London, and of Messrs. Paterson, Simons, and Co., of Singapore, have consented to join the Board. Their election must, however, be deferred until the time required by the Deed of Settlement for perfecting their qualification shall have elapsed. The Directors congratulate the Shareholders on this accession to the Board of gentlemen who, from their extensive connection and long practical knowledge of Eastern business, will be able to render valuable service to the Bank.

The provisional election of Mr. Ludwig Wiese, already approved of by the Shareholders, now requires formal confirmation. Mr. Thomas Lancaster and Mr. Joseph Robert Morrison retire by rotation, and, being eligible, present themselves for re-election. The Auditors, Mr. Jonathan Thorp and Mr. Owen Lewis, again offer their services.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

LIABILITIES AND ASSETS, 31st December, 1871.

Dr.		Cr.	
To Capital paid up in full	£800,000 0 0	By Cash and Bullion at the Head Office and Agencies	£817,438 0 8
„ Current Accounts, Fixed Deposits, and Notes in Circulation	1,003,304 2 4	„ Government Securities	494,185 7 5
„ Bills payable and other sums due by the Bank...	2,693,985 15 10	„ Other Securities, including Bills Receivable and Loans	3,049,748 11 5
		„ Bank Premises and Furniture at the Head Office and Agencies	107,142 10 11
		„ Profit and Loss Account, viz.:— Amount brought from last Account £59,022 9 11 Less Profits for the year ending this day 30,247 2 2	28,775 7 9
	£4,497,289 18 2		£4,497,289 18 2

PROFIT AND LOSS ACCOUNT for the Year ended 31st December, 1871.

Dr.		Cr.	
1870. Dec. 31. To Balance brought from last Account ...	£59,022 9 11	1871. Dec. 31. By Profit for the Year ending this day, after paying all Current Charges, Income-tax, &c.	30,247 2 2
		„ Balance carried to Profit and Loss New Account	28,775 7 9
	£59,022 9 11		£59,022 9 11

Examined and found correct, JONATHAN THORP, OWEN LEWIS, } Auditors.

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ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two Threadneedle-street, London, 1871.

THE AGRA BANK (Limited)

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shangna, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France) Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130, 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

LONDON AGENTS—FEARON AND CO.,

34, GREAT ST. HELENS, E.C.,

By whom risks to all Eastern ports are taken at current rates.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.

Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Ingapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutt

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

THE

NAVAL AND MILITARY GAZETTE,

East India and Colonial Chronicle,

A SATURDAY MORNING PAPER,

ESTABLISHED 1833,

Now under new Editorship, gives all the Naval and Military News of the Week, from both Home and Foreign Stations, interesting alike to those in the Services and to their Friends.

Price THREEPENCE.

166, FLEET-STREET, E.C.

THE ELLIPTICAL MAP OF THE WORLD FOR 1872

COMPRISES FOLLOWING DETAILS OR CHARACTERISTICS:—

1. The Greenwich Meridian bisects the Map equally, the Parallels of Latitude right lines, Meridians of Longitude equidistant as to latitude, converging to the Poles, and length of every Tenth Degree in English Miles.
   International Voyaging, Travelling, Exploring, and Telegraphic and Railway Routes, with distances in English Miles.
3. Oceanic Currents and Trade Winds, &c., indicated by a series of darts and arrows of direction.
4. Magnetic Variations, illustrated by a system of circular signs, and lines of no variation of compass.
5. Various Geographical Notes—
   Antipodes of certain localities determined—Sites of Ancient Cities and Land of Eden—Last Voyage of Sir J. Franklin—Farthest points reached by Navigators towards the Poles, &c.
   A Reference Table and Traversing Lines eastward and westward, and Notes to elucidate periodical action of Solar Light and Heat, and Mean Temperature of Various Climates.
7. Maps of Arctic and Antarctic Regions.
8. Maps of Celestial Hemispheres and Sun's Course.
   Method of Colouring indicates the Territorial Extent of Races, Languages, or Religions, as English, Spanish, Mohammedan, &c.

DESIGNED BY G. T. EDKINS, LONDON.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB,

YOKOHAMA.

HOLLOWAY'S PILLS

ENFEEBLED EXISTENCE — This medicine embraces every attribute required in a general and domestic remedy; it overturns the foundations of disease laid by defective food and impure air. In obstructions or congestions of the liver, lungs, bowels, or any other organs, these Pills are especially serviceable and eminently successful. They should be kept in readiness in every family, being a medicine of incomparable utility for young persons and those of feeble constitutions. They never cause pain or irritate the most sensitive nerves or most tender bowels. Holloway's Pills are the best known purifiers of the blood, the most active promoters of absorption and secretion, whereby all poisonous and obnoxious particles are removed from both solids and fluids.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

CHANDELIERS IN BRONZE AND ORMOLU.

MODERATOR LAMPS AND LAMPS FOR INDIA.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN.

LONDON—Show Rooms, 45, Oxford-street, W.

BIRMINGHAM—Manufactory and Show Rooms, Broad-street.

ESTABLISHED 1807.

TO LET, a GENTLEMAN'S RESIDENCE, well furnished, for the Summer Months, with Stabling for four horses, Groom's apartments, pretty Lawns, Conservatory, and good gardens. Five miles from Railway Station. Stands very high. Commands excellent views of the beautiful country of Mid-Sussex.

For rent and particulars apply to CHALLEN AND SON, estate agents, Storrington, Pulborough.

THE undersigned have this day entered into Partnership under the style of PEARSON and LAWRENCE, and have established themselves as COMMISSION MERCHANTS at Yokohama, Japan, for the purchase of TEA, SILK, and other Products, and the transaction of general Eastern business.

GEORGE CULLEN PEARSON.

SYDNEY ARTHUR LAWRENCE.

London, March 25, 1872.

LUCERNE.

HOTEL NATIONAL.

THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.

Salle-à-Manger, 70 ft. by 50 ft., large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d'Hote at Five and Seven.

SEGESSER FRERES and Co., Proprietor.

ALEXANDER BROWN,

ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

CEYLON.

COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 1,500 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B. — Fifty-seven estates now on the register. Thirty-eight have been sold.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness.

Excellent economical stock for Soups, Sauces, &c.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS,

AMSTERDAM.

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on July 1st, 1870, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resid t Europeans.

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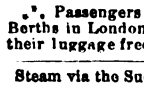
*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

Steam via the Suez Canal. To sail positively on the 8th May.



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	New Stmr.	A1 100	SWID	To follow
Hg. Kg. & Foochow-foo	Her Majesty	A1 14 yr	SWID	April 25
Shanghai ...	Tonbridge ...	A1 17 yr	SWID	With des.
Yokohama...	Velocity	A1 14 yr.	SWID	With des.

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Destinatn.	Ships.	Class.	Tns.	Dock	Last Shpping Day
Hong Kong	Constantia.	A1 10 yr	464	EID	Wth des
Do	Glance....	A1	—	EID	To follw
Yokohma & Hiogo	Parraca ...	A1 11 yr.	—	EID	Wth des

Excellent accommodation for passengers.

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Port.	Ship.	Class.	Dock.	Last Shipping Day.
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Do.	Elizabeth Graham ...	A1 14 yr	E.I.D.	With des.
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Singapore ...	Hope	AA1	E.I.D.	With des.
Do.	Kate Carnie	A1 13 yr.	E.I.D.	With des.

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	Tons	Brokers.	To Sai
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Nestor, s.	1,414	,, ...	Apr. 25

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THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January, 1872. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 452.] LONDON, MONDAY, APRIL 29, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received April 29.
JAPAN — Yokohama	Jan. 19	March 9	March 12
Yedo			
Osaka and Hiogo	—	—	„ 10
Hakodadi			
Nagasaki	—	—	„ 9
CHINA — Peking	—	—	„ 6
Tien-tsin	—	—	„ 8
Chefoo	—	—	„ 10
New-chwang			
Hankow	„ 12	„ 6	„ 9
Kiu-kiang	—	—	„ 10
Chin-kiang	—	—	„ 8
Shanghai	„ 26	„ 13	„ 15
Ningpo	—	—	„ 12
Foochow			
Formosa			
Amoy	—	—	„ 15
Swatow	—	—	„ 16
Hong Kong	Feb. 9	„ 18	„ 21
Canton	—	—	„ 20
Macao	—	—	„ 19
PHILIPPINES— Manila	Jan. 26	„ 11	„ 16
COCHIN-CHINA— Saigon	Feb. 2	March 10	„ 18
SIAM — Bangkok	—	—	„ 17
BORNEO—Labuan	—	—	„ 25
Sarawak	—	—	„ 24
JAVA — Batavia	Feb. 16	March 20	„ 26
Samarang	—	—	„ 25
Sourabaya	—	—	„ 24
MALACCA STRAITS— Singapore	Feb. 23	Mar. 25	„ 28
Penang	—	—	„ 30
CEYLON—Galle	Mar. 8	„ 31	April 6
Colombo	—	—	„ 4

THE MAILS, &c.

The P. and O. mail, bringing the above dates, was delivered, *via* Brindisi, this morning, its due date. The next inward mail (French), with dates, Yokohama March 19, Shanghai March 22, Hong Kong March 28, Singapore April 5, is due, *via* Marseilles on Monday next, the 6th prox., but the steamer conveying this mail having broken down *en route*, the advices will be brought on by the following P. and O. steamer, due on the 13th.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, four to five hours in transmission.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Mooltan*, arrived April 26.—From Shanghai: Mr. T. Burt. From Ceylon: Mr. Burne.

To Southampton, per P. and O. steamer *Massilia*, expected to arrive May 6.—From Yokohama: Mr. T. Wilis, Dr. Ewing, Mrs. Perks, Mr. and Mrs. Vinton, Captain Cates, Mr. McKean, Mr. Wyatt. From Shanghai: Miss Toakey, Mr. Lay and two children. From Singapore: Captain Medley, R.N, Hon. T. and Mrs. Scott, Captain Kirk, Commander Grey, R.N., Mr. Read, Captain and Mrs. Caldbeck, and five second-class passengers. From Penang: Mr., Mrs. and Miss Vermont. From Ceylon: Mr. and Mrs. Duncan and two children.

To Suez, per P. and O. steamer *Australia*, arrived April 22.—From Singapore: Mr. G. H. Hawkes, Hon. Col. Anson and Mrs. and Miss Anson, Lieutenant Cavanagh, A.D.C. To Gibraltar: from Singapore, Madame Elizalde and child.

PASSENGERS OUTWARD.

Per French mail steamer *Alphee*, April 28 (booked from London).—To Yokohama: Mr. Kongakara. To Shanghai: Mr. A. W. Wilson, Mr. W McKenzie Bradley, Mr. Kosminski. To Hong Kong: Mr. Barrelet, Mr Villemoes Lun, Mr. Zouret. To Batavia: Mr. Miller. To Singapore: Mr. Muntz. To Galle: Mr. Mircer.

Per French mail steamer *Provence*, May 12 (booked from London).—To Yokohama: Mr. Alph Montfraix, Mr. Kraetzer Rassaerts, Mr. M. Live, Mr. Hindobro. To Shanghai: Mr. Phillips. To Hong Kong: Mr. Dent To Batavia: Mr. Knipphorst and two children. To Singapore: Mr. F. S. Clarke, Mr. Rutishauser and wife, Mr. Liemsen.

Per P. and O. steamer *Candia*, from Southampton, April 25.—To Shanghai: Mr. W. B. Jameson. To Hong Kong: Mr. G. Stewart. To Ceylon: Miss West, Mr. Minow

Per P. and O. steamer *Nyanza*, from Brindisi, May 6.—To Singapore: Mr. A. F. Wright, Mr. F. R. Maxwell. To Ceylon: Mr. A. T. White.

Per P. and O. steamer, from Southampton, May 9.—To Ceylon: Capt. Bayley. To Singapore: Mr. H. de Windt, Mrs. F. Worsley.

Per P. and O. steamer from Brindisi, May 20.—To Ceylon: Mr. E. B. Hurley.

Per P. and O. steamer, from Suez, May 24.—To Hong Kong: Mr. Maurice Kalb.

Per P. and O. steamer from Brindisi, June 3.—To Ceylon: Mr. and Mrs. Lawrie.

Summary of News from the Far East.

JAPAN.

From Yokohama we have no later news.

From Hiogo we have the following items from a correspondent:—

The Japanese do not appear to have in any way relaxed their desire to have the English language generally taught in their schools throughout the country. Mr. Herbert Stevens has recently made an engagement with the local Government of Choishu to superintend this branch of education in their schools. Amongst his other duties is the translation of English educational books into Japanese, a work which his scholastic knowledge of the Japanese language makes him well qualified to undertake. He is already well-advanced, I hear, in several.

The local Government of Awarri have secured the services of Mr. Inglis as a professor of the English language for their schools.

The *Ningpo*, formerly *Pride of the Thames*, is being thoroughly repaired and refitted by her purchasers, Messrs. E. C. Kirby and Co., and will soon be open to freight or charter. Her hull is in capital condition.

Several fresh arrivals for the foreign staff of the Telegraph Department show a laudable desire on the part of the Government to forward the works of the department. The s.s. *Denshin Maro* arrived here the other day with a quantity of telegraphic material for the lines in course of construction.

One of the iron steamers to which I referred in some of my former correspondence as being put up by the Vulcan Foundry was launched on the 26th Feb. The launch went off without a hitch. The steamer was christened by Mrs. England the *Berlin*. Her dimensions are—Length over all, 102 feet; beam, 16 feet; engines, 50-horse power.

A notification of considerable importance, and emanating from the American Consul, has just been published; it is to the effect that, when the finance department see fit to dispose of any superabundant amount of rice on their hands, it will be put up for sale by public auction, the purchasers having the privilege of exporting it.

It is to be hoped that the prohibition to export this commodity will ere long be abolished altogether. Many of the outstanding claims of foreigners against natives have been settled by the Government—a step in the right direction.

The water in the Osaca river has been for some time past very low—lower, indeed, than at any time within the recollection of foreigners. The absence of rain in any quantity for a number of months is put down as the cause of this.

NAGASAKI.

The *Nagasaki Express* has the following on the new fire brigade:—

Only one knotty point now remains to be overcome, and this is the providing of funds in order to defray the necessary expenses which must be incurred in restoring the fire engines to a proper condition for working, and furnishing a sum to be used in purchasing implements required for the use of the members. This is in reality a duty which should be undertaken by the insurance companies in a like manner to which they support similar institutions at home. By each one contributing proportionately according to the amount of interest they have at this port, and the uninsured

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residents contributing their share in the same manner, it would be an equitable arrangement to all. The future expenditure may be provided for in this manner, but the question to be solved is, how to provide for the present wants. To raise the amount required and prevent such an important service from becoming a failure, necessitates making an appeal to the land renters to supply money, but as some of these are under the impression that ample funds to support the newly started movement can be obtained from the Municipal Treasury, they will perhaps wonder what has become of the $600. The letter received from the secretary to the Municipal Council, and embodied into the minutes, states that no pecuniary aid can be given by them this year, but no reason is assigned for their inability to contribute; but it is reported that the accumulated funds are required to pay for the cost of the new bridge about to be built over the Sagaramatz creek. As the operation of demolishing the old one has so far progressed since last Sunday, as to render it a thing of the past, there is but little doubt that the information obtained by us is substantially correct, and that aid must not be looked for in that quarter.

We mentioned last week that tonnage was in great demand here, and that $4 per ton was easily obtainable. Since then no less than two Japanese steamers lying idle in this harbour have been offered by Chinese, $6.50 per ton for Tientsin and back, but owing to nonchalance on the part of the Japanese, bargains could not be effected. The s. s. *Miaca* leaves shortly for that port under good charter.

CHINA.

TIENTSIN.

A correspondent on 18th March writes:—

The river is now open from here to the sea, and a British Consular circular informed us last evening that a mail for Shanghai would be made up at 9 A.M. to-morrow, to go by H.B.M.'s gunboat *Leven*. The Tientsin people, I fancy, may now bid adieu to the winter of '71-'72. The weather to-day is beautiful—a clear sky with no wind, and around us in the settlement we perceive signs of approaching spring. A British Consular circular notified that the Consulate would be hereafter open for business from 10 A.M. to 4 P.M. daily. H.M.'s Consul, Mr. Lay, last evening notified that during his temporary absence Mr. Middleton, the Vice-Consul at Takoo, would come here and take charge of this Consulate. On the anniversary of the birthday of George Washington the U.S.S. *Palos* dressed ship; at noon a national salute was fired, and Captain Rockwell gave a breakfast on board to the American residents and the U.S. Vice-Consul. The gunboats have not yet all thrown off their winter matting, but with this fine weather they will soon do so. The regularity and punctuality with which this community have received their letters by the Customs courier weekly from Shanghai during the past winter has laid us under great obligations to the Customs officials, and I have no doubt I shall be meeting the approbation of the whole of the residents when I in this public manner beg leave to tender our best thanks to Mr. Hart and Mr. Hannen for their consideration and kindness in giving us the facilities they have done.

His Excellency Chunghow, on his return from his mission to France, passed through Tientsin *en route* for Peking to-day, having only stayed a couple of hours in the city, at the house of the chief of the Tientsin gentry, and a friend of Chunghow's father, Haichang-woo, to breakfast. The Chinese say that over 60,000 of the inhabitants went out of the city a mile or so to meet him and congratulate him on his return, and that about the same number of people saw him for a mile from the city on his road to Peking.

SHANGHAI.

Advices from this port extend to the 15th March; the P. and O. mail from London, Jan. 26, arrived out March 13th. The following summary is from the *North China Herald*:—

An important step in the construction of one of the chief works at the Kow-chung meaou Arsenal was taken in the launching of the caisson for the new dock. The dock was originally laid out by Mr. Stephenson, draughtsman to the Arsenal; but that gentleman was on his departure succeeded by a Cantonese, who had displayed considerable ability as an engineer, and merited the approbation of the marine superintendent, Mr. Rolls. The launch of the caisson, under the superintendence of Mr. Mainland, was an occasion of some considerable interest, and brought together a crowd of curious Chinese and a few Europeans. At the last moment it was found that the embankments of earth would not allow the free passage of the pontoon to its element, and a squad of coolies was employed to remove the obstructions. The order was then given to let the caisson slip down the ways; but, it not having been properly ballasted, and being naturally top-heavy, the machine, on gliding off into the dock, turned gracefully over on its side, amid derisive shouts from the Chinese and the regrets of the foreign spectators.

Letters from Newchwang to the 15th February say that loaded carts were crossing the river daily on the ice, which was not expected to break up for another month. The thermometer had fallen 30 deg. below zero. Business has been quiet, on account of the Chinese New Year. Produce was arriving daily from the interior.

A special performance was given by the Chefoo, A.D.C., n honour of H.B.M. Acting Consul, Mr. Mayers, who is about to go home on furlough. The pieces selected were "Love in Humble Life," and "Doing Banting." The performance went off successfully, the parts being well sustained by the principal actors.

H.M. gunboat *Leven* arrived on the 11th, from Tientsin—the first steamer of the season. She left on the 1st, when the Peiho was open to the sea.

A Ningpo correspondent writes that the free ferry alongside the bridge of boats seems to be still doing very well. The settlement is duller than ever; no ships; no news; no fires; nothing.

The annual meeting of members of the Shanghai Club was held on the 6th, when the report and accounts, showing a balance of $9,518.04, were passed. Rule 49 was amended so as to make four out of the fourteen bedrooms in the Club available for members and visitors requiring accommodation for not more than eight days. The following Committee were elected—Messrs. J. I. Miller, E. G. Low, R. Fergusson, J. H. Cheverton, John Thorne, G. H. Wheeler, H. deC. Forbes, R. W. M. Bird, W. Hyslop, G. W. Coutts, A. Zimmern, and W. Harwood.

A meeting of the French Municipal Council was held on the 5th. Conformably with the municipal regulations, lots were drawn for the councillors who should retire at the end of the year. The lot fell upon Messrs. Voisin, Aymeri, and Wheelock. The question of encroachments by Chinese on the Sikawei road was brought up; the engineer was desired to inspect the road once a week, and to report any encroachments he might observe.

A case of right of way which has come before the Supreme Court has excited much interest. Mr. Hogg and Mr. Little own adjacent properties on the Soochow Creek. Mr. Loureiro owned a small piece of land adjoining the two, and over which lay the approach to Mr. Little's (Jessfield). Mr. Hogg subsequently bought this plot and altered the road. Mr. Little resisted the alteration. The Court has decided that the alteration was not permissible.

Two foreigners have been attacked and badly hurt by Chinese near the Kintoan Beacon. Our readers will remember the wreck of the American brig *Loch Lamur*, on the North Bank. She was bringing timber for Messrs. S. C. Farnham and Co. The fishermen and villagers who inhabit the neighbouring coast of course plundered the wreck. They were offered one-third of the value as salvage for all timber they would deliver to the owners in Shanghai. As negotiations were going on slowly, Mr. Farnham and Mr. Rohl went down on Friday night to try to expedite matters. While looking about the country they were suddenly attacked by the natives; Mr. Farnham was badly wounded in the head by a hoe, and Mr. Rohl was knocked down, severely beaten, and robbed.

The new Taoutai of Shanghai has arrived, and has received the seals of office.

From Baron Richtofen's letter we learn that he then left a large force in Shensi, under command of one of his generals, named Liu Ming-chuen. The prestige of these troops, who are armed chiefly with foreign weapons, and who were fresh from crushing the Nienfi in Shantung, so overawed the Mahommedans that they at once retired into Kansuh. But Liu did not follow up this success; leaving all the fighting to Tso, he contented himself with guarding the frontier. Tso now wants to attack the city of Huchow, which is regarded as the most important stronghold remaining in rebel hands, and the co-operation of Li's well armed troops is all-important. But at this critical moment, Liu has declined to go into Kansuh, on the plea of ill-health, and has obtained three months' leave of absence. The furlough, we now learn from the *Peking Gazette*, was accompanied by an order to hand over command to a General Tsao, with whom he was to consult regarding future movements; and both Generals were to report to Peking the result of their deliberations. Instead of doing so, however, Liu withdrew half his force, and started homewards on the very day of Tsao's arrival. Baron Richtofen speaks of having met General Liu, with these men, marching for Weihwei-fu, with the design of proceeding to Tientsin in April. Tsao, in his memorial to the Throne, speaks of them as having been disbanded, and adds that nearly all the officers and men of the remaining battalions were asking for furlough.

HONG KONG.

The dates extend to the 21st March. The outward mail of 2nd Feb. (French) arrived out on 15th March, and the P. and O. mail of 9th Feb. on the 18th. The following items are from the *China Mail*:—

The approaching departure on leave of Mr. Russell, who, we understand, will probably accompany H.E. the Governor to England, will, of course, make a vacancy on the magisterial bench, which, it is not improbable, will be filled by Mr. Stewart. In this case Mr. Lister would, it is said, take the Central School, and Mr. Wodehouse would act as assistant harbour-master. Should this arrangement not be carried out, Mr. Lister would go to the magistracy. Much as we should deplore Mr. Stewart's removal from the Central School (he would, of course, retain his post of

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Inspector of Schools), we must confess that we should like to see that gentleman on the bench. In that case we do not know of anyone so fit to succeed him as Mr. Lister, whose careful scholarship would there show to advantage. However, the press proposeth, and the Governor disposeth.

In an article upon the Pier and Godown Company, the *Advertiser* of this morning has the following:—A new steam pile-driver, constructed by the same firm which supplied the machines used by the contractors for the Thames embankment, has just been received from England and has already commenced work. It is 40 feet in height, and the "monkey" or iron which drives the pile weighs a ton. The contrast between the work performed by this most effective machine and that done by the old 2½ cwt. monkey pile drivers is somewhat remarkable. And a few minutes' inspection of it, while in action, is sufficient to convince anyone of the wisdom evinced by the directors in calling in this new aid, in place of the older and slower apparatus hitherto availed of.

After pitching a pile—*i.e.*, properly placing it to receive the impact of the blow—the machine drives it home in five minutes. Of course this process of pitching occupies the greater portion of the time necessary to get a pile driven, and on Wednesday, when the machine and the hands attending it were new to the work only five were placed. Yesterday they drove ten, and to-day will doubtless get into full swing and reach a higher average. The article goes on to point out the convenience that the godowns will be to banks, who will naturally prefer the warrants of a company to those of private firms.

Another company, besides that we recently alluded to, is being brought before the public, its object being to supply the China trade with an abundance of coal at the lowest remunerative price. Its projectors are sanguine that it will be successful, and if it can compete with private importers it will doubtless be so. The premises already secured by the company will, they say, give storage for about 16,000 tons, which would be ample for present-use stock.

Mr. Armstrong's sale of the houses on Inland Lots Nos. 212 and 212*a* in Hollywood-road, otherwise known as Lum Tuk Kee's property, realised $16,000, being over $2,000 less than the amount for which these buildings were mortgaged. We understand that the houses are at present let at a monthly rental of $270.

One of the Chinese gunboats arrested some junks lying off the Barra Fort a few days since, and much indignation is felt at Macao thereat. Under existing arrangements, however, Macao has no *locus standi*, and cannot complain. Governor Januario's arrival will, we doubt not, enable the holy City to take its proper position *vis a vis* the Chinese. The emigration offices are so slack of work that any possible candidate is eagerly contended for by the rival crimps. The removal of the Spanish agencies has, we expect, a good deal to do with the matter, as it is no longer worth while to bring down from the interior coolies unable to pass a fair medical examination.

The new Mexican dollars have, we hear, been assayed by the Haikwan authorities at Canton, and found to contain the standard quantity of silver in the coin as the old Mexican or Hong Kong dollars; they have consequently been recognised as currency in the payment of taxes.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates extend to the 28th March; the outward mail of 23rd Feb. (P. and O.) arrived on the 25th March. The following items are rom the *Straits Times*:—

The present mail steamer carries away another batch of our residents—among whom are the Hon. Thomas Scott, Captain Caldbeck (P. & O. Agent), and Mr. R. B. Read. Mr. Scott has so long taken a leading part in the affairs of this Settlement, and so warmly interested himself in every matter that could aid in its prosperity, that we cannot allow his departure from us, even for a time, to pass unnoticed. Whether as Chairman of the Chamber of Commerce, as member of the Legislative Council, as a Justice of the Peace, as a merchant, or in his private life he has always done his best to promote the interests of the place, to maintain a good feeling between the European and native sections of the community, and to protect the poorer classes from anything savouring of oppression. How popular and trusted he is with the natives is shown by the address from the leading Chinese residents, presented to him by a very numerous deputation of the signers yesterday morning. It is a testimonial such as few private men are able to carry home with them, more especially when going, as Mr. Scott does, merely for a few months.

The following steamers have arrived *via* the Suez Canal:—15th, *Orontes* (H.M.S.), from Portsmouth, *via* Trincomalee, and U.S. gunboat *Saco*, from the Mediterranean; 17th, *Priam*, from Liverpool; 18th, *Lotus*, from London (*via* Kurrachee and Cochin); 21st, *Galley of Lorne*, from London; 24th, *Glengyle*, from London; 26th, *Hector*, from Liverpool; 27th, *Africa*, from London; 28th, *Yangtsze*, from London.

We learn of the loss of the British ship *Bombay*, of London, from Ilo Ilo for Channel for orders, in Balabac Straits. The *Bombay*, Captain Isaac Heigho, sailed from Ilo Ilo on the 3rd March with a cargo of sugar, and on the evening of the 6th, at a quarter past eight o'clock, she struck on a coral reef in Balabac Straits, N.E. of Mangoe Isle. Anchors were run out, and endeavours were made by throwing overboard cargo and heaving on the chain to get her off, but to no purpose, and on the 7th, the ship being full of water and a heavy sea running, the captain and crew left in the boats and went ashore on the island. Here they remained six days, in the hope of being taken off by a passing vessel, but on the 13th they determined to leave the island. They therefore took to the boats, and made for Labuan, where they arrived all well on the 16th. The ship's company consisted of twenty-four persons all told. Two apprentices came to Singapore as passengers in the barque *Sampson*, and the captain and remainder of the crew, 22 in all, arrived in H.M.S. *Hornet*.

The Batavia steamer brought news of the loss of the British ship *Nyassa*, Capt. Hutchinson, on the 13th, on Kajapa Island, twenty-five miles S. W. of Java Head. The *Nyassa* was from Sarawak, bound to London. The captain and crew arrived safely at Anjer in the ship's boats.

The Austrian frigate *Fasana*, Capt. Funk, from Batavia, arrived on 16th March.

PENANG.

Dates extend to the 30th March. The *Argus* has the following items:—

The great event of the past week has been the return of Sir Harry Ord to the colony, after an absence of nearly twelve months. His Excellency arrived by the P. and O. steamer *Tanjore*, and landed at the jetty, where he was received by the heads of departments, and a great number of our merchants and residents who had assembled to pay their devoirs to him. A guard of honour of the 19th M.N.I. was drawn up to receive him, and the usual salute was fired from Fort Cornwallis on his Excellency's landing.

We learn that the greatest economy, in fact a rigorous retrenchment, is shortly to take place in the administration of this Government. Of course economy is an excellent thing, and if a mutton chop is likely to bring us into debt, the chop must give place to cheaper fare. But this does not prove that mutton chops are not excellent diet, and worth considerable expenditure of the sweat of the brow in their attainment. Many of the retrenchments proposed show a wise, if stern, regard for the public interests; but the pruning knife it is believed will in some cases be used where digging and manuring would be better. It is not improbable that the pruning knife, in some instances, will itself cause waste, and we trust Sir Harry will not cut away more fruit-wood than would be necessary. We would appreciate any attempt to remove the radical defects of the Colonial system, instead of paring down expenditure. However, we wait patiently these long promised reforms.

Sir Harry and Lady Ord, and Mr. Plow, private secretary, embarked on the 28th, in the *Pluto*, for Singapore.

Messrs. Sandilands, Buttery, and Co. *v.* the Municipal Commissioners. This case was argued yesterday and to-day, before Sir William Hackett, Mr. Bond appearing for the plaintiffs, and Mr. B. Rodyk, for the defendants. His Honour said he would give his decision shortly.

We understand that the Hon. A. N. Birch proceeds by the next English mail to China and Japan, and that he may probably go home by the San Francisco and New York route.

Mr. George W. R. Campbell, who has been appointed by the Secretary of State Acting Lieutenant-Governor of Penang, during the temporary absence of Lieutenant-Colonel Anson, on leave to Europe, arrived here on Saturday last by the *Tanjore* from Ceylon.

The local Government recently received a large supply of copper coins from China, about $4,000, but for some cause or other, which is not explained, only a very small portion of this supply, a few hundred dollars, has been placed in circulation. The public are paying five and six cents on every dollar changed, which we think is a very high and ruinous rate.

Commercial Report.

(*For dates see first page.*)

IMPORTS.

HANKOW.—The fortnight had not been characterised by any improvment in the demand for Cotton goods, and, as importers had in some instances forced sales, a decline had occurred in one or two of the principal staples.

SHANGHAI.—Business limited, and sales effected showed a small decline on the prices last quoted. 7 lbs. Grey Shirtings wanted at Tls. 1.7.2 to 1.7.3 per piece, and heavy goods saleable at Tls. 2.7. to 2.8.5 for best chops; 8¼ lbs. quiet, with buyers of cheap lots, and sales reported both from first and second hands at Tls. 1.8.5 to 1.9.2 for common to good chops, and Tls. 1.9.5 to 1.9.7 for best importations. T-Cloths: Good 6 lbs. wanted at current rates; 7 and 8 lbs. more difficult to realise. White Shirtings: The higher counts in better demand; other qualities are still neglected. Drills: Sales effected at easier rates, but dealers evinced more desire to operate, and the market at the close was firmer, best 15 lb. goods sold at Tls. 3.1.2 per piece. Fancy Cottons: Blue and Scarlet Chintzes in better demand, other fabrics are without

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change. Woollens and Worsteds: Camlets and Spanish Stripes improved in value, and in fair demand; Figured and Plain Lustres and Crape Lastings also saleable at a small advance.

HONG KONG.—There had been no improvement to notice in the market. The business at the outports was upon a very restricted scale, and sales here had in consequence been confined to the smallest possible extent. Holders generally continued firm. Yarn: 16/24s dull of sale. Grey Shirtings in retail demand. White Shirtings: Fine to finest qualities easily disposed of at rather improved quotations. T-Cloths: 6 lb. common chops in small stock, but dealers will not pay over $1.72½ for Dewhurst's T.; importers firm; 7 lb. common difficult to move; 6 lbs. Mexicans, no buyers; 7 lb. Mexicans, common in small inquiry, best chops neglected; 8 lb., difficult to move. Drills: English little doing, at a slight decline; American, not in stock; Dutch, lower. English Jeans: Few purchases, at a slight advance. Fancy Goods: Moved in retail quantities at former rates. Woollen and Worsted Goods: Trivial demand at a decline upon last mail's rates. Metals: Tended upwards; Nail Rod Iron, further advanced 10c. per picul for best; Bar also improved; Hoop, unchanged, owing to absence of sales; Lead, sales irregular, on the spot LB changed hands at $6.10, and to arrive at $6.25 to 6.30 per picul; WB neglected.

MANILA.—The market for nearly all imports had been strong during the fortnight, and prices had exhibited an advancing tendency.

SINGAPORE.—A moderate but not active business had been done during the interval; prices had shown no change of importance.

EXPORTS.

TEA.

YOKOHAMA.—There had been very little doing in this market, and settlements, consisting chiefly of the Medium grade, had been 1,000 piculs. There had been no change to note in prices, which in the absence of business were for the most part nominal. The stock of desirable qualities was almost nil, and the small supplies coming forward consisted of inferior leaf, for which there was no sale. The John Milton, or New York, was still loading.

HANKOW, KIUKIANG, FOOCHOW, AMOY.—Season closed.

SHANGHAI.—The business had been most trifling. Stocks were reduced to a minimum, and the season may be considered closed. Export to date as compared with that of last season:—To Great Britain, Black, 8,473,000 lbs. excess; Green, 201,000 lbs. excess; to America, Black, 1,311,000 lbs. excess; Green, 1,958,000 lbs. excess. Stock of all kinds 976 half-chests, against 5,000 half-chests in 1871.

CANTON.—Some small settlements of Scented Teas made at unchanged rates, and a contract for 2,000 half-chests Pouchong at Tls. 21 reported to have been effected for the American market.

SILK.

YOKOHAMA.—There had been a very moderate business passing, dealers asking such advanced rates, and showing so much firmness, that buyers generally refrained from being purchasers. The settlements had therefore been on a small scale, and comprised about 250 bales, some of which was on native account. Quotations remained unaltered.

SHANGHAI.—Messrs. C. J. Skeggs and Co.'s Circular says:—Business has continued on a moderate scale during the fortnight, estimated at about 600 bales. The dealers, being anxious to close the season and go up country, have been ready sellers, and although the buying has been very irregular, prices generally are lower. The settlements are chiefly ordinary Tsaltees and Rereels; no chops have been fixed but holders are willing to concede about Tls. 10 on previous rates.

STRAITS PRODUCE.

SINGAPORE.—Produce of all descriptions remained very firm in spite of a rise in exchange and firmness of freights. Gambier again risen in value and difficult to procure; $4.35 refused. Black Pepper: A further rise established; at the close large re-sales made at $14 to 14½. White in fair demand and firm. Tin: Risen in value: sales were made in the early part of the fortnight at $37½, and afterwards quotations gradually advanced to $38.30; a good business has been done, and the market closes firm. Pearl Sago is unchanged. Gutta-Percha scarce, and in good inquiry for all descriptions. Bontyne Coffee unchanged, supplies small.

SHANGHAI SILK SHIPPERS.

June 1, 1871, *to March* 12, 1872.

	Bales.		Bales.
Adamson, Bell, and Co. ...	1,151	Lindsay and Head... ...	126
Barnet and Co.	1,600	Maertens, A. H.	580
Birley, Worthington, & Co.	1,256	Milsom and Tod	1,250
Birt and Co.	489	Nachtrieb, A., and Co. ...	1,453
Blain and Co.	60	Pila and Co.	780
Borntraeger and Co. ...	231	Pustau, W., and Co. ...	134
Bourjau, Hubener, and Co.	278	Reiss and Co.	1,386
Bovet, Brothers and Co. ...	428	Robison, J. S.	56
Bower, Hanbury and Co....	1,778	Russell and Co.	907
Brand Brothers, and Co. ...	2,039	Sassoon, D., Sons, and Co.	1,897
Bull, Purdon and Co. ...	82	Scheibler, Matthaei, and Co.	332
Butterfield and Swire ...	671	Shaw Brothers and Co. ...	1,176
Essex and Co.	1,439	Siemssen and Co.	436
Findlay, Wade, and Co. ...	120	Skeggs, C. J. and Co. ...	4,425
Fogg, H., and Co... ...	353	Telge Nolting and Co. ...	237
Gamwell, F. R.	799	Textor and Co.	2,635
Gibb, Livingston, and Co...	1,460	Thorne Brothers and Co. ...	453
Gilman and Co.	2,519	Turner and Co.	297
Heard, Augustine, and Co.	716	Vaucher Freres	18
Helbling, J. C., and Co. ...	402	Westall, Brand, and Co. ...	478
Hogg Brothers	948	Wright, Burkill and Co. ...	625
Jardine, Matheson, and Co.	749	Sundries	4,322
Jarvie, John, and Co. ...	1,879		
Lacroix Cous. and Co. ...	1,918	Total bales... ...	47,313

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company ...	500 ...	500 ..	180 ...	4 p.c
Shanghai Gas Company ...	100 ...	100 ..	143 ...	12 p.c
Shanghai S.N. Company ...	100 ...	100 ...	150 ...	1 p.c
S. Tug and Lighter Company ...	850 ...	850 ...	400 ...	7 p.c
French Gas Company	50 ...	50 ...	68 ...	10 p.c
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$520 ...	12 p.c
North China Insurance Co. ...	Tls.1,000	Tls.300 ...	Tls.410 ...	trien.
North China Steamer Company	100 ...	100 ...	69 ...	
Union S.N. Company	100 ...	100 ...	86 ...	12 p.c
Yangtsze Ins. Association ...	500 ...	500 ...	835 ...	15 p.c
Union Insurance Society ...	$5,000 ...	$1,000 ...	$2,400 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ..	2,500	$475p.s
Hong Kong and China Gas Co.	£10 ...	£10 ...	65 ...	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100 ...	Tls.175 ...	12 p.c
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$168 ...	12 p.c
China Fire Insurance Co. ...	500 ...	100 ...	158 ...	12 p.c
Hongkew Wharf Co. ...	... Tls. 100	Tls. 100	...Tls.155 ...	

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6½d.	4s. 6¾d.	4s. 6¾d.
Shanghai ,, ,, ...	6s. 1d.	6s. 1½d. to 6s. 1¾d.	6s. 1¾d.
Canton ,, ,,	4s. 5d.	4s. 5¼d.	4s. 5¾d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6¾d.	4s. 7¼d.	4s. 7¾d.
Manila ,, ,, ...	4s. 4¼d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	305 to 305½	220½
,, Hong Kong...	27⅛ to 28 dis.	—
Bar silver	111.2.5.	11 prem.
Mexican dollars	76.3.0	5½ per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 57 to 58; Old, 59 to 60 per cent. prem.
Hong Kong Gas Company, $63 to $65 per share.
Hong Kong and Whampoa Dock, 32 per cent. discount.
China Traders' Insurance, $1,500 premium.
Hotel shares, 49 to 50 per cent. discount.
Hong Kong and Macao Steamboat Company, $32 premium.
Hong Kong Fire Insurance Company, $310 to $315 prem.
Union Insurance Company, $1,400 to $1,500 premium.
China and Japan Marine Insurance Company, Tls. 60 premium.
China Fire Insurance Company, $58 premium.
Victoria Fire Insurance Company, $60 premium.
Indo-Chinese Sugar Company, $25 dis.
Shanghai Steam Navigation Company, Tls. 47 to Tls. 48 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $10 dis.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—None.

At NAGASAKI.—None.

At SHANGHAI.—From London, March 10, Glenroy (str), from Cardiff; 11, Elizabeth Dougal, from New York; Elsinore, from London, April 25, Lahloo (reported by telegram).

At HONG KONG and CANTON.—From London, March 19, Parana (str.); from Liverpool, 17, Batavia; from Cardiff 8, Garibaldi; from London, Lord of the Isles (reported by telegram).

At MANILA.—From Cardiff, March 4th, Eastern Star, from Cadiz, 2 Alavesa.

At SINGAPORE.—From Liverpool, March 16, Tiber; 26, Nestor (str.); from Shields, 22, St. Paul; 26, Wallace; 22, Elizabeth Ann; 24, Glengyle (str.); from London, 21, Galley of Lorne (str.); 27, Africa (str.); 28, Yangtsze; from Liverpool, April 3, Robert Ker (reported by telegram).

At PENANG.—From London, March 18, Galley of Lorne (str.); 21, Glengyle (str.); 24, Yangtsze; from Liverpool, 22, Hector (str.)

DEPARTURES.

From YOKOHAMA.—None.

From NAGASKI.—None.

From SHANGHAI.—None.

From HONG KONG and CANTON.—For New York, March 16, Agra.

From MANILA.—For Liverpool, March 3, Buenaventura (s.); 5, Templar, for Channel, f.o.; 3, Bombay; 9, Figaro; via Ilo Ilo, 9, Eastern Star; 11 Canaan; for Cadiz, 13, Conchita.

From SINGAPORE.—For London, March 23, Norham Castle; for New York, March 24, Havelock.

From PENANG.—For Liverpool, March 15, Edwin Bassett.

VESSELS LOADING.

At YOKOHAMA.—For New York, Lothair.

At NAGASAKI.—None.

At SHANGHAI.—For London, Ajax (str.), expected; for New York, None.

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At HONG KONG and CANTON.—There are no vessels on the berth for any of the home ports.

At MANILA.—For London, Ornate; via Ilo Ilo, Oneiza; for Channel, Rebecca; for Liverpool, via Cebu, Isles of the South; for Channel, via Ilo Ilo, James Lister.

At SINGAPORE.—For London, Lochleven Castle, Elizabeth Ann; for Liverpool, La Paix; for Boston, Elcano.

At PENANG.—For London, Franz Schubert.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—For London there is no vessel on the berth; to New York £3 15s. per ton of 40 feet.

At NAGASAKI.—To London, £3 10s. per ton of 50 feet.

At SHANGHAI.—There is no vessel on the berth.

At HONG KONG and CANTON.—There is no vessel on the berth.

At MANILA.—To London, sugar and coffee, £4 10s.; hemp, £5 5s.; measurement, £5.

At SINGAPORE.—For London, £2 17s. 6d. Gambier; £3 12s. 6d. light freight; £3 dead weight.

At PENANG.—For London, £3 5s. to £3 15s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
March 5	Eleanor	Singapore	Bremen
,, 5	Naworth Castle	Hiogo	New York
,, 7	Emigranti	Macao	Callao
,, 7	Victoria	Singapore	Liverpool
,, 7	Rollo	Do.	London
,, 8	Niphon	Do.	Hamburg
,, 11	Hercules	Cardiff	Singapore
,, 11	Loochow	Sunderland	Hong Kong
,, 13	Hedvig	Hong Kong	Batavia
,, 14	Persia	Cardiff	Order
,, 14	Hugo and Otto	Do.	Do.
,, 16	Courage	Hamburg	Hong Kong
,, 16	Nyassa	Sarawak	London
,, 18	Mina	Manila	Cadiz
	Cutty Sark (reported by telegram)		

LATEST TELEGRAMS.

MISSION FROM THE INDO-CHINESE FRONTIER.

CALCUTTA, APRIL 28.—A mission from the western frontier of China has left here for England, with sealed letters for the Queen, the supposed object being to ask help against the Chinese.

THE FRENCH MAIL STEAMERS "NEVA" AND "AVA."

SHANGHAI, APRIL 25.—The Messageries Maritimes steamer Ava, which sustained damage in collision with the steamer Rona, having made the necessary repairs, left Amoy on the 23rd, for this place, whence she will be despatched with the homeward French mails on her arrival.

BATAVIA, APRIL 23.—The Messageries Maritimes steamer Neva, which stranded on the 20th, in the Banca Straits, near Mundock, has arrived here without having sustained any damage.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CHAPIN—On the 17th Feb., at Tung-cho, the wife of the Rev. L. D. Chapin, of a daughter.

COPLAND—On the 22nd April, at 58, Wiltshire-road, Brixton, the wife of P. Copland, Esq., of a son.

DE BASAGOITI—At Singapore, on the 23rd March, Mrs. J. P. de Basagoiti, of a daughter.

HANBURY—On the 24th April, at Mortola, near Mentone, the wife of Thomas Hanbury, of a daughter.

HARRIS—On the 16th April, at Elm Lodge, Hatch-end, Pinner, the wife of Henry Harris, of a son.

JONES—On the 19th April, at Shanghai, the wife of James Jones, Esq., of a daughter. (By telegram).

MARRIAGES.

BAIN—TURNER.—On the 14th March, at the Union Church, Hong Kong, by the Rev. James Legge, D.D., LL.D., assisted by the Rev. F. S. Turner, B.A., brother of the bride, George Murray Bain, of the *China Mail*, to Anna Maria Turner, third daughter of B. B. Turner, Esq., of Clarence-terrace, London.

HARTLEY—HOLMES.—On the 16th April, at St. Stephen's, Bayswater, by the Rev. Harvey Brooks, Charles Robert Hartley, Esq., of Yokohama, to Mary, the second daughter of T. C. Holmes, Esq., of Kilburn.

MACNAIR—CAMERON.—On the 13th March, at Batavia, by the Rev. Henry King, David Macnair, Esq., to Helen Anna, second daughter of the late John Russell Bedford Cameron, Esq., of Aughamore House, County Leitrim, and granddaughter of the late Major Allen Cameron.

MEIKLEHAM—LANG.—On the 20th March, at St. Andrew's Cathedral, Singapore, by the Rev. Canon Beckles, J. Y. Meikleham, Esq., of Batavia, to Janet Snell, eldest daughter of J. L. Lang, Esq., Writer, Glasgow.

WEBSTER—JALLAND.—On the 18th April, at St. Mary's Church, Hull, by the Rev. Wm. Quekett, rector of Warrington, assisted by the Rev. John Scott, vicar, Robert Grant Webster, Esq., barrister-at-law, only son of the late Robert Webster, Esq., of Hong Kong, to Emily, only daughter of B. M. Jalland, Esq., of Holderness House, Hull.

DEATHS.

CUPPAGE—On the 21st March, at Fern Cottage, Emerald-hill, Singapore, William Cuppage, Esq., in his 65th year, late Acting Postmaster-General, Straits Settlements, after a service of forty-one years.

HALL—On the 24th April, suddenly, at 95, Stockwell Park-road, Brixton, in his 62nd year, Captain S. P. Hall, formerly of Hong Kong.

HENNESSY—On the 23rd March, at Government House, Sierra Leone, from a sudden attack of fever, John Patrick, the only son of Governor and Mrs. Pope Hennessy, aged three years.

MYLIUS—On the 17th April, at Guernsey, Channel Islands, Miss Henrietta Mylius, only surviving daughter of the late Frederick Henry, Baron Mylius, of the Ceylon Civil Service, in the 76th year of her age.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—April 26, at London, from Colombo, Kingsbridge; 19, at Cherbourg, from Siam, (!), David; 27, at London, from Rangoon, via (S.C.) Chester (str.); 25, at Cuxhaven, from Colombo, Deerfoot, at Brouwershaven, from Patjitan, Bastiaan Pot; 29, off Prawle Point, Harefield (str.), from Akyab.

DEPARTURES.—April 25, from London, for Java, Anna and Marie; for Colombo, &c. (via S.C.), Agra (str.); for Hong Kong and Foochow, Her Majesty; for Newport and Hong Kong, Talbot; 25, from Newport, for Hong Kong, Monte Rosa; from Sunderland, for Singapore, Canada; from Cardiff, for Hong Kong, Whitehall; 27, from London, for Hong Kong, Constantia; 26, from Cardiff, for Hong Kong, Avona; 25, from Penarth, for Singapore, Ellen Gondey; 26, from Swansea, for Shanghai, Daylight; from Hull, for Batavia, Jalawar; 26, from Pill, for Cardiff and Singapore, Queen of the Seas; from Newcastle, for Galle, Indian Empire.

LAID ON.—At London, for Shanghai, Black Prince; at London, for Shanghai, Mikado; for Hong Kong, Brockham; for Penang, Singapore, Hong Kong, and Shanghai, (via S. C.), Cyphrenese (str.).

SPOKEN.—Noach III., Rotterdam to Batavia, April 19, off the Start; Ymuiden, Amsterdam to Batavia, April 21, off Dungeness; Elizabeth Cushing, Cardiff to Hong Kong, Feb. 22, 27 S.; Ailsa (ship), London to Shanghai, 20 miles W. by S. of the Lizard; Carle (?), Canton to New York, March 30, 2 S. 37 W.; Victoria, Hamburg to Batavia, 9 S., 35 W.; HPNW (barque), Cardiff to Singapore, March 20, 46 days out; Corra Linn, Cardiff to Singapore, Jan. 6, 3 N., 27 W.

CASUALTIES.—The Russia (str.), Soutcovy, which left London April 22, for Singapore, China, &c. (via S.C.), has arrived at Spithead with machinery defective. The Macassar (ship), Bose, from Macassar to Amsterdam, which vessel put into Table Bay Feb. 27, leaky, had nearly finished her repairs, and would soon continue her voyage; about 240 bags of coffee, which were damaged, had been sold

MISCELLANEOUS.—At St. Helena, April 29, Chance, Ulrich, from Hiogo, for Hampton Roads; Sindbad, Kooy, from Java, for Amsterdam; 30, Salvadora, Hormachea, from Canton, for Havana; Jacoba Helena, Immerreel, from Singapore, for Liverpool; Ellen Monroe, Norcross, from Hong Kong, for New York; Nieuwe Waterweg, v.d. Valk, from Java, for Amsterdam; at Port Said, Ban Yong Seng (str.), from Glasgow, for Singapore, &c.

The amount of bullion by the P. and O. Company's steamer *Candia*, which left Southampton on the 25th inst., was in gold—to Bombay, £16,810; to Madras, £704; to Galle, £500; in silver—to Yokohama, £56,650; to Shanghai, £14,420; to Hong Kong, £5,230; to Singapore, £24,200; total in gold, £18,014; in silver, £100,500.

At the meeting, this day, of the National Bank of India, the directors' report and the accounts were adopted. The re-election of Mr. Frere and Mr. Apcar, retiring directors, was postponed, a poll being demanded; and that of Mr. Corradaile, also a retiring director, was carried unanimously.

A TABLE has been compiled by Mr. F. M. Page, showing the prices of bullion, bank drafts, &c., in London during the year 1871, with the corresponding rates of sale in China.

CHINESE COOLIES IN CUBA.

(PALL MALL GAZETTE.)

Another effort was made by Mr. Hughes on Friday to induce Parliament to sanction some effective action for the suppression of existing forms of slave trade, chiefly known to the public under the euphemism of "coolie emigration." The debate which followed the motion of the member for Frome calling attention to the condition of the slave population of Cuba was not, however, of an encouraging character. So far as direct intervention, or effective action of any kind, is concerned, there is, indeed, nothing to be hoped for in the present state of public feeling. Mr. Gilpin's hope that "the discussion would revive something of that old anti-slavery feeling which formed one of the finest reminiscences of his younger days" is to all appearance very chimerical. The speakers on the other side, including the Under Secretary of Foreign Affairs, had a very easy part to play in showing the impracticability or inexpediency of doing anything. We have more than once indicated the only course which would promise immediate results; and those of a decisive kind as regards the further continuance of the traffic in coolies from the Chinese coast, the main source of supply. If this were stopped, the evil would be circumscribed, and narrowed in fact to the suffering condition of those already transported to the American continent and the neighbouring colonies. And if no intervention in their behalf could be speedily or beneficially brought to bear, there would at least be the consolation of knowing that each day would diminish the area of the evil. The course we have suggested is one the first step in which was taken many years ago by the United States, when they prohibited any American vessel to carry coolies under labour contracts. There can be little doubt that they would cordially join the British Government to act in concert with the Chinese, and so enable the Imperial Government to prevent the embarkation of any coolies under contract for foreign countries, unless or until securities could be devised by which good faith with the emigrant could be secured on the other side, as well as perfect freedom of election on the part of the native in China. This can hardly be effected until China is prepared to place thoroughly competent consuls in the countries where their subjects are to be transported, and to watch over their interests under the further security of treaty engagements. But if all further supply were stopped until these objects could be secured, means would undoubtedly be found of establishing before long a system of emigration under adequate protection against flagrant abuses on either side of the Pacific, and to the

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mutual benefit of the nation supplying and the countries demanding the labour. Great Britain and the United States alone could perfectly well secure this end, in concert with China. But whether alone or with other European Powers, there could be no insuperable obstacle—none which good faith and honest determination could not satisfactorily dispose of, without any recourse to measures contrary to international usage or policy. Lord Enfield may think that "it was a great misfortune, not only to the British West Indies, but to the Chinese themselves, that the emigration of Chinese to those islands had been stopped; because, as everyone knew, they were well treated in those colonies, although there were some cases of abuse." But if so, we doubt whether he has read with the care it deserves the instructive report of the Commissioners appointed to inquire into the treatment of immigrants in British Guiana, presented to Parliament last session, or the not less instructive running commentary on it supplied by Mr. Jenkins in his notes taken on the spot. In any case, we must differ equally from Lord Enfield and the planters, who also lament the stoppage, when we reflect that this was entirely due to the Governments of France and Great Britain, in deference to the representations of the colonial interest, refusing the proposal of the Chinese Government to limit the term of contract labour to five years, and insist upon a free passage back—the two conditions which France and England had expressly provided in two successive Conventions with each other in 1861 and 1862 as necessary for the protection of the Indian ryot from virtual slavery. The Chinese Government did well and wisely to resist the effort of the two European Powers to deprive the Chinese coolies of these safeguards against being converted into slaves; and it is difficult to understand upon what principle either France or England could justify the application of one rule for their guidance in dealing with the Indian ryot and another when the Chinese coolie was in question.

The *Daily Telegraph*, with reference to the correspondence presented to Parliament on the subject which was summarised in our last issue, says:—We recommend the testimony of these four Chinamen to Parliament, to Europe, to Portugal. They bring together such charges of deceit, avarice, infamous cruelty, ghastly cowardice, and fearful torture against the Macao officers, that humanity itself must rise and denounce the scarcely-disguised slave-trade of China. Of course the British representatives laid the horrible facts thus divulged before the Portuguese Government in Macao; but the reply was most unsatisfactory. In place of unreservedly deploring a catastrophe which seems to disgrace our common civilisation—in place of taking immediate and anxious steps to render such a thing for ever impossible in the future—we grieve to observe that the Marquis d'Avila thought it decent to respond with a *tu quoque*. He wrote a brief despatch curtly stating that "proper measures" already existed for the protection of the emigrant coolies and their becoming treatment while on board ship; and then he concluded with a polite sneer, by remarking that the Macao exportation of Chinamen was carried on "far more legally than by the British at Hong Kong." We are glad to see that this unworthy replication can be met by a denial as strong as the forms of diplomatic courtesy will permit. Sir Richard M'Donnell most positively states in answer, that the Macao traders in human liberty and life can find no sort of justification in the emigrant traffic conducted from Hong Kong under our flag. Thus convicted, the Portuguese Government must at once wipe away such a stain—if, indeed, the shame and horror of that burning shipload of cheated slaves can ever be effaced. Tricked no doubt through their own folly and deceitfulness, these ignorant coolies are smuggled into the prison called a barracoon; the broker gets his price; the shipper makes his profit; it is no one's business to let the official forms be anything else than mere sham; and thus the hapless Chinaman at best finds himself transported like a sheep beyond the seas.

THE WESLEYAN MISSION TO CHINA.

The annual breakfast meeting of this institution was held at the City Terminus Hotel on Saturday. The proceedings commenced with the reading of the report, showing the progress made during the past year in China. The chairman, Mr. Boyd, of Manchester, followed with a brief address, after which the Rev. Dr. Waddy moved a resolution to the effect that the meeting, while rejoicing in the success which had attended the efforts of the Mission to spread Christianity in China, was resolved to increase the means to be employed in extending the work. Dr. Waddy spoke at great length in support of the motion, incidentally remarking that however widely the efforts of the Mission might be extended, they must still fall far short of reaching even a small section of the enormous population of the Chinese Empire. Much good, however, had been effected. Not only had the agents of the Mission succeeded in spreading the knowledge of religious truths, but they had contributed in no small degree to the dissipation of that hatred and distrust of foreigners which is so marked a feature in the Chinese character, and from which arose the "Shan-sin-fan" excitement of last year. Several other gentlemen, some of them personally connected with the China Mission, having spoken in support of Dr. Waddy's observations, the proceedings were brought to a close.

REAR ADMIRAL JAMES F. B. WAINWRIGHT died at Southsea, on the 23rd inst., aged 57. The deceased admiral entered the navy in October, 1832, became lieutenant in 1841, and commander in 1849. As commander of the *Winchester*, in 1852, he was honourably mentioned for his gallant conduct at the storming of two forts in the vicinity of Prome, Burmah, and in 1853 was reported for his efficient services against pirates in the Chinese waters. He was naval officer in charge of the naval establishment at Bermuda from September, 1864, until advanced to flag rank, July 26, 1869.

Sir C. WINGFIELD has asked the Under Secretary of State for Foreign Affairs if he would lay before Parliament any further correspondence that had passed between Her Majesty's Government and that of Portugal on the subject of the emigration of Chinese coolies from Macao. Lord ENFIELD said that there was no further correspondence on the subject that he could produce. It appeared, however, from a report of the Hong Kong authorities in answer to the Portuguese allegations, that the coolie emigration was better conducted at Macao than at Hong Kong.

IN the last number of the *Phœnix* is a continuation of the Japanese paper on Commerce, translated by Mr. W. G. Aston, who is at present in England, and has just brought out a "Grammar of the Japanese Written Language." Mr. W. T. Mercer, M.A., late of Hong Kong, writes some very interesting notes on "Japanese Proverbs," which were also contributed by Mr. Aston.

THE AMERICANS IN JAPAN.—A New York journal says advices of a trustworthy though not official character lately received from Japan represent the authorities of that country as exceedingly dissatisfied with one of the American officials, engaged to introduce the modern systems of administration into the empire, and the prospects of other applicants for the Japanese public service are materially injured thereby.

The sailing Indiaman Star of India has arrived from Colombo, and disembarked the following military officers and troops:—Royal Artillery, 14 men; Royal Engineers, 1 man; 73rd Infantry, Capt. S. W. Sharpe and 53 rank and file; Ceylon Rifles, Lieut. P. W. Tombs; Medical Staff, Staff-Surg. C. L. Hind; 9 women, and 19 children.

OUR naval squadron in China is to be increased by the addition of the *Cadmus*, wooden screw corvette, of 17 guns, 1,466 tons burthen, and 400-horse power. The *Cadmus* is now one of the vessels of the Flying Squadron, but will be detached at Bombay and proceed from thence to China.

THE Senatus of the University of Glasgow has conferred the degree of LL.D. upon the Rev. Carstairs Douglas, the senior missionary of the English Presbyterian Church in China.

The P. and O. Co.'s steamer *Cathay* was launched at Dumbarton on the 25th inst., and will be delivered over to the company the first week in June.

THE party of Japanese which left Yokohama by the French mail of 5th March are now at Lyons inspecting the manufactories of the city.

THE new steamer *Surprise* is loading at Hull with barges and lighters for the Amoor river. She will call at Singapore and Nagasaki *en route*.

We learn by the Cape of Good Hope mail that H.M.S. Ocean has arrived in Simon's Bay, *en route* to England from China.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, April 24.

The members of the Second Chamber are discussing the Bill which proposes to levy an income-tax. It now seems certain that this measure will be rejected, as several Liberals are in opposition. If this result is obtained it would be much to the satisfaction of the nation generally, but it is doubtful whether in that case Mr. Blusse, our able Minister of the Financial Department, would not feel himself compelled to resign.

The Japanese Government has communicated with our Government, inquiring whether there are no young Dutchmen able and desirous of entering into the State service of Japan, which is being reorganised upon European principles. I hear that the Japanese Ambassadors who are shortly to visit England will arrange this matter with our Minister for Foreign Affairs during their stay at the Hague. It is very strange that our Government did not give any publicity to this affair, by inserting some advertisements in our leading newspapers. There are numbers of young men of ability here who are desirous of employment.

The Company Nederland has issued its proposal for a loan of f.3.500,000, to build more steamers. Up to this moment it has not transpired whether the amount is subscribed or not. From the first there has not been much disposition to back this national enterprise.

The Government has laid before the members of the Second Chamber a Bill asking a supplementary credit of f.15,194.94, in order to pay to Mr. Myer the balance of his salary and his expenses for the voyage from Java.

I regret to record the deaths of Lieutenant-General A. J. Andreson, ex-Commander of the East India Army, and of Mr. A. J. L. Stratenus, ex-Minister of Foreign Affairs.

THE ROTTERDAM BANK.

The annual report of the managers of the Rotterdam Bank has just been published. The business transacted by the bank in Europe during 1871 reached the total sum of f.252,789,267.14, showing an increase of f.40,005,241.02 compared with 1870, and giving a net profit of a little over twelve per cent. on the capital. In Java the main object of the bank has been to liquidate the unprofitable investments which had been formerly made there. The head agency at Batavia, under the temporary management of one of the directors of the bank, Mr. Canters, has given good results, if the year 1871 be alone taken into consideration. But the liquidation of several assets has shown important deficiencies on the valuations, and the consequence has been that the account of losses and profits of this agency exhibits a deficit of f.111,189.30. The valuation of the assets of the bank in Java have been reduced to a moderate amount, and the managers are confident that on the whole they fully represent the value for which they are now put down upon the books of the bank. The managers have, however, come to the conclusion that the Batavia agency as it now exists must be wound up, and this is to be officially announced by the 1st of July next. They wish, however, to continue their co-operation in the trade between the Netherlands and their colonies to as great an extent as possible. Mr. Canters has consented to remain at the head of the agency in liquidation for another year, at the expiration of which the directors will propose other necessary measures for an efficient representation of the bank in India. The loss occasioned by the agency has reduced the available profits of the head office to f.249,804.85½, out of which f.49,960.97 have been placed to account of the reserve funds, and a dividend of f.6.25 per share, equivalent to five per cent. per annum, is declared.

The report has generally made a very favourable impression, as it

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shows clearly that the position of the bank is now effectively consolidated, and that the shareholders have every reason to believe that the really remunerative business of the head office will no longer be materially affected by the unsatisfactory position of the Colonial branches. The rate at which the shares are quoted on Exchange, viz., 10 premium, being f.135 for the f.125 paid up shares, is a proof of the favourable appreciation of the position of the bank.

PRODUCE MARKETS.

A want of animation continues to be the prevailing characteristic of our Produce markets, and the business done throughout the past week offers hardly any change to report in prices of any leading article, except sugar, which is creeping up. The April sale of Coffee, on account of the Netherlands Trading Company, went off at irregular prices, but generally more favourable than had been expected. Tin has assumed a quiet appearance, but prices remain unaltered.

COFFEE.—The Trading Company's public sale opened flatly and prices ruled at first slightly below the valuations, but the competition soon increased, and caused not only the partial reduction to be recovered, but prices ultimately to exceed the valuations by ¼c. to ½c. for the bulk, 2½c. to 3½c. for the Menado, and ¾c. to 1½c. for the Santos. Good ordinary Java, sold at 41c. to 41½ c. The market has continued since to exhibit a firm appearance, and many numbers of the public sale are sought after at the prices paid for the same.

SUGAR has assumed increased firmness, but for want of sellers transactions remain unimportant.

SPICES.—Some demand continues to prevail for Nutmegs at former prices.

TEA.—No transactions of note are to be reported.

RICE.—The position of this article remains dull, without anything doing.

TIN.—Transactions have been on a limited scale. Banca has changed hands for public sales prompt at f.97, for delivery ex the next autumn sale at f.92 to f.92½, Billiton spot at f.93½ to f.94½, and afloat f.94 to f.95.

COCOA-NUT OIL.—Cochin has found buyers at f.27½.

PRESERVED GINGER.—400 chests China were offered in public auction, and 340 of them passed the hammer at 71c. to 73c.

KAPOK.—Sales have been closed of 400 bales uncleaned afloat, per H.W.M., on secret terms, and 97 bales do., ex Nestor.

JAVA INDIGO.—About 60 chests have been disposed of.

SAPANWOOD.—About 6,300 piculs were sold for account of the Trading Company at f.3½ to f.6½, and for private account 310 piculs at f.5 to f.5½.

TURMERIC.—200 bags good quality were sold at f.4, and 59 bags ordinary at f.2.

SHIPPING.

ARRIVALS.—April 17, at Texel, from Batavia, Anita.

DEPARTURES. — April 18, from Brouwershaven, for Batavia, Noach III., Otto, Salatiga; from Texel, for Batavia, Gerard Pieter Servatius, Elizabeth, Anna Digna; for Samarang, Zaanstroom; April 20, from Texel, for Batavia, Ymuiden; April 21, from Texel, for Batavia, Johannes.

PASSENGERS OUTWARD.—To Java, per Noach III.: Messrs. van Doornen and family, Battaerd and family, Bemolt and family, van Huls and family, Magner and family, J. P. Stokmans, Miss van der Velden, 119 soldiers. Per Ymuiden: Messrs. H. Kuchlin and family, M. W. Steenmeyer.

PORTUGAL.

(FROM OUR OWN CORRESPONDENT.)

LISBON, April 20.

The treaty of commerce and navigation with the German Empire has been approved by the Cortes. This treaty will contribute to develop our commerce, and to unite more closely the friendship between our country and the New Empire.

The Minister for Foreign Affairs, in the course of the debate on the budget of his department, said that the Government had been authorised to establish consulates of the first class in those places where their services are required, and that two had already been established, one in Peru and another in Havana. These two consulates will probably enjoy extensive revenues. At the same time, added the Minister, it is certain that in both ports in which the consulates had been established some exceptional circumstances have arisen which the Government are desirous of ameliorating. Both to Peru and Havana there is a considerable immigration of coolies from Macao. I am asked (said the Minister to the deputy Senor Osorio) why the emigration of coolies obliges us to establish consulates of the first class in those ports. I asked myself this same question, before taking a resolution on the subject, and I formed the opinion that the consulates are necessary for two reasons, first in the interest of humanity, and, secondly, to withdraw the responsibility from Portugal which the press of Europe has attempted to cast upon us for authorising the transport of coolies from Macao to Cuba, and thus as it states, protecting slavery. This accusation is quite untrue, unjust, and without precedent; to justify us, it is enough to understand the laws which we have made and which are in force in our colony of Macao. All necessary measures, sanitary and protective, have been adopted and put in execution, and almost every day have to be employed. The Government of Portugal is bound to protect in Portuguese territory all persons of whatever nation making labour contracts when the representatives of the countries of which they are natives cannot do so. China has no representative either in Havana or in Peru, while the Peruvian and Spanish Government cannot accept the protection of a Portuguese Consul for persons who are not Portuguese; and for this reason the Minister for Foreign Affairs said he had drawn up a convention which would be laid before the Cortes, in which clauses quite new and special were introduced, by which clauses our Consuls are directed and empowered to protect all emigrants from any country, and to investigate all labour contracts, employing all means to prevent any emigrant from being compelled to serve against his will, also to render all those services which the Government of a civilised country ought to furnish to persons placed in such a position. The Government of Peru has accepted these conditions, and the Minister considers that any abuses which have existed in connection with coolie emigration must now cease.

The Foreign Minister has laid before the Cortes a White-book comprising 135 documents, preceded by an interesting report referring to the negotiations of a treaty of commerce with Great Britain. It contains the whole history, accompanied by the documents, of the negotiation begun in 1866, and which has lasted until now without any result, to obtain a modification in the scale of duties on the export of wine to England. From all these documents it is to be inferred that our Government has done its best in this affair, but that the resistance of the English Government has been insurmountable.

UNITED STATES.

The San Francisco Chamber of Commerce has held a meeting at which the following memorial was adopted unanimously:—That the increasing claims of commerce on the Pacific Ocean, the opening of a more friendly intercourse with countries bordering thereon, and larger facilities for the transportation of passengers, and freight from this point to the Atlantic seaboard, require the permanent lines of first class steamships under more liberal patronage of Government, from San Francisco to China and Japan, as also to the British colonies of Australia and New Zealand. That the encouragement of these two lines of steamers by Congress semi-monthly to China and Japan, and monthly to the Australian and New Zealand colonies, is a matter of vital consequence to the people of the United States, inasmuch as it would undoubtedly result in diverting a large portion of the trade and intercourse with most of the countries and productive islands of the Pacific Ocean from the time-worn routes *via* the Cape of Good Hope or the Isthmus of Suez to the American Continent; that, in the opinion of this Chamber, it should be equally the policy of the Government to foster intercourse by sea as well as by land, and to grant reasonable subsidies to lines of mail steamers for the purpose of attracting and securing foreign commerce to our own shores as well as to extend assistance to lines of railroad for the purpose of facilitating and developing internal communication. That it is the earnest prayer of this Chamber that Congress should extend such assistance to steamers plying between this port and China and Japan as will enable them to secure permanently the vast advantages of the trade between these countries by the establishment of a semi-monthly line, and also by such other assistance to steamers plying between this port and the British colonies of Australia and New Zealand as will promote the important and increasing intercourse with these rich and rapidly developing countries.

NEW YORK MARKET REPORT.—APRIL 18.

TEA.

There has been a more active inquiry for Green, and prices are a trifle firmer. Black and Japan are in moderate demand, and steady at former rates. The sales for the week are 3,832 half-chests Green, and 1,500 do. Oolong, vessels not named.

COFFEE.—The absence of demand for Brazil and the gradual accumulation of stock weakens the market, and, though there have been no sales, holders are generally willing to make a slight concession. We reduce our quotations for all grades ¼ cent per lb. gold, remarking, however, that the revised rates are still entirely nominal, buyers holding aloof while the vexatious duty question is in abeyance. Java is only in jobbing demand at unchanged prices; the stock has been increased by the arrival of the Aztecs with about 12,000 mats.

CORDAGE.—Manufacturers have reduced their prices in sympathy with the recent decline in Hemp. Manila is ¼c. per lb. lower, and Sisal 1c. We now quote:—Manila Cordage, sizes above 12-thread, 19c.; 6 thread and 9-thread (¼ inch and 5-16 inch diam.), 20c.; 12-thread (⅜ inch diam.), 19½c.; Manila Hay Rope, 19½c.; do. Cordage, Bolt Rope Yarns, 21c.; do., 6-thread and 9-thread, 22c.; Tarred Manila, 18½c.; fine Tarred Manila Lath Yarn, 20c.; Sisal Rope, sizes above 12-thread, 16½c.; 6-thread and 9-thread, 17½c.

CAMPHOR.—China is quoted 17c. to 18c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $3; Cassia, $2.25 gold (duty paid).

FIRE CRACKERS.—The market continues firm with fair activity. Sales have been 2,000 boxes extra No. 1 at $2.40 to 2.42½ currency, and 5,000 boxes in bond at $1.10 gold.

GAMBIER.—The current quotation is 5c. gold.

GUNNY CLOTH is very quiet, and prices are nominal.

HEMP.—No transactions in Manila; prices are as last quoted.

INDIGO.—Manila quiet at 95c. to $1.5 currency.

RICE.—Rangoon continues in good request, owing to its being relatively lower than Carolina; the sales for the week have been 2,000 bags at $6.75 to $7.25 currency, and 3,500 bags in bond at $3.25 to $3.30 gold.

SUGAR.—The market has been very quiet. Refiners, finding a lessened demand for their product, even at lower prices, purchase sparingly, and the Trade buy only for immediate necessities. The receipts in the mean time have been large, and, as a rule, are offered quite freely, so that prices have given way ⅛ cent per lb. We note the sale of 1927 baskets of Java at 9 9-16c. to 9 19-32c.

SPICES.—Invoices are neglected, and the demand for store lots is only moderate; prices, however, are firm for most articles. Cloves have declined to 15½ to 16c. Pepper is very strong, with a disposition to sell small lots rather than large parcels at the ruling rates. Dealers are supplying the trade demand at $1.25 for prime Mace, 96c. for Penang Nutmegs, 17c. for Sumatra Pepper, and 18c. for Singapore, White 37½c., Cloves 50½c. to 16c., China Cassia 29c. to 30c., Batavia 22c. to 32c., Cassia Vera 25c.—all gold.

TIN.—The receipt of advices of the result of the Dutch Trading Company's sale of the 11th of April has caused an advance of 2c. to 3c. in this market, which at the close is firm at 42c. to 43c. for Straits and 52c. gold for Banca. Straits has been sold to arrive at 40½c. to 41½c., and Banca at 48c.

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A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the Office or by letter.

The London & China Telegraph.

LONDON: MONDAY, APRIL 29, 1872.

THE SINGAPORE RAILWAY.

WE give in another column the resolutions passed at a special meeting of the Straits Association on this very important subject, and which have no doubt been duly transmitted to the Colonial Secretary by the Chairman. Lord KIMBERLEY has now before him the united voice of the Straits community against the construction and working of the proposed railway by the local Government, as expressed, first of all, by the Legislative Council, after a lengthened inquiry, then by the inhabitants of Singapore in public meeting, next by the press of the colony, and now by the Straits Association here, composed of old residents in the Straits, still largely engaged in its trade and deeply interested in the prosperity of the colony. The united opinion thus unmistakably expressed is, that the proposed railway is essentially of a private character, that public money should not be expended upon it, and that the local Government should not meddle either with its construction or working, but leave the matter entirely in private hands. The docks and wharves in New Harbour, which the proposed railway is intended to connect with the town, are all private property. They rose one after another, as the wants of the trade demanded, without Government interference and without any aid from the public treasury; and if this railway is really a public necessity, it will be made in the same way, and may very safely be left to private enterprise and capital. We may just notice a very extraordinary argument in favour of Government constructing the railway used by one two speakers at the public meeting at Singapore. They maintained that it had become a necessity on the part of Government, in order to put an end to the rivalry existing among the wharf-owners! On the same principle the Government would require to take over the whole trade of the place, for every merchant is the rival of his neighbour; and it would be curious to inquire what injury is inflicted on the public by such rivalry, that the Government should be called on to put it down. What public harm has resulted from the competition among the dock and wharf owners? It is not long since there was only one dock in New Harbour. What were dock charges then, and what are they now? Suppose the docks and wharves were all taken over by Government, instead of being left in private hands, competing for public support, and worked on the most approved colonial system; would the public gain by the change? The thing is too absurd to require an answer. But it is said that *a* railway is quite a different thing, not *this* railway. Mr. GILFILLAN, in his able letter in the *London and China Telegraph* of February 5, and Dr. LITTLE, Mr. ADAMSON, and others, in their speeches at the Singapore public meeting, showed very plainly that the proposed railway is simply intended to accommodate the traffic between the private wharves in New Harbour and the town, and that it does not partake, in any sense, of a public character. It is, therefore, as clearly a work for private enterprise as the docks and wharves themselves, and a work in which we venture to say no Government can interfere without mischief both to public and private interests.

The unanimity of the Straits press is somewhat remarkable; for although the editor of the *Straits Observer*, in his capacity of advocate, speaks in favour of Government interference, yet as editor he takes the trouble of writing two articles strongly in favour of the views expressed at the public meeting. He even goes out of his way to refer to a speech of Lord DERBY in support of those views, and deprecating the intervention of Governments in such matters. With the additional evidence on the subject now before him, all strongly opposed to Government intervention and the employment of public money on a purely private undertaking, as this railway evidently is, there can hardly be a doubt that Lord KIMBERLEY will now decide to carry out the views of the Straits community and leave the question where they wish it to be left, and where it was left by the Legislative Council—entirely in private hands. As already said, if the railway is really wanted the wharf-owners and the public, if let alone, will soon find out the way by which the work can be best accomplished.

THE CONSULAR SERVICE IN CHINA.

THE Select Committee on the Diplomatic and Consular Services met again last week, when Sir R. ALCOCK was examined at some length upon the condition of the Consular Service in China, respecting which he expressed a very decided opinion that it was both "under-manned and underpaid," undermanned as regarded the number of officers required to keep the staff at the ports in efficient working order, and underpaid as regarded the necessities of the position of the officers employed. He stated that the annual value of the trade with China was more than £42,000,000, that it gave employment to upwards of 7,000 vessels under the British flag, and that the delegates of the Shanghai Chamber of Commerce in their able report upon the trade of the upper Yangtsze, had shown that this trade had a tendency to increase at the rate of from £2,000,000 to £3,000,000 a-year. He further expressed his opinion that the large increase of the trade for the last few years was due to the opening of new ports, which were subsidiary to the great depots of Hong Kong and Shanghai, and that the withdrawal of a Consulate from any of those ports would be followed by a diminution in the value of the trade between China and Great Britain. We need hardly say that we perfectly concur with these remarks, so far at least as the underpayment of Consular officers is concerned, and, as facts and figures are stubborn things, we would refer our readers to "Appendix I.," given by the Shanghai delegates at the end of their report, from which it will be seen the value of British produce exported to China from the United Kingdom in 1858 (the year in which the Treaty of Tientsin was concluded) was £2,876,447, whilst ten years later, after the new ports on the Yangtsze and in the Gulf of Pechili had been opened, this value had risen to £7,621,644. Such figures need no comment, they tell their own tale; and there can be no doubt that if China were tapped, so to speak, at other points, along her extensive seaboard and upon her great rivers, a largely increased consumption of our manufactures would be the result; but these points should be selected with care, and only after due consideration. The fact is that with the increase of our Consular ports a corresponding increase has taken place in the value of our export trade to China, and that the cost of the whole Consular Establishment there represents a very small per centage on the value of our total trade with a country which contains within its borders perhaps one-third of the human race. Our Consular officers in China, however, *must* be more encouraged than they have been of late by increased rates of pay and more liberal arrangements as to retiring allowances, or the country that employs them will eventually be the loser. Unless, indeed, their present status be improved, the advice which in all seriousness we would give to any young man who may contemplate entering the service would be equally short and emphatic as that once tendered by Mr. PUNCH to persons about to marry—"Don't."

IT will be seen by our Lisbon correspondent's letter in another column, that the Minister of Foreign Affairs at Lisbon, has at length come forward with a proposition to establish first-class Consular establishments in Peru and Cuba, with special instructions to protect Chinese immigrants. So far so good; but this does not meet the case. It is prevention, not cure, we require. It is idle to contend for a moment that the Chinese go on board at Macao as free emigrants. They are cajoled and deceived, and hence the fit of frenzy which urges them to set fire to the ship or commit any other act which will procure their freedom. It is this that the Portuguese Government must prevent. Sir CHARLES WINGFIELD, M.P., and others propose that the British Government should act in concert with the Chinese Government and forbid this emigration from Macao. This is not practicable, inasmuch as Macao is Portuguese territory; and although the Chinese Government always dispute that it is ceded in perpetuity, there can be no question that Macao and its harbours are *de facto* under the rule and possession of the Portuguese.

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THE Consular reports which we publish in another column from Batavia and Manila will be read with interest at this time, while a Commission is sitting to inquire into the working of the Consular Service. The report of Mr. RICKETTS, the paid Consul at Manila, is very exhaustive, and we trust that our Government will see fit to procure from the Spanish Government at Madrid such facilities as the French and German Consuls possess, that we may be the better able to carry out the rights and wants of British subjects.

WE most heartily commend the proposal of the Rev. J. EDKINS and his coadjutors at Peking for the establishment of a "Society for the Diffusion of Useful Knowledge." The undertaking seems indeed grotesque when we remember the vast population which surrounds the promoters; but they are the sort of men who do not "despise the day of small things." The induction of but a handful of the intelligent Chinese at Peking into Western notions will be instrumental in permeating the masses.

CONSULAR REPORT FROM BATAVIA.

(By Acting Consul Fraser, Nov. 24.)

The Consulate of Batavia embraces entire Java, Sumatra, the Dutch possessions in the Moluccas, Borneo, and the islands in Gaspar, and Billiton Straits. The Consul's residence is Batavia, and the appointment is at present filled by Acting Consul Mr. W. T. Fraser, late Vice-Consul at Samarang, and for ten years engaged in the Consular affairs at this port, and at Sourabaya and Samarang. The newly appointed Consul, Mr. N. McLean, will take charge at Batavia on the 1st December next.

The work of the Consulate is increasing yearly, while the fees are decreasing, owing to the numerous means of communication. Java is now much more visited than formerly, and the Consul's time is much more taken up by rendering advice and assistance than it ever was previously. The Consul is always at his post from 9.30 A.M. till 4.50 P.M., and his duties consist in engaging and discharging seamen, noting and extending protests, drawing out powers of money, bottomry bonds, and other legal documents, carrying on the general correspondence with the Home and the Netherlands Indian Governments, giving advice and assistance to British ship-masters and seamen, settling disputes, holding Naval Courts, and taking measures for the recovery and salvage of wrecked or lost property, caring for the affairs of the British Church Establishment, Her Majesty's ships of war, and other matters too numerous to mention here. Her Majesty's Consuls at this and other ports come far more into contact with all departments of the Netherlands Indian Government than any of their colleagues, and have very much more Consular business to transact and Consular responsibilities to bear.

The Consul here received no allowance for office expenses, but being allowed to trade, has the Consular office with his mercantile office. The fees, as above stated, are given to the clerks, they aggregated—in 1868, £259 19s. 4d.; in 1869, £242 12s. 4d.; in 1870, £272 19s. 8d.; the eleven months in 1871, £123 19s. 4d.

There are at present only two unpaid Vice-Consulates under my jurisdiction, namely, at Sourabaya and Samarang, and these appointments being held by partners in my mercantile establishments at these ports, no office expenses are allowed. The fees are, as at Batavia, given to the Consular clerk.

My position has always been most friendly with the various Departments of the local Government, who have invariably done everything in their power to render me assistance when I have required it in the discharge of my Consular duties My colleagues and myself are upon precisely the same footing with regard to immunity from the militia service. The appointment of Consul merely gives a certain status to the person holding the office, but no advantage accrues from it.

The present table of fees I consider quite satisfactory, and have never heard any complaints made regarding it by British ship-masters.

The instructions for the Consular Service received from the Government and the Board of Trade are so voluminous that it is almost impossible for a Consul to act always in strict accordance with them. It is most requisite that a revised edition of the Consular Instructions be issued, embracing both the original and supplementary instructions.

With regard to the Consular Service in Netherlands India, I consider it most necessary that, owing to the large arrival of British bottoms that now visit the various ports under my jurisdiction (and which is certain to increase), that unpaid Vice-Consulates be appointed at the following places: Passarœan, near Sourabaya, Maccassa in Celebes, and Padang in Sumatra. The rank of the Consular officer at Batavia might also be Consul-General without any increase to the present salary of £200 per annum, should this be thought advisable by Her Majesty's Government. Her Majesty's representative would then be on an equality with the French Consular Officer.

MANILA.

(By Consul Ricketts.)

The jurisdiction of this Consulate extends over the whole of the Philippine Archipelago, from latitude 5 deg. to 20 deg. N., and from long. 118 deg. to 127 deg. E.

The following statement shows the number and tonnage of vessels entered and cleared from this archipelago during the years 1868-70:—

	Entered.		Cleared.	
Vessels.	No.	Tonnage.	No.	Tonnage.
British	71	42,638	70	42,392
United States ...	37	34,032	36	32,824
German	8	2,966	8	2,966
French	4	1,470	4	1,470
Other nationalities...	9	4,638	7	4,030
	129	85,744	125	83,582
	British Tonnage.		British Tonnage.	
Spanish	100	27,810	98	27,225
	229	113,554	223	110,807

Last year the number of British vessels entering the ports of this archipelago rose to 98, with 55,286 tons.

The average values of the exports from the Philippines for the years 1868-70 were:—

Countries.	Value.
Great Britain, Australia, Hong Kong, and Singapore	£1,380,440
United States	963,654
California	116,666
Spain, and all other parts of Europe	91,250
Total on private account	£2,552,010
To Spain on Government account	416,666
	£2,968,676

From the foregoing statement it will be noticed that Great Britain and her colonies were the chief consumers of Philippine produce. A certain portion of the export trade to the United States was also carried on by some of the British mercantile firms in Manila.

The following gives the number of the subjects of each State residing in the Philippines:—British subjects, 150; French, 26; American, 31; German, 34; Swiss, 20; Belgian, 3; Italian, 2; Portuguese, 2; Turkish, 4; total, 272.

Germany, the United States, Denmark, Belgium, Switzerland, Portugal, Italy, and France maintain Consular officers in this country; all of these, with the exception of the French Consul, are engaged in commerce. The staff of the French Consulate consists of one Consul and one Chancelier, the former receiving 30,000f., and the latter 8,000f. per annum. The French Consul is allowed 300f. a year for stationery, and 1,000f. for other office expenses. The duties appertaining to this Consulate relate chiefly to commerce. Situated, however, as the Philippines are as regards Borneo, Sulu, Labuan, Sarawak, Singapore, Hong Kong, and China, they are not altogether without interest in a political point of view, and hence the character of this post may be termed politico-commercial.

RENT, LIVING, ETC.

Since the year 1858, or, rather, since 1863, the year in which this country was visited with a severe shock of earthquake, the rent of houses has risen 100 per cent.; the rent of a small house with a thatched roof is from £5 to £8 a month; the rent of a better class of house varies from £16 to £26 a month. The price of meat has more than doubled since 1858, beef is now 6d. to 10d. a pound, and is bad at any price; butter, 5s. to 7s. a pound; potatoes, 1d. each; small chickens, 1s. each; fruit and vegetables, wine and beer, are all much dearer than in Singapore or Hong Kong; ice, £3 11s. a month; firewood, £1 10s. to £2 a month; drinking water and bathing water have in many places to be purchased. The rates of wages vary; thus, wages of cooks are from £3 to £6 a month, other servants from £1 to £2 a month, but this does not include their maintenance. Seven or eight servants are also required for a family, as in India. The distances being somewhat great, a carriage is a matter of necessity. The first cost of the same, with a pair of country ponies, may be reckoned at the least at £200 sterling.

SALARIES.

The salaries given by first-class mercantile firms are £1,000 to £1,200 per annum for head clerks, in addition to which they are partly maintained. Junior clerks £500 to £700 sterling per annum, and partly maintained. The salary of the Consul at Manila in 1858 was £1,000 sterling, in addition to which he was permitted to collect the fees on his own account; these at that time amounted to about £250 sterling. The salary of the Secretary was then £300 sterling per annum. The pay and allowance of the Consul is now £1,300 sterling, or about the same as it formerly was, and in reality rather less than that of a head clerk in a mercantile firm. The Secretary now receives £300 sterling. The staff of this Consulate consists of one Consul and one Secretary.

At present I have the office in my own house, as I find it more convenient for business.

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A far greater amount of fees was formerly taken, owing to the charges having been fixed at 7s. instead of 2s. for engaging and discharging seamen; further notarial charges were made for drawing up protests, and a commission was received on the sales of condemned vessels; these charges have long been discontinued.

There are three Vice-Consulates within this jurisdiction, namely Sual, Cebu, and Ilo Ilo. The Vice-Consul of Sual receives a salary of £400 sterling per annum, and is permitted to retain all the fees collected by him. The average amount of the fees collected at Sual during the years 1868, 1869, and 1870, was £1 10s. The Vice-Consuls of Cebu and Ilo Ilo receive no salary, but are entitled to retain the fees. During the time Mr. Kerr had charge of the Vice-consulate of Cebu no fees were levied by him. The present Vice Consul, however, of that port collects fees, and has taken on this account during the present year the sum of £12 sterling. The Vice Consul at Ilo Ilo states that the amount of fees collected by him during the last year was £2 4s. 6d., and that he estimates £20 sterling to be a good average. Previously to Mr. Higgins's time no fees were levied at Ilo Ilo.

The principal advantage which any one engaged in trade derives from holding the rank of Consul is that it acts as a patent to him, and enables him to extend his correspondence and connection. The individual in such cases probably benefits by the rank conferred on him, but the community suffers, as the Consul, who is also a merchant, has little time left for the management of public affairs; further, if as a merchant he be desirous of securing his own welfare, he will, in his capacity of Consul, seek at all times to avoid any discussion with the authorities, and hence he is in reality debarred from upholding the rights of those who call on him for his interference; in short, the occupation of a merchant is altogether incompatible with the duties of a Consul.

Of the uncertainty of the duration of royal edicts in this country an instance was lately furnished, in the matter of the differential duties, which were re-introduced about six weeks after the date of their abolition. On the other hand, German and French Consuls residing in Spain, in addition to the privileges above mentioned, enjoy, under the guarantee of Treaties, personal inviolability, except in those cases in which they are known to have committed any grievous crime.

The attributions of a British Consul in this country being undefined, his acts are always liable to be questioned—representations to the authorities on behalf of British subjects have frequently to be made, and however calmly put forward they are as a rule received with a bad grace; this, among other things, causes reference and creates delay in the transaction of affairs of even the simplest nature; but matters would probably assume a different aspect, if a Consular convention somewhat similar to that made between Spain and Germany, and signed on the 22nd of February, 1870, at Madrid, were entered into between Great Britain and Spain, and extended without reserve to this Colony. I say without reserve, as the clogging a Treaty with conditional clauses leaves the door open for chicanery and disputes, and destroys the very end for which it is intended.

The French convention on the subject of the functions and privileges of Consuls is in some respects better than the German, but both these arrangements are more or less incomplete; for instance, the action of Consuls is restricted to the imprisonment of deserters only; but this power might, without any difficulty, be extended to the imprisonment and arrest of all persons composing the crews of vessels whom the Consul may find it necessary to confine, whether it be for breach of discipline or anything else. It should also be stipulated that the term of imprisonment in all such matters rests solely in the hands of the Consular authority, and that Consuls have a right to sit as judges in differences between seamen without the interference of the local authorities, so long as the tranquillity of the port is not disturbed. The local authorities should also be required to enforce the decrees of the Consul, if necessary.

The right of deciding civil cases between our own people, not seamen, by arbitration, and of having those decisions acknowledged and respected by the tribunals of the country is also desirable; indeed this would be a great boon to persons residing in a country where justice is either tardy or expensive, or impossible to be obtained. As regards any interference by the authorities in matters relating to the estates of deceased subjects, this should be restricted solely to those cases in which any claims are brought against the estate of a subject dying intestate which the Consul refuses to acknowledge, or when the succession is disputed by third parties.

The German Convention limits the action of Consuls in salvage cases; the French Convention, however, allows no interference on the part of the authorities in these matters; the latter then might be adopted in this respect instead of the former. Little or no distinction is made in either of these Conventions between the attributions and privileges of those who are Consuls' Envoyés and those who are engaged in commerce, and yet this is a matter which ought not to have been altogether passed over in silence; but of this hereafter.

Another great difficulty which a British agent has to deal with in this country when called on to protect the interests of the subjects of his nation proceeds from the course adopted by the Spanish Government, of refusing to admit as applicable to this Colony the Treaties which have hitherto been entered into between Great Britain and Spain. Such being the case I would suggest that some new Treaty arrangement be entered into, defining the rights, privileges, and exemptions of our people residing here, or resorting here for purposes of trade, and according to them the same privileges as have been or may at any time hereafter be granted by Treaty or otherwise to the subjects of any other nation.

Relative to the collection of fees. I am inclined to believe that it would be advantageous to the interests of all parties, supposing the present shipping charges were abolished and replaced by one uniform charge on the tonnage of vessels, masters would then know exactly what they were required to pay, many differences would be avoided, and the revenue arising from this source would be increased. French vessels, in addition to the payment of a fee for every service rendered at the Consulate, are subjected to the charge of 2d. a ton up to 300 tons; our shipowners then would hardly complain if in lieu of all other charges they were called on to pay a fee of but 1d. a ton for every ton register, from 100 to 1,000 tons.

The overt acknowledgment of the political character of our Consuls Envoyés, on the part of the State of receiving them; the admission of their judicial authority in differences between seamen as hereinbefore explained; the drawing a line of demarcation between this class of agents and those who are merchants; and the accurate definition by Treaty of the status and functions appertaining to each class,—can alone remedy this state of things, and secure to such as are Consuls *missi* a proper degree of freedom in the exercise of their duties. And here, as a means of determining the status of these agents, I would suggest:—

That the title of Consuls and Vice-Consuls be alone conferred on such as are paid functionaries of the States;

That these, without any exception, be prohibited from engaging either directly or indirectly in commercial pursuits;

"That those agents who are merchants receive the appellation of "Commercial Agents."

That a jurisdiction be alone permitted to those who are Consuls and Vice-Consuls' Envoyés, and that the functions of commercial agents be restricted solely to the signing ships' papers, to the performance of notarial acts, and to the repatriating seamen when in distress.

THE STRAITS ASSOCIATION AND THE SINGAPORE RAILWAY.

At a special meeting of the Straits Settlements Association, held on the 18th April, to consider the resolutions against the construction by the Local Government of the proposed Singapore Railway, passed at a general meeting of the inhabitants of Singapore on 23rd February last, the following resolutions were unanimously adopted.

1. That the resolutions passed at the public meeting held at Singapore on the 23rd February, and the letter of the Chairman of the Association in Singapore with reference to that meeting, be now read.

2. That this Association cordially agrees with the resolutions passed at the aforesaid meeting, protesting against the construction and working of the Singapore and New Harbour Railway being undertaken by the Colonial Government.

3. That the principles at stake in this question command the assent of this Association, and appear so indisputable that they cannot fail to be respected by the Colonial office, and that this Association understands those principles to be—that public money should not be applied to a purpose essentially of a private character,—that only the very gravest considerations of Imperial policy (which it cannot be pretended are concerned in the proposed railway) can justify the Colonial-office in enforcing the expenditure of the revenue of the Colony against the wishes of the people, as distinctly expressed in public meeting, and by the deliberate decision of the Legislative Council.

4. That the resolutions now passed, and a copy of those passed at the public meeting in Singapore, be forthwith transmitted by the chairman to the Right Honourable the Secretary of State for the Colonies.

THE PRESBYTERIAN CHURCH IN ENGLAND.

The 36th Synod of the above body was held in London last week, and the report on the mission work in China was one of the most interesting features of it. A detailed statement was given of the work progressing at each of the ports in China, drawn up and presented by Mr. Hugh Matheson. Alluding to Formosa the report says:—

Mr. Ritchie tells us that in December last he had the privilege of baptising on one Lord's-day at Kamana 53 adults and 7 children, and on the following Sabbath at Kongana, 31 adults and 3 children. In one of his visits to Baksa he was accompanied by Commander Bax, of H.M.S. *Dwarf*, who addressed a congregation of about 400 persons in such a way as to bring tears to many eyes, and at the close, one of the deacons rose and requested Mr. Ritchie to thank this naval officer for his visit and for joining them in their services. In this group of villages occupied by the Aborigines 183 members were added to the Church during the past year. The statistics for the year are interesting:—

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	Members Jan. 1, 1871.	Adults baptised.	Present membership.	Average attendance on Lord's Day.
Aborigines	... 127	... 208	... 342	... 1,215
Chinese	... 133	... 77	... 206	... 420
	260	285	548	1,635

At Kongana the mandarin, formerly hostile, is now a convert, and seeks to preach the faith which he once destroyed. Among the Chinese on the island there have been many conversions, but chiefly at the inland station of Alikang, where thirty-three have been added to the Church. At Tang-kang, with a population of 10,000, fourteen adults have been baptised—two being educated men; one has helped in securing the present place of meeting of the Church, and the other since his conversion has exerted a most beneficial influence on his neighbours. During the last autumn Dr. Maxwell and Mr. Ritchie made a journey to the northern end of the island for the purpose of seeing for themselves the work of grace among the Sekhoan or civilised aborigines in that part. It originated in the Gospel having been carried by one of their number from the hospital at Taiwanfoo some time previously. Hearing of this work, two native helpers were despatched to the district, and had been absent about five months.

Mr. J. E. Mathieson presented the treasurer's report relating to China, which he said was exceedingly encouraging. He mentioned that there were now as many as fifteen missionaries and forty-five teachers engaged in the work of the Church, representing a large amount of agency of the best kind, on the extension of which depended the growth of our mission in China. The largest item of expense was for the salaries of six students, who represented the Church's College in Amoy, under Mr. Douglas and his fellow-labourers. None of their present evangelists had yet been settled as pastors over single congregations; but it was felt necessary that for the salvation of our fellow men in that country there should be thoroughly trained men such as these, who would by-and-by be settled as pastors over some of the outlying stations. The expenses of last year were only £200 in excess of the expenses of the previous year, and this fact showed the economical and careful way in which the funds were taken care of. During last year they received from all sources a sum of £7,000, which was sufficient to meet all the expenses of the Mission; but he would say at once that that sum would not suffice for the expenses during the current year, for they would require at least £9,000.

The Rev. Dr. Fraser moved the adoption of the report of the Foreign Mission. He expressed his gratification at the fact that the threatened disturbances and difficulties in the prosecution of the Missionary work in China had been quitted. The work went steadily on as before, and he thought they ought to acknowledge the conduct of the English Government in this respect, for there had been some serious apprehensions that they would have pursued a timid policy and given way to unreasonable prejudices. The past year had been one of great progress, many stations on the mainland had been added to the Church; but at the same time they ought to observe that a considerable number had been suspended in consequence of relapsing into inconsistency. They (the Church) ought to think about this and encourage their brethren to be faithful and thorough by severe and rigorous discipline; and to assure them that they felt a great deal more satisfaction in having churches in which, even though they were small in number, discipline was exercised in accordance with the rule of the New Testament, than in having a long list of names of nominal assemblages in which no notice was taken of those that walked disorderly. The chief blessing, he proceeded to say, had been received in the island of Formosa, where the number of adult communicants baptised had been doubled within the past year, and many idols utterly abolished. He thought it would be well if part of this report were read to the congregations of the Church; for he had not read for a long time anything so well worth reading and telling to other people as the narrative now presented. (Applause.) They had been reminded of India, and they ought to keep that in mind; for it was acknowledged that they were debtors to India for the sake of Jesus Christ. As their friends in Scotland, doing most for India, cared for and helped China, so they, doing most for China, ought to show their interest in India, both China and India having such peculiar claims upon this country as part of our empire, and contributing so largely to the national dignity and wealth. The third fact which he would notice was a painful one. During the past year £500 less had been given by those in England to what was now a great and prosperous mission. God had been very kind to them, but they had not risen to the height of the occasion. God had heard their prayer, and had kept open doors for them and the missionaries of other societies which the heathen had been most anxious to shut. Yet they had not produced a sufficient supply of missionaries to go into these doors, and occupy on anything like an adequate scale the immense villages and teeming cities of China. Even with the small band of missionaries which they had God had given them a larger result in China than in England. In China 380 adults had been baptised and added to the Church; but the net increase in England was only 237 communicants. Although in one respect God had given a larger increase in China than at home, yet they spent £50,000 more upon their Church work here, sending a sum of £5,000 to do the great work in China.

The Rev. Carstairs Douglas, missionary to China, feared that a few both of ministers and office-bearers of the Churches might think that during the past year he ought to have been amongst them stirring up the cause of missions. Some six or seven years ago the various Protestant missionary societies in a certain part of China had urged him to write a dictionary of the language, and he regretted to say that this work was so heavy that he found it difficult to make known to the Churches the work of the Gospel as he should like to do. He had, however, the satisfaction of knowing that this dictionary would lessen the work of other missionaries who went out there. The attempts of the Government to interfere in the missions to the country had had the effect of stirring up sympathy and rendering the cause of the missions more secure than ever before. Lately he had visited colleges in Ireland and Scotland, and in the latter country, especially, he had seen a good deal of the students, some of whom seemed anxious to devote themselves to this work. Recently he had received a letter from the Church at Pechuia (China), which he would roughly translate:—"Now in your country, both great and small, your Church, your minister, deacons, and members have set to preach the Word of God, step by step labouring to do good of men. We have received benefit from your country, and we pray God you may receive grace continually, and that you may enjoy happiness without limit." Enumerating the advantages of Britain at length, the writer proceeded: "And even in the air you have balloons—(a laugh)—and down in the sea you have diving-bells; and then you have that electricity sending messages many thousands of miles more quickly than sound or light. You have also steam, causing the immense waves to be moved, though it is light." But this, the writer proceeded to say, was caused by God and not by man. Britain had sent missionaries out to China, where they had toiled greatly, and they earnestly begged that this country, which had many ministers, would send out more missionaries to China to carry on and extend the preaching of the Gospel. This, continued Mr. Douglas, showed the feelings of gratitude of the natives, and their desire to encourage further mission effort among them. At present the young congregations around Amoy contributed every year £110—a small sum in itself, but important when contributed by men who a few years before had been worshipping idols. They had also made some progress in the training of native preachers. In a letter he had received that day he read that two of their students had passed their examination, in view of being appointed pastors at the next election. The reason why they had not proceeded sooner in these appointments was that those whom they appointed first should be thoroughly good and trustworthy men, who should be an example to those that followed. They had also satisfactory intelligence from Singapore, where the people were offering to subscribe more than £200 a-year for missionaries among the Chinese there.

Dr. Maxwell, medical missionary from China, said: Formosa is an island about 230 miles long, and, as approached, has the appearance of three terraces. There is a vast plain almost occupied by Chinese, who have emigrated from various parts, and who now amount to about three millions, the religious idea being much the same as on the mainland. Dr. Maxwell at length described the various parts of the island, with a description of its inhabitants, showing that in working their way among the hills they had met with a most affectionate welcome. There is a range of mountains extending for 180 miles, covered with forests and inhabited by savages, who are not actually cannibals, but savages in the lowest degree. In many of the clans a man was not allowed to marry until he could prove he had killed his man, and they had a practice of tattooing their faces to denote how many they had slain. The mission has been able to secure a firm footing in the plain, and also in the second district lying midway between this plain. He described the various mission stations in various parts of the island, with a statistical account of the members attached to each. They had not been able to reach the savages, though he had visited them, when he remained two nights, and had gained much information concerning some of the plans that would be required to reach them by missionaries. The insurmountable barrier was their language, for in passing from one mountain to another you also pass from one dialect to another. This, he said, would show some of the difficulties that attended their work; but they would be able to reach them. There is also a field of great interest beyond these mountains, on the eastern shores of Formosa, to which emigration has been going on for the past ten years, and he hoped by following the track of the emigrants they would be able to visit them. Dr. Maxwell described some of the trials and persecutions they had received in attempting to plant a station in one part of Formosa, and had it not been for the kindness of a foreign commissioner of customs, they would not have been able to have had a building in which to commence their work. Obtaining his premises they began, and were delighted to find each day as many as seventy come for medicine. In a short time the patients were reduced to three or four per day. This was owing to placards being posted throughout the city stigmatising them as murderers of the worst degree, for if they healed those who were sick at first they used medicines that would manifest itself by a deadly disease breaking out over the bodies of those who took them. In this manner the authorities managed to frighten the populace, and at one time their lives were in danger, and they were obliged to leave and take refuge in a seaport town, where they stayed for about a year and a half, when they again made an attempt to extend towards the east, but again met with difficulty and danger. These persecutions, Dr. Maxwell said, excited not only in England, but in the Church on the mainland, Amoy and Swatow, interest and prayer on their behalf. He would commend the work especially to the prayers of the Church. The Church had done much in that respect already, but not so much as lay in its power to do. He hoped the addresses the Synod had heard would tend to the stirring up of the various congregations to family prayer, which would redound to their own spiritual advantage if from day to day they remembered the heathen abroad. They should expect a tithe, at least, of those who passed the Divinity Hall to devote themselves to the Lord's work to the heathen, and he did not think a tithe was too much. In conclusion, Dr. Maxwell said he should not rest till he saw the Church moved in this direction with respect to the millions in the heathen world. (Applause.)

PETITION FROM SINGAPORE.

Mr. Matheson mentioned an application which had been made by the Presbyterian congregation at Singapore for admission into this Church, and he read the petition presented. It set forth that the Presbyterian congregation at Singapore numbered sixty members, including four elders and six deacons; that it had been in existence fifteen years, but hitherto had not been connected with any other Presbyterian congregation; that there was a strong desire growing up among the people to put an end to this isolation, as shown by a

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unanimous resolution directing the office-bearers to apply at a convenient opportunity for admission to any one of the British Presbyterian Churches; that the recent arrival of a new minister of the Free Church was considered to be a fitting occasion for such a step; that it would be desirable to draw more closely together the links connecting them with the English Presbyterian Church; and therefore, in order to effect this, and to further the work of the Church in Singapore, they requested the English Presbyterian Church to take the Singapore congregation as one of the congregations under its care, to assist it. In connection with this petition had come a guarantee of £200 a year towards the support of a missionary; and their friends in Glasgow, many of whom were connected with Singapore by trade, had appealed to them to take this into consideration. They had replied that with their hands so full already they could not see their way to ask the Church to sanction the adoption of any new station which would entail the expenditure of money; but if the people in Glasgow in connection with those at Singapore would guarantee this £200 a year for five years, and came to them to ask them to supply a missionary to labour among the Chinese, he had no doubt the committee would feel themselves authorised to take such a missionary under its protecting wing.

Mr. Matheson moved—"That the Synod have listened with satisfaction to the petition of the Presbyterian congregation at Singapore which has now been laid upon the table, and resolve to grant its prayer, and to receive the said congregation under its care, attaching it to the Presbytery of London, and recognise its minister as one of the Ministers of their Church, and member of Presbytery." Seconded by the Rev. William Ballantyne, and agreed to.

Monetary and Commercial.

Extraordinary meetings have been called of the Anglo-Mediterranean—British Indian Submarine.—Falmouth, Gibraltar and Malta,—and Marseilles, Algiers, and Malta Telegraph Companies, to take into consideration terms of amalgamation which have already been agreed to by the directors. It is proposed to issue to the stock and shareholders of the four companies fully paid shares of £10 each in a new company, to be formed by a consolidation of the four undertakings, in exchange for their shares and stock, in the following proportions, viz.:—For each £100 nominal amount of such shares or stock in the Anglo-Mediterranean Company, £200; Falmouth, £120; Marseilles, £100; and British Indian Submarine, £120. These relative proportions are based upon a computation of the present receipts and an estimate of the prospects of the several concerns. The share capital of the new company required for the above distribution will be £3,397,000, but it is intended to fix the nominal capital at £3,800,000, as further sums may hereafter be required for extensions. The Reserve Funds, amounting together to about £70,000, will form the basis of the Reserve Fund of the amalgamated undertaking.

The directors of the Royal Mail Steam Packet Company have issued their report, with a statement of accounts, for the year 1871. A distribution for the past six months is recommended of £4 15s. per share—viz., a dividend of £2 15s. from the "profit and loss account," and a bonus of £2 per share from the "insurance account." The increase in the receipts and the diminution of the disbursements have been sufficient to augment the surplus on the "working account" by the sum of £54,700 4s. 7d., while the "repair and renewal account" shows a balance of £13,159 3s. 9d., and the "insurance account" of £231,169 2s. 9d. The company's connection has been renewed with British Honduras, and a mail once a month is to be conveyed between Jamaica and Belize. At the meeting held on the 24th inst. the report and accounts were unanimously adopted.

The Directors of the Rotterdam Bank have issued their report for the year 1871, announcing a dividend of f.6.25 per share, being at the rate of 5 per cent. A full summary of the report will be found in the letter of our Rotterdam Correspondent.

The London and Provincial Marine Insurance Company have concluded arrangements under which the Underwriters' Department of the Southern Insurance Company (Limited) will, on and after the 1st of May, be conducted at their offices.

A petition for winding up the India and China Tea Company is to be heard before Vice-Chancellor Malins on the 3rd proximo.

Bar silver has been sold at 60¼d. per oz. standard, chiefly for the Continent, there being no demand whatever for the East. Mexican dollars of new coinage have been sold at 60¼d. per oz., a reduction of ¼d. in price, the demand not being so good. The old coinage remains as last quoted, 62¾d. per oz.

ARTICLES OF IMPORT.

TEA.

There has again been a succession of auctions, both of India and China Teas, sales having taken place on nearly every day during the past week; business by private contract has consequently been limited, and prices in many cases have ruled easier. The sales of the 22nd, 23rd, 24th, and 25th comprised 16,077 packages, of which 15,150 packages have been sold without reserve. The deliveries for the week were 3,601,445 lbs., against 3,402,174 lbs. last year.

Black.—Red leaf kinds: Some large parcels of siftings, of old import as well as new, have been sold at public sale at a decline of ¼d. to ½d. per lb. Broken-leaf kinds have sold rather lower; fair to good common, at 1s. 0½d. to 1s. 1½d. per lb. must be quoted ½d. to ¾d. per lb. easier. In the fair to good and fine kinds of Kaisow but little has been done; finest show no change. Pak Lin kinds: Those with good leaf have been saleable. Black-leaf kinds: The low qualities continue to be sold at public auction without reserve at from 7d. to 9d. per lb.; fair to good common have sold ½d. to 1d. per lb. lower, the fair medium kinds from 1s. 2d. to 1s. 3d. are in request; good medium have been dull of sale; in fine to finest a few sales have been made at a decline of 1d. per lb. Amoy kinds show no alteration. New make Canton kinds: Sales to some extent have been made from 11d. to 1s. 5d. for common to good, 2s. 2d. to 2s. 4d. for fine quality. Oolongs: The sales made at auction have again been at rather lower prices. Souchongs remain without improvement. Scented Teas: Capers show no material alteration. Orange Pekoes: Business has been to a moderate extent at about previous prices. Uncoloured Japans have sold at public sale at rather lower prices for common to good kinds. *Green.*—The demand continues good, and prices have been fully maintained, those offered at public sale selling with spirit. Canton kinds have been dull.

SILK.

There is no change in the market to report.

COFFEE.

The inquiry during the past week has been exclusively for the coloury descriptions of Plantation Ceylon and supplies of this sort at the public sales have been taken off at steady prices. The ordinary qualities of Plantation also Native Ceylon have been dull and have sold at a decline of 1s. per cwt. The latest rates paid have been—*Plantation*, triage 67s. to 71s., ordinary to coloury small 70s. to 75s., ordinary to fine ordinary pale and grey Demarara kind at 71s. 6d. to 73s. 6d., low middling grey and dull 74s. 6d. to 76s., middling 76s. 6d. to 80s., fine middling 87s. 6d., fine bold 91s., peaberry 86s. 6d. to 92s. 6d. *Native* low good ordinary 65s. 6d., good ordinary to real good ordinary 66s. to 66s. 6d., fine bold 69s. 6d. to 70s. An offer of 62 bags mixed *Singapore* has been quitted at 63s. to 63s. 6d. per cwt.

SUGAR.

Owing to the continued light landings throughout the United Kingdom the deficiency in the stocks in the four ports is further increased to 19,500 tons, which imparts a strong tone to the market, and with a good demand prices show an upward tendency. A speculative enquiry has also been apparent, especially for Manila, and a large business has been done at advanced prices. The following are the details of the week's transactions.

Manila: On the spot 12,500 bags and 350 tons Zebu at 25s., 2,000 bags common clayed (duty 4s.) at 28s. 6d., 7,500 bags fair clayed (duty 4s.) at 29s., 2,200 bags superior unclayed Taal at 25s., 6,000 bags old do. at 23s. 6d., 200 tons do. at 24s., and 3,200 bags fair clayed, current at 30s., superior 31s. For arrival a cargo of 800 tons Ilo Ilo unclayed now shipping at 25s. landed, also 2,500 bags good clayed at 30s., 300 tons unclayed Ilo Ilo per Oneiza, March-April shipment, at 25s. landed terms, 500 tons Zebu unclayed distant shipment at 20s. 6d. Liverpool quay terms, and 350 tons Ilo Ilo ditto also distant at 25s. 6d. landed.

Java: On the spot 1,400 baskets fine quality (duty 4s. 8d.) at 35s. 3d. to 35s. 6d., 800 baskets good (duty 5s. 3d.) at 35s. 6d., 250 baskets washed at 35s. 3d. to 35s. 6d., 100 baskets fine (duty 5s. 8d.) at 37s. 6d.

Penang: On the spot 360 baskets 2,000 bags date sort at 24s.

COCOA-NUT OIL.—Ceylon is quiet at £35 10s. to £36 in pipes, and £36 10s. in hogsheads. A parcel of extra fine quality (100 tons) in pipes has been quitted at £36 10s.

CHINA GRASS.—In auction 1,765 bales were offered, and were all withdrawn or bought in at £58.

GAMBIER.—In auction 844 mats cubes were bought in at 24s. 3d., 135 bags ditto re-packed sold at 23s. 6d. to 24s. For arrival 100 tons April-May shipment have been sold at 18s. 10½d., ex ship, with all faults, 200 tons April-May shipment at 19s., 100 tons March at 19s. 1½d. and 50 tons February at 19s. 9d. ex ship.

HEMP.—Manila continues in good demand, and has been sold at full rates; fair brown at £45, fair current at £50, good roping at £51 10s. white Quilot at £66 per ton.

HIDES.—The supply of East India Kips at the periodical public sales on Thursday was unprecedentedly large, amounting to nearly 300,000, and being in excess of the present demand, biddings were again lower, but, as importers were willing sellers, a large proportion was disposed of at a general decline of ¼d. to ¾d. per lb. A fair supply of Buffalo was nearly all sold at irregular and generally easier rates. *Kips:* Of 8,516 Penang and Singapore offered 3,300 sold, heavy and extra heavy 9¼ to 13 lbs. at 8½d. to 8¾d., fourths 5d. *Buffalo:* 898 Manila sold, firsts 28 lbs. at 4½d., light 4¾d., seconds 3¾d; 3,584 Singapore and Penang nearly all sold, fine firsts 28 lbs. at 6⅝d., best heavy 31¼ to 43¾ lbs. at 5¼d. to 5¾d., seconds 4¼d., light 5⅛d. to 5½d.; of 1,318 Batavian 700 sold, firsts 19½ to 23½ lbs. at 6d. to 6¼d., light 6¼d. to 7¼d., seconds 5¼d. to 5¾d. *Ox* and *Cow:* Of 3,847 Manila offered 871 sold, heavy 10½ lbs. at 7½d., the remainder being withdrawn.

JAPAN WAX.—In auction 840 cases of saucer per Ilissus have been sold at previously ruling prices, viz., good to fine, 84s. 6d. to 86s., middling to fair at 82s. to 83s., and 6 casks 12 bags soft at 77s. 6d. per cwt.

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JAPAN COPPER.—86 boxes tile, containing 98·25 of copper, sold by auction at £95.

ORE.—An offer of 7 tons low quality Antimony from Japan was withdrawn.

PEPPER.—*Black*: Penang is quiet at 6¾d.; for May delivery 500 bags have been sold at 6¾d. No business in Singapore. *White* is also dull, medium to fair Singapore 1s. 1¾d. to 1s. 2d., common to fair bold Penang 1s. 1¼d. to 1s. 1⅝d.; for delivery during the next four months 500 bags Singapore have been sold at 1s.

PLUMBAGO.—In public sale of 514 barrels Ceylon offered 290 barrels sold at steady prices, good hard lump at 33s. 6d., ordinary small 21s. 6d. to 23s., middling to good bright chips 20s. 6d. to 22s. 6d., fine bold dust sold at 15s. 6d. to 15s. 9d. being dearer, medium 9s. to 10s., low and ordinary 6s. 3d. to 7s. 6d.

PRESERVED GINGER.—An offer of 396 cases fresh China was bought in at 8d. to 9d., also 20 cases dry at 11d. per lb.

RICE.—The market is steady although not active. On the spot Askoolie has been sold at 10s. 9d., white Bengal at 13s., quay terms, and Bassein at 9s. 6d. ex ship. A floating cargo of 800 tons Rangoon, March loading, has been sold at 10s. 1¾d. open charter, and one of 1,400 tons Rangoon March-April shipment at 10s. open charter.

SAGO continues in moderate request at former rates, 20 bags large offered and sold at 19s. *Flour:* 1,806 bags Singapore bought in at 15s. 9d. to 16s.

SAPANWOOD.—Of 15 tons Manila offered 6 tons sold at £11, the remainder being bought in at £10 10s.

SPICES.—*Cassia Vera:* 170 cases Singapore bought in at 65s. *Cinnamon:* Of 290 bales Ceylon, chiefly of fresh import, offered, 230 bales sold at fully the previous value, ordinary to fair first sort at 2s. 7d. to 3s.; second, 2s. 4d. to 2s. 9d.; third, 1s. 9d. to 2s. 6d.; fourth, 1s. 5d. to 1s. 10d. *Chips:* Of 267 bags Ceylon offered 170 bags low medium sold at 4½d.. *Nutmegs:* The market is quiet, and in auction of 31 cases 64 boxes Penang offered only 12 cases of fresh import sold, average 78 nuts to the lb. at 3s. 4d.; 109's at 3s., one lot 3s. 1d.; the remainder old and second hand parcels bought in, except a few which sold at 3s. 2d. to 3s. 3d. for 86 to 82's. *Mace:* 23 cases fresh Penang all sold at previous rates, good middling bold, 3s. 8d. to 3s. 9d.; middling, 3s. 6d.; low broken, 2s. 11d. to 3s.; 8 cases Java bought in at 3s. 7d., and 6 cases Wild at 11d. to 1s.

SOY.—Out of 308 casks China offered, 56 casks sold at 2s. 3d. per gallon.

TAPIOCA.—A large supply of Eastern, amounting to 2,681 bags, offered by auction, went off flatly, the greater part being bought in. Of 2,479 bags Singapore only 400 bags Malacca kind sold steadily at 2¼d., the remainder being bought in, fair to fine white at 2⅝d. to 3d., also 202 bags Penang at 2¼d. *Pearl:* Of 316 bags offered 170 bags sold at firm prices, dull to fine medium at 23s. to 24s.; fine small bought in at 27s.

TIN.—Straits is in steady demand at last mail's rates, the downward movement lately apparent being arrested. The quotations are, Straits, on the spot and afloat, £158; Banca and Billiton show some decline, the former standing at £162, and the latter at £160 per ton.

TOBACCO.—142 bales Japan chiefly sold at 6¾d. to 9¼d., and 146 bales damaged at 4d. to 9¼d.

Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
Apr.20	Glaucus (str.)	Welding	Sing., China, &c., S.C.	London
21	Teviot (s.)	Nisbit	Foochow, &c., via S.C.	Do.
20	Trafalgar (s.)	Watson	Colombo, &c, via S.C.	Off Dover
22	Utinia	Rawle	Java, for Rotterdam.	Off Plymouth
21	Min	Clark	Singapore	Liverpool
Mch23	Papillon	Levegne	Macao	Havana
23	Dona Feliciana	Portuondo	Maulmain	Do.
Apr. 8	Volunteer	Brown	Manila	New York
8	Sylvan	Congdon	Do.	Do.
9	Ilione	Rapson	Hong Kong	Do.
10	Mutiah	O'Sullivan	Manila	Do.
10	Miako	Anderson	Shanghai	Do.
8	Alumina	Bruce	Manila	Boston
23	Sree Singapura	McKenzie	Singapore & Penang.	London
23	Bedfordshire	Taylor	Pasaroeang, for Atdm	Deal
22	Star of India	Holloway	Colombo	Portsmouth
20	Cecile Marie	Leroux	Bangkok	Marseilles
24	City of Cambridge (s)	Smith	Colombo, &c., via S.C.	London
11	Omba	Thompson	Shanghai	New York*
11	Skjold	Henricksen	Colombo	Do.
11	Aztecs	Varey	Batavia	Do.
11	Bertha Marion	—	Hiogo	Do.
12	Channel Queen	Lenfesty	Java	Boston

* With loss of maintopmast.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr18	Devana	Thomson	Yokohama & Hiogo	London
18	Sarah Scott	Riches	Cardiff & Yokoham.	Do.
18	Ailsa	Russell	Shanghai	Do.
13	Samhiri	v.d. Burg	Batavia	Lisbon*
19	Sir Harry Parks	Chapman	Hong Kong	London
20	Zohrab	Fullerton	Hiogo & Nagasaki	Do.
20	Avon	Rennie	Shanghai	Do.
19	Princess Louise	—	Singapore	Newcastle
17	Herman Friedrich	Niejahr	Shanghai	Hamburg
18	Elisabeth	Kiewit	Java	Texel
	Enterprise (Dut. ship)	—	Batavia	Holland
21	Empress	Hamon	Hong Kong	Cardiff
22	Russia (s.)	Soutcovy	Sing., China, &c., S.C.	London
9	Horatio	Hardy	Hong Kong	New York
9	Rocket	Featherstone	Batavia	Do.
9	Glide	Cloutman	Manila	Do.
20	Fort Regent	Olsen	Shanghai	London

* After repairing.

DEPARTURES—*Continued.*

Date.	Ship.	Captain.	For.	From.
Apr22	Royal Oak	Hughes	Hong Kong	Cardiff
20	Sapphire	Luders	Do.	Penarth
22	Ann Armytage	—	Do.	Newcastle
22	Loyola	Larrinaga	Manila	Liverpool
24	Baghdad (s.)	Templeton	Colombo, &c., via S.C	London
24	Earl of Lonsdale (s.)	Wight	Do.	Do.
18	Gerard P. Servatius	Goode	Batavia	Texel
18	4 Gebroeders	v.d. Zee	Do.	Do.
	Zaanstroom	Oepkes	Samarang	Amsterdam
23	Sydney Eggers	Davison	Galle	Cardiff
24	Nestor (s.)	Byrne	Sing, China, &c., S.C.	Liverpool

(*See Commercial Postscript and via London.*)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For
Between April 11 & 20...	Oxfordshire	... London	... Colombo, &c.
...	Enterprise	... Do.	... Sing., China, &c.
...	Diomed	... Liverpool	... Do.
...	Colombo	... London	... Do.
...	Chih Li	... Glasgow	... Shanghai
...	Buenaventura	... Manila	... Liverpool
...	Emiliano	... Liverpool	... Manila

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Glensannox, Craigforth. For Colombo &c.: Agra, Calcutta, James C. Stevenson.

SAILING VESSELS.—For Yokohama and Hiogo: Glamorganshire, Paracca. For Yokohama: Velocity, Columbus, Florence Nightingale. For Shanghai: The Sir Jamsetjee Family, Scindia, Fontenaye, Elizabeth Graham. For Hong Kong: Corea, Constantia, Glance, Carricks. For Hong Kong and Foochow: Her Majesty. For Manila: Maria. For Singapore: Hope, Empress of India. For Penang: Eleanor. For Batavia and Sourabaya: Dora. For Batavia, Sourabaya, and Samarang: Magellan, Anne and Maria. For Colombo: Alchymist. For Colombo, &c.: Speedwell.

At LIVERPOOL.—For Yokohama and Hiogo: Dovenby, Mary Moore. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Sarpedon (str.). For Hong Kong (via Cardiff): Irwell. For Manila: Alejandro. For Manila and Singapore (via S.C.): Yrurac Bat (str.). For Singapore: Palmas, Huddersfield. For Singapore (via Glasgow): Lyra.

At GLASGOW.—For Hong Kong: Cartvale. For Ilo Ilo: Laira. For Batavia and Sourabaya: County of Nairn.

At GREENOCK.—For Singapore: Oriana.

SPOKEN.

PETER ADOLPH, Padang to Amsterdam, March 17, 3 N., 24 W.
DILKHOOSH, London to Shanghai, March 14, 1 S., 24 W.
CUTTY SARK, London to Shanghai, March 5, 1 S., 23 W.
LATONA, Colombo to London, Feb. 26, off Cape Agulhas.
KINGSBRIDGE (ship), Colombo to London, Feb. 15, 21 S., 1 W.
JOHANNA (Dutch ship), Amsterdam to Java, Mar. 12, on the line, 22 W.
ANNA MARGARETHA, Java to Rotterdam, Feb. 19, 31 S., 37 E.
GYSBERTUS HERMANUS, Java to Rotterdam, Feb. 13, 31 S., 37 E.
FREIA, Java to Denmark, Feb. 24, 34 S., 22 E.
FORWARD HO, London to Hong Kong, Jan. —, 3 N., 24. W.
FLORENCE, Tyne to Singapore, Feb. 4, 14 S., 30. W.
BETSY BLACK (Brit. ship), London to Hg. Kg., Feb. 19, lat. 44., lon. 13.
WILLIAM FRUING, London to Hong Kong, March 11, 1 N., 23 W.
WOODHALL, Liverpool to Japan, March 14, 3 N., 25 W.
ALICE (KVPM), Penang to London, March 15, off Cape Agulhas.
SIR LANCELOT, London to Shanghai, March 14, on the line, 22 W.
BERTIE, Singapore to Liverpool, April 14, 49 N., 12 W.
ALCEDO, Sourabaya to Falmouth, 31 S., 44 E.
CITY OF ABERDEEN (ship), Shanghai to New York, March 1, 32 S., 13 E.
MATIONIZE (ship), Colombo to London, April 2, 34 N., 33 W.

FREIGHTS AND CHARTERS.

There is but little animation in outward freights to the East, although the different berths are but moderately supplied with sailing tonnage. In homeward business a good inquiry for vessels from Java and the rice ports still continues.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 85s. meast. To Hiogo: 90s meas To Nagasaki: 90s. meast. To Hankow: 65s. weight, 80s. meast. To Shanghai: 50s. weight or meast. To Foochow: 80s. meast. To Hong Kong: 50s. weight or meast. To Manila: 90s. meast. To Singapore and Penang: 50s. weight or meast. To Sourabaya and Samarang: 85s. meast. To Padang: 92s. meast. To Batavia: 80s. meast. To Saigon: 90s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Nagasaki: 40s. weight, 45s. meast. To Yokohama: 35s. weight, 30s. meast. To Shanghai: 35s. weight, 30s. meast. To Foochow: 45s. weight, 35s. meast. To Hong Kong: 35s. weight, 25s. meast. To Manila: 30s. meast. To Batavia and Sourabaya: 20s. weight, 25s. meast. To Samarang: 25s. weight, 30s. meast. To Singapore: 20s. weight, 25s. meast. To Penang: 20s. weight, 25s. meast. To Ceylon: 20s. weight or meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £38. To Penang: £25. To Singapore: £26. To Galle: £22 to £23. From Newport, Cardiff, or Swansea, per ton, —. To Yokohama or Nagasaki: 40s. To Chefoo: 47s. 6d. To Shanghai: 42s. To Hong Kong: 33s. To Manila: 23s. To Singapore: 27s. To Cheriben, 21s. To Colombo: 22s. 6d. To Galle: 20s.

From Birkenhead, per ton.—To Shanghai: 36s. To Hong Kong: 30s. To Singapore, 20s. to 21s. To Colombo: 15s. to 16s. To Galle: 16s.

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Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

The Strathmore (barque), of London, Tomlins, from Singapore to Liverpool, which sank April 8, off Birkenhead, after collision, was got into shallow water on the 21st, where at low tide her decks are dry.

The Fred Warren (ship), of Liverpool, Norman, from Manila to New York, with a cargo of hemp, sugar, jute, &c., put into Port Elizabeth March 5 for repairs, having encountered a hurricane, Feb. 19, in lat. 28 S., long. 47 E., during which two boats were smashed, and the mainmast and mizenmasthead, &c., carried away; she had at one time five feet of water in her hold, and would have to discharge in order to repair a slight leak.

The Montano (Amer. ship), from Boston to Hong Kong, with ice, arrived off St. Paul Feb. 14, and reported having been on fire for eight days; all her stores had been landed, and it was intended to open her out the next morning.

The Nereus (Dutch barq.), van Broeder, arrived at Boston April 7, from Banjoewangie, with loss of bulwarks, &c.; she had been twenty days notth of Hatteras.

The master, Popken, of the Maibit, from Banjoewangie to Amsterdam, which vessel put into St. Helena, March 14, with damage, reports that during the hurricane experienced on Feb. 7 the deck seams, &c., were started, and much water got down below, so that he apprehended damage to the cargo.

Advices from Batavia, dated March 16, state that a further portion of the cargo ex Floris, Ellis, from Java to Rotterdam, consisting of 368 cases sugar, and 444 pieces hides, had been saved.

The Mutlah, O'Sullivan, which arrived at New York, April 10, from Manila, experienced a gale from N.W. Dec. 26, off Cape Agulhas, during which she sprung mainmast, mizenmast, jibboom, foreyard, and maintopsailyard, lost and split sails; on March 3 she encountered a hurricane from E. to W.S.W., lasting sixteen hours, when her stern was lifted two inches, and her cabins were filled with water.

MISCELLANEOUS.

At PORT SAID.—April 21, Drummond Castle (str.), from London, and left for Singapore, China, &c.

At MADEIRA.—April 10, Passover, Pearson, and sailed for Ceylon.

Off St. HELENA.—March 16, Belle of South Esk, from Singapore, for London; 13, Kanagawa and Nelly, from Java; 16, Kinfauns Castle, from Singapore, for Liverpool.

At TABLE BAY.—March 12, Java, Baume, sailed for Batavia.

The Aracan, Harwood, from London, to Shanghai, which vessel put into Madeira, March 11, with loss of mainmast, &c., left, April 10, in tow for Liverpool, where she arrrived on the 22nd inst.

The Avon, which sailed from London, April 20, for Shanghai, put back for Deal on the 23rd.

The Prins Hendrik (str.), from Batavia, for Amsterdam, via S.C., put into Brest, April 23, short of coals.

THE number of vessels passing through the Suez Canal during the month of March was 111, against 69 in 1871, and 53 in 1870. The tonnage in the three years was 116,274, 72,937, and 47,793. The receipts from tolls on the same, 1,333,434f., 863,937f., and 549,201f.

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(By Order)

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
15th February, 1872.

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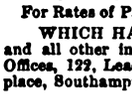

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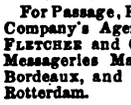

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	New Stmr.	A1 100	SWID	To follow
Hong Kong	Brockham ...	*AA1	SWID	With des.
Shanghai ...	Tonbridge ...	A1 17 yr.	SWID	With des.
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Hong Kn	Glance....	A1	—	EID	Wth des
Yokohama & Hiogo	Parraca ...	A1 11 yr.	—	EID	Wth des

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SINGAPORE, CHINA, AND JAPAN.

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Yokohama...	Columbus ...	A1 16 yr	E.I.D.	With des.
Singapore ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.

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Nestor, s.	1,414	"	Apr. —

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THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January, 1872. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 453.] LONDON, MONDAY, MAY 6, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

JAPAN NEWS BY PACIFIC MAIL.

The Pacific Mail steamer *America*, from Yokohama, March 26, arrived at San Francisco on the 18th ult. The following is the summary of the advices as telegraphed to New York:—

Political affairs are exceedingly quiet. The first Japanese fair under the direction of the Government will take place at the sacred city of Koto on April 10, and will last fifty days. Foreigners are allowed to visit it and the suburbs for a period of sixty-four days, enabling them to show their manufactures. This is considered the virtual abandonment of their exclusive policy and one of the results of the visit of Iwakura to America.

The reception of the news of the hearty welcome given to the Japanese Embassy in California by all parties there is highly appreciated in Japan by natives and foreigners alike.

General Williams and forty Japanese students have left for America. Among the latter are some high relatives of the Mikado.

For the tea season, just over, the exports were 1,000,000 pounds less than for the same time last year.

Two Japanese men-of-war leave Yokohama April 1 for Europe, *via* the Suez Canal, to meet the Embassy, returning *via* New York and San Francisco.

Great fears are entertained at Jeddo of the loss of the Japanese steamer *Kinsu Maru*, formerly the American steamer *Ta-Kiang*, which left Jeddo for Kobe January 5, and has not since been heard of.

LIST OF PASSENGERS.

PASSENGERS INWARD.

To San Francisco, per Pacific mail steamer *America*, arrived April 18.—For New York: Captain S. L. Phelps and wife, General George B. Williams, H. Willmann, E. H. Lavers, J. Daglish, William Duncan, General R. Murphy, United States army. For Europe: G. M. Stewart, J. H. Buxton, R. H. Haslam, G. N. Minto and wife, A. R. Upsehet, O. Leuse, S. Hycotaro, S. Hicojaro, M. Kanichiro, Semura Seiro Keebusa Nihe.

PASSENGERS OUTWARD.

Per P. and O. steamer *Candia*, from Southampton, April 25.—To Yokohama: Mr. Cottam. To Hong Kong: Mr. G. Stewart and two second-class passengers. To Singapore: Mr. W. A. Boyd. To Ceylon: Miss West, Mrs. Churchill and two children, Mr. C. F. Munroe, Mr. R. W. Jevers, Mr J. T. White.

Per P. and O. steamer *Nyanza*, from Brindisi, May 6.—To Shanghai: Mr. W. B. Jameson. To Singapore: Mr. A. F. Wright, Mr. F. R. Maxwell. To Ceylon: Mr. A. F. White.

Per P. and O. steamer *Delta*, from Southampton, May 9.—To Yokohama: Mr. and Mrs. J. F. Lowder, Miss H. W. Brown. To Ceylon: Capt. Bayley. To Singapore: Mr. H. de Windt, Mrs. F. Worsley. To Galle: Mr. and Miss McEwen.

Per P. and O. steamer *Nyanza*, from Brindisi, May 20.—To Yokohama: Mr. E. B. Lindon. To Ceylon: Mr. E. B. Hurley.

Per P. and O. steamer, from Suez, May 24.—To Hong Kong: Mr. Maurice Kalb.

Per P. and O. steamer *Nyanza*, from Brindisi, June 3.—To Ceylon: Mr. and Mrs. Lawrie.

Per French mail steamer *Provence*, May 12 (booked from London).—To Yokohama: Mr. Alph Montfraix, Mr. Kraetzer Rassaerts, Mr. M. Live, Mr. Hindobro. To Shanghai: Mr. Phillips. To Hong Kong: Mr. Dent, Mr. Cleatz, Mr. Paunciforte, Mr. Bisancon. To Batavia: Mr. and Mrs. Kniphorst and two children. To Singapore: Mr. F. S. Clarke, Mr. Rutishauser and wife, Mr. Liemsen. To Saigon: Mr. A. Gihmeyer.

Per steamer *Great Republic*, from San Francisco, April 5.—W. Long, W. G. Gorden, Mrs. Eldridge, B. L. Lathrop, Admiral Jenkins, Lieut. Emery, Lieut. Converse, David King, jun., R. Gullisen, M. Hubner, J. Mamelmsdorff, Franz Schonfield and wife, W. L. Hunter, Mr. Okubo, Mr. O'Hara, Mr. Mida, Mr. Capron, Daniel Wild, Richard Devens, Wm. Richard, J. J. Dubest, Governor Ito, Mr. Comatz, Iakasuna, Yamamata, Jas. Wasson, Capt. Thomsett, W. W. Holt, Professor Mayhn, Alex. Winsor, jun., D. H. Stewart, C. H. Hagemeyer, A. Bellamy, G. Butler, J. R. Buchanan, H. G. Slate and wife.

Per steamer *Glensannox*, from London, May 5.—To Hong Kong: Captain Morgan, Mr. J. R. Hogarth, Mr. T. G. Harkness.

LATEST TELEGRAMS.

COMMERCIAL.

CHINA.

HONG KONG, MAY 4.—Market for Piece Goods improving; Grey Shirtings, 6½ catties, 8¼ lbs., $2.57; Cotton Yarn, 16-24 $124; T-Cloths, 6 lbs. (ordinary) $1.65, 7 lbs. (Mexican) $2.15. Cotton, medium Bengal $15.20. The Canton Tea market has been opened; prices rule high. Exchange on London: Bank bills, six m.s., 4s. 5d. Shipping arrival, Abbotsford.

SHANGHAI, MAY 4.—Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 1.9.6. T-Cloths, 6 lbs. (ordinary) Tls. 1.2.6. Silk: Market quiet; Taatlee No. 3, Tls. 580; No. 4, Tls. 505. Exchange on London: Bank bills, six m.s., 6s. 0¼d.; Mexican Dollars, Tls. 77. Shipping arrival, Hector.

STRAITS SETTLEMENTS.

SINGAPORE, APRIL 30.—Grey Shirtings, 7 lbs. $2.22½, 8¼ lbs., $2.62½, T-Cloths, 6 lbs., $1.70; Cotton Yarn, 40's, $132; Gambier, $3.50; Tin, $38.75. Exchange on London: Bank bills, six m.s., 4s. 6⅝d.

PENANG, APRIL 30.—Grey Shirtings, 8¼ lbs., $2.55; T-Cloths; 6 lbs., $1.75; Cotton Yarn, 30's, $117, 40's, $128. Pepper, black, $12.75, white, $24; Sugar, No. 2, $5, No. 3, $2.60; Tin $37.90. Exchange on London: Bank bills, six m.s., 4s. 6¼d.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—May 3, at Deal, from China, Albert Victor; April 28, off Beachy Head, from Hong Kong, for Hamburg, Ellida; May 2, at Falmouth, from Foochow, J. H. Jessen; off Falmouth, from Batavia, for Rotterdam, Hoek van Holland; at Liverpool, from Rangoon (via S.C.), Madgeburg (str.); 3, at Deal, from Colombo, Queen of the Ocean; from Ceylon, &c., Gladstone; at Liverpool, from Singapore, Martin Luther; April 6, at Havana, from Macao, &c., Alexandre Lavalley (str.); 18, at New York, from Canton, Competitor; from Yokohama, Walton; May 4, off Deal, from Rangoon, Egeria.

DEPARTURES.—May 2, from London, for Singapore, China, &c. (via S.C.), Craigforth (str.); for Shanghai, Fontenaye; April 29, from Glasgow, for Java, County of Nairn; May 2, from Cardiff, for Singapore, Leonora; 3, from London, for Shanghai, the Sir Jamsetjee Family; from Liverpool, for Yokohama and Hiogo, Dovenby.

LAID ON.—At London, for Singapore (via Glasgow), Sree Singapura; at London, for Colombo, Ann Millicent.

SPOKEN.—Nora, Penang to London, April 26, 44 N., 25 W.; Anna, Sophia (Dutch), Banjoewangie to Amsterdam, April 13, 36 N., 4 W.; Maria (German barque), from Batavia, 76 days out, March 7, 16 S., 5 W.

CASUALTIES.—The Jalawar (barq.) of Liverpool, which sailed from Hull, April 27, for Batavia, was in collision with a brig, May 1st, off Yarmouth, but proceeded, however, for her destination.

MISCELLANEOUS.—Advices received from Amsterdam, dated April 30th, state that the Floris, Ellis, from Java to Rotterdam, which vessel stranded near Pekalongan, had been sold by auction at Samarang, for 6,700f.

VESSELS PASSED THE SUEZ CANAL.—April 24, Scindia, from London, for Colombo, &c.; May 1, Yorkshire, from London, for Colombo, &c.; 1, Menelaus, from Liverpool, for Singapore, China, &c.; between 21st and 30th April, Drummond Castle, from London, for Singapore, China, &c.; Ban Yong Seng, from Glasgow, for Singapore, &c.; Lord Clive, from Liverpool, for Colombo, &c.; Alnwick Castle, from Colombo, for Trieste.

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A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the Office or by letter.

The London & China Telegraph.

LONDON: MONDAY, MAY 6, 1872.

COMMUNICATION WITH WESTERN CHINA.

IT is a fact beyond dispute that in our trading operations with China we, as yet, do but touch the hem of that vast empire. It is true that the Treaty Ports afford us so many points of contact from which our goods circulate in their immediate vicinity, but the heavy transit dues levied upon articles of foreign manufacture in the interior effectually prevent their sale beyond a very limited area. That our trade with China is only in its infancy, and is capable, under more favourable circumstances, of being vastly extended, a glance at the lists of our imports into China compared with those we carry to India makes at once apparent. For the finer and more miscellaneous articles of exchange which constitute the commerce of other countries, there is at present no demand amongst the Chinese, and our coarsest cottons alone find a ready sale in the open markets. This is only what must be expected when we recollect that the teeming populations of the western and richest provinces are still complete strangers to the use of foreign goods, and know nothing of the advantages which would arise to them from the free barter of the inestimable sources of wealth which exist beneath and on their soil. The expenses and difficulties in the way of their communicating freely with the Treaty Ports completely close those markets to their produce, and unless some direct opportunity be afforded them of engaging in foreign trade, they must inevitably continue to stagnate in their present isolated condition. The obvious remedy for this state of affairs is to be found in establishing a practicable overland route through Burmah into Western China. The effect of the Treaty of Tientsin has been to treble the value of our export trade to China. These figures enable us to form some idea of the enormous impetus which would be given to our trade with China were the western provinces open to our merchandise. This is so obvious that it is difficult to understand the hesitation on the part of our Government about at once taking steps to obtain this great national advantage. A pamphlet, written by Mr. ROBERTSON GLADSTONE, entitled "Overland Communication with China," calls our attention to the condition of the case as it at present stands. It will be in the recollection of all interested in the subject that two overland routes have been proposed from Rangoon to Western China; the one ascending the Irrawaddy to Bhamo—a distance of 930 miles—and from thence turning eastward through a mountainous country to Tali-foo, in Yunnan; the other proceeding direct from Rangoon to Kiang Hung, on the Chinese frontier, a distance altogether of barely 500 miles. In addition to the obvious advantage of the diminished distance, this latter route offers the further inducement of being available for traffic all the year round, an advantage which the navigation of the Irrawaddy denies to the former. About four years ago Her MAJESTY'S Government, in consideration of these facts, ordered a survey to be made of the route to Kiang Hung. But, from some unexplained cause, after 250 miles had been surveyed, with results most favourable to the undertaking, the work was suddenly suspended. The reports of travellers have proved that the difficulties in the way of opening this line of communication—arising either from physical or political causes—are comparatively trifling. The distance to be traversed is less than that from London to Aberdeen, and in the conveyance of goods from England to Western China by this route a saving would be made in point of mileage of a voyage considerably longer than that from London to New York. If, then, we take into consideration the enormous expansion which such a direct communication with the western provinces of China would ensure to our trade with that country, and the facilities it would afford for rapid and extended intercourse with the Chinese people throughout the empire, the inducements which should make the Government complete the survey already half accomplished appear overwhelming. We would paraphrase Sir ROBERT PEEL'S celebrated advice to the Conservative party, and say to the Chambers of Commerce throughout the kingdom, "Agitate, agitate, agitate," and with such a plain *prima facie* case in their favour, even the most obstructive Secretary of State could not long refuse to sanction, at least, a preliminary survey of the whole line of country.

THE CHINESE AND JAPANESE TREATY.

THE Chinese and Japanese Treaty, a translation of which we published in *The London and China Telegraph* of the 22nd ult., is worthy of notice, as being the first Treaty concluded between two Oriental nations under circumstances less cogent than the stern necessities of war. It has originated from no desire to avert impending hostilities, nor has it been wrung from a conquered people by their conquerors. It owes its origin solely to the desire of the two Governments so to regulate the trade and international relations of their subjects as best to foster the former and encourage the latter. Like all first attempts, however, it is far from perfection, and, indeed, falls short of what we should have expected from nations which have had considerable experience in negotiating treaties of commerce with Western Powers. The first thing that must strike everyone who studies its provisions is the absence of any reference whatever to the trade carried on between the two countries; and in this appears conspicuously the Oriental character of the contracting parties. To Eastern statesmen the importance of encouraging trade appears as nothing compared with the due observance of diplomatic forms and Court ceremonies. Hence we find that in the Treaty under consideration only those articles from the treaties with Western nations which refer to the official intercourse between the contracting parties have been paraphrased, while the provisions for the extension and encouragement of trade have been entirely omitted. We are far from saying that the Treaty is valueless—for it at least shows a desire on the part of Chinese and Japanese statesmen to enter into amicable relations with foreign countries—but we cannot but regret that a more practical turn has not been given to its terms. The only provisions it contains of any importance are those which refer to the right of each nation to appoint consuls at the ports open to trade in the territory of the other, and unfortunately these provisions are so worded as to leave but little doubt that they will become practically dead letters. To anyone acquainted with the traditions of Chinese and Japanese statesmen, the idea of their appointing ministers to Yedo and Peking, and consuls at the Ports, who shall be prohibited from engaging in trade, and who shall therefore be dependent on a fixed salary for their livelihood, will appear at once an impossibility. It may very properly be that these provisions were inserted merely to affirm the right of either party to appoint a minister and consuls in the territory of the other, and that the present intention is that the alternative agreed upon, viz., that in the case of "either State having no consul at a Treaty port, its subjects "who may be resident there shall be subject to the local autho- "rities," will be adopted in practice. To such an arrangement there could be no objection, since no such inequality exists between the laws of the two nations as to render the demand on the part of either for ex-territorial rights over its subjects necessary. It is not difficult to understand the motive for inserting Article XVII., which provides that "the books of "either country may circulate freely in the other, and may "be purchased by its subjects." Those acquainted with the state of literature in Japan will know how great a value is set by the people of that country on Chinese writings. The classical and religious works of China have been adopted wholesale by the Japanese, and form part of their national literature. The writings of the sages of China are as highly honoured in Japan as in China itself; and the difference between the literature of the two countries cannot be said to be greater than that between the works current in any two provinces of the Chinese Empire. No let or hindrance has ever been offered to the free circulation of the books of either people; and the existence of the Article is perhaps, therefore, due to the devout respect paid by the people of both nations to the "printed page." The whole Treaty is thoroughly characteristic of its authors, and is of greater importance as an indication on their part of a desire for progress, than as being likely to affect materially the well-being of either State.

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THE "QUARTERLY REVIEW" ON THE CHINA TRADE.

THE new number of the *Quarterly* contains an article on the the above subject, will be of more than ordinary interest to our readers. The writer sets out with estimating the population of China at no more than 200 millions and the history of that Empire at 2,000 years; and then proceeds to inform us of other "mysteries, which modern authors, writing like living men of living men," have penetrated and disclosed, taking, by way of model, the late Mr. WINGROVE COOKE, who, he says, "had hardly been a month in Hong Kong" in the capacity of special correspondent of *The Times*, when he wrote disparagingly of what he called "your twenty-years-in-the-country-and speak-the-language men." Heartily sympathising with this extraordinary prejudice against experience, the writer proceeds to claim for himself the merit of the following remarkable discoveries:—1. That a considerable amount of agricultural wealth, and an inexhaustible store of mineral wealth, are not utilised in China. 2. That the existing means of communication are of the most defective kind. 3. That there is still a large available opening for the extension of British trade in manufactured goods. And 4. That the people are as a rule well-disposed and anxious to cultivate commercial relations with Europeans.

Having made these remarkable discoveries (which will scarcely take our readers by surprise) the writer proceeds, with a calmness amounting to genius, to remark that "in "minerals the Chinese Empire has been generally under-"stood to be rich. Both gold and silver are found in almost "every province of the Empire." And, according to a "competent writer" in our own pages the China coal-fields cover an area of upwards of 400,000 square miles. After this and some other similar pieces of information have been acquired, we cannot wonder that the writer complains grievously of the want of roads and vehicles in a land where Baron RICHTHOFEN says, "freight by land is from twenty to forty times more expensive than by water." Famine is a chronic scourge in China. With various soils and a capricious climate, scarcely a season passes in which some portion of the Empire is not visited by drought or inundation. Large sections of the Chinese population are unable to procure the necessaries of life, though possessed of workable minerals sufficient to buy all the cereal productions of China; while other sections are forced to supply their immediate wants by cultivating crops for which their soil is not adapted, to the neglect of their natural agriculture—all for want of better means of intercommunication. The navigable rivers above Canton are still closed against foreign steamers; and the trade channels communicating with the Yangtsze through the Poyang Lake are in urgent need of steam service. The Liang River and the Tungting Lake Channels southward, and the Han River northward from the great central mart Hankow, have likewise been put forward as desirable steam lines—and there are others not less important. "But," proceeds the author, "the thought which seems to "obtrude itself most forcibly on all classes of travellers in "presence of the actual obstacles to commercial prosperity "in China is that of the introduction of railways. The "unanimity with which this is put forward is remarkable. "Mr. ALABASTER, Mr. MARKHAM, and Mr. OXENHAM, from "the official side, dwell on the need existing for railways on "the lines of their respective journeys, and the facility with "which they might be constructed." The delegates of the Shanghai Chamber of Commerce and the missionary travellers are all of the same idea. It would be impossible to guess at the amount of expansion of which foreign trade with China is capable; but Sir RUTHERFORD ALCOCK, writing to Lord CLARENDON in 1869, estimated it at ten times greater than at present.

Thus recent writers unveil a magnificent field for the spread of our commerce in China; nor is it tolerance merely, but sympathy and welcome, which foreign visitors meet with in the interior. Unfortunately, however, progress in China is not a mere commercial question, to be discussed solely in its bearings on the interests of the population. Our commercial intercourse with the people cannot be separated from our diplomatic intercourse with the governing body; and it is within the domain of the latter that the chief, if not the only, real difficulties arise. The existence in the Chinese Government of two parties, divided on questions of foreign policy, has been brought prominently forward in the official correspondence laid before Parliament since 1858. One, known as the "anti-foreign," or "war" party, is understood to be pledged to the expulsion of foreigners from the soil of China at all risks; the other, whose views do not admit of so clear a definition, is called the "peace," the "Liberal," or the "Moderate" party; and its policy appears to be to hold the balance between the claims of foreigners on the one hand, and the headstrong resistance of the extreme section of its own order on the other. At heart, therefore, the whole ruling body in China is opposed to the presence of foreigners in the country. Sir RUTHERFORD ALCOCK incidentally describes the salient features of office-holding in China as the "power of irresponsible taxation." There appears to be no personage in the Empire too exalted in station to receive common bribes; for Sir R. ALCOCK singles out for special remark "the high authorities in Peking, in the several Boards, and *in the Palace*."

In our relations with a Power so constituted and so circumstanced as the Government in China is, it would appear that the gentle aid of diplomacy can find no place. The position attained by foreign nations in China could only be, in the words of Sir R. ALCOCK, "created force—naked physical force;" and his declaration that "to maintain or "improve that position we must still look to force in some "form, latent or expressed, for the result," is entitled to the gravest consideration. Moral suasion, as exerted by England individually, having proved unavailing, and coercive measures being out of the question, there would seem to be little hope at present of escaping from the dead-lock in our Chinese affairs, unless it be from the concerted action and co-operation of all the Treaty Powers. If the co-operative principle was ever to be adopted, after the massacre of Tientsin was surely the time for this country to show her adhesion to it by espousing in the Far East the common cause of civilised mankind. Her MAJESTY'S Government, however, held aloof, or interposed only so far as to proclaim their determination to remain passive, thereby virtually sheltering the instigators of the Tientsin massacre from the consequences of their crime.

THE contract lately concluded by the directors of the P. and O. Company with the Italian Government for the conveyance of the weekly mails between Venice, Ancona, Brindisi, and Alexandria for an annual subsidy of f.500,000, will not involve any change in the working of the Company's contract with the English Government. Their steamers, after landing at Brindisi the mails, passengers, &c., will proceed on to Ancona and Venice, and in like manner start from Venice for Alexandria, calling at Ancona and Brindisi, receiving the British mails and passengers at Brindisi, for India and China, at the time appointed in the contract, viz., every Monday morning. It is expected that the formalities necessary to inaugurate this contract will take about two months. The present service, known as the Adriatico Orientale (or Palmer's line), will then cease, the Company receiving an indemnity from the Italian Government for retiring. The rates of freight and passage money chargeable on to Venice will be notified in due time by the P. and O. Company.

FROM a Parliamentary return just issued we have the names of all student interpreters appointed to China, Japan, and Siam. The list opens with the name of G. S. MORRISON, appointed in 1847, and ends with G. BROWN, appointed to China 3rd July, 1871. The total number so appointed is 111, of whom thirty-three have died, retired on pensions, resigned, or been dismissed, leaving seventy-eight now in service. Many of this number are now holding the posts of Consuls, Vice-Consuls, and Interpreters. Those who still remain as Student Interpreters are receiving a salary of £200 per annum, and it was chiefly this class of officers which Sir HARRY PARKES so warmly defended at the Commission of Inquiry which we lately noticed.

MR. J. F. LOWDER, of the Japan Consular Service, who returns to his post by the P. and O. mail steamer leaving Southampton on Thursday next, has been called to the bar of Gray's-inn. Chief Justice SMALE has obtained an extension of leave, and will not return to Hong Kong until October next.

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LITERATURE.

—o—

Letters and Journals of James, Eighth Earl of Elgin. Edited by Theodore Walrond, C.B. London, JOHN MURRAY.—This is at once a valuable contribution to current biography, a just memorial to a great man who was summoned away while yet the task to which he had devoted himself was little more than begun, and a text book for all who would inform themselves impartially concerning the Asiatic races and our national relations with them. The volume will be perused with interest by our readers—especially those chapters which describe Lord Elgin's missions to China. From several extracts given it is apparent how much interest he took in the labours of the missionaries, and at the same time with what breadth and calmness of view he handled a subject "peculiarly liable to exaggeration on one side or the other." His reply to an address praying him to obtain a separate decree of toleration in favour of Protestantism, and to procure greater liberty for Protestant Ministers to travel and preach in all parts of China, contained words of grave warning which have a special interest when read by the light of recent events. But perhaps to no incident in his life does there attach more importance or authority than to the speech which he delivered at the Mansion House on the occasion of his final return from China. In responding, after giving an account of the objects that had been sought, and the results that had been achieved in the Far East, he concluded his speech by impressing on the merchants of England, that with them must now chiefly lie the responsibility of aiding or retarding the development of China, and thus of determining the place she shall hold in the commonwealth of nations. Few more valuable or interesting volumes have issued from the press this year, and we have great pleasure in commending it to our readers.

The following extracts from the correspondence refer to Lord Elgin's first mission to China in 1858, the capture of the forts on the Peiho, and the conclusion of the Tientsin Treaty. It was arranged that the combined forces should meet at the mouth of the Peiho, but a delay of some weeks occurred waiting for the arrival of the gunboats. At length the difficulties were surmounted, and the forts were captured :—

May 21st.—I have spent during the last three weeks the worst time I have passed since 1849, and really I have not been capable of writing. The forts were taken yesterday. The Chinese had had several weeks to prepare, and their *moral* was greatly raised by our hesitations and delays. The poor fellows even stood at their guns and fired away pretty steadily. But as they hardly ever hit, it is of very little consequence how much they fire. As soon as our men landed they abandoned the forts and ran off in all directions. We have hardly had any loss, I believe; but the French, who blundered a good deal with their gunboats, and then contrived to get blown up by setting fire to a powder magazine, have suffered pretty severely. I fancy that we have got almost all the artillery which the Chinese Empire possesses in this quarter. . . . This affair of yesterday, in a strategical point of view, was a much more creditable affair than the taking of Canton. Our gunboats and men appear to have done well, and though they were opposed to poor troops, still they were troops, and not crowds of women and children, who were the victims of the bombardment at Canton.

Yamun, Tientsin.—May 30th.—I hardly yet realise to myself where I am. I started at about 4.30 P.M. yesterday from the *Furious*, crossed the bar at the forts at the entrance of the river, picked up Gros and the French mission, whose vessel could not get on, and moved on to this place. The night was lovely—a moon nearly full. The banks, perfectly flat and treeless at first, became fringed with mud villages, silent as the grave, and trees standing like spectres over the stream. There we went ceaselessly on through this silvery silence, panting and breathing flame. Through the night-watches, when no Chinaman moves, when the junks cast anchor, we laboured on, cutting ruthlessly and recklessly through the waters of that glancing and startled river, which, until within the last few weeks, no stranger keel had ever furrowed! Whose work are we engaged in when we burst thus with hideous violence and brutal energy into these darkest and most mysterious recesses of the traditions of the past? I wish I could answer that question in a manner satisfactory to myself. At the same time, there is certainly not much to regret in the old civilisation which we are thus scattering to the winds. A dense population, timorous and pauperised, such would seem to be its chief product. I passed most of the night on deck, and about four A.M. we reached a point in the centre of the suburb of Tientsin, at which the Great Canal joins the Tientsin or Peiho river. There I found the Admirals, Frederick, &c. Frederick had got this yamun for us, half of which I have had to give to my French colleague. It consists of a number of detached rooms, scattered about a garden. I have installed myself in the joss-house, my bedroom being on one side, and my sitting-room on the other, of the idol's altar. We have a letter informing us that the Emperor has named two great officers of State to come here and treat, and our Admirals are in very good humour, so that matters look well for the present.

June 4th.—I am to have an interview with the Chinese Plenipotentiaries to-day. I devoutly hope it may lead to a speedy and satisfactory pacific settlement; but I am sending to Hong Kong for troops, in order to be prepared for all eventualities. In sum, my policy has resulted in this :—I have complete military command of the capital of China, without having broken off relations with the neutral Powers, and without having interrupted, for a single day, our trade at the different ports of the Empire.

Tientsin.—June 5th.—To-day I went to have my first official interview with the Chinese Plenipotentiaries. I made up my mind, disgusting as the part is to me, to act the *role* of the "uncontrollably fierce barbarian," as we are designated in some of the confidential reports to the Chinese Government which have come into our hands. These stupid people, though they cannot resist, and hardly even make a serious attempt to do so, never yield anything except under the influence of fear; and it is necessary therefore to make them feel that one is in earnest, and that they have nothing for it but to give way. Accordingly I got a guard of 150 marines and the band of the *Calcutta*, and set off with all my suite in chairs, *tambour battant*, for the place of rendezvous. It was about two-and-a-half miles off, and the heat of the sun very great. The road carried us through several narrow streets of the suburb, then across a plain, till we reached a temple at which the Plenipotentiaries were awaiting us. A dense crowd of Chinese men—I saw not one woman—lined the route. Curiosity chiefly was depicted on their countenances; some looked frightened; but I observed no symptoms of ill-will. At the entrance of the temple were two blind musicians, playing something like squeaking bagpipes. This was the Chinese band. We marched in with all our force, which drew up in a sort of court before an open verandah, where refreshments were set out, and the dignitaries awaited us. I was received by the Imperial Commissioner, and conducted to a seat at a small table covered with little plates of sweetmeats, &c. One of the Chinese Plenipotentiaries sat on either side of me. It was a very pretty scene, and the place was decorated in very good taste with flowers, &c. As my neighbours showed no disposition to talk, I began by asking after their health and that of the Emperor. They then said that they had received the Emperor's orders to come down to treat of our affairs. I answered, that although I was much grieved by the neglect of the Prime Minister to answer the letters I had addressed to him, yet as they had on their cards stated that they had "full powers," I had consented to have this interview in order that we might compare our powers, and see whether we could treat together. I told them that I had brought mine, and I at once exhibited them, giving them a translation of the documents. They said they had not powers of the same kind, but a decree of the Emperor appointing them, and they brought out a letter which was wrapped up in a sheet of yellow paper. The chief Plenipotentiary rose and raised the paper reverentially over his head before unfolding it. I thought the terms of this document rather ambiguous, besides which I was desirous to produce a certain effect; so when it had been translated to me, I said that I was not sufficiently satisfied with it to be able to say on the spot whether I could treat with them or not; that I would, if they pleased, take a copy of it and consider the matter; but that I would not enter upon business with them at present. So saying I rose, moved to the front of the stage, and ordered the escort to move and the chairs to be brought. This put the poor people into a terrible fluster. They made great efforts to induce me to sit down again, but I acted the part of the "untrollably fierce" to perfection, and set off for my abode. I had hardly reached it when I received two cards from my poor mandarins, thanking me for having gone so far to meet them, &c.

June 12th.—I have gone through a good deal since we parted. Certainly I have seen more to disgust me with my fellow-countrymen than I saw during the whole course of my previous life, since I have found them in the East among populations too timid to resist and too ignorant to complain. I have an instinct in me which loves righteousness and hates inequity, and all this keeps me in a perpetual boil.

June 29th.—I have not written for some days, but they have been busy ones. . . . We went on fighting and bullying, and getting the poor Commissioners to concede one point after another, till Friday, the 25th, when we had reason to believe all was settled, and that the signature was to take place on the following day. . . . On Friday afternoon, however, Baron Gros came to me with a message from the Russian and American Ministers, to induce me to recede from two of my demands :—1. A resident Minister at Peking; and, 2. Permission to our people to trade in the interior of China; because, as they said, the Chinese Plenipotentiaries had told them that they had received a decree from the Emperor, stating that they should infallibly lose their heads if they gave way on these points. . . . The resident Minister at Peking I consider far the most important matter gained by the Treaty; the power to trade in the interior hardly less so. . . . I had at stake not only these important points in my Treaty, for which I had fought so hard, but I know not what behind. For the Chinese are such fools that it was impossible to tell, if we gave way on one point, whether they would not raise difficulties on every other. I sent for the Admiral; gave him a hint that there was a great opportunity for England; that all the Powers were deserting me on a point which they had *all*, in their original applications to Peking, demanded, and which they all intended to claim if I got it; that therefore we had it in our power to claim our place of priority in the East, by obtaining this when others would not insist on it. Would he back me? . . . This was the forenoon of Saturday, 26th. The Treaty was to be signed in the evening. I may mention, as a proof of the state of people's minds, that Admiral Seymour told me that the French Admiral had urged him to dine with him, assuring him that no Treaty would be signed that day! Well, I sent Frederick to the Imperial Commissioners, to tell them that I was indignant beyond all expression at their having attempted to communicate with me through third parties; that I was ready to sign at once the Treaty as it stood; bat that, if they delayed or retracted, I should consider negotiations at an end, go to Peking, and demand a great deal more, &c. . . . Frederick executed this most difficult task admirably, and at six P.M. I signed the Treaty of Tientsin. . . . I am now anxiously waiting some communications from Peking. Till the Emperor accepts the Treaty I shall hardly feel safe. Please God he may ratify without delay! I am sure that I express the wish just as much in the interest of China as in ours. Though I have been forced to act almost brutally, I am China's friend in all this.

A Grammar of the Japanese Written Language; with a short Chrestomathy. By W. G. Aston. London, J. SUMMERS.—In this new Japanese Grammar, by Mr. Aston, interpreter to our Legation at Yedo, we appear to possess the nucleus of all future grammars of the language, for he has ransacked the native literature itself, and has discovered there many grammatical treatises, the essence of

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which he has appropriated and condensed into the volume before us. The importance of the work can hardly be exaggerated, as we see now the Japanese every day among us, and their demands for our productions are yearly becoming greater. If we are to derive profit from this opening up of Japan, we shall have to study them as they are studying us. Whatever may be said of the Chinese literature and people, the Japanese are by no means contemptible. Their works of Art, and the products of their country, command our attention. Information on every point is to be found in the book, and hence the value of a good grammar. Mr. Aston goes to the very foundation, and explains in concise language the principles on which the book style of composition rests. A very interesting account is given in the introduction of the history of the language and its various styles of composition. A most complete table of the syllabac, evidently the production of a Japanese artist, and also extracts from various authors in the native character with translations and notes recommend the work as the most perfect of its kind.

Naval Science; a Quarterly Magazine for Promoting the Improvement of Naval Architecture, Marine Engineering, Steam Navigation and Seamanship. London, LOCKWOOD and Co.—Such is the title of the magazine which, under the editorship of Mr. E. J. Reed, C.B., formerly chief constructor of Her Majesty's Navy is to be devoted to naval matters, and if succeeding numbers are only equal to the first it is not difficult to predict complete success for the undertaking. We learn from the preface that the contents of each issue will be selected in accordance with a settled programme, and are to consist of three classes; first, articles suited to the general and wholly un-mathematical reader, and which are to be of such a character as not to require illustration by means of diagrams; secondly, articles which will necessitate the employment of diagrams but may be understood by those but little versed in symbolic science; and thirdly, those intended for professional and scientific readers. This arrangement is fully carried out in the issue before us, which gives us papers on such popular subjects as the "Structure of Iron Ships," which has been of late so frequently before the public, and the "Loss of the *Megæra*." We have little hesitation in assigning the authorship of the last-named essay to the pen of the editor. Equally interesting, although to other classes of readers, will be found articles on the "Stability of Ironclads," the "Rifling of Naval Guns," the "Stowage of Merchant Ships," and the "Rational Method of Teaching Navigation." On the whole, we congratulate Mr. Reed upon his new enterprise, which will occupy an important place in periodical scientific literature.

The Shilling Peerage, Baronetage, Knightage, and House of Commons. London, R. HARDWICKE.—These useful publications are issued for the present year in a new form, being bound up in one volume. They fully maintain the merits of accuracy and completeness which have in past years secured the reputation they have earned as valuable works of reference.

The Presbyterian Missionary Record for the present month includes among its contents a brief but comprehensive sketch of "Japan and its People." The author is Dr. Williamson, of Chefoo.

THE CHINA MISSION OF THE ENGLISH PRESBYTERIAN CHURCH.

On Wednesday, the 1st inst., the annual missionary meeting of the English Presbyterian Church was held in Exeter Hall, which was densely crowded. The chair was taken at seven o'clock by the Right Hon. the Earl of Cavan, who was supported on the platform by ministers of different denominations, English Presbyterian and United Presbyterian ministers, and a large number of well-known laymen, amongst whom were Messrs. Hugh M. Matheson, Donald Matheson, Carstairs Douglas (Amoy), J. L. Maxwell (Tai-wan), &c.

The proceedings having been opened with a short address from the Chairman, Mr. H. M. Matheson stated that it was not usual at meetings such as the present to deliver the annual reports, but, as most of them were aware, it had already been given in to the Synod of the Presbyterian mission. It would be useful, however, in three or four sentences to give those present the leading facts and figures connected with the operations of the Mission during the past year. He might therefore state that the Mission (which was established in 1847, and was, therefore, exactly twenty-five years old) had nine ordained missionaries, and one missionary elect; four medical missionaries, forty-five native evangelists; and that the districts occupied were those of Amoy, Swatow, and Formosa. The new members received in 1871 numbered 380; the total Church members 1,367, with a professing Christian community of 6,000 souls. (Cheers.) The annual expenditure of the Mission was about £8,000; the sum required for the present year being £10,000. The next speaker would be the Rev. Carstairs Douglas, and he had great pleasure in announcing that the Senatus of Glasgow University had that day conferred upon Mr. Douglas the honorary degree of Doctor of Laws.

The Rev. Dr. Carstairs Douglas commenced by observing that the Mission in China was divided into three parts—Amoy, Swatow, and Formoso. Around each of these places they had stations to the number of fifteen or eighteen. It was the custom to call this work "Chinese Mission Work," but it must be remembered that one part of it was not among Chinamen at all. A very important part of the work in Formosa was carried on with an aboriginal race allied to the Malayan race, who were to be found all over Southern China. In this way their work was divided into two parts. In the interior of the Island of Formosa the work was carried on amongst these half-civilised aborigines, a part of that same great family of the human race which included the Polynesians and the people of the Island of Madagascar. The whole of the work at Swatow and half the work in Formosa was among the Chinese people, and it was found more difficult to work amongst them than amongst those he had previously described. Again they might divide their work into two parts; first in regard to the language in which it was conducted. He did not mean to say that any language but the Chinese was used, but the mission had to be conducted in two dialects of the language. A word of explanation was here necessary, for what they called dialects in Europe were not what was meant by that term there. The so-called dialects of China were for the most part languages as different from one another as were, for instance, English, German, and Danish. In consequence of this their work had to be divided, the one branch comprehending the Swatow mission, the other branch comprehending the Amoy and Formosa missions. The language of Swatow was by itself, though comparatively near to that spoken at Amoy, but between their missions in Amoy and Formosa there was entire community of language. The mission at Amoy was planted twenty-five years ago. After being carried on for about ten years, the next occupied of the mission stations was Swatow. The latter was a part where there was no missionary whatsoever of any Christian Church. In these circumstances, the Presbyterian mission, in addition to the work at Amoy, began also the work at Swatow, and then, many years after, work was commenced in Formosa. It had only been carried on for seven years. It was most interesting to consider in the light of recent events the manner in which they were led to begin that work, which was now by far the most promising and prosperous part of the mission out there. The people of Formosa were almost all emigrants from Amoy and its neighbourhood. There was constant intercourse between Formosa and the mainland, and some of the early converts at Amoy, who at times travelled backwards and forwards, told them (the missionaries) of the fact that the people of Formosa spoke the same language as those of Amoy, and then the native Christians of Amoy used often to pray for Formosa. When he was in England some nine years ago he pleaded hard that the Church would take up the Formosa work; and when he returned eight years ago it was in company with Dr. Maxwell, from whose lips they would hear how gloriously God had blessed his work and the work of his fellow-labourers. (Cheers.) The fields thus occupied now were fields entirely unoccupied before. It had been the policy of the Mission to concentrate their work in these three fields, for they found it far better to have two or three strong missions than six or seven weak ones. In Formosa they (the Presbyterians) worked entirely alone. In Swatow they had joined with them the mission of one of the American societies. In his own station, Amoy, there were two other missions—the mission of the London Missionary Society, with whom they had always acted in the most cordial and friendly spirit, and they with them (cheers), and the mission of another American society. At Swatow the work was of much the same sort as at Amoy, with this difference in the people of the former place, that they were more disorderly—indeed, they were regarded as the most disorderly people of the Chinese Empire. When the missionaries first went there they laboured under very great difficulties, and for three or four years without any result, so far as the human eye could discern, but now their progress was becoming more and more rapid—during the last two years somewhat more rapid than in Amoy. In the Amoy district the missionaries all lived together in the town, and regarded it as a centre of operations. From this point, and furnished with official passports from the Government of the Chinese Empire, they had been enabled to sow the seeds of the Gospel in seventeen places in the surrounding country. The activity of the natives themselves in some of these places was very gratifying. At one place they had provided a chapel capable of holding one hundred persons, and a room connected with it for the native preacher, the cost to the Mission Fund being only £4. (Cheers.) In another place similar work was done, the natives bearing the entire cost. The subscriptions towards mission work in all the Amoy district was close upon £110 last year. Amongst the converts were persons engaged in various trades connected with the heathen system, and, being obliged to relinquish these when they became Christians, they furnished thereby the best evidence of the thorough sincerity of their motives. The opposition of the Government was of a very annoying character; but so far from injuring the mission in the eyes of the people it was greatly advanced thereby. The answer of Earl Granville to the Chinese Circular was thoroughly satisfactory, and was such as the missionaries cordially approved. They had hopes that they would be able to commence work amongst the Chinese of Singapore and Penang, for which the Presbyterian congregations there had subscribed several hundred pounds, and had written home asking that missionaries might be sent. They were ready to bear the entire expense, and just as when he was at home last, he pleaded for the work in Formosa, so now, having heard of the glorious results of that work, he pleaded for Singapore and Penang, and the districts round about. In a few months he would return again to China, and as he could not hope to see their faces again, he earnestly invoked their prayers on behalf of Chinese evangelisation.

The Rev. Adolph Saphir moved a resolution:—"That this meeting has heard with profound thankfulness of the prosperous state of the mission in China;" which was carried unanimously.

Dr. James L. Maxwell, of Tai-wan, said that in the island of Formosa two great instrumentalities had been honoured of God in promoting mission work in China—the first was the simple preaching of the Word of God in chapels, the streets, or the villages; the second was the healing of the sick, and such evangelistic work as accompanies a mission hospital. The medical mission in Formosa had been specially useful in two ways—first, in the wide-spread diffusion of interest in the mission hospital, and bringing, as it did, patients of various classes from the north, south, east and west, who not only re-

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ceived attention to their bodily ailments, which was their particular desire, but the fact of their being resident in the hospital gave them an opportunity of being brought under the hearing of the Gospel from day to day. Dr. Maxwell then gave an encouraging account of three mission-stations in the island. The first was situated 120 miles to the north, the second fifty miles to the south, and the third between thirty and forty miles to the east of the head-quarters at Tai-wan. He minutely explained the circumstances which led to the establishment of the mission-stations, and showed their existence was attributable to the hospital, as in several cases they had been set on foot by men who had been inmates. If such had not been the case, they could not have expected to have reached them for years to come, as they were separated by a part of the country that was inhabited by savage tribes. The other way in which the medical-mission work commended itself to the respect of the Church was the golden opportunity which was given to the medical missionary and his evangelists of placing the Gospel before the patients from day to day; as what the missionaries had to regret most was the fleeting character of the multitude who attended the chapel, dropping in for a quarter of an hour, and receiving a slight impression, and then going away. They had opportunities of not only preaching to them at stated times, but going into the wards of the hospital, seating themselves beside them, and encouraging them. When the hospital could only contain ten patients, six were simultaneously present who were impressed with the truth, and who proved instrumental in forming three stations. This, he said, was enough to prove that the medical mission-work was exceedingly valuable in promoting the cause of Christ among the heathen. One thing which commended the mission hospital in China to the friends at home was the fact of its being singularly inexpensive, for the three hospitals which had been brought into existence in that island had not drawn upon the funds, so far as their erection was concerned, more than £150, and one can accommodate fifty and another thirty in-patients. (Applause.) The patients provided nearly everything. All the missionaries had to do was to supply them with a place to live in, medicine, such surgical aid as was required, and the Gospel. The inhabitants of Formosa lived in a hotbed of fever, which carried off thousands, and the medicine necessary was quinine, a most expensive medicine. His appeal to them would consist in this one item of medicine. Any donation of quinine would be as precious as gold if sent to the treasurer. He (Dr. Maxwell) could travel through Formosa without gold, but he dare not without quinine. People must not suppose that medical mission-work has been allowed to pursue its way unhindered, for, like preaching of the Gospel, it came in for a large amount of odium. Out of the fourteen chapels that existed in Formosa only three had drawn upon the funds of the Mission, the remaining eleven being built by the native Church. These chapels were capable of accommodating from two hundred to three hundred people, and if they had been built by the Mission would have cost from £50 to £60 each. They were monuments of the perseverance and self-denial that the natives had undergone to erect then. The mission work had been much honoured, and they had reason to be thankful for the healthy state of the Church in Formosa, in the activity of its members in carrying the truth from place to place, and the financial support they are rendering to the Mission. In conclusion, Dr. Maxwell said that throughout all the churches they had certain fixed subjects of prayer for every day in the week, such as the prosperity of individual stations in Formosa, the brethren at Amoy and Swatow, and for the mother Church in England, which enabled them to keep up a bond of fellowship, and which they found was working for good.

Dr. W. P. Mackay, of Hull, moved a resolution:—"That this meeting rejoices in the tokens of the Divine favour bestowed in connection with the Medical Mission work so largely employed by the English Presbyterian Church, and cordially commends this interesting department of their mission in China to the sympathy and support of the friends of the Gospel." This resolution was carried, and after several further addresses from the gentlemen present, the proceedings closed with a vote of thanks to the Earl of Cavan for presiding.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

An adjourned general meeting of the shareholders in this bank was held on the 1st inst.; Mr. Andrew Cassels in the chair. The Chairman said: Gentlemen, the business which calls us together to-day is of a purely formal character, and will only detain us a very few minutes. It will be remembered that our annual meeting, held on the 17th of last month, was adjourned to this day in order that we might announce to you the result of the poll demanded by the friends of Mr. Morrison. That result, decided by the scrutineers—Mr. A. Morrison and Mr. Hugh Oxenham, is as follows:—The motion was, "That Mr Joseph R. Morrison, who now retires by rotation, be re-elected a director." Stated briefly, the result was—for the motion, 375; against it, 548; the majority of votes against the re-election of Mr. Morrison as a director being 173. I have therefore to declare that the motion for the re-election of Mr. Morrison has been negatived.

Mr. J. R. Morrison, who professed to rise for the purpose of thanking his supporters, then said he had no alternative but to accept the decision to which the majority had come; and, although the result was certainly not such as he had wished, it was not one of which he was at all ashamed; for he felt confident if any gentleman on the board had been subjected to the same ordeal through which he had passed (that was, of having his colleagues on the direction voting against him), he would also have met with a defeat. The more agreeable task then devolved upon him of thanking those gentlemen who had honoured him with their support. He could not find words sufficient to express his gratitude for the just, genial, and generous sympathy which they had accorded to one who had been thus ignominiously thrown over, and that at a time when the affairs and prospects of the bank were improving. In conclusion, he hoped the new blood infused into the direction would prove far more beneficial than the old, and that the company might never have upon its board men less able to look the proprietary in the face than he had been.

The Chairman said, if Mr. Morrison had confined his remarks to simply thanking his friends for their support he (the chairman) should not have considered it necessary to say anything in reply; but as Mr. Morrison had dwelt at some length upon what he termed his grievances, he felt it was due to his colleagues and himself to state briefly why the directors had opposed Mr. Morrison's re-election. When they had first been made aware of the opposition that would be offered by a very large and influential section of the shareholders to his re-election, the general feeling among the members of the board had been that it would be advisable for them to remain neutral in the matter, deeming the question to be purely a shareholders' question, and, if there had been any exception to that feeling, he must say that it had been in Mr. Morrison's favour. At the committee meeting of the directors, on the Friday following the annual meeting, it had been pointed out to Mr. Morrison that he had, in his speech at the meeting, insinuated that which was neither generous nor justifiable—that the only effect of the shareholders ejecting him from the board would be that the allowance to which the directors were entitled would have to be divided among seven instead of eight members. Mr. Morrison had declined to withdraw those words, and placed himself in such direct and strong opposition to the opinions and feelings of the board that they had come to the unanimous decision that it would be well, and consistent with the best interests of the bank, that Mr. Morrison should not be re-elected. In conclusion, the chairman said they had adopted this line of conduct with considerable reluctance and pain, for it was always an ungracious task to be obliged to oppose an old colleague. He would only add, that an earnest desire to promote the interests of the bank superseded in their minds every other consideration.

The proceedings then terminated.

LEGAL.

COURT OF EXCHEQUER

LANE V. LAY.

This was an action for wrongful dismissal and breach of contract. It was first tried on the 15th December last before the Lord Chief Baron, and a verdict was obtained for the plaintiff with damages £2,509. Subsequently in January a rule *nisi* was obtained by the defendant to show cause why that verdict should not be set aside, on the ground that there was no breach of contract. An application was made on the 30th ult., before the Lord Chief Baron, and Barons Bramwell, Cleasby, and Martin to make this rule absolute.

The facts of the case were as follows:—The plaintiff, Edmund Lane, who was a civil engineer, was, in 1870, engaged in London by the defendant, Horatio Nelson Lay (then acting as agent to the Japanese Government) to go out to Japan and perform certain duties in connection with works being projected and carried out by that Government, at a salary of 600 dollars a month (his engagement to extend to three years). It was further agreed upon between the contracting parties that the plaintiff should be provided with a free passage and a sum of £10 in addition, for his journey and travelling expenses; that he was to proceed without delay to Yokohama, and on arriving there should report himself to Mr. Morel, the engineer-in-chief, and to submit to his orders, or the orders of such other authorities under whom he would be placed; that he should obey the Japanese Government and all rules that might be imposed for the time being; that he should not absent himself without leave of his superior officer; that in case of his being guilty of insubordination, or drunkenness, or breach of engagement, it should be lawful for defendant to discharge him, and that in case of his subjecting himself to such dismissal from either or any of those causes he should forfeit six months' pay as liquidated damages. There were other provisions in the contract, one of which was that in the case of the defendant or the Japanese Government determining to put an end to the engagement before the period agreed upon, the plaintiff to receive three months' notice and 7,000 Mexican dollars. The plaintiff, on the faith of this contract, proceeded to Yokohama, where he duly reported his arrival. He then entered upon his duties, and gave his services exclusively to the Japanese Government and their works. After an occupation extending over several weeks, he was suddenly called upon to sign a document containing a series of new regulations, drawn up by Mr. Morel, the engineer-in-chief. Considering that those regulations were utterly opposed to the provisions in his original contract, the plaintiff refused to sign them, whereupon Mr. Morel would not permit him to perform any more work for the Japanese Government. The plaintiff, finding remonstrance useless, and his further services absolutely refused, returned to England. He immediately communicated with the defendant in London. Mr. Lay, who had then ceased to act as agent to the Japanese Government, approved of the course he had taken under the circumstances. The plaintiff was, however, compelled to bring his action against him; but it was really against the Japanese Government, or their agents, the Oriental Bank, who defended it.

Sir John Karslake, Q.C., and Mr. Murray supported the rule, contending that there was no breach of contract or wrongful dismissal in this case, inasmuch as the plaintiff could have appealed to the Japanese Government at Yedo or the British Consul against the conduct of Mr. Morel; that he had no right to return to England at the time he did; that, by so doing, he discharged himself from the service of the the Japanese Government; and that the damages could not exceed three months' salary at £125 a month, and the penalty of £1,500.

The court refused the application, thereby confirming the verdict for the plaintiff, the damages being reduced to £1,750.

COURT OF BANKRUPTCY.

LIEBERT AND ROGERSON.

This was an application on behalf of the trustee under proceedings for liquidation by Messrs. Liebert and Rogerson, merchants and commission agents, of Leadenhall-street and of Manchester, for an order on

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Messrs. Barnett, Hoare, and Co., bankers, for payment of a sum of £1,334, paid to or retained by them on the 7th of January, 1871, on the ground that such payment or detention constituted a fraudulent preference.

The facts appeared to be that prior to their suspension Messrs. Liebert and Rogerson kept banking accounts with Messrs. Barnett, Hoare, and Co. in London, and with the Consolidated Bank at Manchester; and it was their custom to draw cheques on their London bankers and to pay the same into the Consolidated Bank at Manchester, and to draw against such cheques for the purposes of their Manchester business. They were also in the habit of discounting bills with Messrs. Barnett, Hoare, and Co., and on the 3rd of December, 1870, that firm discounted a promissory note made by the debtors for £1,334, and payable at six months' date upon a promise to give as collateral security a lien upon certain machinery. Afterwards Mr. Hoare, one of the members of the banking firm, applied unsuccessfully to Mr. Liebert to give him the promised security, and on the 4th of January, 1871, Messrs. Barnett and Co. received a letter from Liebert and Rogerson, of Manchester, asking to be allowed an over draught of £2,000, on the ground that the death of Mr. Rogerson, sen., had tied up a considerable portion of their capital; but Messrs. Barnett declined to accede to the request. On the same day a cheque for £3,383, drawn by the Manchester house upon the account of the firm at Messrs. Barnett's, was presented for payment and dishonoured—the balance in hand at that time being £2,550 only. Finding that other cheques were being drawn by the debtors, Mr. Hoare, on the 6th of January, called on them, and again required security for payment of the note of the 3rd of December, when the debtors agreed to pay the note if the bank would discount a bill of Messrs. Ogilvie, which was coming forward on the following day, for £2,123, and hold the balance at their disposal. Messrs. Liebert and Rogerson then stated that the "lock-up" was only temporary, pending the settlement of Mr. Rogerson, sen.'s, affairs, and that they expected their position would be strengthened in the end. Messrs. Barnett acted upon this request on the 6th January, and discounted the bill of Messrs. Ogilvie; and on the 8th the debtors stopped payment. The question was whether, under these circumstances, the retention of the £1,334 by Messrs. Barnett amounted to a fraudulent preference.

The Chief Judge held that the transaction which the trustee sought to impeach was not a fraudulent preference. From the affidavit of Mr. Hoare it appeared that his firm had lent money on a promissory note payable at six months upon a contract by the debtors that they would give security on certain other property. The note contained not merely an obligation to pay at the end of six months, but it was accompanied by a a condition to give security. Messrs. Barnett and Co. were, therefore, entitled either to payment of the note or to insist upon their security being given as agreed. Failing to obtain security they were entitled to receive their money, and the payment having been made in good faith, and for a valuable consideration, it could not now be impeached. The application of the trustee was therefore refused.

WITH regard to the Burmese mission now on its way to this country the *Pall Mall Gazette* informs us that two of the members are respectively named the Padein Woon and the Pangyet Woon. Both were educated some time time ago at the Doveton College at Calcutta; but the Pangyet Woon is greatly superior to the other Woon, both in manners and address, from having resided eight years at Paris, where he took several university degrees. But while his Majesty of Ava is resolved to form European alliances, he is sadly ignorant of European diplomacy. The mission is accompanied by a respectable retailer of groceries and hardware of Rangoon, named Mr. Edmund Jones, who has recently been appointed by the King to be a guide to his officers, and has been invested with the real tsalway, or order of golden strands. This is a far higher mark of distinction than the star-shaped bauble which his Majesty designed two years ago for the first time, and which he has recently conferred upon the English Premier.

THERE will shortly be launched from the building yard of Mr. J. G. Laurie at Whiteinch, Clyde, a large steamer for the firm of Messrs. Thos. Wilson, Sons, and Co., Hull, for their India and China trade. This vessel is 330 feet long, keel and fore rake, 37 feet beam, and 28 feet 9 in. deep, and will be propelled by a pair of compound engines of 350-horse power. She will be fitted with all the latest improvements for light and ventilation. This vessel is of the gross register of 3,300 tons, and will be named the *Hindoo*.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

HUSKISSON—On the 8th March, at sea, on board H.M.S. *Orontes*, the wife of Capt. S. G. Huskisson, 80th Regiment, of a daughter.

LEWES—On the 2nd May, at Oak Hall, Wanstead, the wife of William F. Lewes, Esq., of Shanghai, of a son.

MURRAY—On the 28th April, at Ellora Cottage, Bridge of Allan, Stirlingshire, the wife of James Somervil e Murray, Commander in the Peninsular and Oriental Company's Service, of a daughter.

PARKES—On the 28th April, at 1, Lancaster-street, Lancaster-gate, the wife of Sir Harry Parkes, K.C.B., H.B.M.'s Minister to Japan, of a daughter.

PORTER—On the 21st April, at Shanghai, of typhus, Frank Porter, of the firm of Gibb, Livingston, and Co.

MARRIAGES.

EATON—FELLOWES.—On the 30th April, at St. James's Church, Piccadilly, by the Bishop of Ely, assisted by the Rev. Thomas Woodruff and the Rev. T. L. Fellowes, Henry Enderby, eldest son of H. W. Eaton, Esq., M.P., to Inna, only daughter of Edward Fellowes, Esq., M.P., and Hon. Mrs. Fellowes.

WALKER—BLYTH.—On the 28th March, at Catambe Church, Ceylon, by the Rev. W. Ellis, William H. Walker, Esq., second son of the Rev. J. Walker, of Harvey Hill, Antrim, and grandson of the late Bishop of Derry, to Edith Murray Blyth, eldest daughter of E. H. Blyth, Esq., and niece of Gen. Charles Beckwith. No cards.

DEATHS.

BURN—On the 26th April, at 39, Burlington-road, Bayswater, Harry Cavenagh, the only son of Lieut. H. Burn, late Indian Navy, aged 13 months.

FRY—On the 17th April, at his residence, Grove-hill, The Grove, Camberwell, Mr. Joseph Fry, aged 73.

LAYARD—On the 27th April, at Venice, Frederick Layard, Esq., late of H.M.'s Ceylon Civil Service, aged 48.

Foreign Intelligence.

—o—

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, April 30.

The Senate of Bremen have sent down to the Burgerschaft of that city for their consent and approbation the draft of a Bill of unusual importance and interest, being nothing more nor less than a proposal for the alteration of the currency. It does not at all militate against the measures already taken by the German Parliament for an uniformity of the monetary system of the Empire; on the contrary, it is quite in accordance with its provisions, and calculated even to promote and facilitate its execution when the time arrives, which, however, I fear is still a long way off. Prince Bismark, who opened the session of the German Parliament, gives in his speech a catalogue of the Bills that will be introduced; but not a word is to be found indicating the intention of the Government to lay before them the important Bill for the definitive settlement of the currency question, although at the close of the last session a resolution was passed to request the Chancellor to bring it in during the course of the present one, that it may finally be disposed of without further loss of time. It is, however, but fair to add that the Minister of Finance stated at the time that he could not promise compliance with the wish of the House, as there were other subjects connected with it which required long and serious consideration. The fact is—and it is no secret here—that it is the intention of the Government to include in the Bill comprehensive regulations concerning public and private banks, and the prohibition, or at least some efficient control and limitation, of the issue of paper money, which, as is well known to your readers, is as plentiful in Germany as blackberries. And on this subject it is no easy work to reconcile all the conflicting interests, and perhaps vested rights, of the various States, and bring all the Governments to sacrifice some of their attributes of sovereignty without a compensation of some sort. But it is to be most devoutly hoped that Prince Bismark, who has already done such wonders in uniting all Germany under one Empire, and who enjoys in such an eminent degree the confidence both of the Government and the people, will find some way of solving the problem, and surmounting the difficulty to the general satisfaction of the nation. This accounts for the delay.

In reverting to the Bremen proposal I need hardly remind your commercial readers that that little free State, with scarcely a hundred thousand inhabitants, has been placed from time immemorial in the anomalous position of having its own exclusive monetary system, which is different from that of any other part of Germany, even in its palmiest days of separate systems; or, indeed, any other country in the world. Their unit of value is the so-called "Louis d'or thaler," which is the fifth part of the ancient Hanoverian "pistole," divided into six dozen "grotes." Bremen therefore possesses nominally a gold currency, but has never coined any money of its own, except the grotes, which bear the impress of the key, the armorial bearings of the city and State, to indicate its being the entrance to the heart of Germany. On the contrary, they have always managed to make their payments by means of German gold crowns, which have a fixed value, and are declared a legal tender at the rate of 8 2-5 thalers for each. But as a necessary consequence, when, in times of scarcity, neither crowns nor Louis d'ors were to be obtained, a law was passed giving a fixed value to a great variety of foreign gold coins of recognised standard, and this of course creates the utmost confusion, and enhances the difficulties of making cash payments. It is, therefore, now proposed to introduce on the 1st of July next the Prussian system at present in force, which will thus assimilate their currency with that of the rest of North Germany at least. Thus the basis of the new arrangement is the new German gold mark, which is one-third of a Prussian thaler, and divided into 100 pfennigs, whilst at the same time, and during the present period of transition, the double and single silver thalers as well as the smaller coins used in retail for change—such as the pieces of ten, five, two, and one groschen—are all to be made legal tenders to a certain amount, though no one is to be obliged to take in one payment more than ten thalers' worth. It is a singular fact that opposition to this project was made where it was least to be expected, for no less than 202 merchants and frequenters of the Exchange protested against it, on the sole ground—as far as I can ascertain, for they certainly gave no reasons for their dissent—that they had not been consulted on the matter. The 25th of April will, however, in future be held as a memorable day in the annals of our sister city; for on that day the Burgerschaft, after a very short debate, finally passed the Bill by 63 to 44 votes, and as it will it come into operation on July 1, Bremen is practically the first German State to inaugurate the new coinage with the mark, subdivided into 100 pfennigs, as the unit of value, and the only astonishing part of the business is how they never came to join the Prussian, or at least some other German monetary system long ago.

In the face of the above mentioned facts, and considering that the change is to be made in the course of only two months, your readers will scarcely be surprised to hear that the axe is about to be laid to the root of the tree of our venerable institution—the Bank of Hamburg, or perhaps only to its traditional money of account, known as the Hamburg Mark Banco. Of course nothing is settled yet, except that it is doomed to become a thing of the past as soon as the new law is promulgated for all Germany, which, however, as explained above, is not destined to take place this year. But the example set by Bremen in thus voluntarily going ahead and anticipating events brings the momentous question home to the legislature of this city, whether it would not be expedient to act in the same manner and substitute at once the new gold mark for the antiquated mark banco. The Chamber of Commerce and the Board of Trade are now engaged in studying the question, and perhaps in my next letter I may be able to report progress.

From Copenhagen we learn that the steam frigate *Tordenskjold*, lately employed in taking out and laying the submarine telegraph cable in the Far East, is found to be so defective and unseaworthy that the expense incurred by a thorough repair would be out of all proportion to the service

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that may be expected to be got out of her in future. She is therefore advertised to be sold by public auction on the 1st May.

The iron steamer *Secunda*, Captain Haye, is to leave this port for Akyab, *via* Suez Canal, the first week in May.

☞ Herr Joham Heinrich Riebe has been appointed Swedish Consul at Bombay.

COMMERCIAL.

Tea continues to be firmly supported, with a fair amount of sales for the execution of orders from the interior of the country. The following were also sold by importers:—199/4, 822/8, and 231/16 chests Congou, per Lord of the Isles. In cleaned rice the dealings have been on a limited scale; of rough 10,000 bags of Rangoon, per John Bertram, have been sold to millers for delivery on arrival. In Cassia Lignea there is no alteration to report. Flores continues to sell at 16 to 16¼ sch. bco. Pepper is firm, Singapare not to be had under 7¼ sch. bco., and Penang is quoted 6⅞ to 7. Camphor is in demand, and the price has risen in consequence; 2,000 lbs. of Simaruba have been sold by importers. Oil of Star Annis is looking up.

SHIPPING.

ARRIVED.—Friso, from Singapore.

SAILED.—Hermann Friedrich, to Shanghai; Joachim Christian, to Hong Kong; Ariadne, to Singapore.

LOADING.—Secunda (str.), for Akyab; Atalanta (str.), for Singapore and China; Andreas, for Macassar and Hong Kong; Richard Busteed, for Manila; Dorothea, Ferdinand, Carmelita, and Ida, for Hong Kong; Traviata, for Foochow. Ino, for Yokohama, Hiogo, and Nagasaki.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, May 1.

The members of the Second Chamber are still debating upon the Bill proposing to levy an income-tax, and notwithstanding that the discussions have already lasted ten days, and that about thirty members have taken part in the debate, it is still impossible to foretell what the fate of the Bill will eventually be. We have advanced so far that the general consideration of the measure is finished, and progress is now being made with the details, with regard to which there is a shower of amendments put forward; and still the general opinion prevails that all this time and trouble will be thrown away—that the Bill will be ultimately rejected. Several Liberal members already declare that they will vote against the measure, and at the same time they express their opinion that it is only an economical question, and not a political one, so that they maintain the able and esteemed Minister, Mr. Blusse, need not, in the event of its rejection, feel himself obliged to resign. Mr. Thorbecke, the Premier, has made his re-appearance in the Chamber. His health seems to be thoroughly restored, so that all the *on dits* about his intention to take a lengthened rest are evidently unfounded. The Conservatives had flattered themselves with the hope that this must happen, and that a ministerial crisis would follow if the Income-tax Bill is out-voted.

I am glad to state that the loan issued by the Steam Shipping Company "Nederland" is for the most part subscribed, and it seems very probable that the remaining capital, f.3,500,000, will shortly be taken up by our capitalists, notwithstanding that the *debut* of the company was not very promising. But with good management matters may improve. This we have already experienced in the case of the Rotterdam Bank; there was a time when the state of this institution seemed to be so bad that the shares were at a discount of 75 per cent., whilst now 10 per cent. premium is paid. The same changes have occurred with regard to the International Trading and Credit Company of Rotterdam, which is now in a flourishing condition, as is proved by the report and balance to be published in a short time, the general annual meeting being advertised to take place on the 3rd of June. The Bourse is still very flat, and the quotations have undergone little change.

The Belgian papers tell us a good deal about a "fraternisation" fete which will be given in the month of July next. It is impossible for me to tell you the true signification of this international festival. A certain ex-Dutch officer, Mr. Beynen, has taken the initiative, and in conjunction with a committee has undertaken the organisation of the fete, for which the Brussels Town Council has granted a credit of 30,000 francs. The Conservative papers are of opinion that this manifestation will have a political character, but I do not think this is the case. Of course the festival will be very agreeable to the Flemish party in Belgium, who desire most heartily to fraternise with the Dutch. But in Holland there prevails some coolness with Flemish brethren, and, notwithstanding that the Dutch are quite willing to hold a feast with them, it is nonsensical to believe that the affair can become a political manifestation. I hear that the councils of our principal towns will be invited to attend the feast in Brussels, which—and this is certainly very strange—will at the same time be in celebration of the 14th anniversary of King Leopold's accession to the throne of Belgium.

Some months ago the agent of Mr. Reuter wired from Batavia that the whole crop of cloves had been destroyed by a storm. Of course this news greatly influenced the market. It has, however, created much astonishment that the Java papers have not published up to this time one single line in confirmation of the statement. In general much complaint is made here about the incompleteness of the commercial and shipping news in the Java papers, whose editors seem to be of opinion that they do their duty well in reprinting the articles of our magazines.

The Dutch American Agricultural and Emigration Company has held a meeting in Amsterdam. It was resolved to send agents to California in order to treat with the Government and the managers of railway companies for the selling of land. Mr. J. A. Obreen will accordingly start this month, and he will be followed soon by other agents. It is very astonishing that not the least endeavour is made here to reinforce the European element in Java by emigration.

An important sale of pictures has taken place at Amsterdam. The collection of Mr. Roell-Hodson was brought under the hammer and realised f.233,299.50. The principal pieces were bought for an English nobleman, viz.: a Hobema for f.49,500, a G. Netscher for f.16,610, a G. van. de Velde for f.44,550, an E. de Witt for f.29,700.

Some days ago an East Indiaman was launched from the yard of Mr. Smit at the Kinderdyk. She is named the *Industrie*, is of 900 lasts tonnage, and will be commanded by Capt. C. B. Brandligt. It is not many years since that almost every week vessels of this character were launched.

In several towns the carpenters and other workmen have struck for an increase of wages. In most cases the masters have agreed to their demands. It is of public notoriety that in general our workmen do not earn sufficient to cover their necessary expenses.

The *Staats Courant* publishes most satisfactory news from the coast of Africa. It is almost certain that the transfer of our settlements to England will be effected without any trouble or difficulty.

ROTTERDAM, May 2.

Notwithstanding that the reports about the illness of Princess Henry became more favourable, we have received a telegram that she died yesterday morning. The Princess Amalia Maria de Gloria Augusta, of Saxen-Weimar, was born at Ghent, the 20th May, 1830, and was married in 1853 to Prince Henry.

(BY TELEGRAM.)

The Chamber has rejected the first section of the Income Tax Bill, and the Government has withdrawn the measure.

PRODUCE MARKETS.

We have again but little change to report in the general features of our market, the business doing continuing on a limited scale at unaltered rates for most of the leading articles. Sugar, however, has been dealt in to some extent at improved rates, and Tin has again advanced.

COFFEE exhibits continued firmness at the prices of the late public sale, which are readily paid, and for some numbers even a partial advance, but the reservedness of holders checks transactions. Sales have been closed of the following shipments of private importation: 357 bags Java, ex Helena Henriette, at 40½c., 683 do. ex do. at 40c. to 44½c., 300 bs., ex Loch Awe, at 39½c.; 400 bales Java, ex Henrietta Gerardina Susanna. Total stock, 708,600 bags, against 853,900 bags in 1871.

SUGAR keeps very firm. About 15,000 baskets Java have been disposed of at the prices of the March sale to f.¼ higher. Holders generally ask a further advance at present. The Trading Company's May sale has been announced to take place here on the 24th inst., comprising about 56,000 baskets Java, stored in our different ports.

TEA.—The result of the public sales of China and Java held at Amsterdam on the 25th ult. was as follows:—

China Import, 1872, *per Carmelita and Ida.*

Chests.				Valuation.	Prices paid.	Sold.	Bt. in.
194/4	385/12	—/16	Congou	c.55 to c.70	c.52 to c.71	49	—
713	1,368	—	Do. good	78 to 88	85 to 92	177	—
690	1,215	131	Do. fine	90 to 125	99 to 130	171	—
207	656	—	Do. finest	100 to 115	114 to 136	68	—
200	141	156	Do. choice	115 to 120	127 to 138	39	—
75	74	—	Do. choicest	125 to 150	150 to 156	16	—
—	60	—	Souchong	70 to —	70 to —	4	—
—	172	—	Do. good	100 to 110	102 to 107	11	—
220	243	—	Do. fine	110 to 130	123 to 140	12	32
131	349	—	Do. finest	120 to 140	160 to —	22	21
191	—	—	Do. choicest	130 to —	180 to —	9	15
20	—	—	Pouchong high c.	100 to 120	130 to 135	3	—
20	—	—	Do. good	100 to —	140 to —	3	—
50	—	—	Do. fine	95 to —	160 to —	—	7
20	—	—	Do. choicest	115 to 125	193 to 200	4	—
89	—	—	Pekoe flowery fine	150 to 160	145 to 160	—	12
148	—	—	Do. finest	160 to 180	160 to 190	15	5
141	—	—	Do. choice	200 to —	200 to 201	7	11
22	—	—	Do. choicest	140 to 250	175 to 200	2	2

Java Imports, 1872.

Mark.				
Dramaga	68/4	Pekoe	c.225 to —	181 to 184	9	—
Tendjolaya	7	Do.	180 to —	200 to —	—	1
Madjo	5	Do.	240 to —	200 to —	—	1
Singa Nangoeng	3	Do.	170 to —	180 to —	—	1
Azana	1	Do.	250 to —	250 to —	—	1

JAVA TOBACCO.—There are no transactions to report.

SPICES.—A small demand continues to prevail for Nutmegs, but Mace and Cloves do not attract attention. 52 chests Mace, ex Helena Henriette, will be offered for sale to-morrow. 258 chests Black Pepper have been sold by secret tender. Stock on warrants: Nutmegs 2,252 casks, Mace 270 casks, Cloves 2,504 casks, Cinnamon 18 packages.

SILK.—The Netherlands Trading Company will offer for sale by public auction here on the 15th May 293 bales Japan. In addition 150 bales more will be brought to the hammer on private account on the same day.

RICE has been in better request, 1,219 bags Java, per Lawrens Coster, changed hands, and a cargo of 11,780 bales do. Kandanghauer table, ex Shakespeare, has been disposed of at a steady price.

RATTANS.—Sales have been closed of, 100 piculs ex Laju.

COCHIN COCOA-NUT OIL.—The quotation for Cochin is f.27½; for Ceylon f.25.

TIN.—The demand has been inactive, and Banca has sold for usual prompt at f.96 to f.96½, and for delivery ex the next autumn sale, at f.91. Yesterday however prices advanced up to f.97 for the former position, and f.92½ for the latter. Stock on warrants, Banca 53,829 slabs, against 98,235 last year; Billition 2,408 slabs. Unsold stock 8,928 slabs Banca.

HIDES.—Some small parcels ex Laju changed hands on secret terms.

SHIPPING.

ARRIVALS.—April 24.—At Texel, from Passaroeang, Bedfordshire; 25, at Brouwershaven, from Patjitan, Bastiaan Pot; 27, at Brouwers- from Sourabaya, Maric; at Texel, from Probolingo, Utinia; at Flushing, from Rangoon, Stanley; 29, at Texel, from Batavia, Prins Hendrik (str.); at Flushing, from Akyab, Harefield.

DEPARTURES.—April 27, from Brouwershaven, for Batavia, Batavia; from Texel, for Batavia, Telanak; for Macassar, Kobe; 28, from Texel, for Samarang, Friesland.

PASSENGERS INWARD.—From Java, per Bastiaan Pot, Mr. A. J. Middelhoven; per Marie, Mr. C. H. Schone.

PASSENGERS OUTWARD.—For Java, per Telanak, Messrs. H. J. Versteeg and family, J. and A. Lawson.

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EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1, 1871, to Feb. 29, 1872.....	—	77750358	46980208	—	15631171	140361737	49837
Corresponding period last season.....	10826	69391753	47262939	349447	12450177	129465142	33513

Shipments Since:

Mar. 5 per Glaucus (str.)	From Shanghai	...	707,000	
Do.	... Canton	...	350,000	
— 7 ... Orissa (str.)	... Shanghai, &c.	...	—	458
— 14 ... Provence (str.)	... Do.	...	100,220	386

TO THE CONTINENT.

							Bales.
From June 1, 1871, to Feb. 29, 1872.....	...	...	...	...	...	5101679	17693
Corresponding period last season.....	...	...	...	...	...	2386282	8457

Shipments Since:

Mar. 7 per Orissa (str.)	From Shanghai, &c.	...	—	109
— 14 ... Provence (str.)	... Do.	...	—	106

TO UNITED STATES.

							Pcls.
From June 1, 1871, to Feb. 29, 1872.....	...	...	...	...	...	51993433	2766
Corresponding period last season.....	...	...	...	...	...	45063816	2376

Shipments Since:

Mar. 16 per America (str.)	Frrm Yokohama	...	— 8

TO AUSTRALIA.

From June 1, 1871, to Feb. 29, 1872 ... ... 12,639,962 lbs
Corresponding period last year 11,226,598

Shipments Since: None.

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844.....	51,022,600	...*	1862 to 1863.....	121,273,580	72,887
1845 to 1846.....	57,334,200	18,600	1863 to 1864.....	117,463,586	46,603
1850 to 1851.....	63,972,000	22,144	1864 to 1865.....	121,236,870	32,313
1853 to 1854.....	77,327,800	61,283	1865 to 1866.....	118,333,042	62,890
1855 to 1856.....	92,240,300	50,481	1866 to 1867.....	118,423,220	50,052
1857 to 1858.....	76,990,255	68,315	1867 to 1868.....	116,890,430	57,449
1858 to 1859.....	65,789,792	83,184	1868 to 1869.....	142,789,804	70 917
1859 to 1860.....	85,560,452	64,169	1869 to 1870.....	139,740,193	63,807
1860 to 1861.....	90,066,160	70,644	1870 to 1871.....	131,969,850	51,329
1861 to 1862.....	109,854,040	79,199			

* Including the Continent.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SHANGHAI, HONG KONG, SINGAPORE, PENANG, &c. (via S.C.), to LONDON, per Glaucus (str), entered April 20.—From Shanghai: 74 bales waste silk—Kleinwort and Co.; 2506 packages copper—Baring Bros.; 8 cases curiosities—Christie and Co.; 4 cases porcelain—Fish, Booth, and Co; 48 bales silk—C. Shaw and Co.; 22 bales silk—Springfield and Co.; 30 bales silk—Thorne and Co.; 16 bales silk—Kleinwort and Co.; 88 bales silk—Reiss Bros. and Co.; 1 package tea—Woodward and Co.; 42 bales waste silk, 46 packages merchandise, 212 packages copper, 1250 boxes gall nuts, 1600 chests 8210 half-chests 2003 packages 118 boxes tea, 324 bales silk, 3 bales wool, 241 bales tobacco—Order. From Hong Kong: 10 bales waste silk—Rathbone Bros. and Co.; 33 cases curiosities—J. Morrison and Co.; 4 cases ginger—G. Newton; 6 packages merchandise—Swire and Sons—14 packages merchandise—W. Hewett and Co.; 10 packages merchandise—Caldwell and Co.; 7905 packages 1796 boxes tea, 50 cases ginger, 76 packages merchandise, 3784 packages copper, 34 boxes silk goods—Order. From Singapore: 4 cases merchandise—G. Wheatley and Co.; 2 cases merchandise—Ranger and Co.; 2 cases merchandise—C. Hitchcock and Son; 9 cases spices—C. Houghton and Co.; 30 baskets gutta percha—A. Pfeiffer; 118 bales tobacco in transit, 212 baskets gutta-percha, 1 package tea, 198 cases gum benjamin, 29 boxes nutmegs, 600 bags coffee, 1 case mother-o'-pearl shells, 63 baskets gutta-percha, 909 bags pepper, 14 cases gum damar, 36 cases indigo, 4 cases mace, 1 case arrowroot, 2 cases tapioca, 7 cases merchandise—Order. From Penang: 5 cases essential oil—Smith and Martindale; 232 bales tobacco, 38 cases fishmaws, 8 cases mace, 8 cases nutmegs, 4 cases cloves—Order. Remainder of cargo from Port Said.

From FOOCHOW, HONG KONG, &c. (via S.C.), to LONDON, per Teviot (str.), entered April 22.—From Foochow: 9582 chests 21,707 half-chests 2983 boxes 27 packages tea, 23 packages merchandise, 4 bales tobacco, 2 cases plants—Order. From Hong Kong: 510 boxes 75 tons 3157 packages copper—Order. Remainder of cargo from Malta.

From SINGAPORE to LIVERPOOL, per Min, entered April 22.—119 cases lump tapioca, 57 bags coffee, 64 bales hemp, 15 cases merchandise, 1299 bags 3355 bales gambier, 4277 bags sago flour, 2709 hides, 997 bags pepper, 867 bags pearl sago, 13,822 bundles rattans—Order.

From SINGAPORE and PENANG to LONDON, per Sree Singapura, entered April 24.—From Singapore: 3217 bales 2700 bags gambier, 317 bags tapioca, 33 bags pearl sago, 85 baskets gutta-percha, 159 pieces buffalo hides, 9432 bundles rattans—Order. From Penang: 1921 baskets sugar—Order.

From SINGAPORE, &c., to LIVERPOOL, per Bertie, entered April 25.—786 bales 49 bags gambier—Order. Remainder of cargo from Cape Town.

From SINGAPORE to LIVERPOOL, per Jurgen Bruhn, entered April 30.—3990 bags gambier, 6387 bags sago flour, 838 bales 1942 hides, 478 bags tapioca, 1495 bags cube gambier, 1635 pieces sapanwood, 4706 bundles rattans—Order.

Monetary and Commercial.

Extraordinary general meetings of the Anglo-Mediterranean Telegraph Company, the Marseilles, Algiers, and Malta Telegraph Company, the Falmouth, Gibraltar, and Malta Telegraph Company, and the British Indian Submarine Telegraph Company have been held, at which resolutions authorising the proposed amalgamation of these companies were carried unanimously. The conditions upon which the amalgamation is to be effected were fully explained in our last issue.

At the meeting of the Singapore Gas Company, held on the 30th ult., the directors' report—which was published in our issue of the 22nd ult.—was adopted, and the dividend recommended therein, at the rate of 7½ per cent. per annum, less income-tax, was declared on the preference and original capital, leaving £19 to be carried forward. The retiring directors and auditors were re-elected.

At the meeting of the Chartered Bank of India, adjourned from the 17th ult. to allow of the re-election of Mr. Morrison, a retiring director, being decided by ballot, it was announced that the re-election had been negatived by a majority of 173 votes.

The resolutions passed at the meeting of the National Bank of India, held on the 29th ult., will be found in full in our advertisement columns.

We learn by telegram that another Bill repealing the import duties on tea and coffee has been introduced in the United States Congress, and has been passed by both Houses. The measure will take effect from the 1st July.

The suspension is announced of Messrs. G. Maruti and Co., of Great Winchester-street-buildings, silk merchants, a firm of two or three years' standing, with liabilities supposed to amount to about £30,000. It is feared the prospects of the liquidation are very unfavourable.

Tenders were received at the Bank of England on the 1st inst. for bills on India to the amount of £600,000. The only amount allotted was £2,500 to Madras. The minimum was fixed as before at 1s. 11d. Tenders on Madras at 1s. 11d. will receive in full. This result shows an important feature—an almost complete cessation in the demand for the means of remittance to the East, which is a considerable point in favour of our Money Market.

Bar Silver continues to decline in price, and now stands at 5s. 0⅛d. per oz. Mexican dollars are unaltered, the old coinage standing at 5s. 2¾d. and the new at 5s. 0¼d.

BANK AND MISCELLANEOUS SHARES.

Shares.	JOINT STOCK BANKS.	Paid.	Closing Prices.
£10	Agra Bank, ...	All	7⅞ to 8¼
25	Bank of Egypt	All	48 to 50
20	Chartered Bank Ind., Aust., and China	All	15⅞ to 16¼
25	Chartered Merc. of India and China ...	All	25 to 26
20	City Bank	10	14 to 15
100	Colonial Bank	30	57 to 59
500fr.	Comptoir D'Escompte of Paris... ...	All	
£28½	Hong Kong and Shanghai Bank ...	All	43 to 45
28½	Do. Do. new	22½	15. to 16 pm.
100	Imperial Bank	20	22 to 23
50	London and County	20	59½ to 60½
50	London Joint Stock	15	46 to 47
100	London and Westminster	20	65½ to 66½
25	Oriental Bank Corporation	All	44 to 45
50	Union of London	15	44½ to 45½
	TELEGRAPH COMPANIES.		
100	Anglo-Mediterranean	All	184 to 187
10	British Indian Submarine	All	10⅞ to 11⅛
10	British Indian Extension	All	11⅛ to 12
10	British Australian...	All	9⅛ to 9⅜
10	China Submarine	All	8⅞ to 9⅛
10	Falmouth, Malta, and Gibraltar ...	All	11⅛ to 11⅜
10	Great Northern	All	15⅛ to 15⅜
10	Do. China and Japan Extension	All	12⅛ to 12⅜
25	Indo-European	All	18 to 21
10	Mediterranean Extension	All	5⅛ to 6⅛
12	Telegraph Construction Company ..	All	33¾ to 34¼
50	Indiarubr., Gutta Percha, & Tel. Works Co.	45	42 to 44
	MISCELLANEOUS		
20	British India Tea Company	All	4⅛ to 5⅛
20	Brit. and Foreign Marine Insurance Co.	4	6⅛ to 6⅜ pm.
20	Ceylon Company	All	15 to 17
20	Do.	10	5⅛ to 4⅛ dis.
50	Colonial Company	20	1 dis. to par
5	Credit Foncier of England	All	5⅛ to 5⅜
10	General Credit and Discount Company	7½	2⅛ to 2⅜ pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	par to ¼ pm.
98	Japan Loan, 9 per cent.	All	108 to 110
20	London and Prov. Marine Insurance Co.	2	2⅛ to 3 pm.
25	National Discount Company	5	13⅛ to 13⅜
25	Ocean Marine Insurance Company ...	5	13 to 14 pm.
500fr.	Messageries Maritime of France ...	All	
50	P. and O. Steam Company	All	56 to
50	Do. Do. 1867	10	1 dis. to 1 pm.
100	Royal Mail Steam Company	60	88 to 90
20	Realm Marine Insurance Company ...	3	1⅛ to ⅛ dis.
20	Thames and Mersey Marine Insur. Co.	2	5⅛ to 6 pm.
20	Universal Marine Insurance Company	5	8 to 9 pm.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Tar and Pitch.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tons.	Tns.	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£	Brls.	£	Cwt.	Cwt.	£	£	£
Orchis, str., via S.C.	Colombo	London.	Apr. 10	...	...	...	...	...	...	964	230113	50550	...	580	...	406	20	...	108	...	...	200	814	50	466	...	...	...	10	16	...	...	34	...
Peri	Penang	,,	,, 11	...	...	...	50	...	...	697	200 00	...	...	...	...	...	...	26	57	650	108	466	606	500	365	30	64	272	60	410	110	...	...	5	...
Yorkshire, str., via S.C.	Colombo	,,	,, 11	...	...	...	65	2495	742905	128113	151	672	317	600	16	...	...	73	...	...	40	20	159	10	1883	...	...	...	106	26	58	558	353	88
Star of the South	Singapore	,,	,, 12	356	9	5	50	25	2	1349	93602	4036	330	270	615	...	...	237	30	2300	4	240	885	1000	295	...	395	...	160	205	120	1	60	12	...
Malacca	Hong Kong	,,	,, 12	401	69	...	108	...	...	384	253500	...	...	1416	910	...	...	188	190	205	1	...	98	...	90	620	270	...	...	...	38	70	...	...	...
Copernic, str.	Singapore	,,	,, 12	...	...	...	...	...	...	165	48060	22500	...	34	8	250	...	...	...	...	...	...	...	...	...	110	...	...	...	37	...	...	...	69	...
Do. do.	Hong Kong	,,	,, 12	...	...	...	...	...	...	357	144000	...	400	3100	...	£225	50	...	...	...	...	...	...	360	481	...	90	...	53	...	...	...	120	16
Do. do.	Shanghai	,,	,, 12	...	...	...	...	...	...	465	1289645	27720	...	4470	...	450	140	...	...	...	8	...	...	...	935	...	...	...	34	...	...	...	15	...
Do. do.	Yokohama	,,	,, 12	...	...	...	...	..	132	561	8676	450	158	6773	...	...	...	...	...	...	28	12	66	...	...	884	...	...	...	81	1	...	17	8	68
Do. do.	Eastern Ports	,,	,, 12	...	...	...	...	1cs.	45	52	49671	79296	41	578	...	272	...	...	14	2	7	...	100	...	200	600	...	...	...	1cs.	...	...	55	95	94
Hopewell	Shanghai	,,	,, 15	120	28	...	180	...	...	667	302694	32000	26	5535	...	6832	...	31	43	1103	264	712	4237	...	...	...	...	...	...	88	...	...	318	425	...
Seafield	Colombo	,,	,, 16	...	200	...	...	10	124	1181	...	655	56	109	...	...	...	...	356	2359	1317	530	1181	695	185	343	...	...	130	849	8	2	441	323	100
Good Hope, str., via S.C.	Do.	,,	,, 17	...	...	...	...	...	27	17	338450	...	...	...	...	...	...	15	11	...	...	...	470	...	15	73	...	...	...	...	4	6	141	...	10
Ailsa	Shanghai	,,	,, 18	598	163	...	150	...	...	716	1894750	...	178	7871	334	1904	...	6	...	274	64cs.	374	890	100	...	352	...	...	...	130	22	...	134	271	...
Devana	Yokohama	,,	,, 18	...	100	...	35	...	135	301	609367	...	...	5287	1747	21610	...	...	...	1249	1292	1546	2625	...	130	25	120	115	...	600	417	...	2	90	155
Do.	Hiogo	,,	,, 18	...	...	...	...	...	2624	6	...	...	...	1300	...	...	...	...	...	...	39	...	...	...	...	32	...	...	...	9	...	...	37cs.	...	...
Sir Harry Parkes	Hong Kong	,,	,, 19	549	20	15	102	...	...	524	607300	...	...	2465	...	25400	...	82	28	...	306	1326	457	165	...	280	945	130	...	110	...	...	242	27	...
Fort Regent	Shanghai	,,	,, 20	615	135	...	...	...	900	170	...	1230	...	11cs.	...	...	...	...	1	9	88	818	381	775	211	40	...	...	100	510	...	...	53	30	...
Zohrab	Hiogo	,,	,, 20	120	6	...	45	5	...	217	...	...	...	3327	675	4480	...	...	223	...	...	...	40	50	78	...	...	3	65	£20	...	92	139	...
Do.	Nagasaki	,,	,, 20	...	...	10	103	5	...	13	...	...	...	620	430	4480	...	23	95	...	301	320	368	793	437	140	139	135	£36	...	...	...	77	100	...
Menelaus, str., via S.C.	Singapore, &c.	Livrpool	,, 15	...	...	...	...	...	...	431	1758464	372841	352	2552	72	64400	...	...	...	...	...	...	281	500	...	806	...	...	...	15	...	12	...	56	...
Do. do.	Java	,,	,, 15	...	...	...	...	...	...	...	637910	318492	...	110	...	5600	...	...	...	...	...	...	...	...	...	50	...	...	...	...	...	...	...	...	...
Do. do.	Manila	,,	,, 15	...	...	...	...	...	...	...	210480	157901	...	719	...	9000	...	...	...	...	...	...	...	...	...	413	...	...	...	...	...	...	...	...	111
Do. do.	Hong Kong	,,	,, 15	...	...	...	...	21	3cs.	804478	51748	...	...	5810	...	18000	...	...	...	...	...	...	...	...	...	36	210	...	...	...	...	...	...	...	1cs.
Do. do.	Shanghai	,,	,, 15	...	25	...	...	...	...	359	3467342	136968	...	4521	...	20000	...	...	...	...	...	...	...	...	...	4cs.	...	...	...	20	380	...	...	...	50
Do. do.	Japan	,,	,, 15	...	...	...	...	...	...	34	36900	68750	204	517	...	£20	...	...	...	...	200	...	24	...	100	94	...	...	...	...	...	...	...	...	...
Loyola	Manila	,,	,, 22	...	...	...	...	...	450	1248	77863	81167	234	...	...	10000	...	108	27	...	£100	...	...	...	140	136	...	...	...	1087	1brl.	...	...	...	1cs.
				...																															

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Orchis, str., via S.C.	Colombo	217	...	43	73	...	44	254	11	18	29	171	...	16
Peri	Penang	5	...	...	...	...	65	11	...	79	995	...	...	128
Yorkshire, str., via S.C.	Colombo	215	123	377	273	67	8	111	50	189	...	181	...	297
Star of the South	Singapore	...	...	340	30	...	...	112	...	133	990	...	...	...
Malacca	Hong Kong	...	...	40	...	...	...	...	...	60	128	...	...	...
Copernic, str.	Singapore	48	...	1516	112	30	...	32	21	64	...	...	1cs.	...
Do. do.	Hong Kong	...	142	929	...	...	33	208	...	...	...	...	...	...
Do. do.	Shanghai	345	...	...	8	...	30	142	150	...	...	250	...	...
Do. do.	Yokohama	95	19	736	1178	854	...	43	147	...	...	193	...	20
Do. do.	East. Ports	7	...	910	781	160	...	2cs.	...	...	250	...	...	...
Hopewell	Shanghai	23	...	89	...	...	...	325	548	56	26	...	...	...
Seafield	Colombo	368	19	79	89	...	10	67	52	1346	112	48	...	15
Good Hope str., via S.C.	Do.	97	...	...	...	...	8	39	...	...	...	30	300	...
Ailsa	Shanghai	20	...	...	108	...	5	13	497	58	...	...	...	...
Devana	Yokohama	38	20	301	211	...	...	...	519	36	14	435	...	...
Do.	Hiogo	...	...	280	...	96	...	...	...	...	...	...	...	...
Sir Harry Parkes	Hong Kong	10	...	...	...	...	...	...	...	142	...	...	224	...
Fort Regent	Shanghai	6	...	76	...	...	...	...	400	...	...	...	...	...
Zohrab	Hiogo	50	...	189	530	...	...	...	40	15cs.	...	100	...	...
Do.	Nagasaki	...	...	60	198	...	...	...	20	...	...	60	173	...
Menelaus, str., via S.C.	Singpre., &c.	70	...	...	...	58	60	12	...	...	...	4cs.	...	...
Do. do.	Java	...	...	...	...	10	30	...	...	...	...	...	...	...
Do. do.	Manila	...	...	...	20	476	...	20	20	...	...	...	...	...
Do. do.	Hong Kong	...	...	...	...	17	...	...	...	...	...	...	...	198
Do. do.	Shanghai	35	...	...	...	104	...	...	...	...	...	...	...	50
Do. do.	Japan	15	...	...	80	144	...	...	...	...	...	...	...	...
Loyola	Manila	136	47	5cs.	...	...	100	22	46	...	36	...	...	1cs.

ADDITIONAL.—Per ORCHIS (str.).—Matches, £121; india-rubber manufactures, £24; effects, £21; cottons, £50; sugar, 2 cwt.; geneva, 89 gallons.

Per PERI.—Engravings, £730; cement, £52; cottons, 11 bales; matches, £250; granite, £35; corks, £32; guano, £390; geneva, 200 cases; gunpowder, 11,600 lbs.

Per YORKSHIRE (str.).—Soap, £23; goods, manufactured, £141; bags, £197; plate dressers, £35; cyder, £35; effects, £155; cottons, £22; guano, £225; thread, £83; tea, 112 lbs.; hoop, &c., iron, 8 tons; tin plates, 6 boxes; beef and pork, 14 cwt.; billiard, &c., tables, £11.

Per STAR OF THE SOUTH.—Cement, £35; perumbulators, £30; corks, £5; confectionery, 5 cases; preserved provisions, 11 cases; soda water, £150; millstones, £60; goods, manufactured, £33; pitch, 1 case; cottons, £1,200; matches, £2,177; tin plates, £8; geneva, 500 gallons; gunpowder, 25,833 lbs.; fruits, 13 cwt.

Per MALACCA.—Goods, manufactured, £95; effects, £15; corks, £70.

Per COPERNIC (str.).—To Singapore: Perambulators, £45; carriage, £150; prints, framed, £42; watches, £10; cottons, £350; goods, manufactured, £1,145 and 3 cases; effects, £20. To Hong Kong: Cottons, 34 bales. To Shanghai: India-rubber hose, £17; goods, manufactured, £175; effects, £85. To Yokohama: Scientific instruments, £75; cottons, £250; crucibles, £544; silver and gold plate, £65; effects, £150 and 2 cases; goods, manufactured, £967; sugar, 2 cwt.; corks, £1; sewing machines, 6 cases; cloth, 37 cases; sausages, 29 cases; stationery, 1 case; silk, 1 case. To Eastern Ports: Sovereigns, £350; silver coin, £20,160; cottons, 30 bales; paper, 2 bales and 1 case; cloth, 23 cases; leather, 6 cases; firearms, 131 cases; chloroform, 10 lbs.; tea, 61 lbs.; corks, £50.

Per HOPEWELL.—Carriage materials, £29; corks, £90; mineral waters, £130; paintings, £80; goods, manufactured, £5; cement, £200; hardware, 1 case; absinthe, 10 packages, tombstones, £45; flints, £60.

Per SEAFIELD.—Cement, £83; matches, £355; roofing felt, £26; clocks, £40; corks, £66; effects, £50; sugar, 32 cwt.; chalk, £7; hoop, &c., iron, 36 tons; shot, 14 tons; geneva, 3,103 gallons; gunpowder, 16,500 lbs.; fruits, 3 cwt.; billiard, &c., tables, £50.

Per GOOD HOPE (str.).—Effects, £11; sponge, £20; tea, 147 lbs.; billiard, &c., tables, £80.

Per AILSA.—Matches, £1,288; woollens, 18 cases; flints, £24; clocks, £65; cottons, £40; goods, manufactured, £30.

Per DEVANA.—To Yokohama: Capsules, 3 cases; india-rubber manufactures, 3 cases; goods, manufactured, £90; cement, £50; telegraph cable, &c., £8,470; carriages, £250; painters' colours, 100 cases; sugar, 116 cases; iron pier, £2,870; mixed fabrics, 6 cases and 1 box; glassware, 6 cases; carpets, 5 cases; milk, 1 case; hoop, &c., iron, 7 cases; delaines, &c., £2,455; gunpowder, 150 lbs. To Hiogo: Goods, manufactured, £22.

Per SIR HARRY PARKES.—Confectionery, 38 cwt.; sugar, 18 cwt.; cement, £50; flints, £25; goods, manufactured, £19.

Per FORT REGENT.—Matches, £180; flints, £19; mineral waters, £58; cement, £418; fireclay, £12.

Per ZOHRAB.—To Hiogo: Cement, £300; matches, £247; slates, £130; oil, £25; goods, manufactured, £45; hoop, &c., iron, 59 tons; delaines, &c., £188. To Nagasaki: Matches, £247; vinegar, 10 cases; sheathing felt, £41.

Per MENELAUS (str.).—To Singapore, &c.: Plumbago, £50; woollens, 9 cases; hardware, 23 cases; cottons, £200 and 7 cases; seed, 1 case; hats, 1 case; glassware, 1 case; mercery, 2 cases. To Java: Watches, £80. To Hong Kong: Merchandise, £1,000; cottons, £500; charcoal, £93. To Shanghai: Sugar, 1 cwt.; cloth, 17 cases; glassware, 1 case; merchandise, £500; cottons, £1,300. To Japan: Lighthouse stores, £190. To Foochow: Mineral waters, £45. To Macassar: Printed cottons, £14,400 yards.

Per LOYOLA.—Glassware, 23 cases; saddlery, 1 case; stationery, 2 barrels and 5 cases; cottons, £20; spectacles, 1 case; drugs, china, and glass, 33 packages.

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ARTICLES OF IMPORT.

TEA.

No change of any importance has taken place in the market during the past week. The daily auctions, of both China and India Teas, have monopolised the attention of the trade, and it has been very difficult to sell by private contract without giving way in price. Public sales were held on the 26th and 30th ult., and 1st and 3rd inst., comprising 18,851 packages, of which 18,257 packages sold without reserve. The deliveries for the past week have been 3,526,398 lbs., against 4,599,616 lbs. last year.

Black: Red-leaf kinds: Siftings have been sold at public sale at very low prices. Broken leaf kinds have been forced off at auction at easier rates. Fair to good common have been saleable to a limited extent at the reduction quoted in our last. In fair to good and fine kinds of Kaisow very little has been done. Finest are unchanged. In Pak Lin kinds there is no alteration. Black-leaf kinds: Low qualities can only be sold at auction without reserve, and have been forced off at 7d. to 9½d. per lb. Fair to good common have been quiet at previous prices. Of fair medium to fine descriptions several parcels received from America have been sold at auction without reserve, realising from 1s. 3d. to 1s. 9½d., which prices are about equal to previous quotations. Amoy kinds are unchanged. New-make Canton descriptions have been sold to a small extent at about our last quotations. Oolongs: Some sales of common to fair have been made at auction at rather easier rates. Souchongs are difficult of sale, although prices are low. Scented Teas: Capers are as previously quoted. Orange Pekoes show no material alteration. Uncoloured Japans are unchanged. *Green:* The market continues very strong, and prices have been fully maintained at the recent sales at auction. Canton kinds are not inquired for.

SILK.

There has been very little change in the market. Chinas are a little easier in price, and with less enquiry, but in Canton Tsatlees there has been a good business doing at strong rates, with very large deliveries, Loong Kongs, however, are still neglected, and hardly any business in this silk has been doing. Japans have attracted more attention of late, and at low prices some considerable parcels have changed hands the deliveries are beginning to show that consumers are using this silk more freely. The deliveries for the past month show a good total, the figures being:—China, 2,632; Canton, 1,324; Japan, 804; Bengal, 373; total, 5,133 bales.

COFFEE.

Advices which have been received from New York to the effect that the proposition to wholly repeal the present duty (equal to 14s. per cwt.) had become law, to take effect on the 1st July, have caused a favourable reaction in this market, and prices have mostly advanced. Ordinary descriptions below the value of about 75s., especially Native Ceylon, have met an active and extensive demand, and prices show a recovery of 1s. 6d. per cwt. from the previous depression. A good supply of Plantation[] Ceylon[] at auction has also met an improved demand, and sold readily at an advance of 1s. per cwt., viz.:—Triage and ordinary, 65s. to 71s.; small grey to colory, 71s. to 75s. 6d.; low middling grey, 74s. to 76s. 6d.; middling, 77s. to 80s. 6d.; good middling to fine middling, 81s. to 88s. 6d.; pea-berry, 87s. to 92s. 6d. By private contract sales and resales have been effected of about 7,000 bags Native Ceylon, good ordinary 67s. to 68s., closing at the latter price, fine ordinary 68s. 6d. to 69s. For arrival business has been done in Native Ceylon at 68s. 6d. up to 69s. at the close.

The deliveries last week were barely one-half those of 1871, being nearly 900 tons less; the landings included 500 tons foreign kinds, and were only 500 tons less than last year, so that the surplus in the stock is increased to 4,000 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 221,516 cwt., against 258,120 cwt. at the corresponding date of 1871; Native, 51,583 cwt., against 36,145 cwt. The quantity of Coffee landed in the seventeen weeks ended April 27, 1872, was, of Ceylon, 9,639 tons, against 8,417 tons during the corresponding period of 1871; of all descriptions, 16,902 tons, against 15,544 tons. The quantity entered for home consumption was, of Ceylon, 2,301 tons, against 3,277 tons; of all descriptions, 4,359 tons, against 6,161 tons. The quantity exported was, of Ceylon, 4,545 tons, against 7,985 tons; of all descriptions, 11,005 tons, against 16,710 tons. The stock on April 27 was, of Ceylon, 11,934 tons, against 10,760 tons; of all descriptions, 21,462 tons, against 17,471 tons.

SUGAR.

The supply has been greatly reduced, and business has been much restricted in consequenee, although an active demand contiues to prevail, and transactions have been small in comparison with the extensive sales effected last week. The following are the details of the business done:—

Manila: No sales at auction; privately on the spot 1,000 bags unclayed Taal at 24s. 9d., 3,000 bags Zebu unclayed price not reported, and for arrival 500 tons Zebu unclayed, distant shipment, at 20s. 9d. quay terms for Liverpool.

Java: In auction 680 mats low quality (duty 4s.) at 24s. 6d.; privately 900 baskets greyish white (duties 5s. 8d. and 6s.) lying in Bristol at 37s. 9d., and 1,900 baskets good quality (duty 5s. 3d.) at 35s. 9d.

Penang: In auction 980 baskets date sort bought in at 24s. 6d. to 25s.

The movements of last week caused no variation in the stock as compared with that of the previous week, the landings being larger and equal to the deliveries, but owing to the heavy landings and increased stock in the corresponding week last year, the relative deficiency in the stock is increased to 26,000 tons. Stock, April 20, 31,928 tons, against 54,561 tons. Stock April 27, 1872, 32,071 tons, against 58,144 tons. The quantity of Sugar landed in the seventeen weeks ended April 27, 1872, was, of Penang, 1,199 tons, against 295 tons in the corresponding period of 1871; of Manila, Java, and China, 10,581 tons, against 8,231 tons; the quantity entered for home consumption was, of Penang, 778 tons, against 803 tons; of Manila, Java, and China, 9,648 tons, against 9,808 tons. The quantity exported was, of Penang, 8 tons, against 98 tons; of Manila, Java, and China, 849 tons, against 619 tons. The stock on April 27, was, of Penang, 870 tons, against 2,370 tons; of Manila, Java, and China, 12,152 tons against 25,598 tons.

The Dutch Trading Company announce 56,000 packages Java for their next public sale on the 24th inst.

CAMPHOR.—*China:* Influenced by the favourable result of the Dutch sale of the 26th ult. (at which the whole quantity offered was placed at a figure equal to £4 11s. to £4 12s. for good Japan), the market here shows some advance, sales having been effected at £4 7s. 6d. on the spot, and £4 8s. 9d. afloat, and at the close there are buyers of floating parcels at £4 10s., but no sellers. *Japan:* No supply.

CHINA GRASS.—In the total absence of demand the whole of 1,763 bales (a large quantity) recent arrivals has been retired from auction, without a bid being made; the nominal value of very fine white is £55.

CHINA ROOT.—No business doing; the nominal quotation is 23s. to 25s.

CHINA PRESERVES.—At auction 390 cases ginger were offered and bought in at 7½, and 50 cases Chow-Chow were withdrawn.

COIR GOODS.—Public sales of large extent have been held, and for *Yarn* prices have been in some cases rather cheaper; 1,045 bales Cochin sold, very common and common qualities at £26 5s. to £29, roping £27, good common and low middling mixed at £29 10s. to £31, medium to good medium at £31 5s. to £33 10s., a small lot £34 15s., fine £40 to £41 5s.; 45 tons in dholls sold, roping yarn at £26 10s. to £27 10s.; common coarse to good common at £26 to £28 15s., middling £31 5s. to £31 15s.; 1,120 bales Ceylon partly sold, low middling to middling £30 to £32, good middling £34 to £34 15s., good £38 5s., fine to superior £46 to £51 15s.; 91 tons ditto in dholls all sold, very common £26, common to good common at £27 10s. to £29, low middling to middling at £29 5s. to £32 15s., good medium to good £34 10s. to £36 5s., fine £40. Of 549 bales Cochin Fibre offered 320 bales middling sold at £24 to £24 10s.; 1,292 coils (16 tons) Cochin Rope chiefly sold, 2½ inch at £33 15s., 1½ to 5 inch at £30 15s. to £31 5s., 4 to 6 inch at £28 15s., inferior quality 2 to 4 inch at £27 to £28 10s. per ton. Afloat.—*Yarn*: About 1,909 tons Cochin and Ceylon, against 864 tons Cochin and Ceylon same time last year. *Fibre*: 296¼ tons, against 105¾ tons. Stock here not published, but is very heavy. The following resolution has been carried in the Public Sale Room, "That in the opinion of the buyers of Coir Goods, on and after the 5th of July, interest at the rate of 5 per cent. per annum be allowed on all payments prior to the usual three months' prompt.

COCOA-NUT OIL.—The demand for Ceylon has improved, and transactions to a considerable extent have been entered into privately at £36 to £36 10s. Cochin is quoted £42 to £42 10s. per ton. Stock, 7,168 tons, against 5,706 tons. Afloat, 5,777 tons Cochin and Ceylon, against 5,038 tons Cochin and Ceylon same time last year.

COLOMBO ROOT.—Also without transactions; nominal value 40s.

CUBEBS.—No transactions.

CUTCH.—The market is very dull, and only a few small sales have been effected at prices showing a declining tendency.

DRAGON'S-BLOOD.—Market steady. At auction of 24 cases offered, half sold—lump, very good at £8; common, £4 17s. 6d. to £5; dust, £3 13s. per cwt.

EBONY.—Ceylon out of supply, and would realise high prices.

ESSENTIAL OILS.—*Anniseed* has improved, and about 300 cases sold on the spot up to 11s. per lb. and afloat at 10s. 9d., but has since become quieter, and at the close sales have been made of 60 cases on the spot at 10s. 6d. *Cassia* firm, and only small sales made at 5s. 8d. to 5s. 10d., holders generally asking 6s. *Nutmeg* steady; 3 cases at auction sold at 7d. to 7¼d. per oz. for good quality.

GALLS.—*China* have slightly advanced in the course of the past fortnight, a considerable quantity having been disposed of at £2 15s. 6d. to £2 16s. 6d. for fair but rather dusty, £2 16s. to £2 16s. 6d. for good, and £2 12s. 6d. for smooth egg shaped. The quantity afloat being small, present rates will probably be maintained for some time to come. *Japan:* Market steady, but there is no stock in first hands, and we have no transactions to report.

GALANGAL ROOT.—Sales to small extent have been effected at 15s. 6d. per cwt, being 6d. decline.

GAMBIER.—The principal business in this article has again been in floating parcels, of which about 1,100 tons have been sold at lower rates; March-May shipments at 18s. 6d. to 19s., March 19s. 1¼d. to 19s., and February 19s. 9d., ex ship, all faults. On the spot scarcely anything has been done; 844 mats Cubes were bought in at 24s. 3d. per cwt.

GUTTA PERCHA.—Market firm, but quiet, and a better trade is looked for later on, as the quantity sold in Holland was about 400 tons. Of 504 baskets at public sale, only a small proportion sold; fair and good 1s. 6d. to 2s.; mixed 1s. 4¾d.; white 1s. 3¼d. to 1s. 3¾d. per lb.

GUMS.—*Benjamin:* Siam steady; large stock of common; of 75 cases at auction, a few only sold—fine, partly run, £19 5s. to £20. Sumatra firm; and of 117 cases offered, half sold—fair to good 2nds, £3 to £8 12s. 6d.; 3rds, 60s. to 82s. 6d. *Copal* steady; 593 cases at auction chiefly sold, good bold 35s.; fine in block, 31s. 6d. to 32s. 6d.; drossy soft block, 20s. to 20s. 6d. *Damar* quiet; of 687 cases at auction, part good sold at 60s. 6d. for Batavia. *Gamboge* steady, but quiet; small sales at previous values; 7 cases at auction retired.

HEMP.—The market continues steady, with a fair but not active demand; about 1,100 bales have been sold privately during the week, realising for brown, £42 to £45; fairroping, £50; Quilot, £66 per ton.

HORNS.—At public sale yesterday a large supply of Buffalo was offered, chiefly heavy weights, which sold at a decline, the lighter weights being quitted at an advance; 21,290 (21 tons) Manila were partly sold, 1,062 to 1,000 horns at 34s. 6d.; 35,597 (46 tons) Siam were partly sold, chiefly 792 to 662 horns at 40s. to 41s., a few lots lighter at 39s. 6d. per cwt.

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HIDES.—No sales since those reported on in our last issue.

ISINGLASS.—The market for good qualities is firm at last quoted rates but lower descriptions are neglected.

INDIA RUBBER continues dull; small sales of Borneo afloat effected at 1s. 9½d. per lb.

JAPAN WAX has slightly recovered from the depression lately apparent, the result of large supplies being thrown upon the market. Business to fair extent has been done during the interval at the following rates:—fine saucers 85s. to 86s.; a few lots at 86s. 6d.; good 85s.; slight mixed with soft 83s. to 83s. 6d.; good but slightly stained with dirt 82s. 6d. to 83s.; yellow 81s. 6d. to 82s. per cwt.

MUSK.—There is still a good demand, but arrivals have been large; 10 tins grain retired from public sale, but sold subsequently at 56s. per oz.

ORCHELLA.—An offer of 36 bales Ceylon was quitted at 45s.

PEPPER.—*Black*: The market is inactive at a slight decline. Singapore rules at 7d. per lb., at which only moderate sales have been effected. In Penang a fair trade has been done at 6½d. for good, at which figure a small part of 1,396 bags at auction were sold; of Siam 916 bags were offered and retired. *White* has been quieter and a shade easier, with only small private trade; of 651 bags at auction a few sold at 1s. 2d. to 1s. 1¾d., and some for delivery in the last four months of the year at 1s. per lb.

PLUMBAGO. The demand for the better qualities of Ceylon continues good on export account, and full prices have been paid; dust is also dearer; 1,251 barrels in auction partly sold, low to good bold lump, 18s. to 29s. 6d., very fine bright, 33s. 6d. to 34s., chips, 8s. 9d. to 22s. 6d., dust, 6s. 3d. to 9s. 9d. per cwt.

RATTANS.—Firm at previously ruling rates; Penang, 5s. 6d. per hundred canes.

RHUBARB.—The market for China is steady; good sun dried is very scarce, and about 4d. per lb. higher. Of 159 cases at auction about three-fourths sold—bold, but rather dull greyish fracture, 3s. 6d. to 3s. 7d.; darker coat, 2s. 11d. to 3s. 2d.; medium ditto, rather preferable fracture, 2s. 6d. to 2s. 8d.; pale fracture, good bright coat, 1s. 11d. to 2s. 3d.

RICE.—There has not been much doing in the market, but prices are firm for white Bengal, of which the supply is limited; cargo Bengal is fully 3d. lower—soft grain kinds are neglected. The rates paid on the spot have been Rangoon, 9s. 1½d. to 9s. 3d., Bassein, 9s. 6d. to 9s. 7½d. Ballam, 8s. 3d. to 8s. 9d., low to fine white Bengal 10s. 3d. to 13s. 9d. per cwt. Afloat, 661 tons Rangoon have been quitted at 10s. 1½d., 1,400 tons ditto at 10s. continental terms; 1,000 tons ditto at 10s. ex ship; 1,000 tons Necransie at 9s. 7½d. ex ship; 500 tons Askoolie at 10s. to 10s. 4½d., and 400 tons white Bengal at 11s. 3d. to 12s. ex quay.

SAGO.—Market steady, but quiet; of 379 bags at auction, nearly half sold at 17s. 6d. per cwt. for fair small. Flour very quiet, and cheaper; of 1806 bags at sale, few only placed at 15s. 9d. per cwt. for good, and sales since at 15s. 6d.

SAPANWOOD.—*Manila* and *Siam*: Stocks continue very small, and holders consequently maintain their firmness. Of 18 tons Manila offered, 6 tons sold at £11. *Ceylon*: Also scarce and firm, 3 tons in public sale quitted at £10 7s. 6d.

SPICES.—*Cassia*: Lignea quiet, and no trade to report. Vera also dull; 170 packages Singapore retired. Buds quiet. *Cloves* quiet; of 43 packages Amboyna at auction, 1 lot sold at 4½d. per lb. for ordinary; slightly damaged. About 20 cases Penang sold privately at 1s. 2d. for good quality. *Cinnamon*: Only retail business doing in Ceylon at steady rates. *Nutmegs* quiet; of 104 cases in auction, half sold, 73's at 3s. 4d.; 109's 3s. 3d. to 3s. 1d. *Mace* cheaper; of 32 cases offered, one-third sold at 2s. 11d. to 3s. 9d. per lb. for ordinary broken to good pale.

STICKLAC.—Market quiet; a few cases of Siam reported sold at £4 10s. per cwt.

SHELLS.—Without transactions.

STAR ANNISEED.—Little doing in the absence of arrivals; 5 cases sea-damaged sold at £6 5s. per cwt.

SOY.—China quoted 2s. 2d. to 2s. 3d. per gallon, but no sales effected.

TAPIOCA.—The market has been rather quiet, but towards the close a little more activity has been apparent, and about 1,000 bags Singapore are reported sold at 2½d. to 2¾d. per lb. for good to fine. At auction of 2,354 bags Singapore offered one-fourth sold at 2¼d., of 223 bags Penang, part sold at 2d. for dingy, and of 316 bags Pearl, part were placed at 23s. to 23s. 6d. *Flour* quiet; 435 bags retired.

TOBACCO.—2 bales Manila sold at 1s. 2d. to 1s. 3¼d.; of 12 bales Sumatra offered 2 bales sold at 2s. 5d., 26 bales Java sold at 6¼d. to 6¾d.

TURMERIC.—*China*: Firm at 16s. to 17s. per cwt. *Java*: Unsaleable.

TIN.—Straits is quiet at last mail's rate, viz., £158 on the spot and afloat; Banca and Billiton are also unchanged, being quoted respectively £162 and £160. The notable feature of the market has been the continued large deliveries, which amount to 2,974 tons from stock here during the first four months of the year, against 1,943 tons for the same time 1871. Banca in Holland is held for f.97, and Billiton floating at f.95.

	May 1, 1872. Tons.		May 1, 1871. Tons.
Stock of Foreign in London estimated at	1,799	...	1,620
Banca in Holland on Warrants ...	1,685	...	3,070
Billiton in Holland	190	...	232
	3,674	..	4,922

VERMILLION.—In good enquiry, but there is no supply.

ARTICLES OF EXPORT.

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MANCHESTER GOODS.

Since the 26th ult. the Market has assumed a somewhat easier tone, and producers have had some reason to complain of the difficulty of obtaining orders, but the small concessions they have been prepared to grant have not been sufficient to induce business except on a limited scale.

WOOLLEN AND WORSTED GOODS.

There is no change in the Leeds market for Woollens and Worsteds. The current quotations are:—

Spanish Stripes, 62 in., 19 yards, Elephant Chop, 3s. 7½d. per yard for scarlet; Long Ells, 30/31 in., 24 yards, Lion Chop, 34s. 6d. per piece for scarlet; Camlets, best SS, 30/31 in., 58 yards, Elephant Chop, 85s. 0d. per piece for scarlet; Lastings, 31 in., 30/31 yards, Lion Chop, 75s. per piece for gentian; Brocades, 31 in. 29 yards, Half Moon Chop, 27s. 3d. per piece for scarlet.

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London, Liverpool, and Southampton:—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Spanish Stripes, Broad Cloth, &c.	Pieces Stuffs.	Pieces Inferior Woollens.
Shipped to this date during the present year	To Hong Kong	6,500	5,660	3,779	13,235	6,640
	,, Shanghai	23,400	17,740	13,514	84,220	11,980
	,, Japan	—	360	3,781	26,956	6,706
Total...		29,900	23,760	21,074	124,411	25,326
Shipped to the same date last year ...	To Hong Kong	5,000	3,840	3,967	12,110	8,810
	,, Shanghai	34,060	19,100	20,528	78,610	8,450
	,, Japan	—	300	747	19,930	5,140
Total...		39,060	23,240	25,242	110,650	17,400
Do do. 1870	To Hong Kong	9,980	2,500	1,430	12,285	10,941
	,, Shanghai	53,900	25,250	25,940	105,670	9,940
	,, Japan	—	120	3,422	10,435	2,640
Total...		63,880	27,870	30,792	128,390	23,521
Total shipped during the year 1871 ...	To Hong Kong	11,700	11,100	8,474	48,835	22,390
	,, Shanghai	86,720	49,210	51,893	323,331	21,990
	,, Japan	—	1,140	8,097	66,134	26,354
Total...		98,420	61,450	68,464	438,300	70,734
Total shipped during the year 1870 ...	To Hong Kong	27,140	7,496	7,547	59,675	40,103
	,, Shanghai	115,380	58,640	56,835	274,853	29,296
	,, Japan	200	1,640	18,474	54,625	10,209
Total...		142,720	67,776	82,856	389,153	79,608

Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
Apr.24	Bertie	Le Courteur ...	Singapore	Liverpool
26	Kingsbridge	Kerr	Colombo	London
19	David	Thomas	Siam (?)	Cherbourg
27	Chester (s.)	Grantham	Rangoon via S.C. ...	London
25	Bastiaan Pot	Roosendaal ...	Patjitan	Brouwershaven
29	Prins Hendrik (s.) ...	Hendriks	Batavia, via S.C. ...	Texel
2-	Freia	Nielsen	Java, for Copnhagn .	Off Falmouth
29	Jurgen Bruhn	Iversen	Singapore	Liverpool
27	Marie	v.d.Kerkhoff...	Sourabaya	Brouwershaven
28	Stanley (s.)	Needham	Rangoon, via S.C. ...	Antwerp
Mch24	Lola	Alarieta	Macao	Callao
Apr.16	Armin	Ruhase	Hong Kong	New York
24	Johann Carl	Haesloop	Do.	Do.
30	Alice Wilson	Morris	Maulmain	London
29	Telanak	Lusink	Batavia	Off Dungeness
26	Deerfoot	Easson	Colombo	Hamburg
27	Friso	Mulder	Singapore	Do.
29	Harefield (s.)	Farrer	Akyab via S.C.	Antwerp

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr25	Anna and Marie	Gaston	Java	London
25	Agra (s.)	Boyd	Colombo, &c., via S.C.	Do.
25	Her Majesty	Courtis	Hg. Kg. & Foochow .	Do.
25	Talbot	Simons	Newport & Hong Kg.	Do.
25	Monte Rosa	Thomas	Hong Kong	Newport
25	Whitehall	Raddon	Do.	Cardiff
25	Canada	Cooper	Singapore	Sunderland
27	Constantia	Christian	Hong Kong	London
26	Avona	Gibson	Do.	Cardiff
25	Ellen Gondey	—	Singapore	Penarth
26	Daylight	Bush	Shanghai	Swansea
	Jalawar	—	Batavia	Hull
28	Queen of the Seas	Haveron...	Cardiff & Singapore .	Pill
26	Indian Empire	Blackmore	Galle	Newcastle
29	Corea	Carr	Hong Kong	London
29	Hope	Henderson	Singapore	Do.
	Batavia	Dannemberg...	Sourabaya	Rotterdam
27	Oriana	Collins	Singapore & Java ...	Greenock
	Kobe	Prins	Macassar	Amsterdam
29	Russia (s.)	Soutcovoy	Sing., China, &c., S.C.	Portsmouth
28	Gloria	Tursello	Hong Kong	Penarth
26	Joachim Christian ...	Reimer	Do.	Hamburg
27	Ariadne	Holtz	Singapore	Do.
13	W. A. Farnsworth ...	Bray	Do.	New York
30	Deike Rickmers	Gennerich	Shanghai	Cardiff
May 1	Yrurac Bat (s.)	Larrinaga	Singapore, &c.—S.C.	Liverpool
1	Palmas	Card	Singapore	Do.

(*See Commercial Postscript and Correspondents' Letters.*)

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VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
May 1	... Orchis	... London	... Colombo, &c.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Glensannox, Craigforth, Cyphrenes. For Colombo, &c.: Russia, Calcutta.

SAILING VESSELS.—For Yokohama and Hiogo: Glamorganshire, Paracca. For Yokohama: Velocity, Columbus, Florence Nightingale. For Shanghai: The Sir Jamsetjee Family, Scindia, Fontenaye, Elizabeth Graham, Black Prince, Mikado. For Hong Kong: Glance, Carricks, Brockham. For Manila: Maria. For Singapore: Empress of India. For Penang: Eleanor. For Batavia and Sourabaya: Dora. For Batavia, Sourabaya, and Samarang: Magellan, Peter Dickson. For Colombo: Alchymist. For Colombo, &c.: Speedwell.

At LIVERPOOL.—For Yokohama and Hiogo: Dovenby, Mary Moore. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Sarpedon (str.), Glaucus (str.). For Hong Kong (via Cardiff): Irwell, Imperieuse. For Manila: Alejandro. For Singapore: Huddersfield. For Singapore (via Glasgow): Lyra.

At GLASGOW.—For Hong Kong: Cartvale. For Ilo Ilo: Laira. For Batavia and Sourabaya: County of Nairn. For Singapore: Min.

SPOKEN.

ELIZABETH CUSHING, Cardiff to Hong Kong, Feb. 22, 27 S.
JOHANNA, Nieuwe Diep to Batavia, March 12, 22 W., on the line.
AILSA (ship), London to Shanghai, 20 miles W. by S. of the Lizard.
CARLE (?), Canton to New York, March 30, 2 S., 37 W.
VICTORIA, Hamburg to Batavia, 9 S., 35 W.
HPNW (barque), Cardiff to Singapore, March 20, 46 days out.
CORA LINN, Cardiff to Singapore, Jan. 6, 3 N., 27 W.
DEUX FRERES (barque), Bordeaux to Batavia, 21 S., 26 W.
COLOMBO (bq.), Shields to Shanghai, 123 days out, in the Gillolo Passage.
ORTELIUS, Sourabaya to Amsterdam, March 28, 23 N.
ESCORT, Boston to Batavia,, March 12, 2 S.
LOUISE, Batavia to Amsterdam, March 29, 17 N., 39 W.
JANE PORTER, London to Manila, March 10, 13 S., 31 W.
CASHMERE, New York to Shanghai, Feb. 13, 15 S., 32 W.
MARIA DOLORESSE (?), from Samarang, April 24, 46 N., 20 W.
EARL DALHOUSIE (ship), Cardiff to China, March 14, 22 S., 32 W.
ADELINE, Liverpool to Singapore, on the line, 25 W.
LIZZIE IREDALE (barq.), Japan to New York, April 2, 2 N., 26 W.

FREIGHTS AND CHARTERS.

Rates of freight to the Eastern ports are quiet, and exhibit as yet no signs of improvement. Coal freights from the outports are quoted somewhat lower. A fair amount of homeward business has been done, and rates rule firm.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 85s. meast. To Hiogo: 90s meas To Nagasaki: 90s. meast. To Hankow: 65s. weight, 80s. meast. To Shanghai: 50s. weight or meast. To Foochow: 80s. meast. To Hong Kong: 50s. weight or meast. To Manila: 90s. meast. To Singapore and Penang: 50s. weight or meast. To Sourabaya and Samarang: 85s. meast. To Padang: 92s. meast. To Batavia: 80s. meast. To Saigon: 90s. meast. To Ceylon: 50s. meast., 40s. weight.

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From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Singapore, 16s. To Colombo: 15s. to 16s. To Galle: 16s.

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CASUALTIES.

The Russia (str.), Soutcovy, which left London April 22nd, for Singapore, China, &c. (via S.C.), arrived at Spithead with machinery defective, but proceeded 29th for her destination.

The Macassar (ship), Bose, from Macassar to Amsterdam, which vessel put into Table Bay, Feb. 27, leaky, had nearly finished her repairs, and would soon be able to continue her voyage; about 240 bags of coffee which were damaged had been sold.

Advices received from Cape Town, dated March 23, state that the Anna Margaretha, v. d. Straten, from Banjoewangie to Rotterdam, which vessel put into Table Bay, March 2, leaky, would have to be hauled on the slip, and newly coppered; the damaged portion of the cargo, consisting of 495 bags of coffee, 105 serons of sugar, and 26 bales of tobacco had been sold.

Advices from Hong Kong, dated March 20, state that the Agra (American ship), which sailed from Hong Kong and Canton, March 16, for New York, had been reported as totally lost on the Paracels.

MISCELLANEOUS.

At PORT SAID.—Bang Yong Seng (str.), from Glasgow, for Singapore, &c.

The Soolo (barque), from Sunderland to Hong Kong, put into Madeira, April 20, with the master, Howie, sick.

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*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong	Brockham ...	*AA1	SWID	With des.
Shanghai ...	Tonbridge ...	A1 17 yr.	SWID	With des.
Yokohama & Hiogo	Velocity	A1 14 yr.	SWID	With des.

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CHINA AND JAPAN.—The following high-classed SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock	To sail.
Shanghai.	Mikado ...	A1 16 yr	643	EID	May 17
Hong Kn:	Glance.....	A1	—	EID	May 18
Yokohama & Hiogo	Parraca ...	A1 11 yr.	—	EID	Wth des

Excellent accommodation for passengers.

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Steam via the Suez Canal. To sail positively on the 11th May.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for JAVA and JAPAN, the splendid new full-powered screw steamer CYPHRENES, A 1 20 years in red, Liverpool book; 1,500 tons register, 250-horse power, nominal; WILLIAM FRAIN, Commander; South West India Docks. Has elegant accommodation for first-class passengers, including cabin fittings, bedding, and linen. Carries a surgeon.

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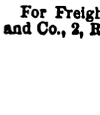

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Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Elizabeth Graham ...	A1 14 yr.	E.I.D.	With des.
Yokohama...	Columbus ...	A1 16 yr.	E.I.D.	With des.
Singapore ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.

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FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Empress of India ...	766	Wright Bros. & Co.	May 15
LIVERPOOL.			
Sarpedon, s.s.	1,519	Alfred Holt	May 9
Glaucus, s.s.	1,604	"	May 25
GLASGOW.			
Min	627	Thos. Skinner & Co.	May 20

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 454.] LONDON, MONDAY, MAY 13, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received May 13.
JAPAN — Yokohama	Feb. 2	March 23	March 26
Yedo			
Osaka and Hiogo	Jan. 26	„ 18	„ 21
Hakodadi			
Nagasaki	„ 26	„ 16	„ 23
CHINA — Peking	—	—	„ 18
Tien-tsin	—	—	„ 20
Chefoo	—	—	„ 22
New-chwang	—	—	„ 21
Hankow	„ [26	„ 18	„ 23
Kiu-kiang	—	—	„ 22
Chin-kiang			
Shanghai	Feb. 2	„ 23	„ 29
Ningpo	—	—	„ 26
Foochow	„ 9	„ 24	„ 30
Formosa			
Amoy	—	—	„ 26
Swatow	—	—	„ 31
Hong Kong	„ 23	April 1	April 4
Canton	—	—	„ 2
Macao	—	—	„ 1
PHILIPPINES— Manilla	Feb. 9	March 21	March 30
COCHIN-CHINA— Saigon			
SIAM — Bangkok	—	—	„ 28
BORNEO—Labuan	—	—	April 2
Sarawak	—	—	„ 1
JAVA — Batavia	Feb. 23	March 28	„ 4
Samarang	—	—	„ 3
Sourabaya	—	—	„ 2
MALACCA STRAITS— Singapore	Mar. 8	April 9	„ 11
Penang	„ 8	„ 7	„ 13
CEYLON—Galle	„ 22	„ 12	„ 20
Colombo	„ 22	„ 14	„ 18

THE MAILS, &c.

The P. and O. mail, bringing dates as above, was delivered, *via* Brindisi, this morning, its due date. The Pacific mail from Yokohama, March 26, reached us on the 7th inst., *via* San Francisco. The French mail, due here on Monday last, the th inst., which has been delayed by the breaking down of the steamer *Hoogly*, is being brought on to Marseilles by another Messageries Maritimes steamer, the *Amerique*, and will probably reach London to-morrow. The next inward mail (French), with dates, Yokohama April 2, Shanghai April 5, Hong Kong April 11, Singapore April 19, is due, *via* Marseilles, on Monday next, the 20th inst.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, four to five hours in transmission. The Great Northern Line is again interrupted, the land lines through Siberia having broken down.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O steamer *Hooltan*, arrived May 9.—From Shanghai: Mr. Holwill, Dr. Thin. From Hong Kong: Mr. and Mrs. Meyer, child and servant. From Singapore: Mr. J. Forrest. From Ceylon: Mr. Templer, Mr. Petril, Mr. and Mrs. Ralph and servant, Mr. Simson, Mr. Byers, Mr. Scott, Mr. Linton, Mr. and Mrs. Dunlop, servant and four children.

To Southampton, per P. and O. steamer *Ceylon*, expected to arrive May 20.—From Shanghai: Mr. and Mrs. Coutts, three children, and two servants, Mr. and Mrs. McKenzie, Mr. E. T. Holliwill. From Hong Kong: Col. and Mrs. Norman, Mr. H E. Smith, Mr. H. Sharp.

PASSENGERS OUTWARD.

Per P. and O. steamer *Delta*, from Southampton, May 9.—To Yokohama: Mr. and Mrs. J. F. Lowder, Miss H. W. Brown. To Ceylon: Capt. Bayley, Mr. J. Davidson. To Singapore: Mr. H. de Windt, Mrs. F. Worsley. To Galle: Mr. and Miss McEwen.

Per P. and O. steamer *Nyanza*, from Brindisi, May 20.—To Yokohama: Mr. E. B. Lindau. To Shanghai: Miss Hanmann. To Ceylon: Mr. E. B. Hurley.

Per P. and O. steamer, from Suez, May 24.—To Hong Kong: Mr. Maurice Kalb.

Per P. and O. steamer *Nyanza*, from Brindisi, June 3.—To Hong Kong: Mr. Harvey Dunne. To Ceylon: Mr. and Mrs. Lawrie. To Batavia: Mr. C. J. Morris

Per French mail steamer *Provence*, from Marseilles, May 12 (booked from London).—To Yokohama: Mr. Alph Montfraix, Mr. Kraetzer Rassaerts, Mr. Abhig, Mr. Borel, Mr. Colomb, Mr. M. Live, Mr. Hindobro. To Shanghai: Mr. Phillips, Mr. Hargraves. To Hong Kong: Mr. Dent, Mr. Cleatz, Mr. Bisancon. To Batavia: Mr. and Mrs. Kniphorst and two children. To Singapore: Mr. F. S. Clarke, Mr. Rutishauser and wife, Mr. Liemsen, Mr. Demianoff. To Saigon: Mr. A. Gihmeyer, Mr. Lirulle. To Galle: Mr. Law, Mr. Libiand, Mr. James Llowar Bill.

Per steamer *Glensannox*, from London, May 5.—To Hong Kong: Captain Morgan, Mr. J. R. Hogarth, Mr. T. G. Hark nes.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates by the present mail reach to the 26th March, the same as received *via* San Francisco on the 8th inst. The outward P. and O. mail of Jan. 26 arrived out on the 16th, and the following French mail of Feb. 2 on the 23rd March.

On the evening of the 22nd, about eight o'clock, a fire broke out in the rear of the houses on the Homura-road, known as No. 166. The flames rapidly spread to the front, and by the time the engines got into play the houses were past being saved. However, by the exertions of the steam fire engine brigade, the fire was kept under in the rear, while the American engine, which threw a very powerful jet of water, aided by the Yokohama fire brigade and the Japanese engines eventually extinguished the fire.

The state of the currency is perplexing; it has fluctuated much during the past few months, and the silver *yen*, which but a short time back stood at six and seven per cent. premium, has now fallen to three and three-quarters discount. It is difficult to ascertain the causes of this great fluctuation, and impossible to give anything like a satisfactory analysis of them. But there is always one unfailing resource in Japan, when matters are contrary; it is expressed in the formula, "When in doubt blame the Government."

The following refers to the show of flowers, birds, dogs, and other animals promoted by Mr. W. H. Smith, of the Club:—

We may now say with confidence that the show will in every way be a thorough success; the entries have been even more numerous than the most sanguine of its supporters could have supposed, and as the list has remained open until to-day, instead of closing at the time originally named, we may look for an extensive catalogue. It would be perhaps somewhat premuture to enter at any great length into the various objects which will be exhibited; we should rather defer our remarks until the publication of the catalogue, but we may say a few words on the matter. The first class which the visitor will see on entering the grounds will be the dogs, which are to be arranged, each in a separate pen, along the terrace, convenient places being assigned to the monkeys and cats near the same spot. There are, we understand, about eighty dogs entered, and we look forward with some curiosity to the judges' awards in this class. On the Archery ground will be placed the birds in cages, and the mice and rats will also find a location there. The pheasants and other game birds will be placed on an open plot near one of the butts, and a path parallel with the shooting ground will be assigned to the geese, ducks and other fowl. On the Croquet lawn will be placed the plants, and as these number some three hundred we may expect to find this a most interesting class. At this season of the year there cannot be many flowers, but cherry trees and similar flowering trees will form the staple, most of the exhibitors being Japanese, foreigners contributing the dogs and animals. On the carriage stand are to be the cattle, the carriages, and the numerous list of articles which come under the denomination affixed to class twenty. In the band-stand will be a collection of stuffed birds, and some Chinese curios, which require to be under shelter.

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The amount expended by the Japanese Government on their lighthouse service is stated by the *Japan Weekly Mail* as follows:—

Yokohama, Hatoba Light	...$ 250.00
,, Light-ship	... 22,000.00
Hakodate ,, ...	... 22,000.00
Sagami Lighthouse	... 86,000.00
Rock Island ,, ...	... 99,000.00
Iro-o-saki ,, ...	... 2,500.00
Oosima ,, ...	... 35,000.00
Siwo-misaki ,, ...	... 50,000.00
Tomangai-sima ,, ...	... 25,000.00
Wada-no-misaki ,, ...	... 12,000.00
Osaka ,, ...	... 9,000.00
Awadji ,, ...	... 29,000.00
Isaki ,, ...	... 17,000.00
Rockuren ,, ...	... 15,000.00
Nagasaki ,, ...	... 17,000.00
Satanomisaki ,, ...	... 60,000.00
Buoys and Beacons	... 12,000.00
Lighthouse Establishment, including maintenance of Lighthouses for three years, machinery and tools in use, and cost of all stores in stock, and salaries of all officers, foreign and native	...255,750.00
Purchase of steam tender, and maintenance and repairs, &c., for three years	...212,000.00
	$930,500.00

The following items are from the *Japan Herald*:—

It is stated that the Grand Duke Alexis in the course of the summer will pay a visit to the East, and that Japan is included in the programme of his movements, on his way to Saghalien, the Amoor, and other Russian territory in this part of the world.

The Japanese Governmen thave issued a circular to the foreign representatives, informing them of the holding of an Exhibition at Kioto, and requesting them to make known to their respective countrymen that that city will be thrown open to foreign visitors for fifty days, and to notify residents that foreign articles will be received by the Kioto Society for exhibition there. This act of liberality, by abandoning a useless restriction on the part of the Government, has created a very favourable impression. The Exhibition will be opened on the 17th April. The Government has published a list of native articles to be shown, numbering over sixty, and consisting of ancient and modern art, useful and ornamental manufactures, agricultural, and mineral products, and a variety of other objects.

The Government intend despatching shortly two men-of war to Europe, which are now being got in readiness for that purpose. They are to be absent for one year, on a tour of observation and exercise. The first port at which they touch is Hong Kong, whence they will proceed *via* Suez Canal, to Europe, visiting the principal ports there, and returning home *via* New York and San Francisco.

Three high officials—among whom is Mr. Motono, the second superintendent of the Custom-house here—have been sent by the Government of Shanghai, in order to study the mode in which Custom-house business is conducted there, with a view to introduce the system here. They are to be absent for about a month. Great complaints have been recently made by foreigners respecting the obstructive manner in which some of the Custom-house officials carry on their duties.

An assault of a very aggravated character was committed upon Messrs. Swabey and Cousens by the Japanese police, two gentlemen engaged in commercial pursuits in Yokohama, who went out shooting up the Yedo river.

HIOGO.

We have advices from this port to the 21st March; the Pacific mail from New York Jan. 7 was received on the 7th, and the P. and O. mail from London Jan. 26 on the 18th March.

We (*Hiogo News*) mentioned at the beginning of the year how the Japanese were improving the native town of Kobe, and since then they are certainly not relaxing in their efforts to encourage the shipping trade of the port. We now hear that the Government has determined to utilise a patent parallel slip which has been lying for some time past unused at Yedo, by erecting it on the beach here between the ground set apart for the railway and the Vulcan Ironworks. This will be no small affair, as it will occupy all the site indicated, and will be capable of taking up ships of twelve feet draught of water, if not more. This will make it available for repairing, should the occasion arise, of even the steamers of the P.M.S.S. Company, and as the advantages connected with it will be opened to all classes of vessels, it is easy to see what additional importance it will give the port in the eyes of shipowners and commanders.

It is only a few days ago we recorded the launch of a new steamer, the *Berlin*, for Messrs. Lehmann, Hartman and Co., and now we have to note the launch of another steamer from the yard of the Vulcan Iron-Works. We do not know that the *Wunquamaru* will be any particular benefit to the public generally, for although she is expected to be the fastest boat in our local marine, we understand that she will be devoted to carrying treasure between Hiogo and Osaka. Her dimensions are as follows:—Length, 120 feet; draft, 2 feet 6 inches; breadth, 18 feet; depth, 6 feet; horse-power, 80. The boat herself was built by Lewis and Stockwell, of London; and the engines, which are oscillating, and of first-class construction, were made by Watt and Co., of London and Birmingham. Of course her light draught would tell against her in a sea-way, but she has been built to pass over the bar at Temposan at all states of the tide, and we have no doubt that she will be found perfectly well suited to the work that is required of her. The christening ceremony was performed by Mrs. Marshall, and all the arrangements in connection with the launch were thoroughly successful.

NAGASAKI.

NAGASAKI, MARCH 16 (VIA SAN FRANCISCO).

Several American steamers from Hiogo, *en route* for Hong Kong, have called in here for coal. There is nothing remarkable about their movements beyond that they have on board copper, which it is supposed is intended to finally reach London. I hear that some copper has been sent direct to London from Hiogo—I think by the *Argonaut*.

How the mails are arriving I am unable to tell you, as we seem to be receiving them anyhow. This evening the French and English mails of the 19th and 26th January arrived, but the *London and China Express* of 5th and 12th idem have not yet turned up. Probably the latter may be with the mail *via* San Francisco, detained by the snow, and not likely to reach here for some eighteen days yet. This is the second month in succession the mail by this route has been detained, which makes it unreliable in winter time.

The British barque *Serpent* was the first vessel to leave this port for Tientsin; she will be followed by the British steamer *Miaka* to-morrow.

CHINA.

—o—

SHANGHAI.

Our advices from this port extend to the 29th March; the French mail from London, Feb. 2, arrived out on the 21st, and the following P. and O. mail of Feb. 9 on the 23rd March. The following summary of the news is from the *North China Herald*:—

An important document concerning the position of foreigners in China has appeared in the *Peking Gazette*. Prince Kung and his colleagues memorialise the Emperor regarding the tenor of treaties, and the orders that have been issued for their observance. Still the British Minister has complained that foreigners are treated disrespectfully, that merchants are overtaxed, and that justice is not dealt out by the authorities, in case of monetary defalcation by Chinese traders. This is not as it should be; and the Prince requests the Emperor to issue more stringent orders for a faithful observance of the treaties, and that due respect be shown to the officials and people of foreign States. The native officials should be ordered to acquaint themselves with the treaties, to issue notifications requiring their observance, and to settle monetary questions promptly and properly. The Emperor has assented to these proposals. We have often pointed out the necessity for an Edict of this kind, and we believe Mr. Wade has often urged the matter upon the Tsung-li Yamen. Even the present document is not so explicit as it might be; but it is still an important step in the right direction, and we congratulate Mr. Wade on the success which has attended his new representations.

We have received a copy of Part I. of the "Returns of Trade at the Treaty Ports in China for the Year 1871"—published by the I.M. Customs. The object of this publication is to give a concise abstract of Trade and Customs Revenue Statistics since 1864; and it is exceedingly well compiled for the purpose. The forms of the tables in the present volume are altered in some respects from those previously used. A small table shows the total export of tea to foreign countries for each year since 1865. The year just past figures for 151,000 piculs over 1869, which is the next highest. An interesting return is given of the number of steamers and sailing vessels which have entered and cleared from the several ports during the past four years. It is almost needless to say that the number of the former has increased steadily. There is a table showing the total annual Customs Revenue at each port since 1864. The balance of elasticity is considerably in favour of the North over the four Southern ports. Shanghai, last year, contributed Tls. 2,730,955, and yet cannot afford a dredging machine to facilitate the entrance of the ships which bring this great revenue. The gross value of the trade of Shanghai during 1871 was Tls. 123,526,396—ten million taels in excess of 1868, which is the next highest year.

A meeting of the Asiatic Society has been held, C. W. Goodwin, Esq., president, in the chair. The president read a paper by R. Swinhoe, Esq., Her Majesty's Consul at Ningpo, on the Aborigines of Hainan; and Dr. Macgowan one on the Mutton Wine of the Mongols, and Analogous Preparations of the Chinese. Some comments passed on the papers, and most of those present ventured on a slight sip of the curious preparation, which Dr. Macgowan had procured from Mongolia to illustration his paper.

The election of municipal councillors for the ensuing year has taken place; the nominations having been exactly equal to the number required no poll was held. The newly elected council

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are :—Messrs. O. C. Behn, W. H. Condit, M. Coryell, John Dent, R. I. Fearon, S. M. Moses, H. Murray, A. Paterson, and A. Zimmern.

The annual meeting of members of the Yacht Club was held on the 22nd March. The treasurer's statement of accounts, showing a balance of $370.98, was read and passed. The first race of the spring season, for a cup value $100, was fixed for the 30th March, the course being from off the Recreation Ground twice round Halfway Point. Messrs. A. J. Little and S. A. Viguier were re-elected Commodore and Vice-Commodore respectively, Mr. J. Wilson treasurer, and Mr. J. B. Dudfield secretary; Capt. Barton and Messrs. Condit, Croal, Farnham, and Hill being appointed the committee. A resolution was passed to allow the boat winning one race for the Challenge Cup to fly a distinguishing pennant, besides receiving, as hitherto, a $50 cup, till she loses the positon to another boat.

A meeting of the Cricket Club was held on the same day. The accounts show a balance of Tls. 74, after paying arrears of rent (Tls. 1,350) up to the end of June last, and sending home Tls. 181 for new gear. Messrs. Groom (President), Anderson, Case, Chambers, Bird, Fitzgerald, and Souper were elected a committee for the current year. A meeting of the members of the Gymnasium was held on the 27th. The accounts show a balance n hand of $933. Messrs Lindsley, Pryer, Cordier, Grose, and iSchultz (Secretary) were elected a committee for 1872.

A formal meeting of members of the Shanghai Club has been held, to confirm the resolution which had been adopted at the previous meeting, in regard to the keeping of rooms for members or visitors who might wish to occupy them for short terms.

At a meeting of the Gas Company the accounts showed a net profit for 1871 of Tls 25,024. Tls. 18,000 have been paid to shareholders as a dividend at the rate of 12 per cent., and it was agreed to carry the balance to reserve. Messrs. J. T. Brand, Clarke, Forbes, Goodwin, and Miller were elected directors for 1872.

A Newchwang correspondent writes that, on the 2nd March, loaded carts were still crossing the river on the ice, which looked solid and not likely to break up quickly. 8/4 Shirtings have been sold at Tls. 2. Stocks of produce in town were very large, prices were a little lower, and buyers were holding off in anticipation of a further decline.

A meeting of land renters has been held at Chinkeang. The accounts showed a balance in hand, at the end of February, of Tls. 217.60. It was resolved to collect a tax of 5 per cent. from owners of house property in the Concession, and a tax of $10 per lot on land, during 1872. Messrs. Cinny, Salter, and Detring were elected Municipal Councillors for the present year. The question of erecting a wharf in front of the Concession was discussed, and resolutions in favour of the scheme passed. It seems to be thought likely that the Chinese authorities may consent to make the wharf, in consideration of taking wharfage dues on all imports and exports to the extent of one tenth of 1 per cent. ad valorem. These dues to be collected, and the wharf to be managed by the Customs. Negotiations are to be opened with the Chinese authorities, by the Municipal Council, with this view.

The death of the famous Tseng Kwo-fan is announced.

HONG KONG.

The dates extend to the 4th April. The Outward mail of 16th Feb. arrived on 28th March, and that of 23rd on 1st April.

The Legislative Council met on the 25th March, when various measures for dealing with the criminal population were brought forward and passed the first reading. They provide for the oral examination of prisoners brought before the magistrates, for the punishment of offenders who return to the colony after receiving a conditional pardon, and for dealing with habitual criminals. So far as can be judged on a first reading, the various ordinances appear likely to be of much benefit to the colony, as there is no question that having to deal with a population like that of Hong Kong under all the safeguards provided by English law had much to do with the difficulties connected with the protection of life and property. The ordinance for the reconstitution of the Supreme Court, whereby the procedure will be facilitated, the Court of Summary Jurisdiction abolished, and a Judge and Assistant Judge appointed to the Supreme Court, was among the ordinances read. Its effect will be to assimilate the Court in Hong Kong to that which exists in Shanghai under the Order in Council, and which has been found to work very satisfactorily.

H.E. the Governor has refused to grant the petition for the release of Abdool Moosah and Noor Mahomed, the defendants in the conspiracy case. The despatch from the Acting Colonial Secretary on the subject states that the matter was fully investigated, and is not of such a nature as the Executive would be justified in interfering with.

The barque *Glint*, which was sunk in the harbour in consequence of her collision with the P. and O. steamer *Geelong*, has, after much trouble, been successfully raised by the Chinese contractor.

The Hon. Mr. Ball, Acting Chief Justice, sentenced Mr. Welsh, a merchant, to fourteen days' confinement, without option of fine, for contempt of Court in publishing a letter commenting upon the Judge's conduct in certain proceedings. The lessee of the *Daily Press*, Mr. Bell, in which paper the letter was published, was called upon to retract and apologise for the remarks, and was given until the 6th inst. to do so.

The *China Mail* says :—Since our last report on the Macao coolie market the following ships have sailed :—For Callao, the Spanish barque *Rozalia* with 450, the Peruvian ship *America* with 690 emigrants. For Havana, the French barque *Bengali* with 287, and the Spanish barque *Altagracia* with 360. There is at present only one ship loading for Havana, viz., the Spanish barque *Roza del Turia*, which will probably take some 300 coolies. Business is pretty brisk for this time of the year, and if the new Governor encourages the emigration, two or three steamers will be chartered to convey coolies during the summer months. It is whispered in some quarters that the new Governor has come with some instructions, the exact nature of which is not yet made known ; but it is feared that they emanate from the pressure brought to bear by the Court of St. James's upon the Lisbon Government. *O que for soara.*

We are informed that the *Algerine*, late one of H.M. gunboats, has been sold to Mr. John Joel for $6,000.

It being in contemplation to issue a Chinese newspaper, to be printed at the *China Mail* office, the projectors desire to secure the support of the foreign public in their enterprise. They have therefore issued the following prospectus :—The proposed paper will be issued every other day, with an extra or supplement on intervening days.

The widely-expressed regret at the discontinuance of *Notes and Queries on China and Japan* has induced the publisher of this journal to contemplate the issue of a publication similar in object and style, but slightly modified in certain details, provided that a sufficient subscription list can be guaranteed before the publication of the first number. The publication will be edited by Mr. N. B. Dennys, the projector and original editor of *Notes and Queries on China and Japan*, who ceased to conduct it owing to his absence from China, but has recently returned. It is proposed to issue *The China Review, or Notes and Queries on the Far East* at intervals of two months, each number to contain about sixty octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

Our readers will remember that at the beginning of the Shan-sin-fan excitement a placard was widely spread in Tung-kun district calling upon the people to show themselves worthy of their reputation for courage, &c., and appointing the 30th of July last as the day fixed for the destruction of the Protestant and Roman Catholic chapels in that district. The memorable 30th of July came, thousands of people attacked the chapels, which were razed to the ground after being robbed of everything. The Roman Catholics made no complaint, but the German Consul, we understand, applied to the Chinese authorities on behalf of the Protestant missionaries, and negotiations are still going on. No indemnity has been paid as yet, and the Chapel and Dispensary, which had done so much good to the Chinese, are in ruins up to this day.

We learn from our Macao correspondent that H.E. the Russian Admiral Fedorooski visited the Holy City, and during his stay inspected the various places of interest, notably the barracoons. On visiting the one erected by the late Governor, H.E. Admiral de Souza, the Admiral expressed his admiration of the organisation adopted by the Government in this establishment, on the gate of which is to be seen in large Chinese characters the exact conditions under which the emigrants are to engage themselves; their stay in this barracoon is for a period of three days, during which time they are visited by properly appointed inspectors, whose business it is to inquire among them if any had been brought there against their wish, and to let them perfectly understand that they are free to return to their homes if they wish. It is to be hoped the present Governor will strictly maintain the same system inaugurated by his zealous predecessor, who will shortly leave for Europe, carrying with him the kindest and best wishes of those who have the welfare of our city at heart; and we fully believe, from what we already know, he will doubtless do so. The Admiral, on leaving, expressed his thanks most warmly for the courtesy shown him by the Governor and the leading gentry.

The last inward mail brought to Hong Kong the Viscount de San Januario, who, having been relieved from the Governorship of Portuguese India, has been appointed Governor of Macao, in place of Governor Souza, who is to proceed home. Governor Souza will come over to Hong Kong, and will proceed to Lisbon by the Messageries steamer leaving this on the 10th. His Excellency will be accompanied by his aide-de-camp, and private secretary. The sensible portion of the Macaese much regret his Excellency's departure, his three years' tenure of office having been very peaceful, upright, and constitutional. The *Jornal do Commercio* and other leading papers of the Portuguese capital, in commenting on the late display of the Chinese Customs cruisers in Macao harbour, praise Senhor Souza's tactics and diplomatic abilities.

The Viscount de S. Januario will shortly proceed to Peking to ratify the Treaty.

We are glad to notice that the Chinese Insurance Company appears to occupy so thoroughly satisfactory a position as to permit not merely the division of $15,000 *pro rata* amongst con-

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tributing shareholders but a dividend of 12 per cent. amongst the shareholders generally.

We regret to record that Mr. C. D. Williams, one of the oldest American residents in Hong Kong, dating, we believe, from 1845, committed suicide in the hotel. He was about to proceed to open H ainan as American Consul.

The *China Mail* has the following important item on the vexed udience question :—

We hear on unimpeachable authority that the obstacle hitherto re garded as insuperable, and inevitably urged whenever the vexed question of Imperial audience to Western Ambassadors at the Court of Peking has been mooted, is now likely to be soon set finally at rest. H. I. M. Tung-che is to celebrate his nuptials and take the reins of Government into his own hands in the early part of the approaching September. The ladies selected to fill the places of first, second, and third ladies in the Imperial harem are :—first, the daughter of a literary graduate named Chung-ee; second, the daughter of the Prefect of Leen-chow, in this province ; and third, the daughter of another graduate named Tsay-sang-ah. The daughter of the Tartar General at Canton would have been the Empress-elect, but that her age exceeded that of his Majesty, and she was thus rendered ineligible.

At the meeting of the Union Insurance Society the following report was adopted :—

The Directors have the pleasure to present to the shareholders the second half-yearly report on the business of the Society to the 31st December last, showing at that date a balance at credit of $39,138,929, in addition to the sum of $250,000 representing the paid up capital of the society.

From the annexed balance sheet it will be seen that the net premia collected from the 1st July to the 31st December, 1871, amount to $30,370,296. The claims for the six months it will be seen amount to $7,996,372, which include total losses to the extent of $55,992 per *Homer, Nancy, Azoff, Meta, Caliph*, and *Agnes Banfield*. The net premia subsequently earned, viz., from the 1st January to the 15th inst., aggregate about $85,000.

The directors regret to say that the further losses reported during the past six months are estimated at $147,000, which includes total losses to the extent of $112,000 per *Yangtsze, Fuhle, Suwonada, Olaguivel, Louise Struve*, and *Sperwer*.

Of the directors,—Mr. James Whittall has been re-elected by the board to fill the vacancy which was caused by that gentleman's departure from the colony in April, 1871.

In accordance with the provisions of clause 103 of the Articles of Association, Messrs. T. Pyke and S. D. Sassoon retire from office, but being eligible for re-election offer themselves accordingly.

The auditors, Messrs. J. Hart and C. Morland Kerr, retire, but are eligible for re-election and offer themselves accordingly.

T. PYKE, Chairman.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates by this opportunity extend to the 11th April. The outward mail of the 8th March (P. and O.) arrived on 9th April. The following summary is from the *Straits Times* :—

Sir Harry Ord, Governor of the colony, returned to this settlement in the steamer *Pluto* on the 30th March, and landed privately at Tanjong Pagar Wharf, proceeding at once to the Council Chamber, where he was received with a guard of honour, and entered under the usual salute from Fort Canning. The Government officials and some of the residents paid their respects to him, after which he went to Government House. The day being observed as a general holiday, the attendance of residents was probably more limited than would otherwise have been the case, many being absent from town. His Excellency's return has not been marked by any important changes in the position of matters here, and reticence is the order of the day to all officials as to any changes contemplated, and especially as to the two questions of greatest interest to the public—the waterworks and the railway.

Lieut. Satterthwaite has been gazetted as Assistant Colonial Engineer and Surveyor General, and Capt. Innes and two corporals of the Royal Engineers also arrived by the mail ; the latter are intended, we hear, for the Survey Department, and Capt. Innes comes out as Deputy Colonial Engineer. Mr. Campbell, the new Acting Lieut. Governor of Penang, arrived in the same mail steamer with H. E. the Governor, and has assumed charge of his duties, relieving the Honourable A. N. Birch, who, before leaving Penang, was presented with an address by the community of that settlement expressing their regret at his departure, he having been very popular there. No intimation has yet been given of the meeting of the Legislative Council, and nothing is known as to when this will take place ; there are no important measures to be introduced that we are aware of, and therefore little interest is felt as to the opening of the session.

In a few days more the changes in the military force for this colony will have been completed, and for the future the measure of protection we have enjoyed from the presence of these forces will be materially lessened. The Madras regiment now here is to be withdrawn, and has received orders to embark for India in H.M.S. *Orontes*. expected here from Hong Kong about the 15th inst. ; and as the Indian Government requires its troops for home service, the departing regiment is the last we shall have stationed here. We cannot but regret their departure as a loss to the colony ; the men have been uniformly well behaved, and have, when occasion required, been of valuable assistance to the police in checking riot ; and the departure of the officers will be a permanent social loss to the European residents.

The second criminal session of the year opened at the Court-house on the 8th, before his honour the Chief Justice. The calendar is a small one, but the Chinese will-forgery case, which promises to be a *cause celebre*, will probably occupy several days. There were three cases of murder, two of which have been tried, and sentence of death passed on the prisoners, and the third has been postponed, on the motion of the Attorney-General, till next session, to enable the Crown to obtain the evidence of certain material witnesses. The other business of the session will probably be disposed of in a few days. The lightness of the calendar is a source of congratulation, indicating, as it does, that there is no increase of crime among our Asiatic population, notwithstanding the heavy list of cases for trial that awaited the Chief Justice on his first arrival, and proves that these were due only to the riots that prevailed here in October last.

The Chinese population remain pretty quiet and orderly, though during the past two or three weeks there has been a strong ill-feeling between two secret societies here—the Hai Sans and Ghee Hoks—the former endeavouring by petty annoyances to provoke the latter to some overt act of hostility, which would afford them a pretext for creating a riot. The police have been vigilant, and have so far succeeded in preventing any serious outbreak, and will, it is hoped, be able to maintain order.

The arrivals *via* the Suez Canal have been the *Zadkia* on the 5th from Glasgow, and *Ulysses* on the 8th from Liverpool. The only departure has been the *Ajax* for London.

Landed property in Penang has increased this year to 50 per cent. in value. The premises of the Telegraph Department was sold some eighteen months ago for $6,000, and was resold this week to a Chinese merchant for $9,000. The premises of the Ice Manufactory was bought by Mr. Kaw Sim Kong about four years ago for $2,500, and realised this week $8,800 ; the new owner, we understand, is a wealthy Chinese carpenter belonging to Canton. Houses in Pitt-street and Prangin-road have also increased to a like percentage, which is attributable to the late great improvements made by the municipality in that locality, as well as to the safety they find on having the police-stations in close proximity to them.

Commercial Report.

—o—

(*For dates see first page.*)

IMPORTS.

YOKOHAMA.—The market had been tolerably active, the chief demand having been for Cotton Yarn, the quotations for which had advanced. Grey Shirtings had met with only moderate inquiry, and at the close prices were weaker. A few sales of 7 lbs. T-Cloths and Drills had taken place at a slight advance in value for the former. Metals were unchanged in price. Quotations :—G.E. Grey Shirtings, 7 lbs., $2.32½ to 2.40 per piece ; do., 8¼ to 8½ lbs., $2.50 to 2.55 ; do., 9 to 9¾ lbs., $2.85 to 2.90 ; G.E. White Shirtings, $2.60½ to 2.80 ; T-Cloths, 6 to 7 lbs., $1.90 to 2.25 ; Cotton Yarn, No. 16 to 24, $40 to 41 per picul ; do., No. 28 to 32, $44.50 to 46 ; do., No. 38 to 42, $41 to 42 ; Camlets, S and BBB (Black), $11 to 11.50 ; do., SSS (Scarlet), $19 to $19 50 ; Cloth, medium and broad, $1.10 to 1.35 per yard ; Lastings, $13 to 13.50 per piece ; Long Ells, assorted, $6 to 6.50 ; Orleans and Lustres, plain, $4.75 to 6 ; do., figured, $5.50 to 7.

HIOGO-OSAKA.—The business of the month had been of a moderate character, but with very little variation in prices. There was a moderate demand for Yarn and Grey Shirtings, but the market for the latter goods closed rather weaker. Dutch Drills were in less enquiry. Black Velvets were again dearer. Camlets : A few sales reported. Black Lustres slightly lower, with but little demand. Mousselines de Laine declined in value. Blankets nominal. Nail Rod Iron : In the absence of stocks, business limited, and prices rising.

HANKOW.—The market during the early part of the fortnight was much depressed, but under the influence of more favourable advices from Shanghai a general improvement in Grey Cottons had occurred. Grey Shirtings :—7lbs. and 8¼lbs. firm at Tls. 1.75 to 1.77 for the former, and Tls. 1.92 to 2.01 for the latter. 9¾lbs. to 10lbs. steady at Tls. 2.60 to 2.95 per piece. White Shirtings : Tone of the market more healthy, and fair sales of 56 to 64, reed transpired. T.Cloths : Considerable sales of 7lbs. ; at the close prices favoured sellers. Drills : A few transactions in English at Tls. 3.08 to 3.10 per piece. Fancy Cottons : Little business done in any descriptions. Woollens and Worsteds : Camlets in better request, at an advance. Spanish Stripes and Long Ells unchanged. Metals : Lead ; sales limited and quotations showed a decline of 5 candareens per picul. Quicksilver : Weak at Tls. 83.00 per picul.

SHANGHAI.—On the 13th March the Piece Goods market began to show signs of renewed activity. The enquiry, then slowly developing itself, soon became very excited, and an extensive trade in Shirtings, Grey and White, and in T Cloths, at improved rates, was the result. The purchases for the most part were for early clearance and the anticipated heavy orders from the inland provinces, where supplies are supposed to be light and wanted. Attention was exclusively devoted to the above staples for a time, but, as the fortnight advanced, the demand became more comprehensive, and a business had been done which had been seldom equalled at this port. A slight improvement, consequent on this reaction, is reported from Hankow ; and Tientsin news is also

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rather more favourable. Grey Shirtings: Reported settlements 7 lbs. 145,000 to 150,000 pieces, 8¼ lbs. 220,000 to 230,000, 9¾ to 10 lbs. 10,000. Closing characteristics: Prices steady, and good common chops of 7lbs. and 8¼ lbs. goods wanted at Tls 1.75 to 1.76, and 1.92 to 1.94 per piece respectively. The highest point reached had been Tls. 2 per piece for Dewhurst's Eagle 8¼ lbs., but only a few had been quitted at that figure, and a foreigner was the reported buyer of the chief portion. Amongst natives, resales of this chop and weight had taken place at Tls. 1.97½ to 1.98½ per piece. White Shirtings: Settlements estimated at between 40,000 to 45,000 pieces, at prices ranging between Tls. 2.05 to 2.20 per piece for 64 to 66-reed, on which counts the demand had chiefly run. Small lots of extra fine sold, to arrive, at Tls. 3.55 to 3.75 T-Cloths: An enquiry sprang up, and fair transactions in almost every weight and grade had been of daily occurence. Quotations: Tls. 1.27 per piece for Dewhurst's T 6lbs. Tls. 1.47 to 1.48 MT 6 lbs. Tls. 1.47 T 7 lbs. Tls. 1.63 to 1.64 MT 7lbs. Tls. 1.88 to 1.90 8 lbs. Drills: Prices had strengthened, and were decidedly firmer; were it not for the fear generally entertained that the supplies of both afloat are excessive, a marked rise would take place. English and Dutch still absorbed the dealers' attention, and the sales consisted entirely of these makes. Jeans: English Goods taken at slightly improved rates. American and Dutch Jeans in request, but out of stock. Sheetings: Sales at rather easier rates; best settled at Tls. 4. Fancy Cottons: In very limited demand, and all classes except Chintzes declined in value. Woollens: Business on a small scale, but value of all kinds fairly maintained, and in one or two instances an advance had been established. Best Crape Lustres, Tls. 4 50; ordinary wanted at Tls. 3.80 to 3.90. Camlets found buyers at about last rates for assortments, and at an advance of 2 to 3 mace per piece for suitable single colours. Long Ells Scarlet C.P.H., Tls. 6.35, Assorted, Tls. 5.52½. Crape Lastings, Tls. 7.50. Figured Lustres, Tls. 4.70 per piece. Metals—Iron: 14,000 bundles Nailrod taken at Tls. 3 to 3.15 per picul. Lead: Prices favoured buyers, who offered only Tls. 4.75 for L.B.

HONG KONG.—The market generally remained unchanged, although values had a downward tendency, owing to the slackness of demand. Stocks were beginning to accumulate, and unless an active inquiry from the consuming districts should set in, prices of many of the staples would probably decline. Cotton Yarn: Although our quotations were unaltered, prices were not strong; demand for 38/32s very small; 38/42s unsaleable at present. Grey Shirtings: 7 lb., few buyers at former rates; stocks limited, but dealers would not operate at any advance; 8.4 lb. in fair supply, chiefly of common chops, and holders had accepted a decline of abont 2 to 3 cents per piece; 10 lb. wanted to small extent at $3.55 to 3.60 for Hand and Branch chop. White Shirtings: Neglected. White Irishes not in stock, and inquired for "to arrive" at $4.20 to 4.30 for No. 1, and $3.70 to 3.80 for No. 2. T-Cloths: Common 6 lbs. still in small stock, but large sales to arrive and late arrivals had led to some quietness, native dealers being fairly supplied; 7 lbs. common difficult to move; 6 lbs. Mexicans could not be quitted; 7 lbs. Mexicans declined; Hand and Branch quoted $2.17½ 8 lbs. Mexicans with drooping tendency. Drills: English makes held by dealers; American not in stock. White, Fancy and Dyed Goods: Brocades and Spots in moderate demand, stocks light; Dyed Damasks declined about 25 cents, and weak at this reduction; Turkey Red Shirtings and Chintzes unchanged; Gentian Twills not in request; Handkerchiefs lower; Velvets, very small stock, and held firmly. Woollens and Worsteds: Medium Cloth neglected, season being over; Spanish Stripes difficult to move, even at a decline; Blankets of good colour and assortment found buyers at former quotations; Scarlet Long Ells in very small request; Assorted offered at a fall of 20 cents; Camlets still in moderate compass; Lastings and Crape Lastings difficult to move; Figured Lustres showed a downward tendency, but Plain were asked for. Metals: Nail Rod Iron held fairly, but dealers refused to pay any advance; Bar, Hoop, and Round all wanted; business small, owing to absence of supplies; Iron Wire improved 25 cents; Steel firmer; Quicksilver better; WB Lead unsaleable, LB quiet at former rates.

MANILA.—The market had been quiet during the fortnight, but stocks were held firmly, and importers showed no disposition towards a concession in prices, in which no alteration had taken place.

BATAVIA.—Messrs. Houghton and Co. report that the speculative demand lately apparent in the market has passed away, and business generally is restricted, owing to the indisposition of dealers to pay the high prices which were demanded by holders. Stocks were however light, and a fair business might be expected shortly to commence.

SINGAPORE.—Messrs. Boustead and Co. report:—The market for Piece Goods had been quiet during the past fortnight, but prices keep steady, and holders firm, advices from Manchester being favourable. The quarterly list shows a moderate stock of goods in first hands. 39-inch Grey Shirtings 8¼ lbs. in fair inquiry at $2.62½ to 2.65; 7 lbs. taken to some extent at $2.22½ to 2.25; 6 lbs. in small stock and good inquiry, at $1.97½ to 2.02½. 45-inch 8 lbs. out of stock. No inquiry for 9 lbs., which are nominal at $3 to 3.10. 32-inch Grey T-Cloths 7 lbs. fair inquiry at $1.92½ to 1.97½, 6 lbs. saleable at $1.70 to 1.75. In lighter weights little done. 36-inch Grey Supers: No. 1 in good demand at $2.05 to 2.07½; nothing done in Nos. 2 and 3. 32-inch Grey Madapollams: Stocks low and fair inquiry for 2½ lbs., and 2¾ lbs. at $19 to 19½. 36-inch White Shirtings: Fine qualities in good request, and considerable sales reported. Medium qualities of favourite make asked for, but low counts neglected. 45-inch: Stocks exhausted and much wanted. Grey Yarn in speculative inquiry, and firmer. 18-24's at $102½ to 107½; 40's at $130 to 131, with a few sales at $132½; 30's dull at $110. Turkey Red best quality at $142½ to 145 for 12 lbs., and $130 to 135 for 10 lbs. Dark Green at $84 to 87. No demand for Imperial Red. Woollens: 12 lbs. Scarlet Long Ells wanted at $7.75 to 8. Inquiry for Lastings fallen off and nothing done. Figured Lustres out of stock, and frequent inquiries made for them. Metals: Iron in good demand, and, owing to firmness of holders, prices show a further advance. Govan Flat Bar sold at $3.45. Nailrods at $3.40 to 3.50, holders ask $4. Yellow Metal in limited request at $24¾ to 25. Pig Lead: Small lots of L B placed at $6. Sheet, in no demand. Steel: Sales of tubs at $4.05 and cases at $4.

EXPORTS.

TEA.

YOKOHAMA.—The market had been exceedingly quiet, in fact it may be reported almost as closed for the season, as beyond a few small shipments to be made per Pacific Mail steamers there would be no further export. Settlements since our last report had been about 400 piculs only, making the total since last American mail about 1,400 piculs; these settlements had been chiefly of the medium grade, but there had been some small parcels of finest and choice purchased. Prices were nominal. The John Milton sailed on the 18th March for New York with 606,526 lbs.; there was no other vessel loading.

HIOGO-OSAKA.—Business during the last month had been conducted on a very limited scale, settlements amounting only to 800 piculs of low grades, leaving little or no stock. The Caenarvonshire was under despatch with about 400,000 lbs., the greater part of which was from Nagasaki. After the departure of this vessel business for the season would be closed.

SHANGHAI.—Black: No transactions reported during the interval. Stock remained as before, about 300 chests. Green: The settlements consisted of one small chop country Tea; 276 half-chests at Tls. 27.0.0. The stock of 913 half-chests was wholly made up of local-packed Teas.

FOOCHOW.—Some 2,000 chests Congou settled, leaving a stock of 600 chests.

CANTON.—Small purchases of scented Teas made at full prices. The picking of the new leaf had commenced in the neighbourhood, but it would be premature to pass an opinion at present on the quality; 1,770 boxes of new Taishan Congou from Macao, shipped by the last P. & O. mail steamer.

SILK.

YOKOHAMA.—Settlements, as reported, indicate an increase of activity in the market, but actual purchases formed only a proportion of the business done, the dealers having preferred in many cases to ship their Silk to Europe under advance, rather than accept lower prices on the spot. About 550 piculs constituted the settlements, the greater portion of which had gone forward by the mails of March 12 and 19, and stocks were reduced to less than 600 piculs. Quotations were to some extent nominal, and although a small reduction was apparent on some descriptions, it was almost counterbalanced by the advance in exchange.

HIOGO—OSAKA.—No business has been transacted in this market during the interval.

SHANGHAI.—The fortnight's settlements, including some country contracts had amounted to 800 bales, a portion of which was for America. The only noticeable purchases had been "Donkey" and "Cat and Bee" chops of Tsatlees both at Tls. 550 and 560, which figures had been offered and refused for Dragon chop, while the few remaining bales of Koo-fong-sings were held for Tls. 570, Tls. 565 having been offered, and refused. A few inferior Kahing Taysaams had been bought at very full rates. Szechuen and other outside Silks formed the great bulk of the settlements. Except for Tsatlees it was almost impossible to give quotations, owing to the small and common nature of the stock; it is only owing to the few above-named transactions that approximate quotations for these can be given. Settlements for the fortnight, Chinas 800 bales. Total settlements since 1st June, 1871, 48,700 bales; 1870, 32,200 bales; 1869, 40,600 bales. Comparative unsold stock on this market on the 28th March, 1872, under 300 bales; 1871, 700 bales; 1870, 400 bales.

STRAITS PRODUCE.

SINGAPORE.—Tin: 3,400 piculs sold during the fortnight at $38 up to $38.37½, and the market at the close was firm at the higher quotation, there being very little in stock. Gambier, after having advanced to $4.45 suddenly declined to $3.95, at which about 10,000 piculs were contracted for. The market was firmer at the close, and dealers refused to sell under $4.15. Black Pepper: Firm at $14.50, at which price considerable contracts had been made. White, in brisk demand at $23½ per picul. Pearl Sago: Nominally worth $3.50; no transactions. Sago Flour: Less enquired for, and rates had a downward tendency, Singapore being quoted $2.80, and Sarawak, $2.95. Tapioca: Flake, scarce, and worth $4.87½ per picul. Bontyne Coffee: nominally worth $16.75; none at market. Cow Hides: In less demand, and declined to $18½ per picul. Buffalo Hides: In good demand, and best descriptions worth $11½ per picul. Buffalo Horns: In fair demand at $9½ per picul. India Rubber: A small arrival taken at $56½ per picul. Borneo; last sold at $42½ to $43; none at market. Gutta Percha: Sales of first quality at $80 to $85 per picul.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6¼d.	4s. 7¼d.	4s. 7¼d.
Shanghai ,, ,, ...	6s. 0¼d.	6s. 0¾d.	6s. 1d.
Canton ,, ,,	4s. 5d.	4s. 5¼d.	4s. 5¾d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6¾d.	4s. 7d.	4s. 7¼d.
Manilla ,, ,, ...	4s. 4¼d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	304½	221
,, Hong Kong...	27½ to 27¾ dis.	—
Bar silver	111.2.5.	11 prem.
Mexican dollars	76.4.0	5½ per ct. prem.

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SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New 58 to 58½; Old, 59 to 60 per cent. prem.
Hong Kong Gas Company, $63 to $65 per share.
Hong Kong and Whampoa Dock, 32½ per cent. discount.
China Traders' Insurance, $1,500 premium.
Hotel shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, $31½ premium.
Hong Kong Fire Insurance Company, $330 prem.
Union Insurance Company, $1,500 premium.
China and Japan Marine Insurance Company, Tls. 60 premium.
China Fire Insurance Company, $57 premium.
Victoria Fire Insurance Company, $60 premium.
Indo-Chinese Sugar Company, $10 dis.
Shanghai Steam Navigation Company, Tls. 60 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $8 to $10 dis.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, March 10, Denbighshire; 22, Solent; from Bordeaux, 14, Hippocampe; from Newport, 16, Itasca.

At HIOGO.—From London, March 16, Georgiana; from Rotterdam, Feb. 27, Candati.

At SHANGHAI.—From London, March 14, Undine; 18, Argonaut; 19, Falcon; 20, Vixen (str.); 21, Pakwan; 25, Dartmouth; from Liverpool, 17, Ajax (str.); from London, May 7, Blackadder; from Liverpool, Hector (str.); from New York, Eme (reported by telegram).

At HONG KONG and CANTON.—From London, March 21, Belted Will; 28, Boyne; 29, Galley of Lorne (str.); from Liverpool, 25, Sumatra, 27, Priam (str.); from Cardiff, 26, Gem; 29, Johanne Marie; from Portsmouth, 28, H.M.S. Orontes; from Rotterdam, 22, Hollander; from London, Abbotsford (str.), John Nicholson; from Liverpool, Agamemnon (str.) (reported by telegram).

At MANILA.—From Cardiff, March 22, Elena; Catalina (reported by telegram).

At SINGAPORE.—From London, March 23, Yangtsze (str.); April 8, Istapa; from Liverpool, 6, Nor; 7, Penrith; 8, Aleppo, Ulysses (str.); from Cardiff, 2, Hercules; from Glasgow, 6, Zadkia (str.); from Newport, 7, Cotherstone; from London, Sea Gull (str.), Glenroy (str.); from Liverpool, Achilles (str.); from Cardiff, Palm Tree (reported by telegram).

At PENANG.—From London, April 10, Lord of the Isles (str.); from Liverpool, 5, Ulysses (str.); from London, Sea Gull (str.) (reported by telegram).

DEPARTURES.

From YOKOHAMA.—For New York, March 18, John Milton.

From HIOGO.—For London, Feb. 1, Argonaut; for New York, 5, Prince Alfred.

From SHANGHAI.—For London, via Foochow, March 26, Ajax (str.).

From HONG KONG and CANTON.—For London, March 23, Eastern Isles (str.).

From MANILA.—For Liverpool, March 14, Isles of the South; for Channel, 26, Rebecca.

From SINGAPORE.—For London, April 5, La Paix, Elizabeth Ann; for New York, March 27, Havelock.

From PENANG.—None.

VESSELS LOADING.

At YOKOHAMA.—None.

At HIOGO.—For London, Georgiana, Nourmahal; for New York, Caernarvonshire.

At SHANGHAI.—None.

At FOOCHOW.—None.

At HONG KONG and CANTON.—None.

At MANILA.—For London, Ornate, Oneiza (str.); for Channel (f.o.), Walsgrif, James Lister, Osaka-Tony; for New York, Clytie.

At SINGAPORE.—For London, Ajax (str.); for Glasgow, Cotherstone; for Boston, Elcano.

At PENANG.—For London, Vanguard.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Mar. 19	Ethiopian	Shanghai	New York
,, 21	Dr. Peterman	Newcastle	Hong Kong
,, —	Nyborg	Swansea	Shanghai
,, —	Irene	Cronstadt	Amoor River
,, —	Gertrude	Newport	Hong Kong
,, 23	Black Adder	London	Shanghai
,, —	Contest	Sunderland	Hong Kong
,, —	Pegasus	Cardiff	Do.
,, —	Albion	Singapore	Mauritius
,, 24	Nation's Hope	Shields	Batavia
,, —	Singapore	Singapore	Boston
,, —	Amadine	Indramayoe	Falmouth
,, 28	Robert Kerr	Liverpool	Singapore
,, —	Elfin	Singapore	London
,, 29	Figaro	Ilo Ilo	Falmouth
,, 30	Templar	Zebu	Liverpool
,, —	Argonaut	Japan	London
,, —	Kilkerran	Samarang	Greenock
,, 31	Maria & Elisabeth	Batavia	Rotterdam
,, —	Prins van Oranje	Holland	Batavia
April 1	Mimi P.	Formosa	London
,, —	Isles of the South	Zebu	Liverpool
,, —	Argonaut	Samarang	Boston
,, —	Martha Augusta	Singapore	London

FREIGHTS AND CHARTERS.

At YOKOHAMA.—There is no vessel on the berth either for London or New York.

At HIOGO.—The rates to London are £3 10s. to £3 17s. 6d.; to New York £3 10s.

At SHANGHAI.—To London the rate quoted is £3 10s.

At HONG KONG and CANTON.—Rates remain unchanged.

At MANILA.—Tonnage for home ports is much wanted, the Uny (461) has been fixed for Falmouth (f.o.) at £4 5s. coffee; and the Walsgrif (772) to Liverpool or London, sugar, £3 15s.; hemp, £4 10s.

At PENANG.—To London, £3 5s. to £3 15s. per ton.

LATEST TELEGRAMS.

COMMERCIAL.

CHINA.

SHANGHAI, MAY 11.—Market for Cotton goods irregular; Grey Shirtings, 6½ catties, 8½ lbs., Tls. 1.9.2; Cotton, Shanghai, Tls. 10½; T-Cloths, 6 lbs. (ordinary), Tls. 1.2.3.; 7 lbs. Mexicans, Tls. 1.5.8. Market for Woollen goods firmer. Silk season closed; total export from 1st June, 1871, to England, 52,000 bales, to the Continent, 21,000 bales. Exchange on London, bank Bills, six m.s. 6s. 0¼d.; Mexican dollars, Tls. 78.

SHANGHAI, MAY 13.—The opening of the Hankow Tea market is expected to take place at an earlier date than in previous years. The prospects of the crop are favourable. Buyers are already leaving this port. About 200 musters have been received at Hankow, but no range of prices has yet been established.

HONG KONG, MAY 11.—Market for Piece Goods is steady; Grey Shirtings, 6½ catties, 8½ lbs., $2.60; T-Cloths, 6 lbs. (ordinary) $1.66; 7 lbs. (Mexican) $2.16. Tea: Total export for the season 148,250,000 lbs.; Canton market active. Exchange on London: Bank bills, six m.s., 4s. 5d.

STRAITS SETTLEMENTS.

SINGAPORE, MAY 9.—Grey Shirtings, 7 lbs. $2.22, 8¼ lbs., $2.62; T-Cloths, 6 lbs., $1.70; Cotton Yarn, 40's, $135; Gambier, $3.50; Tin, $38.50. Exchange on London: Bank bills, six m.s., 4s. 6d.

PENANG, MAY 9.—Grey Shirtings, 8¼ lbs., $2.55; T-Cloths; 6 lbs., $1.70; Cotton Yarn, 30's, $117, 40's, $123. Pepper, black, $12.50, white, $24; Sugar, No. 2, $5, No. 3, $3.15; Tin $38. Exchange on London: Bank bills, six m.s., 4s. 6d.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—May 8, at Liverpool, from Rangoon (via S.C.), Tenasserim (str.); 9, at London, from Colombo Sydenham; 10, from Singapore (via Cape), Hibernia (str.).; at Glasgow, from Singapore, British Constitution; at London, from Colombo, Forest Rights; off Deal, from Penang, Alice; 9, off Folkestone, from Batavia, Kanagawa, Cornelia; at New York, from Manila, Sea Flower; off Seaford, from Tjilatjap, for Rotterdam, Catharina Maria; 10, at Liverpool, from Rangoon (via S.C.), Tertia (str.); at New York, from Manila, Cornuvia; 11, at London, from Singapore, Wallace.

DEPARTURES.—May 9, from London, for Singapore (via Glasgow), Sree Singapura; 10, from London, for Yokohama, Columbus; from Cowes, for Singapore, China, &c. (via S. C.), Glensannox (str.), after repairing machinery; 7, from Hamburg, for Foochow, Traviata; from Shields, for Singapore, Ranavola; 10, from Cardiff, for Hong Kong, City of Exeter (str.); 9, from Swansea, for Galle, Estrella; from Shields, for Hong Konk, Jonge Cornelius; for Singapore, Chrysolite; 10, from Harwich, for Cardiff and Hong Kong, Antipodes.

LAID ON.—At Liverpool, for Singapore, Westward Ho; for Manila and Singapore (via S.C.), Buenaventura (str.).

VESSELS PASSED THE SUEZ CANAL.—May 9, Ajax, from Shanghai, for London; between May 1 and 10, Nestor, from Liverpool, for Singapore, China, &c.

SPOKEN.—Yeavering Belle, Tyne to Shanghai, April 6, 6 N., 23 W.; Belle (barque), of Salcombe, Singapore to London, 71 days out, April 4, 20 N., 22 W.; Catherina Maria (barque), Samarang to Rotterdam, April 22, 27 N., 41 W.; Roslin Castle (barque), Falmouth to Singapore, March 19, 1 S., 22 E.; Corra Linn (barque), Cardiff to Singapore, March 16, 26 S., 28 W.; Gesine Brons (German barque), Macao to Buenos Ayres, Feb. 6, 29 S., 49 E.; Charles Colnett, Marseilles to Padang, March 16, 25 S., 28 W.; Fitzroy, Singapore to London, April 5, 5 N., 22 W.; Rowley (?) (Dutch barque), Sourabaya to Rotterdam, March 15, 35 S., 31 E.; Isabella Ridley (barque), Ceylon to London, March 18, 34 S., 24 E.; Baron van Heemstra (Dutch barque), Tjilatjap to Middleburg, April 21, 25 N., 38 W.; Aliquis (ship), Colombo to London, April 22, 25 N., 38 W.; Coringa (barque), Padang to New York, April 14, 12 N., 41 W.

CASUALTIES.—A telegram received from New York states as follows:—The Mallard, from Pasaroeang to Boston, had been towed into Halifax, N.S., leaky, and with loss of mainmast. The Pieter Adolph, Jaski, from Banjoewangie to Texel, which grounded in entering the Schulpengat, sustained damage to copper and probably to false keel, the hull is, however, tight.

MISCELLANEOUS.—Off St. Helena, March 25, Ada, from Japan, for New York; April 2, Juanpore (barque), from Sourabaya. At St. Helena, March 29, Chance, from Hiogo, and sailed for Hampton Roads; Sind-

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bad, from Pasaroeang, and sailed 30, for Amsterdam; Salvadora, from Canton, and sailed 30, for Havana; Jacoba Helena, from Singapore, and sailed 30, for Liverpool; Ellen Munroe, from Hong Kong, and sailed 31, for New York; Nieuwe Waterweg, from Banjoewangie, and sailed 30, for Amsterdam; April 4, Tyburnia, from Banjeowangie, and sailed 5 for Amsterdam: The Constantia, Christian, which sailed from London April 27 for Hong Kong, and put back to Deal May 6, sailed thence on the 10th for her destination. At Port Said, May 11, Earl of Lonsdale (s.), from London for Colombo, &c.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

FURNISS—On the 19th March, at Yokohama, the wife of J. Furniss, Esq., of a daughter.

HANNEN—On the 22nd March, at Yokohama, the wife of Nicholas J. Hannen, Esq., of a daughter.

KIDD—On the 28th March, at Hong Kong, the wife of the Rev. R. Hayward Kidd, Colonial Chaplain, of a son.

SIMPSON—On the 21st March, at Yokohama, the wife of C. R. Simpson, Esq., of a daughter, which only survived its birth a few hours.

SMITH—On the 25th March, at Yokohama, the wife of W. H. Smith, Esq., of a son.

SOUZA—On the 23rd March, at Hong Kong, the wife of Mr. A. J. da Silva e Souza, of a daughter.

MARRIAGES.

KOFOD—CLIFTON.—At Trinity Church, Shanghai, by the Rev. Canon Butcher, Charles E. Kofod to Mary Ann Isabella Clifton.

DEATHS.

CRANE—On the 25th April, on board the *Ajax*, at sea, on her passage to England, Louisa, wife of Charles Crane, Esq., of Singapore.

FRIEND.—On the 23rd March, at Shanghai, Mabel, daughter of Capt. and Mrs. T. B. Friend, aged one year and three months.

LOVE—On the 26th March, at the Seamen's Hospital, Hong Kong, Mr. W.n. Love, late chief engineer of the s.s. *Arratoon Apcar*, of confluent small pox.

NYMANN—On the 15th March, at Hiogo, Hendricus Nymann, a native of Holland, aged 45 years.

RIENAICKER—On the 2nd April, at Brompton Hospital, Robert Rienaicker, Esq. formerly Colonial Treasurer, Hong Kong.

TAK—On the 30th March, at Hong Kong, T. Tak, of the Netherlands Trading Society, Yokohama.

WIETTERS—On the 7th March, at Peking, August A. Wietters, Acting Secretary, Customs.

WILLIAMS—On the 1st April, at Hong Kong, C. D. Williams, Esq.

THE REVOLT IN THE PHILIPPINES.

(To the Editor of *The London and China Telegraph*.)

SIR,—The statement in an article in your issue of the 12th Feb. that the revolt here of 200 native artillerymen showed that Spain was as unsettled in her colonial as in her home government, is incorrect with regard to the Philippines; the revolt was but the work of a few visionaries, and was entirely against the general good sense of the community. Spain has the faults of a nation not yet commercial, and distracted by party; but your article may do much more harm than good, and may be thought to indicate the existence of prejudice to an extent which few foreigners here would own.

Our imports and exports are certainly small, the latter amounting to little over 15,000,000 of dollars in 1871, and a foreigner can make more money in a month in China than he can here in a year; but still we are improving; not many years ago the writer remembers that the production of Ilo Ilo sugar was but some 500 tons a year, and last year it reached over 30,000 tons.

Philip II.'s beautiful but impracticable dream for his pet islands, called after him, was not to be fulfilled in this world; but yet they have been preserved to their natives, and how few Malays can be found in Singapore after our short occupation; want is unknown in them; every village throughout their length and breadth has its church and school-house, many of the former really fine buildings, as are many of the houses far distant from the capital. With the exception of the savage tribes in the interior every native is taught to be a Christian, and vaccination and education are compulsory; indeed, every village furnishes its monthly report of the number of children of the required age present and absent from school, and the reason for absence is given. A few years ago a French Bishop travelled through Luron speaking Latin alone; and but the other day the officers of an Italian frigate which had been long cruising on this side of the Cape exclaimed, on hearing the music of their own masters rendered with such feeling and evidence of cultivation, "*Al fine stiamo in paese civilizzato.*"—I am, Sir, your obedient servant,

Manila, 30th March, 1872. AN ENGLISHMAN.

RUSSIA IN THE FAR EAST.

A correspondent, writing from St. Petersburg, says:—The Government has continued the subsidy for ten years longer to the Russian Steam Navigation Company, the ships to be transformable into transports when necessary. This line of communication with the East is not the only one in view. A caravan belonging to a M. Kousnetsoff is gradually working its way to China, and should it succeed it will probably be followed by many others. In addition to this northern route, according to the Russian *Meer* (*World*), the construction of a railway from the Caucasus-Rostow line to the Russian frontier on the Arax (Aras), thence to be carried on to meet the projected line from the Persian Gulf to Tauris, has been definitely decided on. Europe will thus be connected with India by the shortest and cheapest route, which will lead to a colossal trade. According to the writer, "the project of certain English companies, and others, to construct a line from India, *via* Asia Minor and Turkey, can only be motived by the desire to deprive 'us' (Russians) of the transit, which is ours by right, and by the fear of seeing it fall into our hands. The realisation of this project would be a fatal blow to the prosperity of our midland railways." In the *St. Petersburg Gazette* we are told that the Russian trade in tea for 1871 has increased 27 per cent. In 1870 the revenue from that source amounted to 8 4-10 millions, and in 1871 to more than ten millions. The Canton teas, prohibited a few years ago, now bring in a revenue double that of any other article of trade.

Now, on the supposition that England would be the loser by the formation of direct lines of communication between Russia and the East, and the consequent development of Russian trade, the question arises as to how she is to prevent the evil. By another war? The issue of the Crimean War gives but little encouragement for such a step. That war showed the Russians where their weakness lay, and, by strongly exciting the national feeling, gave rise to national enterprise, which has resulted in the country being covered with railways, and in the consequent working of the large fields of coal she possesses; in the absence of a deficit, owing to the great increase of trade; and in the universal and national desire for a large fleet and a mercantile navy. Should any other war against her be successful for a time, it would be but for a time, as Russia is too powerful to be cooped up with impunity, and would seize the first opportunity of regaining that she had lost. England would have a bitter enemy, bent upon doing her all the mischief she could in her Indian possessions, the northern key to which she would find it difficult to keep. She would have to contend against some Indian difficulty every time she wanted her hands free to act in any European or American complication. The Russian dominions are already so large that the possession of India would be a cause o weakness rather than strength, rendering her still more vulnerable than before, whereas friendly commercial relations with England would make their interests identical, and every disturbance in India would be felt by both alike.

Evidence of the Affinity of the Polynesians and American Indians with the Chinese and other Nations of Asia, derived from the Language, Legends, and History of those Races. By the Rev. W. Lobscheid, Hong Kong, 1872.—The flippant and off-hand manner in which subjects which have occupied the attention of the most learned men of Europe for generations are treated in this pamphlet makes it difficult to know how to notice it. To refute in detail the arguments of its author would be to give to it an importance to which neither by right nor courtesy has it any claim. A writer who can describe Buechner, the learned author of "Kraft and Stoff," as "either an ignoramus or a bold deceiver" is plainly one whose literary productions may be safely consigned to oblivion. The following passage will supply a fair idea of the calibre of the pamphlet before us:—"The Polynesian kolu, akolu, ekolu, three, is the tri of the sanskrit. If we substitute a T for the K, and take into consideration the impossibility of the Chinese and their cognate tribes to pronounce two consonants together, then we are not surprised to hear in the streets of Hong Kong teli, toli, tolu for three, a sound resembling that heard in New Zealand and Tahiti." In this sort of way Mr. Lobscheid considers that he has "given unmistakable proofs of the affinity of the Polynesian language with the Chinese and cognate tongues."

DEATH OF DR. ALEXANDER THOMSON, OF SWATOW.—The Convener of the Foreign Missions Committee of the English Presbyterian Church has received, by telegram from China, the painful intelligence that the medical missionary, Dr. Alexander Thomson, of Swatow, has been lost at sea. He was a passenger on board the steamer *Rona* when that vessel was run down by the French mail steamer *Ava* near Amoy.

THE new steamer *Cyphrenes*, built at Dundee for Messrs. Shaw, Maxton, and Co.'s China line by Messrs. Alexander Stephen and Sons, is one of the finest steamers in the trade. Her cargo capacity is about 2,200 tons; the saloon and cabin accommodation is superb. The power 250. She leaves on the 15th for the Straits and China, under the command of Captain Frain.

WE notice by the Madras papers that Mr. H. J. Tarrant, Barrister-at-Law, of the Middle Temple, erst of the Hong Kong Bar, and who we mentioned some time since as officiating as Recorder of Moulmein, has been appointed to act as Clerk of the Crown and Crown Prosecutor of Madras during the absence on leave of Mr. J. D. Mayne.

SUNDRIES PER "HORATIO," FROM NEW YORK, FOR HONG KONG.—APRIL 9, 1872.

RECKNAGEL & Co.
1000 cs. oil 10,000 gals.

LANMAN & KEMP.
110 cs. medicine
500 do. perfumery

W. A. SALL & Co.
100 brls. beef

G. A. POTTER.
35 cs. butter
21 bls. domestics 3,163 yds.
1 box stationery
4 do. chairs

21 bxs. preserves
2 do. corn meal
2 do. hominy
1 do. wooden ware

H. KOOP & Co.
82 bxs. mfd. tobacco 14,069 lbs.

F. HATHAWAY.
77 white pine planks
1 cs samples
232 tons coal

MEISNER, AKERMAN, & Co.
1000 cs. oil 10,000 gls.

SUNDRIES PER "ALPHEUS," FROM NEW YORK FOR HONG KONG.—APRIL 3, 1872.

PACIFIC MAIL S.S. COMPANY.—1,397 tons coal.

SUNDRIES PER "ROCKET," FROM NEW YORK FOR BATAVIA.—APRIL 3, 1872.

F. BAKER.
525 tons coal

3 cs. mufd. tobacco 500 lbs.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, MAY 13, 1872.

LORD ELGIN IN CHINA.

THE publication of the late Lord ELGIN'S private correspondence is one of the most interesting events connected with the history of our relations with China. While newspaper correspondents, and others, interested in the result of his negotiations with the Chinese were applauding his acts and firmness, he was privately deploring the circumstances which made those acts necessary, and that firmness unavoidable. The natural kindliness of his disposition revolted against the measures of coercion which the consideration of the wants of his countrymen compelled him to adopt, and in the spirit of a true Englishman, as soon as he found how powerless the Chinese were to resist our arms he resented the idea of any longer employing them in such an unequal contest. Indeed, his whole correspondence breathes the spirit of a true gentleman, whose undeviating rectitude, kindly feelings, and domestic affection recal to our minds that noble pattern of an English gentleman—Lord COLLINGWOOD. The combination of gentle affection in private life and inexorable firmness in the discharge of official duties was a prominent characteristic of the two men, and as with the French fleet in sight on the eve of Lord HOWE'S victory we find COLLINGWOOD remembering that it was his little daughter's birthday, and calling down blessings on her, "lest he should never bless her more," so—amid all the difficulties which were gathering fast round Lord ELGIN on his voyage to China—with the Indian Mutiny in view—he writes to Lady ELGIN, "I have got dear BRUCE'S large "speaking eyes beside me while I am writing, and mine "(ought I to confess it?) are very dim, while all these "thoughts of home crowd upon me." Naturally to a man of such sensitive feelings the horrors of Eastern warfare—the results of Eastern treachery—appeared particularly hideous, and the atrocities committed by the French soldiers and English sailors at the taking of Canton so disgusted him that he wrote in his diary, "If things do not mend within "a few days, I shall startle my colleagues by proposing to "abandon the town altogether, giving reasons for it which "will enable me to state on paper all these points. No "human power shall induce me to accept the office of "oppressor of the feeble." Such are the sentiments we should expect to find from a man like Lord ELGIN, but while longer experience of the Chinese character in no wise lessened the generous impulses of his nature, it taught him that measures of coercion and retribution were necessary to compel a nation devoid of honour and destitute of truth to fulfil their pledged word and to act up to their treaties. This is strikingly obvious if we compare for a moment the destruction of the Summer Palace, and the ruthless vandalism of which it was the scene, with a letter he wrote to Lady ELGIN but a few months before that event, in which he says, "Can I do anything to prevent England from calling down "on herself GOD'S curse for brutalities committed on another "feeble Oriental race? Or are all my exertions to result "only in the extension of the area over which Englishmen "are to exhibit how hollow and superficial are both their "civilisation and Christianity? . . . The tone of the two "or three men connected with mercantile houses in China "whom I find on board the steamer is all for blood and mas-"sacre on a great scale. I hope they will be disappointed."

Throughout the whole correspondence the gradual progress made by Lord ELGIN in arriving at a just appreciation of the situation in China, and of the characters of those with whom he was brought into contact, is plainly observable. For instance, it may safely be said that at a later period of his stay in China he would have taken pains to modify the charge against the mercantile communities implied in the above quotation; and a more intimate acquaintance with our earlier intercourse with Commissioner YEH would undoubtedly have altered the opinion of the *Arrow* question expressed in one of his first letters. It is not to be denied that were the *Arrow* case to be judged *per se*, it would justly be considered "a scandal to us," but taken as the last of a series of outrages on our national honour, it formed an act for which it was not only politic, but necessary, to call for reparation. That reparation was refused, and, in the words of Lord ELGIN, "though we were forced to act almost brutally, we were China's friend in all this."

THE subject of Chinese labour still engages the attention of the southern planters in the United States. It appears that a company has been formed with a capital of $200,000 for the purpose of carrying out this project. The emigrants are to be engaged at wages of $8 per week (query per month) with all found. They are to be sent round by the steamers of the Pacific Mail Company to San Francisco, and transferred to the company's steamers for Panama, thence to New Orleans and other ports of the Southern States. They are to be engaged in China as voluntary emigrants, and after arrival be put under contract for four years, at the expiration of which they may return or enter on a new engagement. This is all very pretty, but the company will find it more difficult than they imagine to induce the Chinese to engage on these terms. The cruel experiences of their countrymen in Peru and Cuba have destroyed their confidence in promises to be carried out in the far-off Western world. If the company could once get a batch to write well of their treatment tens of thousands would follow.

IN the House of Commons Mr. RYLANDS asked the Under-Secretary for Foreign Affairs if any portions of the Consular reports had been expunged. Lord ENFIELD admitted the fact, and gave as a reason that some of the Consuls had gone into matters extraneous to those subjects, or made remarks of a personal character, touching departments, foreign Governments, and individuals, and these have been omitted. In one case, the Consul alluded to the reorganisation of the Board of Trade; another referred to the constitution of the Foreign-office, and a third commented upon the strange discrepancy existing between the English law and the laws of Moses on the subject of bigamy.

FOLLOWING the example of the United States, the Canadian Legislature has abolished the duties on tea and coffee. The American Baptist Missionary Board have asked for an indemnity for their house destroyed at Ningpo.

THE ROTTERDAM BANK.

The annual meeting of shareholders in the Rotterdam Bank was held at Rotterdam on the 8th inst. The Directors' report appeared in our issue of the 26th ult.

The Chairman, M. de Mouchy, stated that the sound position of the Bank, and the satisfactory dividend which had been declared, was principally due to the ability and energy of the Directors, to whom he expressed his warmest thanks. Several questions to which the report had given rise were then answered by Mr. Muller. A Shareholder asked if the managers had decided upon the course hereafter to be followed with regard to business in Java, and whether the managers intended to maintain their own representatives, or entrust the agency to private firms. Mr. Muller replied that nothing had been decided as yet, but that the proposals which the Directors would submit to the Commissioners would certainly be influenced by a desire to maintain the co-operation of the Bank in the commerce between Java and Europe. He expressed the hope that the negotiations recently resumed between the Bank and Mr. Bigold about an old claim upon that gentleman, who disputed its correctness, would shortly be brought to a satisfactory conclusion. The Tjandi-Roibor liquidation, upon which a large sum had been written off in 1870, appeared now, under the able and careful management of Mr. Mathien, and under the superintendence of Mr. Cauters, to be giving satisfactory results, and would

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probably cause no further loss. The heavy loss arising out of the failure of Messrs. Musch and Grebner was very much to be regretted. Mr. Muller related the facts which had given rise to this state of things, which appeared to show that there had been too much confidence exhibited and too little control exercised by the head agency.

The meeting then proceeded to the election of two Commissioners in place of Messrs. Bunge and Grausberg, who, according to the statute, could not be re-elected this year. By a large majority Messrs. L. Pincoffs and F. T. Plate were appointed, and accepted office.

Monetary and Commercial.

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The traffic over the Great Northern Telegraph Company's lines during the month of April was as follows:—On the European lines, 36,334 telegrams; revenue, f.105,866. On the China and Japan lines, 2,083 telegrams; revenue, f.75,630. Total, 38,417 telegrams; revenue, f.181,496.

The directors' report and the accounts of the Deutsche Bank (Actien Gesellschaft) of Berlin have been issued, and will be found in our advertising columns. The report shows that a satisfactory progress has been made by the Bank, and that the business continues to increase. The profit realised for the year 1871 has amounted to a sum of 389,980 thalers, out of which a dividend of 8 per cent. has been paid to the shareholders.

The accounts of the Bank of Rotterdam for the year 1871, with the balance-sheet, will also be found in our advertisement columns. The meeting of the shareholders was held at Rotterdam on the 8th inst.

Bar Silver stands at 60½d. per oz. standard. There is not the slightest demand for the East, and purchases are made only for Holland. Mexican dollars of both descriptions have declined in value—the old coinage to 62d. per oz., and the new to 59½d. per oz.

The amount of bullion by the P. and O. Company's steamer *Delta*, which left Southampton on the 9th inst., was in gold—to Madras, £783; to Bombay, £6,000; to Galle, £60; in silver—to Shanghai, £13,900; to Hong Kong, £15,300; to Gibraltar, £2,000; total in gold, £6,843; in silver, £31,200.

BOARD OF TRADE RETURNS.

The Board of Trade returns for April show an extraordinary development of commercial prosperity. The declared value of the exports during the month was £21,033,516, against £16,848,442 in April, 1871, and £17,335,470 in April, 1870; while the increase in the four months is equal to 24 per cent., as compared with the corresponding period in either of the previous years. The augmentation is chiefly in metals and woollens, but many other items have profited, and in very few is there a falling-off. The following are the principal articles which show an improvement on the month: Alkali, chemicals, coal, copper, cotton, yarn, and manufactures—the latter 16 per cent.—earthenware, haberdashery, hardware, iron and steel—50 per cent.—linen manufactures, machinery, woollen yarn, woollen manufactures—60 per cent.—and unenumerated articles. The only instances of diminution, and these are for trifling amounts, are in apparel, firearms, beer, linen yarn, saddlery, and telegraph wire. The estimated value of the imports is as follows: April 1872, £28,367,787; April 1871, £29,105,367; April 1870, £28,199,545; four months ended 30th April, 1872, £114,525,203; 1871, £104,351,344; 1870, £84,962,227.

The following is an extract from these returns of those figures which refer to our export trade with China and the Far East.

COTTON YARN.

To		For the Month ended 30th April. 1870.	1871.	1872.
China and Hong Kong	lbs.	1,165,655	883,600	499,520
Japan	,,	534,600	765,530	196,510
Straits Settlements	,,	216,800	251,030	170,600
Ceylon	,,	26,756	16,400	8,400
		For the Four Months ended 30th April.		
China and Hong Kong	lbs.	2,334,879	2,904,130	3,029,030
Japan	,,	2,917,330	2,560,630	1,881,630
Straits Settlements	,,	974,350	1,006,130	490,210
Ceylon	,,	63,156	147,900	40,850

COTTON MANUFACTURES.

To		For the Month ended 30th April. 1870.	1871.	1872.
China and Hong Kong	yds.	39,442,838	48,663,320	37,944,100
Japan	,,	2,295,739	5,354,300	2,087,100
Philippine Islands	,,	2,386,900	1,034,100	1,524,000
Java	,,	1,261,600	4,119,640	1,914,900
Straits Settlements	,,	10,883,228	7,232,500	7,835,300
Ceylon	,,	3,297,989	1,847,700	3,119,200
		For the Four Months ended 30th April.		
China and Hong Kong	yds.	105,863,266	189,238,420	142,355,800
Japan	,,	9,169,810	17,133,800	5,185,000
Philippine Islands	,,	9,382,940	3,246,100	4,948,700
Java	,,	7,486,070	12,830,140	7,849,600
Straits Settlements	,,	28,666,118	26,016,600	28,372,000
Ceylon	,,	9,168,246	11,407,100	12,519,400

WORSTED STUFFS.

To		For the Month ended 30th April. 1870.	1871.	1872.
China and Hong Kong	yds.	2,116,365	1,001,831	1,191,740
Japan	,,	142,311	238,470	186,400
		For the Four Months ended 30th April.		
China and Hong Kong	yds.	6,607,755	4,175,204	4,602,710
Japan	,,	400,482	578,717	464,540

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1870.	1871.	1872.
For the month	yds.	318,264	109,663	100,490
For the four months	,,	724,788	647,932	747,710

LEAD TO CHINA AND HONG KONG.

		1870.	1871.	1872.
For the month	tons	1,462	634	1,039
For the four months	,,	7,320	3,047	5,839

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the three months ended March 31, 1872, compared with the corresponding periods of the two preceding years, is returned as follows:—

To	1870.	1871.	1872.
China (exclusive of H. Kong and Macao)	£1,375,485	£1,794,065	£1,767,281
Macao	—	—	—
Hong Kong	577,018	759,894	660,656
Japan	363,952	354,351	283,334
Straits Settlements	465,069	674,576	512,184
Ceylon	176,200	249,634	240,061
Philippine Islands	193,996	75,333	75,385
Java	155,054	195,624	187,740
Siam	—	1857	10,874
Cochin China	—	—	—

The value of the Imports into the United Kingdom from the several ports and countries of the Far East for the three months ended March 31, 1872, compared with the corresponding periods of the two preceding years, is returned as follows:—

From	1870.	1871.	1872.
China (exclusive of H. Kong and Macao)	£3,380,577	£3,851,988	£3,915,949
Hong Kong	12,992	71,622	189,636
Macao	17,778	47,972	67,223
Japan	10,516	2,859	69,804
Straits Settlements	429,775	601,781	818,806
Ceylon	226,249	385,092	746,161
Philippine Islands	162,399	373,606	302,531
Java	46,003	72,228	310,993
Siam	6,860	—	—
Borneo	—	22,115	11,960
Cochin China	—	—	—

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SHANGHAI to LONDON, per Albert Victor, entered May 4.—2 cases merchandise—H. S. King and Co.; 1 case merchandise—A. Thompson and Co.; 2 cases merchandise—A. E. Mylne; 3 cases merchandise—White, Binnie, and Co.; 2 cases preserves, 1 case tea—Master; 7850 chests 4020 half-chests 736 packages 2357 boxes tea, 90 bales silk, 10 packages merchandise—Order.

From SINGAPORE to LIVERPOOL, per Martin Luther, entered May 3.—5524 hides, 1257 bales, 1415 bags gambier, 10,045 bags sago flour, 163 bags tapioca, 65 bags sago, 32 bags pepper, 3867 bundles rattans—Order.

From PENANG to LONDON, per Nola, entered May 6.—4333 slabs tin, 556 baskets 1651 bags sugar, 1667 bags tapioca, 2054 bags pepper, 100 cases nutmegs, 20 cases mace, 108 cases 4 bags coffee, 180 bales cow 1476 buffalo, 349 pieces tanned ox hides, 3212 bundles rattans, 4357 buffalo horns, 7260 green snail shells—Order; 84 slabs tin—Phelps, Dodge, and Co.

From SINGAPORE to LIVERPOOL, per Kinfauns Castle, entered May 6.—7486 bales gambier, 35,945 bundles rattans, 1013 hides, 420 bags pepper, 5542 bags sago flour, 1,000 pieces hides, 4 packages merchandise, 197 bags pearl sago—Order.

From MANILA, &c., to Liverpool (via S. C.), per Buonaventura (str.), entered May 6, 487 bales tobacco, 6 cases cigars, 2 cases coral, 885 bales hemp, 32,283 bags sugar, 2567 bags coffee, 4 cases tortoise shells, 38 packages merchandise, 9641 bags sugar, 200 bags pepper—order. 2000 bags coffee in transit.

From SINGAPORE to LONDON, per Belle of Southesk, entered May 9.—306 bags sugar, 900 bags gambier—Chalmers and Co.; 165 bags coffee—Mohl and Co.; 3367 bales 654 bags gambier, 262 bags tapioca, 10 casks wood oil, 32 casks vegetable tallow, 412 bags coffee, 1156 bags pepper, 1344 parcels buffalo hides, 322 bundles cow hides, 36 baskets gutta-percha, 163 bundles Malacca canes, 5 bundles ground canes, 46 boxes pearl sago, 4 boxes arrowroot, 6 boxes tapioca, 3 boxes lemon oil, 125 cases shells, 72 cases gum damar, 4504 bundles rattans, 125 bundles cassia vera, 670 slabs tin, 50 bundles horns—Order.

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ARTICLES OF IMPORT.

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TEA.

The constant public sales have again fully occupied the attention of the trade. Business by private contract has been on an unusually small scale, and prices have in nearly every kind of Black Tea ruled in favour of buyers. Green Teas on the other hand have been exceptionally well maintained, the abolition of the duty on direct imports to America from the 1st July next having had some effect in stimulating purchases. The deliveries for the past month have been unusually large, amounting to 15,700,000 lbs.

Black.—Red-leaf kinds: Siftings have been sold to some extent from 4½d. to 6d. per lb., showing a decline of fully 1d. per lb. Broken-leaf kinds have been freely offered, and also show a reduction of 1d. per lb. Fair to good common have recently been sold rather lower, the quotation being 1s. to 1s. 1d. per lb. Fair to good Kaisows have only been saleable in small quantities at a decline of ½d. to 1d. per lb. In fine to finest but little has been done. Pak Lin kinds show but little alteration. Black-leaf kinds: The low to clean common kinds have been in large supply; the demand is limited, and they have been forced off at public sale, without reserve, from 6d. to 9½d. per lb., showing a decline of fully 1d. per lb. Fair to good common have been also difficult of sale, from 10½d. to 1s. per lb., being ½d. per lb. decline. Fair medium kinds, from 1s. 1d. to 1s. 3d., have been better supported, but latterly they have become less saleable. Good medium to fine kinds have been sold to a limited extent at 1s. 4d. to 1s. 8d., showing ½d. to 1d. per lb. reduction. In finest but few transactions have taken place. In Amoy kinds the low qualities have sold at a decline of ½d. to 1d. per lb. Canton make kinds: Common have been sold from 10d. to 11d., per lb., fair from 1s. 1d. to 1s. 3d., good 1s. 4d. to 1s. 5d., and fine to finest 1s. 8d. to 2s. 4d. per lb., showing rather easier rates. Oolongs: Common to good have been sold at public sale at a decline of 1d. per lb. Souchongs have been difficult of sale, and prices have ruled in favour of buyers for all kinds. Scented Teas—Canton Capers: Common to medium kinds have sold at ½d. to 1d. per lb. decline; fine have been firm. Foochow kinds show no change. Canton Orange Pekoes have been slow of sale at about previous prices. Foochow kinds: Fair to good medium have sold rather lower. Uncoloured Japans: Sales have been made at public sale at low prices for common to fair quality, the finer kinds remaining firm at full prices. *Green:* The market has been very firm, and a large business done, chiefly at public sale. Very high prices continue to be paid for the finer grades, whilst the common to fair show some improvement, especially Young Hysons. Hysons have also been in good demand at better rates. Canton made Gunpowder have been dull of sale.

SILK.

There has been no change in the market.

COFFEE.

There has been only a moderate demand displayed during the week, and but little business has been done. Prices are, however, steadily maintained at the advance established last week. The current rates for Ceylon on the spot are—*Plantation*, triage 56s. 6d. to 70s., small 72s. 6d., low middling to middling 75s. to 77s., bold 77s. 6d. to 78s., peaberry 88s. to 88s. 6d. *Native*, low good ordinary 67s. 6d., good ordinary 68s., fine bold 70s. 6d. to 71s. There is some demand for Native afloat, and dearer rates have been paid. 100 tons and 600 bags have been sold at 70s. guaranteed good ordinary.

SUGAR.

The supply continues very short, the total stock being reduced to less than 80,000 tons. There has been but little demand, and the business has been small. The only sales of East India description have been 1,900 baskets date Penang, which have been sold at 23s. 9d.; 2,700 bags low unclayed Ilo Ilo Manila at 25s., and 100 tons unclayed Taal Manila at 24s. 6d. For arrival 500 tons unclayed Taal Manila, May-June shipment, have been sold at 24s. 6d., also 200 tons Ilo Ilo at 25s., both landed terms.

COCOA-NUT OIL.—No change in the market.

CUTCH AND CAMPHOR.—Without transactions.

ESSENTIAL OILS.—*Anniseed* has been in active demand, and prices have advanced, closing at 11s. 3d. on the spot, and 11s. 6d. afloat. *Citronelle* has also been more inquired for, and business has been done at 2⅜d. to 2 3-16d., and for arrival 50 cases per steamer just arrived have been sold at 2 3-16d. per ounce.

GAMBIER.—Market quiet at a slight decline. On the spot of 574 bales of fresh import offered, 200 bales sold at 21s. 6d. For arrival 250 tons March-April-May shipment have been sold at 18s. to 18s. 6d. ex ship.

GALLS.—An offer of 80 cases China was quitted at £2 14s. 6d. per cwt., and subsequent offers of 94 cases have been taken at £2 15s. to £2 15s. 6d.

GUMS.—*Benjamin:* At public sale of 44 cases Siam offered 19 cases fair first run sold at £19 to £19 15s., and 2 cases good siftings at £12 5s., the remainder being bought in, first, free £26, run £20 to £25, dark hard run £15 5s., rather dark seconds run £10, siftings £8. Of 52 cases Sumatra 4 cases fair greyish seconds sold at £8 15s., the remainder chiefly bought in at £9, thirds 90s. *Damar:* 30 cases Batavian were bought in at 60s., and 143 cases from Singapore at 60s., less pale 58s.

HEMP.—The market for Manila is steady, fair roping being quoted £49 to £49 10s. per ton.

HIDES.—At the periodical sales held yesterday the supply of East India Kipps, although smaller than at the last sales, was again large There was rather more demand for export, and a larger proportion found buyers. Prime qualities were scarce, and previous rates were obtained; but the supply of all other descriptions being in excess of the demand, a further reduction of ¼d. and, in some instances, of ½d. was established. Buffalo met a limited demand, and of the moderate supply only a portion sold. *Kipps:* Of 15,180 Penang and Singapore offered, 13,000 sold, light 6⅞ to 7¼ lb. at 8¾d. to 9¼d., heavy 8⅞ to 15⅛ lb. at 8d. to 8¾d., small 4¼ to 4⅝ lb. at 9d. to 9½d., thirds 6½d. to 6¾d., fourths 5d. *Buffalo:* Of 1,660 Singapore and Penang offered, 1,100 sold, best 30½ to 32⅜ lb. at 5¾d. to 6d., first heavy 37½ lb. at 5¼d., seconds 4¾d. to 5d., 526 Batavian were withdrawn.

PEPPER.—*Black:* The market continues dull, and there is little demand except on lower terms. Privately 250 bags Penang have been sold at 6¼d. cash. *White* has been more inquired for, and Singapore has sold on the spot at 1s. 1⅝d. to 1s. 1¾d., and for arrival at 1s. 1⅝d. to 1s. 1¼d.; in auction 470 bags met a steady demand, and a portion sold at firm rates; of 370 bags Singapore 150 bags sold at 1s. 1⅜d., 100 bags Penang being bought in at 1s. 1½d.

PLUMBAGO.—Of 714 barrels Ceylon, chiefly of old import and ordinary qualities, offered, only 250 barrels low dust sold at 4s. 6d. to 5s. 3d., the remainder being bought in, fair lump 27s.

PRESERVES.—50 cases China Ginger have found buyers at 6¼d. to 6¾d.

RICE.—The tone of the markets is extremely quiet, and scarcely any sales have been effected. On the spot 250 tons Raree and Soolie Ballam have been sold at 8s. 4½d. to 8s. 6d. quay terms; a floating cargo of 1,000 tons Rangoon is reported to have been sold at 10s. 1½d. open charter.

SAGO.—At auction 1,676 bags were offered, but there was little demand for small and nearly the whole was bought in, large selling firmly. Of 1,576 bags fair to good small pearl, the sound was bought in at 17s. to 18s., 150 bags sea damaged selling at 16s. to 16s. 6d, for first class; 100 bags large sold at 18s. 6d. to 19s.

SHELLS.—The periodical sales were held on the 7th inst., with the following result:—*Tortoise:* The quantities offered were moderate, and with a good demand; the bulk found buyers at firm prices to an advance of 2s. per lb.; of 6 cases (708 lbs.) Singapore, 60 lbs. sold at 19s. 6d. to 20s., the remainder being bought in at 20s. to 30s. *Turtle:* 2 cases Manila were withdrawn. *Mother-o'-Pearl:* The supply was small, and comprised no Singapore or Manila. *Ear:* 10 tons loose Japan offered were bought in at £12 per ton.

SPICES.—*Cinnamon:* 12 bales Ceylon sold, first sort 2s. 11d., second 2s. 9d., third 2s. 4d. *Chips:* Of 129 bags Ceylon offered 29 bags fair sold at 5d., the remainder coarse bark being bought in at 3½d. *Nutmegs:* Of 4 cases Penang 1 case average 72 to the lb. sold at 3s. 5d., 7 cases wormy Singapore sold at 9d. to 1s. *Mace:* 16 cases Singapore sold, good fair bold 3s. 9d., chiefly low dark and broken at 2s. 9d., with one lot at 2s. 10d., 50 cases broken Java sold at 3s. 1d.

TAPIOCA.—Of 317 bags Singapore 54 bags Malacca sold at 2½d., the remainder fine white Rio kind being bought in at 2¾d. to 3d. *Pearl:* Of 213 bags medium 81 bags good sold at 24s.

TIN.—The market has become quiet, prices have declined, and tend in favour of buyers. "Bear" sales for forward delivery have been made at various prices, varying according to the individual fancy of the operators. The current quotations at the close are—Straits on the spot, £155, afloat and for future delivery, £153 to £154; Banca, £162; Billiton, £160 per ton.

NEW YORK MARKET REPORT.—APRIL 27.

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TEA.

The following is from Messrs. Beebe's Circular:—Business in Tea has been more active, and sales are reported from first hands of 31,300 half-chests Green, 18,200 half-chests Japan, 35,600 half-chests Oolong, and 2,000 half-chests Congou and Souchong. These transactions are largely speculative in their character, buyers believing that Congress will ultimately decide to repeal the duty, and sellers having little or no faith in such a result. Invoice sales of Green, Japans (of good medium to fine grades), and Amoy Oolongs (averaging good cargo or below) show some improvement in prices. Foochow Oolongs meet with but little inquiry as yet. Generally, the market closes with a firmer tone than for some time past. The distributing trade continues limited, and statistics show a falling-off in deliveries for consumption since the duty agitation commenced. The arrivals have been large in the meantime, and we have now to report a stock in bond about 14,000,000 lbs. in excess of last year at the same date.

The following are the current quotations (in gold, duty 15c. paid):—Greens (Moyune, Teenki and Fychow, in chops): Gunpowder, first quality, 93c. to 110c.; second, 68c. to 83c.; Imperial, first, 70c. to 85c.; second, 58c. to 73c.; third, 47c. to 55c.; Young Hyson, first, 80c. to 95c.; second, 67c. to 80c.; third, 52c. to 60c.; Hyson, first, 72c. to 85c.; second, 65c. to 75c.; third, 47c. to 56c.; Hyson Skin, 32c. to 42c.; Foochow Oolongs, common and good, 41c. to 47c.; superior and fine, 50c. to 65c.; finest, 70c. to 100c.; Amoy Oolongs, common and good, 42c. to 53c.; superior and fine, 55c. to 65c.; finest, 68c. to 75c.; Souchong and Congou, common and good, 27c. to 36c.; superior and fine, 42c. to 55c.; finest, 60c. to 70c.; Japans, common, 38c. to 42c.; medium, 48c. to 50c.; good medium, 52c. to 55c.; fine and finest, 58c. to 70c.; choice, 75c. to 89c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to April 20, 1872, were as follows:—Greens, 12,271,951 lbs.; Japans, 4,307,307 lbs.; Souchongs, 2,397,159 lbs.; Oolongs, 6,610,168 lbs.; other sorts, 83,397 lbs.; total, 25,669,982 lbs. The stock on Jan. 1 was 19,708,564 lbs.; which, added to the above total, gives a result of 45,378,546 lbs. as the total supply. Subtracting from this total the exports from Jan. 1 to April 20, 1,863,165 lbs., and the withdrawals for home consumption during that period, 10,756,399 lbs., there remains a total of 32,758,982 lbs., representing the stock on the last-named date.

SILK.

Mr. O'Donoghue's Circular reports that the business has been one of uninterrupted activity. Manufacturers have taken quite freely of all the better grades of re-reeled Haineen, Tsatlee and Canton, the stock of which, at no time large, is now very much depleted. There has been no material alteration in prices since the issue of our last Circular. A few parcels,

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however, of superior Haineen and Tsatlee re-reeled are held at figures slightly above our quotations. Usual reeled Tsatlees and Taysaams have participated to some extent in the general activity; but sales have been mostly at concessions. Some parcels of yellow Silk (Szechuen) have found a rather slow market, but manufacturers who have used them are confident that an improvement in regard to the cleanliness and uniformity of these Silks would insure them a good market here. Ex. fine grades of Canton R. R. continue extremely scarce. Ordinary grades of Cumchook are in light stock, and prices are firmly held at quotations. In Japan silks a few good parcels are offered at nominal figures; but manufacturers do not evince a disposition to give them a renewal of their confidence.

COFFEE.—The accounts from Rio Janeiro, per steamer and telegram, are considered favourable to the holding interest, but in the present position of the market they have no influence upon it, the causes so often previously referred to keeping it in a depressed and declining condition. The absence of demand is the great controlling power, and to this all other influences seem to bend for the present. Final action by Congress on the Duty question is now looked for at no distant day, and pending this the market is still in a state of abeyance. Quotations are nominal. By auction 600 mats Java have been sold at 20c. to 21½c., and 150 bags have been quitted on private terms.

CAMPHOR.—China is quoted 17c. to 18c. gold (in bond).

ESSENTIAL OILS.—Anisced is quoted $3 to $3.12½; Cassia, $2 to $2.12½ gold (duty paid).

FIRE CRACKERS.—The activity lately noticeable continues, and rates show a slight advance. business having been extensive. Sales have been made in bond of 10,000 boxes extra No. 1 at $2.42½ currency; 1,500 do. Gold Chop and Golden Dragon at $2.40 and $2.42½, usual terms; 1,000 boxes at $1.12½ gold; 4.000 do., $2.37½ to $2.42½ currency, duty paid; and 5,000 do., in bond, on private terms.

GAMBIER.—The current quotation is 5c. gold.

GUNNY CLOTH continues quiet at 16c. for Borneo.

HEMP.—The market for Manila, though quiet, is firmer and higher, holders having advanced their terms to 12c. to 12½c. gold; 800 bales have changed hands at 11½c. gold; 11½c. is freely offered for parcels to arrive, but there are no sellers below 12c. gold, either on the spot or afloat.

INDIGO.—Quiet, without change in prices.

RICE.—There has been no change in the market. Rangoon has continued in fair demand on former terms. The sales since our last report have been about 2,500 bags duty paid at $6.87½ to 7.25 currency, and 2,000 bags in bond at $3.25 to 3.50 gold.

SUGAR.—The market is very strong, for though the free arrivals have carried up the stock to the highest point of the season, holders forbear to place their goods upon the market to any extent, except the lower grades, which it is undesirable to place in store. The good and better qualities are mostly withheld, or only offered at very full or improved prices. The general market is, in consequence, very firm. In East India descriptions we note sales of 38,255 bags Manila ex Volunteer and Galatea, at 7¾c. to 8⅜c.; 41,006 bags Manila per Mutlah and Sylvia (before arrival); 1,000 bags on private terms, and 3,290 bags China also on private terms.

SPICES.—In invoices there has been little business, and the jobbing trade is not as active as usual at this period of the season; prices, however, are firm, inasmuch as some of the leading descriptions are relatively lower here than in the countries of growth. Pepper is strong, with an upward tendency. Dealers are supplying the demand at $1.25 for prime Mace, 95c. to 96c. for Nutmegs, 29c. to 30c. for China Cassia, 17½c. for Sumatra Pepper, 18½c. for Singapore, and 36c. for White. Cloves 15½c. to 16c.—all gold.

TIN.—There is but little business doing, and prices have given way, the current rates being—Straits 40½c. to 41½c., Banca 50c. gold.

Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
Apr.18	Competitor	Matthews	Canton	New York
18	Walton	Mercer	Yokohama	Do.
28	Ellida	Hodberg	Hg. Kg., for Hmburg	Deal
May 6	J. H. Jessen	Carstens	Foochow	Cuxhaven
5	Hock van Holland	Vonck	Batavia	Brouwershaven
2	Madgeburg (s.)	Robinson	Rangoon via S.C.	Liverpool
3	Albert Victor	Mitchell	Shanghai	London
4	Queen of the Ocean	Corkery	Colombo, &c.	Do.
3	Gladstone	Woollacott	Ceylon	Deal
3	Martin Luther	Barfrid	Singapore	Liverpool
5	Egeria	Cook	Bassein	London
4	Java	Bakker	Batavia	Texel
4	Anna and Sophia	Hoekstra	Do.	Do.
6	Nola	McRae	Penang	London
6	Magellan	Hughes	Java	Do.
3	Ariel	—	Batavia, for Amstdm.	Off the Wight
6	East	Callender	Maulmain	Falmouth
5	Pieter Adolph	Jaski	Batavia	Texel
5	Kinfauns Castle	Holmes	Singapore	Liverpool
Apr.22	Japan	Keferstein	Amoy	New York
23	Adam Sedgwick	Harmon	Shanghai	Do.
May 5	Maria Elise	v. Deursen	Batavia	Texel
5	Gysbertus Hermanus	Niedfield	Samarang	Brouwershaven
6	Buenaventura (s.)	Aldamez	Manila & Sing., S.C.	Liverpool
Apr.22	City of Aberdeen	Clark	Shanghai	New York
25	Gustav	—	Batavia	Boston
May 8	Latona	Thomas	Ceylon	London
8	Belle of Southesk	Stronach	Singapore	Do.
6	Louise	Bonjer	Batavia	Texel
6	Commissariat (s.)	Carpenter	Rangoon, via S.C.	Brouwershaven
	Southern Cross	—	Manila	New York
Apr.27	Blair Athol	Pearson	Probolingo	Boston
May 8	Kenilworth	Banner	Java	Off Prawle Point

DEPARTURES.

Date.	Ship.	Captain.	For	From
May 2	Craigforth (s.)	Scott	Sing., China, &c., S.C.	London
2	Fontenaye	Taylor	Shanghai	Do.
Apr29	County of Nairn	McKenzie	Java	Glasgow
May 3	The Sir Jamsetjee Fy	Cobb	Shanghai	London
2	Leonora	Durand	Singapore	Cardiff
3	Dovenby	Penny	Yokohama & Hiogo	Liverpool
4	Glensannox (s.)	Copello	Sing., China, &c., S.C.	London
4	Cedan	Boysen	Cardiff & Hong Kong	Do.
3	Sea Chief	Whiteway	Galle	Cardiff
3	Jedo	—	Java	Newcastle
3	Aftenstjernen	—	Singapore	Do.
5	Cutwater	Smith	Do.	Sunderland
2	Andreas	Peters	Macassar	Hamburg
6	Pate	—	Batavia	Shields
8	Calcutta (s.)	Frederickson	Colombo, &c., via S.C.	London
6	Alchymist	Hall	Colombo	Do.
6	MacGregor (s.)	Jacobsen	Shanghai	Leith
8	Atilla	—	Galle	Shields
Apr.26	Bunker Hill	Davis	Anjer	Boston
May 8	Sarpedon (s.)	Ferguson	Sing, China, &c., S.C.	Liverpool

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For
etween April 21 & 30	Drummond Castle	London	Sing., China, &c.
	Ban Yong Seng	Glasgow	Singapore, &c.
	Lord Clive	Liverpool	Colombo, &c.
	Alnwick Castle	Colombo	Trieste

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Cyphrenes. For Colombo, &c.: Russia.

SAILING VESSELS.—For Yokohama and Hiogo: Glamorganshire, Paracca. For Yokohama: Velocity, Columbus, Florence Nightingale. For Shanghai: Scindia, Elizabeth Graham, Black Prince, Mikado, Tonbridge. For Hong Kong: Glance, Carricks. For Manila: Maria. For Singapore: Empress of India, Kate Carnie, Kingsbridge. For Singapore (via Glasgow): Sree Singapura. For Penang: Eleanor. For Batavia and Sourabaya: Dora. For Batavia, Sourabaya, and Samarang: Peter Dickson. For Colombo: Ann Millicent. For Colombo, &c.: Speedwell.

At LIVERPOOL.—For Yokohama and Hiogo: Mary Moore. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Glaucus (str.). For Singapore, Hong Kong, and Shanghai (via S.C.): Atholl (str.). For Hong Kong (via Cardiff): Irwell, Imperieuse. For Manila: Alejandro. For Singapore: Huddersfield, Philippine.

At GLASGOW.—For Hong Kong: Cartvale. For Ilo Ilo: Laira. For Batavia and Sourabaya: County of Lancaster. For Singapore: Min. For Singapore and Borneo: Lyra.

SPOKEN.

MARIA (Ger. barq.), from Batavia, 76 days out, March 7, 16 S., 5 W.
LEANDER (ship), London to Japan, March 21, 2 S., 26 W.
HELENE (Dut. ship), Samarang to Rotterdam, March 13, 9 S., 10 W.
UNCLE CHARLES, Swansea to Galle, March 6, 28 S., 84 E.
SOUTHERN BELLE (barq.) London to Colombo, April 4, 11 N., 20 W.
OXFORD (ship), Cardiff to Singapore, April 18, 28 N., 20 W.
SCOTLAND (ship), Glasgow to Hong Kong, April 18, 28 N., 20 W.
BELVEDERE (American), Manila to New York, March 5, 35 S., 18 E.
WALLACE (of New York), Singapore to London, April 2, 4 N., 23 W.
ANNIE GREY (ship), Cardiff to Shanghai, March 7, 19 S., 30 W.
CHARLES COLLET, Marseilles to Penang, March 11, 15 S., 30 W.
ARVIO (Russ. ship), Shields to Singapore, March 23, on the line, 24 W.
MELINA (Russ. ship), Singapore to Liverpool, March 29, 6 N., 32 W.
HEROS (Germ. barque), Cardiff to Ceylon, Jan. 6, 22 S., 28 W.
MONETA or ISTAPA (barq.), London to Singapore, Jan. 21, 36 S., 15 W.
CLEOPATRA, Cardiff to Singapore, March 11, 12 S., 27 W.
SEAFLOWER, Manila to New York, March 10, 20 S., 2 W.
ST. HILDA, Cardiff to Singapore, April 5, 5 N., 22 W.
CORNELIA (Dutch ship), Batavia to Amsterdam.
JUNG FRAU, Cardiff to Hong Kong, April 7, 19 N.
ALIQUIS, Colombo to London, April 21, 25 N., 38 W.
ENCHANTRESS, Shanghai to New York, Mar. 7, 15 S., 7 W., 90 days out.
LARNAX, Sunderland to Singapore, March 25, 22 W.
ACCRA, Singapore to Boston, April 5, 5 N., 22 W.
WISTARIA, London to Batavia, March 24, 4 S., 25 W.

FREIGHTS AND CHARTERS.

Outward berth freights still continue dull, and rates rule as mentioned below. Coal freights, excepting to Singapore, are unaltered since our last issue.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 85s. meast. To Hiogo: 90s meast. To Nagasaki: 90s. meast. To Hankow: 80s. meast. To Shanghai: 50s. meast. To Foochow: 80s. meast. To Hong Kong: 50s. meast. To Manila: 90s. meast. To Singapore and Penang: 50s. meast. To Sourabaya and Samarang: 85s. meast. To Padang: 95s. meast. To Batavia: 80s. meast. To Saigon: 85s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Yokohama: 40s. weight, 30s. meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 35s. weight, 25s. meast. To Manila: 25s. weight or meast. To Batavia and Sourabaya: 20s. weight, 25s. meast. To Samarang: 25s. weight, 30s. meast. To Singapore: 20s. weight, 25s. meast. To Penang: 20s. weight, 25s. meast. To Ceylon: 20s. weight or meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £38. To Penang: £25. To Singapore: £22 to £23. To Galle: £22 to £23. From Newport, Cardiff, or Swansea, per ton, —. To Yokohama or Nagasaki: 40s. To Chefoo: 47s. 6d. To Shanghai: 42s. 6d. To Hong Kong: 35s. To Manila:

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23s. To Singapore: 24s. To Cheribon, 21s. To Colombo: 22s. 6d. To Galle: 20s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Singapore, 20s. to 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

The Yrurac Bat (str.), Larrinaga, which vessel left Liverpool, May 1, for Singapore &c. (via S.C.), put into Queenstown on the 4th, with machinery damaged.

The Strathmore (barq.), of London, Tomlins, from Singapore to Liverpool, which vessel sank in the Mersey, April 8th, had been lifted and carried into Tranmere bight, and it was expected that in a few days she would be floated and removed to the graving dock; later advices, however, state that the vessel had parted aft of the windlass bits, and that the fore end still remained in midchannel. Very little cargo had been lost, and vigorous efforts were being made to discharge her.

Advices from Mauritius, dated April 5, state that the C. J. (French barque), Le Fevre, from Bangkok to Marseilles, with a cargo of rice, put in there, March 15, leaky, and with her hull strained and mizenmast cut away, having encountered a hurricane, Feb. 22, in lat. 14 S., lon. 100 E.; she had discharged a portion of her cargo and commenced repairing.

The Glensannox (str.), Copello, which left London, May 4, for Singapore, China, &c. (via S.C.), put into Cowes on the 8th with a slight derangement to her machinery; she will proceed on the first opportunity.

The Liberator, which arrived at Falmouth, May 7, from Jamaica, reports that on April 21, in lat. 40 N., lon. 55 W.; she boarded the Mallard (barque), of London, from Java to Boston, 135 days out, with mainmast, foremast, mizentopmast, and bowsprit gone, and with all her boats stove, having encountered a heavy N.W. gale, April 16; she was also short of provisions.

Advices received from Texel, dated May 5, state that the Pieter Adolph, Jaski, from Banjoewangie, had grounded in entering the Schulpengat.

MISCELLANEOUS.

At ST. HELENA.—April 2, Maassluis, Kuchler, from Sourabaya; Buston Vale, Anderson, from Colombo.

Off ST. HELENA.—April 1, W. E. Gladstone, from Ceylon; 3, Dallum Tower (ship), from Ceylon; Ortelius (Dut. ship), from Sourabaya; 6, Mayola (barq.), from Ceylon; 7, River Eden (barq.), from Singapore.

The Avon, Rennie, which sailed, April 20, from London for Shanghai, was thirty miles S.W. of the Lizard, May 1, having been becalmed four days.

The Constantia, Christian, which sailed from London, April 27, for Hong Kong, put back to Deal May 6.

At MAURITIUS.—April 2, Craig Ellachie, Bentley, from Singapore.

The Admiralty have invited tenders for the conveyance of 98 tons of stores to Hong Hong.

The Kenilworth, of Bristol, from Java to Rotterdam, 133 days out, passed Prawle Point, May 8, with cargo sea damaged.

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED),

IN CONNECTION WITH THE

FALMOUTH, GIBRALTAR, & MALTA TELEGRAPH COMPANY, LIMITED.

REDUCTION OF TARIFF TO CHINA AND JAPAN.

On and after 1st MARCH next the following Reduced Rates for Telegrams of Twenty Words will come into force:—

	FROM LONDON.	FROM PROVINCIAL STATIONS.
TO HONG KONG }	£4 6 0	£4 7 0
„ SHANGHAI }		
„ JAPAN	5 6 0	5 7 0

Half the above Rates for every additional Ten Words beyond Twenty Words.

No charge for Postage will be made on Messages to China and Japan, which are posted at Hong Kong, Shanghai, or Nagasaki.

Messages should be given in at the Falmouth Company's Office,

No. 74, OLD BROAD-STREET, LONDON.

Messages sent from Postal Stations should be ordered

VIA FALMOUTH

these words being signalled as an instruction by the Postal authorities free of charge.

(By Order)

THOMAS FULLER, Secretary.

O d Broad-street, London, E.C.,
15th February, 1872.

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BANK OF ROTTERDAM.

BALANCE-SHEET, ending December, 1871.

Dr.			Cr.	
Public shares		f.1		
Funds available—				
Cash and foreign coin	f.705,224 89			
Bills receivable—				
Home	3,681,125 34			
Foreign	1,206,207 03			
Cash at bankers...	1,575,934 52			
		7,168,491 78		
Debts in account current...		4,471,958 80		
Doubtful debts in account current, estimated at		73,651 30		
Debts in commanditair account		3,007,097 30		
Doubtful debts in commanditair account, estimated at		94,505 80		
Bank premises and furniture		193,202 85½		
		f.15,008,908 83½		
			Capital—	
			50 per cent. paid up on 30,686 shares, at f.7,671,500 ...	f.3,835,750 00
			50 per cent. on 30 shares fully paid up	3,750 00
				f.3,839,500 00
			5 per cent. paid up on commanditair capital	729,990 00
				f.4,269,490 00
			Bills payable	6,776,605 07
			Deposits and circular notes	311,861 91
			Creditors in account current	3,052,703 22
			,, commanditair account	237,741 71
			Interest on paid-up commanditair capital ...	12,902 10
			Commanditair reserve fund	84,887 76
			Reserve fund	65,768 14
			Dividend for 1864-67-70, not yet claimed ...	2,014 80
			,, 1871	191,787 50
			Balance of profit...	3,146 62½
				f.15,008,908 83½

Bank of Rotterdam.
(Signed) F. A. MULLER.
,, VAN DER KORS.
Rotterdam, April 3, 1872.

Audited by the Commissioners of the Bank of Rotterdam,
(Signed) M. M. DE MONCHY, President.
,, W. H. s'JACOB, Secretary.
Rotterdam, April 11, 1872.

We have examined and audited the above accounts, and have found them correct.

The Committee of Shareholders.

(Signed) Mr. H. C. VERNIERS VAN DER LOEFF.
,, A. MILDERS.
,, RUDOLF BAELDE.

Rotterdam, April 12, 1872.

PROFIT AND LOSS ACCOUNT, 1871.

Dr.			Cr.	
Expenses—				
Salaries	f.77,099 09			
Miscellaneous expenses... ...	25,963 87			
		f.103,062 96		
Amount written off for house property, &c. ...		9,050 94		
Payment of half of the commanditair commissions, f.113,346 78, to commanditair reserve fund		56,673 39		
Written-off on doubtful debts		27,122 56		
Balance of loss chief agency, Batavia		111,189 30		
Balance of profit		249,804 85½		
Whereof—				
f.6 25 per share to shareholders for 3,835,750 (5 per cent.) ...	191,787 50			
1-5 of f.249,804 85½ to reserve fund	49,960 97			
2, 28 per cent. for taxes on f.191,787 50	4,909 76			
Balance to new account	3,146 62½			
	f.249,804 85½			
		f.556,904 00½		
			Balance of profit	f.285 58
			Interest account—	
			Balance of profit	214,676 07
			Provision account—	
			Balance of profit	200,452 13
			Operations in foreign bills, shares, coupons, &c., and participation in syndicates—	
			Balance of profit after deduction of interest ...	141,490 22½
				f.556,904 00½

Bank of Rotterdam.
(Signed) F. A. MULLER.
,, VAN DER KORS.
Rotterdam, April 3, 1872.

Audited by the Commissioners of the Bank of Rotterdam.
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,, A. MILDERS.
,, RUDOLF BAELDE.

Rotterdam, April 12, 1872.

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DEUTSCHE BANK,
ACTIEN GESELLSCHAFT.
(BERLIN.)

ANALYSIS of the DIRECTORS' REPORT, presented to the SHAREHOLDERS on the SECOND ORDINARY GENERAL MEETING, in Berlin, on the 1st MAY, 1872.

The Net Profits for the year 1871, amounting to Thalers 389,980 1 sgr., represent 11 4-10 per cent. on the Capital employed, and have been appropriated as follows:—

Thalers	66,915	0	0 to Reserve and Special Reserve Funds.
	33,830	0	0 as Bonus for Directors, Managers, and Staff.
	170,833	10	0 as a First Dividend of 5 per cent. to Shareholders.
	102,500	0	0 as an Additional Dividend of 3 per cent. to Shareholders.
	15,901	21	0 Carried Forward to New Account.
Thalers	389,980	1	0

The facilitating of commercial relations between Germany and foreign countries, especially the transmarine markets, is one of the chief purposes for which the Deutsche Bank was created in 1870 in Berlin, with a capital of 5,000,000 Thalers, of which 3,000,000 Thalers were paid-up immediately.

Shipments of produce from Colonial ports for German Account being generally paid for by drafts on London, which are much more negotiable than Bills drawn upon Germany, the Deutsche Bank, in order to carry out its programme, has entered into an arrangement with the German Bank of London, Limited, for the purpose of enabling German firms in foreign ports to reimburse themselves freely on London for their shipments to Germany.

This arrangement has worked very satisfactorily from its establishment in the middle of the year 1871, at which time the German Bank of London, Limited, was started in London as an independent establishment, under the English Limited Liability Act.

With a further view to the development of the foreign trade of Germany, the Directors of the Deutsche Bank have considered it necessary to be represented in the principal ports of Germany. A Branch was therefore established in Bremen on the 1st July, 1871, and the success obtained by it led, towards the end of the year, to the determination to set up a second branch in Hamburg, which has, since then, commenced operations.

As another step in the same direction, coinciding with the approaching unification of the German Monetary System, which will facilitate the negotiation of bills drawn from colonial ports direct on Germany, the establishment of Branches of the Deutsche Bank in Shanghai and Yokohama has likewise been decided upon. The management of these Branches has been confided to some of the former Agents of the Comptoir d'Escompte, who are men of considerable local experience in the East, whither they are now returning.

In order to meet the new requirements, the capital of the Bank has been raised by successive calls of 20 per cent. each on the 20th April, 20th July, and 20th September, 1871, to 5,000,000 Thalers, which amount has been further increased by a new call of 5,000,000 Thalers on the 2nd January, 1872, to 10,000,000 Thalers, or £1,500,000 sterling, fully paid-up.

The German Inland business of the Deutsche Bank has likewise increased in the course of the year, and there is every prospect that it will continue to progress favourably.

DEUTSCHE BANK, ACTIEN GESELLSCHAFT.

GENERAL BALANCE-SHEET, 31st December, 1871.

CAPITAL AND LIABILITIES.		ASSETS.	
To capital paid-up ...	Thls. 5,000,000 0 0	By cash ...	Thls. 306,143 4 7
To current accounts ...	3,536,559 22 10	By Bremen Branch ...	580,373 14 5
To bills payable ...	2,441,762 3 11	By bills receivable ...	871,124 11 1
To deposits ...	505,494 25 0	By investments ...	1,640,329 4 0
To net profit ...	389,980 1 0	By loans on securities ...	3,877,267 4 0
To arrears of dividends for 1870 ...	93 0 0	By current accounts ...	4,516,803 14 6
To special reserve ...	7,075 28 4	By real estate ...	82,689 28 6
		By furniture ...	2,915 0 0
		By arrears of call on shares of the first series ...	3,320 0 0
	Thls. 11,880,965 21 1		Thls. 11,880,965 21 1

PROFIT AND LOSS ACCOUNT to the 31st December, 1871.

Dr.		Cr.	
To commission, exchange, rebate, &c. ...	Thls. 23,941 2 6	By profit on bills ...	Thls. 38,148 10 3
To general expenses ...	52,981 16 2	By profit on various securities ...	44,254 3 11
To net profit ...	389,980 1 0	By profit on commission account ...	79,041 25 6
		By profit on interest account ...	176,265 22 0
		By profit on investments and joint accounts ...	124,741 19 0
		By profit on Bremen Branch ...	4,449 29 0
	Thls. 466,902 19 8		Thls. 466,902 19 8

For the Deutsche Bank, Actien Gesellschaft,
H. WALLICH,
G. SIEMENS.

Berlin, April, 1872.

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ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two
Threadneedle-street, London, 1871.

THE AGRA BANK (Limited)

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shangha, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills [illegible] sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... f.20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigo (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, ulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130, 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

LONDON AGENTS—FEARON AND CO.,
34, GREAT ST. HELENS, E.C.,
By whom risks to all Eastern ports are taken at current rates.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.

Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Ingapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutt

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

THE

NAVAL AND MILITARY GAZETTE

East India and Colonial Chronicle.

A [illegible] NING PAPER,

ESTABLISHED 1833,

Now under new Editorship, gives all the Naval and Military News of the Week, from both Home and Foreign Stations, interesting alike to those in the Services and to their Friends.

Price THREEPENCE.

166, FLEET-STREET, E.C.

THE ELLIPTICAL MAP OF THE WORLD FOR 1872

COMPRISES FOLLOWING DETAILS OR CHARACTERISTICS:—

1. The Greenwich Meridian bisects the Map equally, the Parallels of Latitude right lines, Meridians of Longitude equidistant as to latitude, converging to the Poles, and length of every Tenth Degree in English Miles.
   International Voyaging, Travelling, Exploring, and Telegraphic and Railway Routes, with distances in English Miles.
3. Oceanic Currents and Trade Winds, &c., indicated by a series of darts and arrows of direction.
4. Magnetic Variations, illustrated by a system of circular signs, and lines of no variation of compass.
5. Various Geographical Notes—
   Antipodes of certain localities determined—Sites of Ancient Cities and Land of Eden—Last Voyage of Sir J. Franklin—Farthest points reached by Navigators towards the Poles, &c.
   A Reference Table and Traversing Lines eastward and westward, and Notes to elucidate periodical action of Solar Light and Heat, and Mean Temperature of Various Climates.
7. Maps of Arctic and Antarctic Regions.
8. Maps of Celestial Hemispheres and Sun's Course.
   Method of Colouring indicates the Territorial Extent of Races, Languages, or Religions, as English, Spanish, Mohammedan, &c.

DESIGNED BY G. T. EDKINS, LONDON.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS,

AMSTERDAM.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

CHANDELIERS IN BRONZE AND ORMOLU.

MODERATOR LAMPS AND LAMPS FOR INDIA.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN.

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms, Broad-street.

ESTABLISHED 1807.

THE undersigned have this day entered into Partnership under the style of PEARSON and LAWRENCE, and have established themselves as COMMISSION MERCHANTS at Yokohama, Japan, for the purchase of TEA, SILK, and other Products and the transaction of general Eastern business.

GEORGE CULLEN PEARSON.
SYDNEY ARTHUR LAWRENCE.

London, March 25, 1872.

TO LET, a GENTLEMAN'S RESIDENCE, well furnished, for the Summer Months, with Stabling for four horses, Groom's apartments, pretty Lawns, Conservatory, and good gardens. Five miles from Railway Station. Stands very high. Commands excellent views of the beautiful country of Mid-Sussex.

For rent and particulars apply to CHALLIS AND SON, estate agents, Storrington, Pulborough.

PRIVATE LIMITED LIABILITY PARTNERSHIP.—A few shares of £10 each, fully paid up, to be disposed of. The undertaking is of a particularly promising nature, expecting to return at least 15 per cent. per annum.

Full particulars (by addressing with real name) to be obtained of P. S., care of Messrs. Harrisons, Solicitors, 5, Walbrook, London.

ALEXANDER BROWN,
ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

CEYLON.
COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 1,500 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B. — Fifty-seven estates now on the register. Thirty-eight have been sold.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of
EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

LUCERNE.
HOTEL NATIONAL.

THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.

Salle-à-Manger, 70 ft. by 50 ft., large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d'Hote at Five and Seven

SEGESSER FRERES and Co., Proprietor.

FINE FLAVOURED
STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness. Excellent economical stock for Soups, Sauces, &c.

HOLLOWAY'S PILLS

Thousands of instances might be cited in which general debility, low spirits, and nervous irritations, the consequence of dyspepsia or indigestion, have yielded to a short course of this alterative medicine. These Pills soon give tone to the stomach, renovate the digestive powers, purify the blood, and give strength to the whole system. Sluggishness of the body and depression of the mind are succeeded by a cheerful activity of the physical and mental functions. Indigestion is the parent of so many evils, and is so common, so universal a complaint, that it is a great blessing such a remedy as this invaluable medicine should have been discovered. No one need suffer from indigestion with these Pills at hand.

ART,
PICTORIAL AND INDUSTRIAL.
An Illustrated Magazine.

THIS Publication was commenced on July 1st, 1870, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting Iron Ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, an at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR MALTA	Every Thursday at 2 P.M.	—
ALEXANDRIA. ADEN BOMBAY	,, ,,	Every Monday at 5 A.M.
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For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

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For Alexandria ... Every Thursday (noon)
,, Constantinople... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,, ,,

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

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Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Tonbridge ...	A1 17 yr.	SWID	With des.
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UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	18 days	from England.
Japan	in 38 ,,	,,
China	in 44 ,,	,,
New Zealand	in 42 ,,	,,
Australia	in 47 ,,	,,

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The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, or to New Zealand and Australia, by the United States, New Zealand, and Australia Mail Steamship Line, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

The journey may be broken at any point, and resumed at pleasure.

Fare, via China, £221; via New Zealand and Australia, £197.

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CHINA AND JAPAN.—The following high-classed SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock	To sail.
Shanghai.	Mikado ...	A1 16 yr.	643	EID	May 17
Hong Kng	Glance.....	A1	—	EID	May 18
Yokohama & Hiogo	Parraca ...	A1 11 yr.	—	EID	Wth des

Excellent accommodation for passengers.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam via the Suez Canal. To sail positively on the 15th May.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for JAVA and JAPAN, the splendid new full-powered screw steamer CYPHRENES, A 1 20 years in rod, Liverpool book; 1,279 tons register, 250-horse power, nominal; WILLIAM FRAIN, Commander; South West India Docks. Has elegant accommodation for first-class passengers, including cabin fittings, bedding, and linen. Carries a surgeon.

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SINGAPORE, CHINA, AND JAPAN.

THE following SPLENDID First-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Elizabeth Graham ...	A1 14 yr.	E.I.D.	With des.
Do.	Omba	A1 16 yr.	E.I.D.	To follow
Singapore ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Empress of India ...	766	Wright Bros. & Co.	May 15
LIVERPOOL.			
Atholl, s.s.	1,076	Stoddart Bros. ...	May 20
Glaucus, s.s.	1,604	Alfred Holt	May 25
Deucalion	1,607	—	June 10
GLASGOW.			
Min	627	Thos. Skinner & Co.	May 20

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

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For further particulars apply to MORS LE BLANCH and Co., the Albany, Liverpool; or East India-avenue, London.

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Apply at once to Messrs. GELLATLY, HANKEY, SEWELL, and Co., 63, King-street, Manchester, or 109, Leadenhall-street, E.C.

THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this [illegible] commenced on the 1st of January, 1873. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad, by the following Agents:—

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Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
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FRENCH MAIL EDITION.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 455.] LONDON, MONDAY, MAY 20, 1872. [Price 9d.—Subscription, £9 9s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received May 20.
JAPAN — Yokohama	Feb. 9	March 27	April
Yedo			
Osaka and Hiogo	—	—	March 24
Hakodadi			
Nagasaki	—	—	,, 27
CHINA — Peking	—	—	,, 25
Tien-tsin	—	—	,, 27
Chefoo	—	—	,, 24
New-chwang	—	—	,, 26
Hankow	—	—	,, 28
Kiu-kiang	—	—	,, 26
Chin-kiang			
Shanghai	,, 16	April 3	April 5
Ningpo	—	—	March 30
Foochow	—	—	,, 31
Formosa			
Amoy	—	—	,, 29
Swatow	—	—	April 2
Hong Kong	March 1	,, 10	,, 11
Canton	—	—	,, 9
Macao	—	—	,, 7
PHILIPPINES—			
Manila			
COCHIN-CHINA—			
Saigon	March 1	,, 6	,, 15
SIAM — Bangkok	—	—	,, 5
BORNEO—Labuan	—	—	,, 9
Sarawak	—	—	,, 8
JAVA — Batavia	,, 8	,, 12	,, 14
Samarang	—	—	,, 13
Sourabaya	—	—	,, 12
MALACCA STRAITS—			
Singapore	,, 15	,, 15	,, 19
Penang			
CEYLON—Galle	,, 20	,, 22	,, 26
Colombo	—	—	,, 24

THE MAILS, &c.

The French mail, bringing dates as above, was delivered, *via* Marseilles, this morning, its due date. The French mail, due here on the 6th inst., which was delayed by the breaking down of the steamer *Hoogly*, reached London on the 16th.

The next inward mail (P. and O.), with dates, Yokohama April 9, Shanghai April 12, Hong Kong April 18, Singapore April 25, is due, *via* Brindisi, on Monday next, the 27th inst.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, four to five hours in transmission. The Great Northern Line is still interrupted.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Tigre*, arrived May 18.—From Shanghai: Messrs. Mead, Donaldson, Schiff, Peltzen. From Hong Kong: Sir Richard Graves MacDonnell, K.C.B. (Governor of Hong Kong), Mr. F. W. Russell, Admiral De Souza (Governor of Macao), Senores A. S. De Souza, P. L. De Souza, Messrs. Cope, Falconer, G. M. Forbes, C. W. Orme, Yague, De Vera, L' Aermardu, Clemente Rivas, Gonzalez, Espinas Domenech, Laurent, Gambon, Andriansen, Pastilla, Guigdulles, Del Castilla, Guttierez, Flores, Plana, Casials Vasquez, Martin, Mr. and Mrs. Watson. From Saigon: Messrs. Van-Ken-Hoon (Chinese), Ban-Hap (Chinese), Kresser, Gerbaud, Bailly Lavenden, Aochetin Lacaze. From Singapore: Messrs. Van Maccessen, Graszhoff, Perk, Pete, Van Rees, Van Sen, Van Goens, Huleyers.

PASSENGERS OUTWARD.

Per P. and O. steamer *Delta*, from Southampton, May 9.—To Yokohama: Mr. and Mrs. J. F. Lowder, Miss H. W. Brown, Mr. T. Kemperman, and one second-class passenger. To Shanghai: Mr. J. Hooper. To Hong Kong: Mr. R. Bligh. To Penang: Mr. W. J. Halliday. To Singapore: Mr. H. de Windt, Mrs. F. Worsley. To Ceylon: Mr. J. Davidson, Mr. and Miss McEwen.

Per P. and O. steamer *Nyanza*, from Brindisi, May 20.—To Yokohama: Mr. E. B. Lindon, Mr. R. Finch. To Shanghai: Miss Hanmann. To Ceylon: Mr. E. B. Hurley, Mr. J. R. Hedges.

Per P. and O. steamer, from Suez, May 24.—To Hong Kong: Mr. Maurice Kalb.

Per P. and O. steamer *Nyanza*, from Brindisi, June 3.—To Hong Kong: Mr. Harvey Dunne. To Ceylon: Mr. and Mrs. Lawrie. To Batavia: Mr. C. J. Morris.

Per French mail steamer *Tigre*, from Marseilles, May 26 (booked from London).—To Batavia: Mr. and Mrs. B. L. Wanders, six children, and servant, Mr. and Mrs. Gillingham and child.

Per French mail steamer *Hoogly*, from Marseilles, June 9 (booked from London).—To Yokohama: Mr. Capullo.

Per steamer *Cyphrenes*, sailed May 18.—To Singapore: Messrs. Alfred Gray, Alex. Armstrong, H. Alabaster, Capt. J. Grange. To Hong Kong: Messrs. Lewis Fraser, Emil Rehders, W. Wallrabe. To Shanghai: Mr. Sam Parkhill, Mrs. Parkhill, and two children.

Per steamer *Macgregor*.—For Galle: Mr. and Mrs. Thomson.

Summary of News from the Far East.

CHINA.

SHANGHAI.

Our advices from this port extend to the 5th April; the French mail from London, Feb. 16, arrived out on the 3rd April. The following summary of the news is from the *North China Herald*:—

The Imperial acknowledgment of the message concerning Tseng-kwo-fan's death was received at Nanking on the 28th March. It is said to be very gracious and sympathising. The great Viceroy's remains are to be buried at the public expense, and a Commissioner will be sent from Peking to represent the Emperor at the funeral. The family are to be escorted to their home at Hunan with great state; and Tseng's eldest son is to succeed to his title of Earl. Ho, the present Futai of Kiangsu, is to act as Viceroy, and it is thought possible the appointment may be confirmed.

New brooms sweep clean. One of the first acts of the late Taoutai, now happily gone to Hunan, was to issue a proclamation forbidding women to worship at the Loong-hwa Pagoda, as is their custom during the third moon. The new Taoutai has just followed the example. He considers the practice to be highly immoral, and threatens to punish severely any who may dare to disregard the prohibition. The priests, also, at the temple, will be rigorously dealt with if they permit female worshippers on the premises. The whole thing, as we have before explained, is pure verbiage; women will go there just as much as ever. It probably does not lie within the Taoutai's power, much less within his desire, to stop a festival which is made the occasion of a general picnic by the whole country side.

The Taoutai has issued the following proclamation, in regard to the sale and shooting of game during the hot season:—Shen, by Imperial decree Honorary Provincial Treasurer, Superintendent of Customs of the Province of Kiang-nan and Intendant of the Circuits of Su-chau-fu, Sung-kiang-foo and Tai-tsang-chow, issues the following proclamation:—I have received a letter from the U.S. Consul-General, H.E. Mr. Seward, of the 11th day 2nd moon, 11th year of Tung-chi, in which it was stated that the Municipal Council has requested that the sale of the different kinds of game should not be permitted during the spring and summer, and after the 15th of this month (*i.e.*, 23rd March), and the U.S. Consul-General requested me to issue a proclamation of prohibition to that effect. I have not only replied to this letter, but I think myself in duty bound to issue a proclamation to that effect, and I hope that all the people living within the settlements will obey accordingly. Respect this, Tung-chi, 11th year, 2nd moon, 12th day, (20th March 1872).

The foundations are being prepared for the new British Consu-

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late. In digging up the old ones, the plate was found recording the laying of the first foundation stone as follows:—

THIS FOUNDATION STONE
OF THE BRITISH CONSULATE
WAS LAID,
ON THE 29TH DAY OF FEBRUARY, A.D., 1852,
IN THE XV. and XVI. YEAR OF THE REIGN OF
QUEEN VICTORIA,
BY
HENRIETTA ALCOCK.
RUTHERFORD ALCOCK, Consul.
BROOKE ROBERTSON, Vice-Consul.
GEORGE STRACHAN, Architect.

Underneath were the usual coins—a George IV. and a Victoria shilling, a William IV. sixpence, and an East India Company's half-cent d. 1845.

In the Mixed Court, another of the Chinese implicated in the attack on Messrs. Farnham and Rohl has been convicted. This man, a collector of taxes from the fishermen, named Pao-lau-erh, was proved to be a ringleader. When the party arrived at Chuensha, he had spied out the purpose of their visit, and, it is believed, went down and excited the villagers of Poo-mwan-tang to attack them. It was proved that he had been present there, and that when after Mr. Farnham's Chinese employes had been tied up and beaten once, and the villagers, beginning to fear the consequences, were disposed to let them go, he persuaded them to resume the ill-treatment. He was sentenced to receive 200 blows, andergo one month's cangue before Mr. Farnham's house, and to pay $30 to the Chinese maltreated. The Taoutai has confirmed this sentence, together with that on Chang-wen-hiang, reported by us last week. In that issue we noticed also that a military mandarin, named Cheng-ting-tsie, was convicted of complicity and handed over to the Taoutai for punishment; he has now been degraded. Two soldiers who were taken into custody with this man, when he was arrested, have been set at liberty; it having been shown that they were not in the village at the time of the attack. A Chinese was sentenced to eighty blows on the mouth (which we think should have been protested against as cruel) and 200 on the thigh. A second man was sentenced to ten months' imprisonment in the Chihsien's prison, and another to be cangued for two weeks. Altogether nine people have been tried, of whom six are thus convicted and disposed of; nineteen, however, still remain to be tried, so that the whole of the charges arising out of the affair will take some time to settle.

The *Norna* reports that while on the passage from Swatow, the weather being very thick, she ran ashore off the N.E. end of Chookea, in the Sarah Gally Channel, Chusan group. Everything having been got in readiness to leave her should she prove to be seriously injured, Captain Mooney succeeded in backing off, when it was found that a leak had been caused between the forefoot and foremast. As the leak did not, however, appear to threaten immediate danger, Captain Mooney resolved to proceed on his voyage, using the means at his command to keep the water under, and holding the boats in readiness to be taken to if required. Fortunately this did not become necessary, and the steamer proceeded safely till the next morning, when, a heavy cross sea rising, she rolled so much that the starboard gun went by the board, and the leak became so seriously aggravated that at midnight, when the harbour-master's hulk was reached, it was resolved to beach her, there being eight feet of water in the fore compartment. She has since been taken off by the tugs *Orphan* and *Bunker Hill*, which brought her safely into the Old Dock.

The barque *Rifle*, which left here on the 29th March, collided with a junk anchored outside the Beacon the same evening. It is alleged that the junk displayed no light, while the weather was thick and dark at the time. The *Rifle* had her starboard forecastle stove in abaft the cathead. The damage is estimated at about Tls. 1,100. No lives were lost.

There was a mistake in the translation we published last week of the important memorial lately addressed by Prince Kung and his colleagues to the Emperor, regarding the position of foreigners in China. Instead of the passage, "There has been no intention on the part of the peaceable and well-conducted to wrong (the people of) China; and the officials and people of China have on their part behaved with all civility;" the translation should run, "There has been no intention on the part of the well-conducted and peaceable to wrong (the people of) China; and towards the officials of China also they (the well-conducted foreigners) have behaved with all civility."

A meeting of shareholders in the China and Japan Marine Insurance Company has been held. The accounts show a balance available for distribution at the end of the year of Tls. 98,089, after providing for all possible outstanding losses and claims. It was resolved, in future, to pay, first, a dividend at the rate of 12 per cent. to all shareholders, to return two-thirds of the remainder to contributors, and to carry the remaining third to reserve.

A meeting of trustees and subscribers to the Chinese Hospital has been held. The accounts show a balance in hand of Tls. 526. Mr. Francis was elected a trustee, in the stead of Mr. Cameron, and Mr. Alabaster, a member of the committee, in the stead of Mr. Hanbury.

Entries for the S. Y. C. Spring Rifle meeting have been closed. The number is about the same as last year. The representative team for the season, to meet any challenges, will be selected from those members whose scores show the best average in the approaching competition.

The first Regatta of the S. Y. C., for the Club Cup, came off on the 30th March. Five yachts entered, but only four started; the *Phantom* won easily.

The following is from the *Shanghai Courier*:—

We are informed on official authority that Chung How has been appointed a member of the Tsung-li-Yamen at Peking.

It is stated that M. Annecke, the *Charge d'Affaires* at Peking for Germany, will shortly visit Shanghai for the purpose of conferring with the merchants, preparatory to the revision of the Prussian Treaty. From Hong Kong we learn that Mr. Wade also contemplates visiting the ports on a tour of inspection.

The Transit-Pass question has been advanced an important step by the issue of a notification by the Taoutai of Chinkiang, to the effect that all foreign merchandise shall go absolutely free of inland duty into every part of the interior of China on payment of the half-duty fixed by treaty, and that passes will be issued indifferently to Chinese and foreigners. This is the first time the settlement of the vexed question of Transit-dues commutation has been acknowledged in any official proclamation of the Chinese Government.

We hear that a well-known commercial man, who has the advantage of being also an accomplished Sinologue, has imported a cylinder printing press and all the necessary plant and type to enable him to start a Chinese newspaper on a much broader basis and with a more extensive scope than anything that has preceded it. It is intended for the Chinese generally, and will be circulated in every part of the Empire where agencies can be established. It will contain commercial news, reports of legal cases, and general intelligence likely to interest the Chinese; and a number of literary Chinamen of advanced views have been engaged to indoctrinate the Chinese into the public discussion of all questions of general interest.

The steamer *Parana* has brought an immense supply of material for the engineering and shipbuilding operations of the arsenal at Kaouchang-meaou. Among other things there are fifteen immense armour plates weighing many tons each, intended, we presume, to enable the mandarins in charge to make initial experiments in the construction of ironclads.

During the last two weeks the competitive examinations for the Shanghai *hsien* have been going on at the Examination Hall near the Little East Gate. Four days were occupied, intervals of rest being allowed. About 250 students came forward, of whom nearly 200 passed, and were encouraged to prepare for the provincial examination at Sunkiang.

HONG KONG.

Dates extend to the 11th April. The outward French mail of 1st March arrived out April 10.

The Governor, Sir Richard MacDonnell, left by the present mail. It is presumed that his health would not permit a longer detention. Sir Arthur Kennedy was due on the 16th April. A public dinner was given to Sir Richard at the Town Hall. Considerable dissatisfaction existed that no invitations were sent to the press. We are without any report of the proceedings at the dinner. What reason the committee had for this course is not stated.

On the departure of Sir Richard MacDonnell the *China Mail* says:—

We would offer a few words of farewell to one whose best efforts have, for a long period, been devoted to local interests. The chairman, at last evening's dinner, most happily hit a national weakness in remarking that his Excellency having not unnaturally failed to please everybody, on all occasions, had really preserved one of our most dearly-cherished privileges—the right to growl. We may fairly claim to have participated in this privilege, and our expression of regret at H.E.'s departure will not therefore be deemed the less sincere. Improved police, improved roads, waterworks and telegraphs, piracy suppressed, public solvency in place of insolvency, and many other benefits too numerous to detail at length, are the outward visible signs of the success of an administration as honourable to his Excellency as it has been beneficial to the colony. Of the present experiment for the suppression of gambling we may speak hopefully, though sufficient time has not yet elapsed to permit us to pass a definite judgment—its recent inauguration being in our eyes its chief defect. Taken as a whole, Sir Richard MacDonnell's career in Hong Kong has most fairly earned the sincere gratitude of the colony, and in expressing our concurrence with the complimentary language addressed to him yesterday we but endorse the general feeling of the colony. That he may have a pleasant passage home, there to meet his family and friends in the enjoyment of good health, that he may be spared to rise yet higher in the service of which he is so efficient a member, we most sincerely desire. May Hong Kong ever find a Governor as zealous for its honour and position, as careful of its finances, and as able a ruler of men as Sir Richard Graves MacDonnell!

The *Daily Press* says:—

H.E. the Vice-Admiral Sergio de Sousa, aide-de-camp of his

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Majesty the King of Portugal, and ex-governor of Macao, arrived here by the steamer *Poyang*, accompanied by over thirty of H.E.'s friends, among them the Viscount do Cercal, Mr. L. Marques, (president of the Municipal body), Baron do Cercal, Secretary Castro, Captains Balsemao, Baracho, and Corte Real, and Messrs. B. Fernandes, Carneiro, Rosa, Pachecos, &c. During the passage several hearty toasts were drunk to the tunes of the Macao band, which had been specially sent over. The concourse of people on the wharf at Macao, several ladies included, was very large, and loud were the vivas raised, to be drowned only by the noise of innumerable bombs and crackers—the offering of all the Chinese merchants, who, numbering over fifty, had each that morning wished "a good wish" to H.E. As the *Poyang* steamed out, three of the forts on the passage saluted and dipped their ensigns. Few governors had such a "Bota fora," and carried such evident demonstration of respect and sympathy. Impartial people confess they could not have had a milder or more conciliatory governor; in fact, H.E. has erred by being too lenient. May H.E. from the high position he is going to reassume, by his sovereign's side, always show an interest in the welfare of Macao. A guard of honour from the 10th Regiment awaited H.E., who landed under a salute from the battery.

The following is the average amount of bank notes in circulation in Hong Kong during the month ending 31st March, 1872:—

Banks.	Average Amount.	Specie in Reserve.
Oriental	$738,458	$250,000
Chartered Mercantile of India, London, and China	527,921	200,000
Chartered of India, Australia, and China	479,250	200,000
Hong Kong and Shanghai ...	1,034,640	400,000
Total	$2,780,269	$1,050,000

The Postmaster-General's report for the year 1871 states that the gross revenue of 1871 was $8,900 less than in 1870. Of the decrease $4,000 are out of the Colonial, and the remainder out of the Imperial Revenue.

Mr. Russell, the present junior police magistrate, being about to leave, the *Gazette* notifies the appointment of Mr. F. W. Mitchell as acting police magistrate, and Mr. John Simpson as acting collector of stamp revenue. Mr. Tonnochy takes Mr. Russell's place as assistant superintendent of the fire brigade.

The Portuguese amateurs gave a performance at the above theatre, a large number of ladies and gentlemen being in attendance. The first piece, a comedietta entitled "As Duas Bengalas," was admirably acted by Messrs. F. G. Kraal and J. M. S. Alves. The second, a dramatic scene, was well executed by Mr. J. M. S. Alves, who, as usual, showed himself a capable actor. The third piece was a comedietta, "Por Causa d'um Algarismo," Messrs. F. J. Machado and D. A. da Costa being very amusing in their impersonations. The entertainment concluded with a tragedy, "A Morte de Catimbao," which was much appreciated. The band of Her Majesty's 110th Regiment was in attendance, and played some choice selections in their usual good style.

At the meeting of the Legislative Council the Governor laid the following despatch before the members:—

Downing Street, 8th Feb., 1872.

SIR.—I have informed you by a telegram sent this day that it is expected that Sir Arthur Kennedy, who succeeds you in the Government of Hong Kong, would leave Southampton on the 28th instant to relieve you. I am glad to have been thus enabled to meet your wishes as to your departure from the colony. I avail myself with pleasure of this opportunity of recognising the vigour and ability with which you have administered the Government of the colony. I have the honour to be, &c.,

(Signed) KIMBERLEY.

THE COURTS ORDINANCE.

H.E. said the labours of the present sitting would be materially lightened owing to the receipt of a telegram from the Secretary of State, saying:—"Postpone legislation on reconstruction of courts until Mr. Pauncefote's return, who is at work on the subject." H.E. thought this very fortunate, as Mr. Pauncefote would come out with a full knowlege of what the Home Government would sanction.

The *China Mail* says:—We are glad to note that the petition in favour of Mr. Welsh has been so far successful that his release has been granted—subject to the condition that the petition should be withdrawn. His lordship, by the way, wishes his utterance on this head to "be recorded." May we, with all due respect, ask where? In the archives of the Court, or in the obscure diurnal publications of the colony? If the latter, the record, at his lordship's valuation, will not amount to much, and we rather wonder (in a very respectful manner) why the phrase was used.

We notice that Mr. Malet, C.B., proceeded to his post at the Legation, Peking. Among the passengers also we observed Lord Blandford, who thus extends his pleasure trip to the northern Treaty Ports.

The Spanish Consul sent the following interesting letter to the Colonial Secretary:—

SIR,—I have to beg that you will be good enough to inform his Excellency the Governor that I have just heard that at Government House, it has been reported Mrs. Checa is not my legitimate wife and that the same rumour has been freely circulated in the society of this Colony.

This you must know wounds my honour in the most horrible way, and as it is quite impossible for me to discover the author of the calumny it is absolutely necessary that until I can receive the necessary legalised certificates from Madrid, which by telegraph I sent for to-day, his Excellency the Governor will take such steps as his own honour and conscience may dictate in order that a stop may be put to these calumnious scandalous statements, for which I assure you and his Excellency there is not the slightest foundation.—I have the honour to be, Sir, your most obedient servant,

LEON CHECA.

THE CHINESE DEPUTATION TO H.E. SIR R. G. MACDONNELL.

A deputation from the Chinese community waited on H.E. Sir Richard Graves MacDonnell yesterday at Government House, where a few guests were assembled, amongst whom were Vice-Admiral Shadwell, Admiral de Souza, Captain Arthur, H.M.S. *Iron Duke*, G. von Overbeck, Esq., Baron de Mello, and several other gentlemen, also several ladies. There was an idea prevalent that the deputation would appear in full robes, but for some reason, perhaps the sudden rise of the thermometer, this expectation was disappointed. The deputation was introduced by M. S. Tonnochy, Esq., acting Registrar-General, who explained to his Excellency that the addresses which were to be presented were not yet ready in their proper form, *i.e.*, inscribed on two banners, for the reason that it was supposed his Excellency would not leave till the 18th inst., and the work was to be ready by the 17th. They begged to present his Excellency with the accompanying plate and album.

An elaborately finished silver cup, and an album containing photographs entirely of Chinese execution, were here exhibited, after which a Committee-man of the Tung-wa Hospital read in Chinese an address, of which the following is a translation:—

An address presented to his Excellency Sir Richard Graves MacDonnell, K.C.M.G., C.B., on his departure from the colony, by the Directors and Corporation of the "Tung Wa" Hospital, on the 10th day of April, 1872.

TWO SCROLLS.

1.—Your eminent reputation is esteemed in the Western Regions;

For an age will your meritorious name illumine a country's history.

2.—Your new schemes pervade the sea borders;

For a thousand years will your kindness and love dwell in people's hearts.

A FAREWELL ODE.

Bearing the axe of office you came from the west, with a commanding and dignified carriage.

Your merit in your six years' career of Government will be cherished in people's remembrance.

You have bestowed favours on all, natives and foreigners, without partiality.

Letting kindness and firmness guide your actions, your laws have not been secret.

To record your virtue a tablet is prepared, as our love for you is doubled at your departure.

Your kindness for the people has caused the opening of a hospital—(*lit.* club).

You are the first to start a benevolent custom.

Your plum grove (a name for hospital) ought to be celebrated in song like the Kom-Tong tree.

Henceforth on all sides will the sea borders resound with ballads (in your praise.)

(True translation).

M. S. TONNOCHY, Acting Registrar-General.

Mr. Tonnochy then remarked that the next address was also not yet completed, but a copy was ready for presentation.

The following is a translation of this address:—

Congratulatory address upon the good government of his Excellency Sir Richard Graves MacDonnell, Knight, Governor for Great Britain over the Island of Hong Kong, commander of the land and sea forces.

From the time when Governors began to come to Hong Kong, we consider our Governor MacDonnell is the chief. Since he has taken up his post at Hong Kong he has been most active and loyal. Being leader he has looked carefully after those employed under him, and has behaved with toleration towards his subordinates. His officers have cordially assisted him; the police have carried out his orders without presuming to impose or deceive; but doing their duties with strictness evil doers have hidden all traces of themselves; his benevolence and goodness have imbued themselves in others. He has put a stop to and done away with the passion for gambling.

Having pity on us Chinese people, who had no means of getting medical attendance, he put himself at the head of the merchants and gentry, and hurried on to complete a work, and was the first to build a hospital, an edifice both lofty and wide, so that the sick might find protection therein. All these are the benefits of his Government; they are innumerable.

His banners are returning to the West—when shall we meet again?

What shall we offer as our farewell?

An elegant banquet spread for a farewell dinner!

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The guests with their cups in their hands delaying the wheels of his carriage! With longing hearts!

A Governor returning to his country! The waves rise not! The steamer carries him along!

The whales and the crocodiles hide in their holes!

The trains starting! A beautiful and peaceful road.

His mind in happy repose, and body in robust health!

His deeds more meritorious, and his name more fragrant!

His happiness and his life extended!

His descendants prosperous!

The 3rd day of the last month of the year. Yam Shan.

Presented by the San Wo firm:—Shops' name, Shin Lung, Chun Un, Ping Kee, Lai Un, F'uk Lung.

(True translation.)

M. S. TONNOCHY, Acting Registrar-General.

Mr. Tonnochy further stated that the Nampak-hongs had intended to present an address, but not only was theirs not ready but there was no copy of it yet prepared.

His Excellency then addressed the members of the deputation, and said he was aware that it had been understood he was not to leave till the 18th instant; that was the day originally fixed, and he quite understood how it was they were not ready for his earlier departure. He thanked them for the goodwill expressed in the addresses which had been presented to him. He intended it not as merely a conventional compliment, but as what he really and sincerely felt when he said that nothing connected with his administration had given him greater pleasure than the improved tone of feeling that existed between the Chinese community and the Government. They must have observed that more reliance was placed on them than had ever been the case before. He had received deputations there, and they had talked over the provisions of the law together. He thought the assistance which the Chinese community had given to the Government of late years—during the last two or three years especially—in detecting crime, in giving early information to the Government, and in other matters, had been of the greatest service. The district watchmen, he thought, had worked very usefully and well, a fact which was illustrated by the number of crimes detected and the number of criminals brought to justice by their means. He knew the Chinese community put their hands in their pockets to maintain this force as an auxiliary to the police, and the Government and the community in general were proportionately indebted to them. In saying this, he was saying what he really felt, and he would be very glad if it were fully explained to them by the Registrar-General. He should report, and had always reported to the Queen's Government, his satisfaction at the assistance rendered thus to the Government by the Chinese community. He was very glad to have assisted in the building of their new hospital, which he believed was destined to be a lasting benefit to their countrymen. Some observations had been made in some of the journals to the effect that the Governor had expressed some mistrust in the Chinese community with reference to this institution. He wished them to understand clearly that he never had, and never intended, to imply such mistrust. At the time of the Ordinance which constituted the Corporation connected with the Hospital, certain natural guarantees were introduced, that in the case of the successors of the present body and in all generations the Government might have the means of visiting and supervising the Hospital, and taking care that the objects for which it was founded should be carried out. This was done in the case of all institutions at home, and in the like manner power was reserved here, but he never meant to imply any special distrust, and he thought his expressions were improperly wrested to convey that meaning. He was obliged to them for the feeling addresses they had presented, which he should preserve as a memento of his administration here. There were, however, certain rules in the Queen's service which prevented Governors or other officials from receiving presents of pecuniary value, such as plate. They would not imagine that he undervalued the gift, or the feeling which prompted them to present it, and he hoped the Registrar-General would explain this to them fully. There was nothing in which the Queen was so particular as the receipt of presents by her officers. He was aware that in China it was customary to receive them, and no doubt they had followed their custom in offering a present to the head mandarin here, but he had explained why he could not accept it. They must be assured of his gratification at the kind feeling which led them to offer it. He hoped, in conclusion, that there would soon be an improvement even on the improved tone of the relations between the Chinese and the Government. Certain laws had been passed in his time which they had greatly assisted the Queen's officers in carrying out. The recent regulation with regard to gambling had been eminently successful, and he hoped every householder would assist in giving early information to the Registrar-General or the Colonial Secretary, and do all in their power to put down a vice which, though practiced throughout China, had brought this colony into great disrepute. A measure which had been passed by him was regarded as successful, inasmuch as crime was diminished, and gambling was diminished, during the time that the latter was licensed, but now they were fortunate enough to have been able to disconnect the colony from the appearance of getting a revenue out of it. He commended these subjects to their earnest consideration, and as a parting request begged them to assist the Executive, as much for their own benefit as for that of any foreigner.

The deputation then withdrew.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates extend to the 19th April. The outward French mail of 15th March arrived on 15th April.

The grand jury have made a formal protest against the insufficient accommodation of the Supreme Court. The Chief Justice in reply said:—As to the first matter mentioned in their presentment, that of the want of accommodation and general unsuitableness of the present building for Court purposes, he regretted that such was the case, but he believed the Government were perfectly aware of it, and he trusted that in the course of time it would be remedied. Certainly he felt sure any representation made by such a body of influential residents as the grand jury would have due weight. With respect to the second matter, the interpretation that had already, as the grand jury said, been represented to the Government, and he had received the most satisfactory assurances from Government that endeavours would be made to give effect to his wishes in this matter. It should also be remembered that the obtaining of efficient interpreters here was not an easy matter, and that, consequently, there was a great deal of allowance to be made on this point; but having received this assurance, he felt certain that every effort would be made to place this branch of the Court establishment upon a more efficient and satisfactory footing.

With respect to the inconveniences suffered by the grand jurors themselves, the Chief Justice would do all in his power to remedy the matters complained of. There were, of course, some matters over which he could have no control, but in time he hoped to get things in little better working order, and so far as possible he should try to avoid the delays and inconveniences to which the grand jury were subjected. He was aware of the importance of their time, being obliged to leave their business, at great inconvenience to themselves, to attend to their duties at the session, and they should have every facility that could be afforded for the despatch of their business as speedily as possible. In conclusion, he dismissed the grand jury with the thanks of the colony for the very able manner in which they had discharged their duties during the present session.

The *Straits Times* says:—

On dit in Malacca. 1. That a letter, sent by H.E. Sir Harry Ord, per S.S. *Telegraph*, to the Dutch authorities at Tanah Puteh, near Siak, asking them to give up Rajah Mahdie, of Salengore notoriety, who is in their custody there, was disregarded on account of it having been sent by a merchant steamer instead of by a man-of-war. The Dutch will willingly give him up to a man-of-war. 2. That Captain Ord, at present in Penang, on the departure of the Lieut.-Governor of Malacca, Captain Shaw, for England, will proceed to Malacca to take his place as Lieut.-Governor, and also to perform the duties of sitting magistrate. 3. That the *Sharpshooter*, on her way from Malacca to Singapore last Sunday, came into collision with the Chinese junk *Soon Eng*. 4. That the steamer *Maha Rance*, now styled *Eastern Star*, has been sold by Tan Eng Siew to Messrs. Peek Hac Tiang Hok and Co., Chop Sin Kim Hok, of Singapore.

With reference to Rajah Mahdie, we are authorised to state that the Government made no demand for his extradition to the Dutch authorities, but, learning that he had got several tonkangs with gunpowder and ammunition at Bencalis, and that he was supposed to be contemplating a hostile expedition from thence to Salengore, the Government caused a letter to be written to the Resident of Siak informing him of what was stated regarding Rajah Mahdie, and he at once expressed his intention of not allowing any such hostile expedition from his territory. We do not know whether the Home Government approved or censured the spirited course taken by the Government here in the Salengore affair. Be that as it may, the community here and in Penang fully endorsed what was done, and will be ready again to back up the authorities in any measures they may take to keep things undisturbed as they are in Salengore. We trust, therefore, that a vigilant eye will be kept on this Rajah Mahdie and his followers, and that he will be dealt with shortly and sharply, should he attempt to reopen the quarrel in Salengore.

The *Sarawak Gazette* has the following:—

The christening of the Rajah and Ranee's twins took place on Easter day, in presence at evening service of the whole congregation. The ceremony was performed by the Right Rev. the Bishop. The elder of the twins, the Rajah's heir, was named James Harry, his sponsors being Admiral Sir H. Keppel, Major Nicoletts and Lady Edwards; his brother was named Charles Clayton, his sponsors being the Hon. the Resident, Bishop Macdougall and Lady Maxwell. In celebration of the event, their Highnesses the Rajah and Ranee entertained the whole of the European community at dinner on Easter Monday, when between seventy and eighty ladies and gentlemen sat down. The Rajah was shortly to pay a visit to his Highness the Sultan of Brunei, with the view of inducing the Sultan to open the trade of the coast under his rule to subjects of Sarawak who had been excluded for some year, past.

The S.S. *Royalist* left for Labuan and Brunei, taking with her Messrs. Houghton, Chapman, Gueritz, and also the Datu Bandars Abang Kasim, Abang Matasan, Inchi Ersat, Inchi Bakar, Ming-

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gat, and thirteen followers. We hear that at Brunei they will await the arrival of the *Heartsease*, which vessel left for Brunei direct on Friday morning with H.H. the Rajah, Mr. W. Paul, and a German photographer on board. Rumour says that the Rajah has important business at Brunei with the Sultan.

Commercial Report.

(*For dates see first page.*)

IMPORTS.

CHEFOO.—Messrs. Wilson, Cornabe, and Co. report as follows:—During the first three weeks of the month of February business generally, owing to the native dealers being all absent in the interior spending their New-Year holidays, was at a complete standstill, but within the past few days a reaction has set in, and Imports generally are now in fair enquiry. Stocks of Grey Shirtings and T-Cloths are almost exhausted, and first arrivals will command about the same as quoted below. Drills are not so much wanted. Woollens are in little enquiry. Metals: Nail Rod and Bar Iron are dull of sale. Lead is in fair demand, and holders are firm for an advance. Quotations are as follows:—Grey Shirtings, Tls. 1.77 to 2.00 per piece; White Shirtings, Tls. 2.00 to 2.05; T-Cloths, Tls. 1.72 to 1.92; Spotted Shirtings, white, Tls. 2.30 to 2.35; dyed, Tls. 2.95 to 3.00; Brocades, white, Tls. 2.35 to 2.40; dyed, Tls. 2.95 to 3.00; Long Ells, scarlet, Tls. 5.80 to 6.00; assorted, Tls. 5.30 to 5.40; Lastings, Tls. 11.00 to 11.50; Spanish Stripes, scarlet, Tls. 12.50 to 13.00; assorted, Tls.1 1.50 to 12.00; Metals: Bar Iron, Tls. 2.60 to 2.65 per picul; Nail Rods, Tls. 2.30 to 2.40; Lead, Tls. 4.80 to 5.00; Steel, Tls. 4.00 to 4.10; Quicksilver, Tls. 43 to 44 per flask.

SHANGHAI.—Nothing of special importance had occurred in the market since last mail on 27th inst., nor had the inquiry for manufactured Goods been at all steady. On one or two occasions appearances were in favour of activity and steadiness, but they were nipped in the bud by holders raising their demands to rates which the dealers did not deem safe, and consequently the business of the week had been comparatively small. Clearances, however, had been going on satisfactorily. The latest news from Hankow stated that Grey Shirtings and T-Cloths had been in good demand, while other goods had been receiving a fair share of attention. Grey Shirtings: The chief event of the week had been a purchase of about 20,000 pieces of 7 lb. goods, at Tls. 1.7.8 for ordinary, and Tls. 1.8.0 for Dewhurst's Eagle Chop, the greater portion being floating cargo. This weight had attracted most notice, and, the stock of it being very light, holders had been enabled to establish a slight advance. Of 8½ lbs. the settlements had not been remarkable; still, they sum up a very fair business, prices ranging between Tls. 1.8.9 to 2. For the heavy Cloths there had been no demand. White Shirtings: Settlements very trifling, and almost exclusively of 64 to 66 reeds, at former quotations. Finest qualities still wanted. T-Cloths: Prices demanded by holders had checked the growing disposition to operate in this import lately evinced by dealers. For 18 by 18 Mex. 7 lbs. Tls. 1.6.5 had been generally asked, while Tls. 1.6.0 to 1.6.3 had been the prevailing offer. 6 lbs. and 8 lbs. inquired for occasionally, but little done. Drills: Sales of English 15 lb. at Tls. 3.1 per piece. Sheetings: Large sales of American, at Tls. 3.8.5 for second quality. Jeans: Not a single settlement reported. Fancy Cottons: Gentian Shirtings in good demand, and improved from 5c. to 1 mace. Dyed Spotted sold at Tls. 2.7.5 to 2.8.2. Brocades at Tls. 2.9.0. A desultory business in other articles at former quotations. Woollens: Beyond recording a firm market, we have nothing to say regarding Woollen Goods. Metals: Iron—Nail Rod: Receipt of telegraphic news of higher prices at home made holders even firmer than before, and an advance on their former demands had entirely put a stop to business. Lead—Dull; rates unchanged. Coals remain as last quoted.

HONG KONG.—There had been no alteration of any importance in the market during the week.

SAIGON.—The following were the ruling prices of the principal staples:—Grey Shirtings, 8¼ lbs., $2.73 per piece; 7 lbs., $2.30; Supers, No. 1, $2.20; No. 2, $2.25; T-Cloths, 7 lbs., $1.95; 6 lbs., $1.75; 5 lbs., $1.52 per piece; 4½ lbs., $1.30; 4 lbs., $1.20; Irish Linen, No. 150, $1.85; No. 120, $1.72.

SINGAPORE.—The market had exhibited little change during the week. The latest quotations were:—Mule Twist, 40s, $132½; Shirtings, 8¼ lbs., $2.62½; 7 lbs., $2.22½ to 2.25. T-Cloths, 5 lbs., $1.40 to 1.42½; 6 lbs., $1.72½ to 1.70; 7 lbs., $1.90 to 1.92½; Cambrics, 15s and 16s, $34.

EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1, 1871, to Feb. 29, 1872.....	—	77750358	46980208	—	15631171	140361737	49837
Corresponding period last season.....	10826	69391753	47262939	349447	12450177	129465142	33513

Shipments Since:

Mar. 21 per Ellora (str.)	From Canton ...	50,000	404
— 26 ... Ajax (str.)	... Shanghai ...	138,660	352
— 28 ... Hooghly (str.)	... Do. ...	30,619	338

TO THE CONTINENT.

	Tcls.	Bales.
From June 1, 1871, to Feb. 29, 1872.....	5101679	17693
Corresponding period last season.....	2386282	8457

Shipments Since:

Mar. 21 per Ellora (str.)	From Shanghai, &c. ...	—	153
— 28 ... Hooghly (str.)	... Do. ...	—	319

TO UNITED STATES.

	Pcls.
From June 1, 1871, to Feb. 29, 1872.....	51993133 2766
Corresponding period last season.....	45063816 2376

Shipments Since:

Mar. 14 per Oregonian (str.)	From Shanghai ...	52,185
— 16 ... Agra	... Canton ...	272,997

TO AUSTRALIA.

From June 1, 1871, to Feb. 29, 1872 ... ... 12,639,962 lbs
Corresponding period last year 11,226,598

Shipments Since: None.

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844.....	51,022,600	...*	1862 to 1863.....	121,273,580	72,887
1845 to 1846.....	57,334,200	18,600	1863 to 1864.....	117,463,586	46,603
1850 to 1851.....	63,972,000	22,144	1864 to 1865.....	121,236,870	32,313
1853 to 1854.....	77,327,800	61,283	1865 to 1866.....	118,333,042	62,890
1855 to 1856.....	92,240,300	50,481	1866 to 1867.....	118,423,220	50,052
1857 to 1858.....	76,990,255	68,315	1867 to 1868.....	116,890,430	57,449
1858 to 1859.....	65,789,792	83,134	1868 to 1869.....	142,789,804	70 917
1859 to 1860.....	85,560,452	64,169	1869 to 1870.....	139,740,193	63,807
1860 to 1861.....	90,066,160	70,644	1870 to 1871.....	131,969,850	51,329
1861 to 1862.....	109,854,040	79,199			

* Including the Continent.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 7d.	4s. 7⅛d.	4s. 7¼d.
Shanghai ,, ,, ...	6s. 0¼d. to 6s. 0⅝d.	6s. 0⅝d. to 6s. 1d.	6s. 1d.
Canton ,, ,,	4s. 5d.	4s. 5⅛d. to 4s. 5⅛d.	4s. 5⅛d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6¼d.	4s. 6⅛d.	4s. 7d.
Manila ,, ,, ...			

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	305	220½ to 221
,, Hong Kong...	27⅛ to 27⅜ dis.	—
Bar silver	111.2.5.	11 prem.
Mexican dollars	76.5.5	5½ per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 60; Old, 62 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 35 per cent. discount.
China Traders' Insurance, $1,500 premium.
Hotel shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, $32 premium.
Hong Kong Fire Insurance Company, $320 prem.
Union Insurance Company, $1,500 premium.
China and Japan Marine Insurance Company, Tls. 52 premium.
China Fire Insurance Company, $57 premium.
Victoria Fire Insurance Company, $60 premium.
Indo-Chinese Sugar Company, $10 dis.
Shanghai Steam Navigation Company, Tls. 60 premium.
Hong Kong Distillery Company, 5 per cent. discount.
Hong Kong Pier and Godown Company, $10 dis.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company ...	500 ...	500 ..	180 ...	4 p.c
Shanghai Gas Company ...	100 ...	100 ..	144 ...	12 p.c
Shanghai S.N. Company ...	100 ...	100 ...	162 ...	1 p.c
S. Tug and Lighter Company ...	850 ...	850 ...	400 ...	7 p.c
French Gas Company	50 ...	50 ...	63 ...	10 p.c
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$530 ...	12 p.c
North China Insurance Co. ...	Tls.1,000	Tls.300 ...	Tls.310 ...	trien.
Do. do. new ...	1,000 ...	300 ...	510 ...	trien.
North China Steamer Company	100 ...	100 ...	69 ...	
Union S.N. Company	100 ...	100 ...	97 ...	12 p.c
Yangtsze Ins. Association ...	500 ...	500 ...	820 ...	15 p.c
Union Insurance Society ...	$5,000 ...	$1,000 ...	$2,400 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	2,500	$475p.s
Hong Kong and China Gas Co.	£10 ...	£10 ...	65 ...	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100 ...	Tls.165 ...	12 p.c
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$164 ...	12 p.c
China Fire Insurance Co. ...	500 ...	100 ...	156 ...	12 p.c
Hongkew Wharf Co. ...	... Tls. 100	Tls. 100	...Tls.155 ...	

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Parana, Duke of Abercorn, Achilles (reported by telegram).

At HONG KONG.—From London, April 6, Africa (str.), Yangtsze (str.); from Hamburg, 10, Albatross; from London, Sea Gull (str.) Corona (reported by telegram).

At SINGAPORE.—From London, April 13, Lord of the Isles (str.); from Liverpool, 14, Bengal (str.); 17, Antenor (str.), from Rotterdam;

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23s. To Singapore: 24s. To Cheribon, 21s. To Colombo: 22s. 6d. To Galle: 20s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Singapore, 20s. to 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

The Yrurac Bat (str.), Larrinaga, which vessel left Liverpool, May 1, for Singapore &c. (via S.C.), put into Queenstown on the 4th, with machinery damaged.

The Strathmore (barq.), of London, Tomlins, from Singapore to Liverpool, which vessel sank in the Mersey, April 8th, had been lifted and carried into Tranmere bight, and it was expected that in a few days she would be floated and removed to the graving dock; later advices, however, state that the vessel had parted aft of the windlass bits, and that the fore end still remained in midchannel. Very little cargo had been lost, and vigorous efforts were being made to discharge her.

Advices from Mauritius, dated April 5, state that the C. J. (French barque), Le Fevre, from Bangkok to Marseilles, with a cargo of rice, put in there, March 15, leaky, and with her hull strained and mizenmast cut away, having encountered a hurricane, Feb. 22, in lat. 14 S., lon. 100 E.; she had discharged a portion of her cargo and commenced repairing.

The Glensannox (str.), Copello, which left London, May 4, for Singapore, China, &c. (via S.C.), put into Cowes on the 8th with a slight derangement to her machinery; she will proceed on the first opportunity.

The Liberator, which arrived at Falmouth, May 7, from Jamaica, reports that on April 21, in lat. 40 N., lon. 55 W.; she boarded the Mallard (barque), of London, from Java to Boston, 135 days out, with mainmast, foremast, mizentopmast, and bowsprit gone, and with all her boats stove, having encountered a heavy N.W. gale, April 16; she was also short of provisions.

Advices received from Texel, dated May 5, state that the Pieter Adolph, Jaski, from Banjoewangie, had grounded in entering the Schulpengat.

MISCELLANEOUS.

At ST. HELENA.—April 2, Maassluis, Kuchler, from Sourabaya; Buston Vale, Anderson, from Colombo.

Off ST. HELENA.—April 1, W. E. Gladstone, from Ceylon; 3, Dallum Tower (ship), from Ceylon; Ortelius (Dut. ship), from Sourabaya; 6, Mayola (barq.), from Ceylon; 7, River Eden (barq.), from Singapore.

The Avon, Rennie, which sailed, April 20, from London for Shanghai, was thirty miles S.W. of the Lizard, May 1, having been becalmed four days.

The Constantia, Christian, which sailed from London, April 27, for Hong Kong, put back to Deal May 6.

At MAURITIUS.—April 2, Craig Ellachie, Bentley, from Singapore.

The Admiralty have invited tenders for the conveyance of 98 tons of stores to Hong Hong.

The Kenilworth, of Bristol, from Java to Rotterdam, 133 days out, passed Prawle Point, May 8, with cargo sea damaged.

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED),

IN CONNECTION WITH THE

FALMOUTH, GIBRALTAR, & MALTA TELEGRAPH COMPANY, LIMITED.

REDUCTION OF TARIFF TO CHINA AND JAPAN.

On and after 1st MARCH next the following Reduced Rates for Telegrams of Twenty Words will come into force:—

	FROM LONDON.	FROM PROVINCIAL STATIONS.
TO HONG KONG }	£4 6 0	£4 7 0
„ SHANGHAI }		
„ JAPAN	5 6 0	5 7 0

Half the above Rates for every additional Ten Words beyond Twenty Words.

No charge for Postage will be made on Messages to China and Japan, which are posted at Hong Kong, Shanghai, or Nagasaki.

Messages should be given in at the Falmouth Company's Office,

No. 74, OLD BROAD-STREET, LONDON.

Messages sent from Postal Stations should be ordered

VIA FALMOUTH

these words being signalled as an instruction by the Postal authorities free of charge.

(By Order)

THOMAS FULLER, Secretary.

O d Broad-street, London, E.C.,
15th February, 1872.

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BANK OF ROTTERDAM.

BALANCE-SHEET, ending December, 1871.

Dr.				Cr.	
Public shares	f.1		Capital—		
Funds available—			50 per cent. paid up on 30,686 shares, at f.7,671,500 ...	f.3,835,750 00	
Cash and foreign coin	f.705,224 89		50 per cent. on 30 shares fully paid up	3,750 00	
Bills receivable—				f.3,839,500 00	
Home	3,681,125 34		5 per cent. paid up on commanditair capital	729,990 00	
Foreign	1,206,207 03				
Cash at bankers...	1,575,934 52				
		7,168,491 78	Bills payable		f.4,269,490 00
Debts in account current...		4,471,958 80	Deposits and circular notes		6,776,605 07
Doubtful debts in account current, estimated at		73,651 30	Creditors in account current		311,861 91
Debts in commanditair account		3,007,097 30	,, commanditair account		3,052,703 22
Doubtful debts in commanditair account, estimated at		94,505 80	Interest on paid-up commanditair capital ...		237,741 71
Bank premises and furniture		193,202 85½	Commanditair reserve fund		12,902 10
			Reserve fund		84,887 76
			Dividend for 1864-67-70, not yet claimed ...		65,768 14
			,, 1871		2,014 80
			Balance of profit...		191,787 50
					3,146 62½
		f.15,008,908 83½			f.15,008,908 83½

Bank of Rotterdam.
(Signed) F. A. MULLER.
,, VAN DER KORS.
Rotterdam, April 3, 1872.

Audited by the Commissioners of the Bank of Rotterdam,
(Signed) M. M. DE MONCHY, President.
,, W. H. s'JACOB, Secretary.
Rotterdam, April 11, 1872.

We have examined and audited the above accounts, and have found them correct.

The Committee of Shareholders.

(Signed) Mr. H. C. VERNIERS VAN DER LOEFF.
,, A. MILDERS.
,, RUDOLF BAELDE.

Rotterdam, April 12, 1872.

PROFIT AND LOSS ACCOUNT, 1871.

Dr.			Cr.	
Expenses—			Balance of profit	f.285 58
Salaries	f.77,099 09		Interest account—	
Miscellaneous expenses... ...	25,963 87		Balance of profit	214,676 07
		f.103,062 96	Provision account—	
Amount written off for house property, &c. ...		9,050 94	Balance of profit	200,452 13
Payment of half of the commanditair commissions, f.113,346 78, to commanditair reserve fund		56,673 39	Operations in foreign bills, shares, coupons, &c., and participation in syndicates—	
Written-off on doubtful debts		27,122 56	Balance of profit after deduction of interest ...	141,490 22½
Balance of loss chief agency, Batavia		111,189 30		
Balance of profit		249,804 85½		
Whereof—				
f.6 25 per share to shareholders for 3.835,750 (5 per cent.) ...	191,787 50			
1-5 of f.249,804 85½ to reserve fund	49,960 97			
2, 28 per cent. for taxes on f.191,787 50	4,909 76			
Balance to new account	3,146 62½			
	f.249,804 85½			
		f.556,904 00½		f.556,904 00½

Bank of Rotterdam.
(Signed) F. A. MULLER.
,, VAN DER KORS.
Rotterdam, April 3, 1872.

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Rotterdam, April 12, 1872.

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15, Ellen Rickmers; from London, May 14, Colombo (str.); Enterprise (str.) (reported by telegram).

At SAIGON.—From Liverpool, April 8, Tiber.

At PENANG.—From Liverpool, Diomed (str.) (reported by telegram).

DEPARTURES.

From SHANGHAI.—None.

From HONG KONG and CANTON.—None.

From SINGAPORE.—For London, April 10, Ajax (str.); for Boston, 15, Elcano.

LATEST TELEGRAMS.

THE EX-TYCOON OF JAPAN.

NEW YORK, MAY 16.—Advices from Yokohama state that the late Tycoon of Japan has been invited by the present reigning Emperor to come out of his late retirement, and has received an honourable appointment under the Government, accompanied by a highly complimentary title.

GREAT FIRE AT YEDO.

NEW YORK, MAY 16.—Intelligence received here from Japan, via San Francisco, announces that a disastrous fire has occurred at Yedo, raging over four square miles of ground; 30,000 persons have been rendered homeless.

CHRISTIANITY IN JAPAN.

YOKOHAMA, APRIL 23.—An Imperial decree has been issued abolishing all edicts against Christianity.

COMMERCIAL.

CHINA.

OPENING OF THE TEA MARKET AT HANKOW.

The Hankow Tea market opened on the 13th inst., at Tls. 29 to 33 for Oonfas and Oopaks, fine qualities being firm, and inferior kinds weak. Settlements, 20,000 chests.

The following steamers may be expected to load at Hankow or Shanghai at £6 for the former, and £4 for the latter:—Galley of Lorne, Parnassus, Hong Kong, Cheops, Antenor, Gordon Castle, Erl King, the P. and O. steamers Deccan and Hindostan, and the steamer Achilles, which last-named vessel has arrived out.

SHANGHAI, MAY 17.—The market for Cotton goods continues irregular; Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 1.9.3; Cotton, Shanghai, Tls. 10½; T-Cloths, 6 lbs. (ordinary), Tls. 1.2.3.; 7 lbs. Mexicans, Tls. 1.5.8. Supplies of the new crop Silk are expected to arrive here in a few days. Exchange on London, bank Bills, six m.s. 6s. 0¼d.

HONG KONG, MAY 17.—Grey Shirtings, 6½ catties, 8¼ lbs., $2.57; T-Cloths, 6 lbs. (ordinary) $1.66; 7 lbs. (Mexican) $2.16. Exchange on London: Bank bills, six m.s., 4s. 5½d. Export of new season's Teas from Canton since the opening of the market 4,300,000 lbs.

SHANGHAI, MAY 21.—The Silk market is expected to open at about 25s. 6d. for Red Peacock; the crop is estimated at 55,000 bales. Exchange on London: Bank bills six m.s. 6s. 0¾d.

STRAITS SETTLEMENTS.

SINGAPORE, MAY 17.—Grey Shirtings, 7 lbs., $2.22½, 8¼ lbs., $2.62, T-Cloths, 6 lbs., $1.72½; Cotton Yarn, 40's, $135; Gambier, $3.50; Tin, $38⅜. Exchange on London: Bank bills, six m.s., 4s. 6d.

PENANG, MAY 17.—Grey Shirtings, 8¼ lbs., $2.55; T-Cloths; 6 lbs., $1.67½; Cotton Yarn, 30's, $117, 40's, $128. Pepper, black, $11.75, white, $24.50; Sugar, No. 2, $5, No. 3, $3.20; Tin $37.30. Exchange on London: Bank bills, six m.s., 4s. 5¾d.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—May 14, at Brouwershaven, from Pasaroeang, Ocean; from Samarang, Helena; 4, at New York, from Shanghai, Lella M. Long; April 25, at Havana, from Macao, &c., Linga. May 17, at London from Colombo, Aliquis; at Falmouth, from Rangoon (via Suez Canal), for Rotterdam, Anthony Strong (str.); 15, at Zierikzee, from Tjilatjap, Baron van Heemstra; at Liverpool, from Bassein (via Suez Canal), Bengalese (str.); 19, at Falmouth, from Maulmain, Kenilworth; 8, at Fortress Monroe, from Hiogo, Chance; 5, at New York, from Hong Kong, Ringleader; from Manila, Belvidere; 6, at Boston, from Singapore, John Clark; 20, off the Start, from Colombo, Walmer Castle.

DEPARTURES.—May 14, from Glasgow for Ilo Ilo, Laira; 15, from Newcastle, for Singapore, Duke; 3, from Frederikstadt, for Shanghai, Hebe; 13, from Cuxhaven, for Hong Kong, Dorothea; 16, from Liverpool, for Singapore, &c., Philippine. May 17, from London, for Colombo, &c. (via S.C.), Red Gauntlet (str.); for Singapore, China, &c. (via S. C.), Cyphrenes, (str.); for Shanghai, Mikado; for Yokohama, Volocity; for Cardiff and Singapore, Sultana; from Shields, for Singapore, Rainbow; 15, from Penarth, for Singapore, Windermere; 18, from London, for Hong Kong, Glance; 17, from Cardiff, or Hong Kong, Argyleshire; 18, from Liverpool, for Singapore, &c., Philippine; for Singapore, Huddersfield; 19, from Cardiff, for Anjer, Chloris; from Sunderland, for Hong Kong, Kelso; from Hamburg, for Yokohama, Ino; 8, from New York, for Shanghai, Mary Whitridge.

LAID ON.—At London, for Colombo, &c. (via S. C.), Aral (str.); for Penang, Singapore, Hong Kong, and Shanghai (via S. C.), Trafalgar (str.), at London, for Colombo, &c., Strata Florida.

CASUALTIES.—Advices from Port Elizabeth, dated March 30, state that a quantity of hemp and sugar, ex Fred Warren, from Manila to New York, which vessel put into Algoa Bay March 5, leaky, had been sold. The Leucothea, Crowell, from Sourabaya to Amsterdam, was spoken March 27, in lon. 19 W., making seven inches water per hour. The Maria Elise, v. Deursen, arrived at Texel, May 5, from Batavia, and reported having been in collision with a vessel in the North Holland Canal. A telegram received from Lisbon, May 17, announces the arrival there, with slight damage, of the Taffarette, Rocher, from Havre, for Saigon. The Sea Flower, Thomas, which arrived at New York May 8, from Manila, reports having encountered a heavy N.W. gale, lasting forty-eight hours, off Cape Hatteras, May 3, during which she sustained slight damage. Advices from Marseilles, dated May 16, announce the putting back to that port of the Harmonie, Gadais, for Yokohama, which vessel had previously put into the Hyeres Islands on account of a leak.

SPOKEN.—Moorhill, Singapore to Liverpool, March 29; English (barq.), showing Marryat's signal, 4 d.p. No. 2,418, Cardiff to Japan, April 2, 4 S., 21 W.; Everhard (German), Cardiff to Hong Hong, April 6, 7 S., 30 W.; Struge (?), London to Hong Hong, March 30, 1 N. 23 W.; Fearnought, Liverpool to Singapore, March 31, 1 N., 23 W.; Southport (English brq.), for Singapore, April 6, 5 N., 21 W. Fanny Salfid (?) (ship) Philippines to New York, Feb. 29, 35 S., 20 E., 52 days out.

MISCELLANEOUS.—At Madeira, April 28, Sooloo, and sailed for Hong Kong. At St. Helena, April 14, Lochlee, from Singapore. At St. Vincent, C. V., April 12, Jessie Gilbert, McKenny, from Cardiff, and sailed, 15, for Galle. At Mauritius, April 17, St. Philibert, for Singapore. At Buenos Ayres, April 17, Gezina Brons, Groenewold, from Macao. At St. Helena, April 17, Chasca Crockett, from Samarang; 19, Vrachtzoeker, Villinga, from Macassar; 20, Moss Glen, Sullivan, from Ilo Ilo; Dilpussund, Grey, from Foochow; 23, Lainetar, Lindgren, from Banjoewangie; 24, Kosmopoliet II., Hunzer, from Batavia; 25, Anne Marie, Endel, from Penang; 26, Kosmopoliet III., Chevalier, from Batavia. At Table Bay, April 8, Johan Anton, Muhlenkoff, from Macao; 10, Pandito, Courtois, from Samarang. At Simon's Bay, April 11, Paralos, Chauvelon, from Singapore. The Agra, from Hong Kong to New York, about which some anxiety has been felt, passed Anjer on April 9.

THE "DAILY TELEGRAPH" AND MR. WADE.

The following is one of the *Daily Telegraph's* facetious lucubrations. It is, of course, distasteful to us to find China affairs so handled:—

Her Britannic Majesty is represented at Peking by a diplomatist who is an adept in the art of continuous undaunted "pegging." Mr. Wade never releases from the pressure of his screw the luckless mandarin who is responsible for foreign affairs. Between presenting protests, requiring explanations, and importuning for new concessions, he has always something on hand. One of his latest achievements is rather a weighty matter, for which the commercial public will owe him corresponding gratitude. It had fallen within his observation that when John Chinaman could with impunity vent his personal feelings towards the barbarian, he was singularly ingenious in devising occasions. If an official, he might exercise his fancy in multiplying taxes unknown to the Treaty of 1860, or he might distribute one-sided justice from the bench when called upon to adjudicate between Celestials and strangers. Foreign merchants who stood to natives in the unpleasant relation of creditors, very frequently failed to hasten liquidation by an appeal to the local magistracy. Chinamen who lacked the little brief authority requisite to render themselves legally disagreeable would take a shorter way to ease their patriotic souls by insulting or molesting foreigners. Mr. Wade has been, as usual, assiduous in representing to Prince Kung the backwardness of the Celestial population in learning that first lesson of international courtesy—respect for treaties. Prince Kung has turned an ear to his reproaches, and addressed, along with his colleagues, a memorial to the Emperor that assumes a more friendly attitude towards the barbarian than any previous State document in which his existence has been recognised. It owns that here and there in the interior there have been instances of surcharges at the Custom-houses, while "in the matter of debts, if there have been occasionally accounts due by foreign merchants to Chinese long outstanding, those due by Chinese to foreign merchants long outstanding have neither been few nor small." Prince Kung candidly credits the British Minister with having made all these discoveries, and offered an explanation of them in the fact of magistrates boasting that they had never read the Treaty. The memorial expresses a Ministerial opinion that people of foreign States coming to trade in China are undoubtedly entitled to be treated with civility. It warns the Chinese public generally, and Mandarins in particular, that they have no right to persist in maintaining towards such people a feeling of contempt or disrespect, still less to levy duties not sanctioned by the Treaty. It appeals to native shrewdness and self-interest by inquiring how foreign Governments can be asked to make their subjects pay sums which they owe when amounts owing to them are in arrear. In accordance with the recommendation of his Ministers the Emperor has issued an edict ordering all the heads of provincial Governments to see that local officials read and understand the Treaties. The Mandarins who administer the affairs of trade are required by it to cause a remission of all duties overcharged and an acceleration of the payment of outstanding debts. Peking has adopted the language and the logic of Manchester. If every triple tail in the

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Empire could be endowed with Prince Kung's sagacity, Manchester practice would soon follow. The vigilant eye of Mr. Wade may in time frighten the Mandarins into a comprehension of rules which hitherto they have disdained even to read.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

BLAIN—On the 12th May, at the Woodlands, Sutton, near Chester, the wife of John Blain, of a son.

DENNYS—On the 8th April, at Hong Kong, the wife of N. B. Dennys, Esq., editor *China Mail*, of a daughter.

LAMMERT—On the 9th May, at Berlin, the wife of Mr. G. R. Lammert, of Hong Kong, of a son.

LITTLE—On the 10th April, at Bonnygrass, Singapore, the wife of R. Little, Esq. M.D., of a daughter.

LOUREIRO—On the 3rd April, at Shanghai, Mrs. Pedro Loureiro, of a son.

RAMSAY—On the 28th March, at Hankow, Mrs. Hugh F. Ramsay, of a daughter.

REMÉ—On the 9th May, at Uhlenhorst, Hamburg, the wife of G. A. Remé, Esq., of a daughter.

STAEHELIN—On the 14th April, at Varinga-hill, Singapore, the wife of Mr. E. Staehelin, of a son.

MARRIAGES.

DUNMAN—GEDDES.—On the 13th April, at St. Andrew's Cathedral, Singapore, by the Rev. Canon Beckles, Robert Dunman, Esq., to Charlotte Millicent, eldest daughter of the late John Innes Geddes, Esq., of Madras.

FENTON—PILKINGTON.—On the 16th March, at H.B.M.'s Legation at Yokohama, by the Rev. M. B. Bailey, in the presence of Russell Robertson, Esq., H.B.M.'s Consul, J. W. Fenton, professor of music, Naval College, Yedo, to Miss Jane Pilkington, daughter of the late William Pilkington, of Missouri, U.S.

LAURIE—FERRIER.—On the 11th May, at the Church of S. Bridgid, Castleknock, by the Rev. Henry Hogan, assisted by the Rev. James W. Hogan, cousins of the bride, William Forbes Laurie, of Kandy, Ceylon, to Maria Ann Maxwell, second daughter of Alexander Ferrier, Esq., of Knockmaroon, county Dublin.

DEATHS.

BROWNE—On the 18th May, on board the P. and O. s.s. *Malta*, Edward Parke Grey Browne, Esq., Commander in the P. and O. Company's Service, aged 42.

RIENAICKER—On the 2nd May, at Brompton Hospital, Robert Rienaicker, Esq. formerly Colonial Treasurer, Hong Kong.

ST. CLAIR—On the 2nd March, at sea, off the West Coast of Africa, Commander the Hon. Archibald St. Clair, R.N., H.M.S. *Bittern*, second son of Lord Sinclair.

Foreign Intelligence.

—o—

UNITED STATES.

In our issue of the 3rd inst. we published a telegram which stated that a Bill repealing the tea and coffee duties from July 1 had been finally passed by Congress. We now learn that this Bill was an old measure which was passed by the House of Representatives at an early period of the present session. This Bill, which was taken up by the Senate on the 30th ult., stood as follows:—"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that from and after the passage of this Act tea and coffee shall be placed on the free list, and no further import duties shall be collected upon the same." The measure was, on motion of Mr. Scott, amended so as to take effect July 1, and to apply to goods then in warehouse, any duties that may have been paid on them to be refunded, and was then passed. It is as follows:—"On and after July 1 next, tea and coffee shall be placed on the free list, and no further import duty shall be collected from the same; and all tea and coffee which may be in public stores or bonded warehouses on said July 1 shall be subject to no duty upon the entry thereof for consumption, and all tea and coffee remaining in said stores on said July 1, on which the duties shall have been paid, shall be entitled to a refund of the duties paid." The *New York Shipping and Commercial List* says:—This result, however distasteful it may be to some, in the light of a purely economical question, will relieve the business mind of a vast weight of suspense. Ever since the proposition was first made to relieve these commodities from duties, at an early stage of the session, the market has been unsettled, and, as dealers have been without any definite basis of values, trade, as a matter of course, has been restricted to the smallest possible limit. But now that the question is settled, and the market is left subject only to the natural laws of supply and demand, trade, it is fair to assume, will speedily resume its normal condition. The losses that have been sustained by importers and dealers in tea and coffee, while Congress has for months been making a battledoor and shuttlecock of their interest, it would be impossible to estimate, but they are known to be very large; and this fact should stand as a perpetual lesson to our law-makers, that in thus trifling with great commercial interests they wantonly inflict an irreparable injury upon the whole country. As to the propriety of remitting taxes so evenly diffused among the whole people as were those on tea and coffee, we have given our opinion in previous issues. We have thought, and still think, it a mistake, but, as the duties have been remitted, it were unprofitable to pursue the matter; suffice it that there is no possibility of imposing any tariff tax that will pay so much in revenue and cost less to the people. According to the revenue collected on these two articles during the last fiscal year the Government will lose some nineteen millions, as follows:—on tea, $8,322,994.67; on coffee, $10,969,098.77; total, $19,292,063.44. What the country will gain is not so apparent; but it is certainly to be hoped, where there is so much of positive loss, it may be balanced by some possible gain.

The proposal that an increased subsidy should be granted to the Pacific Mail Steamship Company on the establishment of its semi-monthly service to China and Japan has been revived, the "Postal Appropriation Bill" as reported to the Senate by a committee of that body containing a provision the same as was before proposed, for doubling the service and subsidy, but with one important change. This change consists in substituting for the words "San Francisco" the words "some port of the United States on the Pacific coast," so that the Bill appropriates $1,000,000 for steamship service between some port of the United States on the Pacific coast and Japan and China, and directs the Postmaster-General to contract for a term of ten years for carrying a semi-monthly mail on the said route, at a compensation not to exceed the rate per voyage now paid for the monthly service, and upon the same conditions and limitations as prescribed by the existing acts of Congress in reference thereto, and the contracts made in pursuance thereof. The measure also contains provisos as to the size of the steamships to be hereafter accepted for the said service, the right of Government to use them in time of war, &c. The effect of the alteration will be to leave the selecting of the port optional with the Postmaster-General, and also to allow him to contract with some steamship company other than the Pacific Mail Company, running steamers perhaps to the terminus of the Northern Pacific Railroad on Puget Sound. California representatives assert that this proposition, as in the interest of the Northern Pacific Railroad Company and against San Francisco and the Pacific Mail line, will be opposed by them.

NEW YORK MARKET REPORT.—MAY 4.

—o—

The final adoption, by both branches of Congress, o the Bill relieving Tea and Coffee from all duties, relieves the dealers in those commodities of a weight of suspense; and as this is believed to be about all the action that will be had this session in reference to the tariff, there is some improvement in trade, though some little time will be necessary for the adaptation of affairs to the new order of things before activity may be expected.

TEA.

The settlement of the duty question, making Tea free, has caused a decidedly better feeling in the market, and there has been an active inquiry for all descriptions. Dealers have been pursuing the hand to mouth policy for some time, and are consequently very poorly supplied, and the bulk of the stock is now in this city. The trade have come forward quite freely, and considerable sales have been made, the inquiry favouring Oolong, though all descriptions are held with increased firmness, and are in good demand. The sales foot up about 31,000 half-chests Oolong, 3,300 do. Green, and 3,500 do. Japan.

COFFEE.—The market for Brazil, since the passage of the Bill making the article free of duty from and after July 1, including all then in bond, presents a decidedly more cheerful and buoyant feeling, inasmuch as the suspense and uncertainty so long hanging over it is now removed, and thus relieved, all parties begin to look forward to an early resumption of the legitimate trade of the country, so long interrupted by the agitation of the Duty question. As nearly all the large dealers and jobbers hold insignificant stocks, and the country is unusually bare of supply, it is seen that a renewal of supplies will bring activity, and with that activity higher prices are naturally expected. The market for the other descriptions partakes of the improved feeling, and with some increase of demand for home use, better prices have been realised, quotations for some descriptions being ¼c. to ½c. per lb. higher, the improvement in Java being ¼c. to 1c. gold. The sales include 4,000 mats Java, in lots, from first hands, at 21c. to 23½c. gold.

STOCK IN NEW YORK, MAY 1.

	1869.	1870.	1871.	1872.
Java Government	... bags 2,267	... 900	... 74	... 7,153
Java	... mats 41,808	... 51,447	... —	... 87,334
Singapore	... ,, 1,000	... —	... —	... 8,502
Manila	... bags 6,769	... 2,627	... —	... 1,516
Ceylon	... ,, 5,000	... 1,000	...10,190	... 3,223

CAMPHOR.—China is quoted 17c. to 18c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $3 to 3.12½; Cassia, $2 to 2.12½ gold (duty paid).

FIRE CRACKERS.—The market is quieter, but former prices are steadily maintained. The sales have been 2,000 boxes extra No. 1 at $2.40 to 2.45 currency, and 2,000 boxes "Eagle" and "Golden Dragon" chops at $2.40 to 2.42½ currency.

GAMBIER.—The current quotation is 5c. gold.

GUNNY CLOTH continues quiet at 16c. for Borneo.

HEMP.—The stock of Manila is moderate, but large arrivals are expected, and though holders generally are firm, the absence of demand renders our market dull and nominal—11½c. gold is however refused for parcels, both on the spot and to arrive.

	1872. Bales.	1871. Bales.	1870. Bales.
Manila Hemp imported into the United States from Jan. 1 to April 30	64,926	73,391	47,672
On the way to the United States from Manila, April 30	65,331	17,924	15,841
Stock in importers' and speculators' hands in Boston, April 30	6,730	19,370	15,700
Stock in importers' and speculators' hands in New York, April 30	11,076	18,961	12,560

INDIGO.—Manila is quiet but steady, at 90c. to $1.10 currency.

THE Select Committee on the Diplomatic and Consular Services have adjourned till Thursday, the 6th of June. It is not contemplated t examine any more witnesses, the volumes of Consular Reports which have recently been issued by the Foreign-office, and which bear upon the present inquiry; supply much information in detail, and the Committee will very probably proceed at once to prepare and consider a final report.

Navigating Sub-Lieutenants Henry Donegan, Alfred B. Scott, Edward E. Greaves, and Henry C. Roche, and Engineers George Ball, George Ryder (first-class assistant), Caleb J. North (second-class assistant), William H. Greaves (second-class assistant), and Samuel Bond (acting second-class assistant), have been appointed to the Iron Duke for disposal in the China Squadron.

MESSRS. J. and G. Thomson have launched from their yard at Govan on Clyde a screw steamer of about 600 tons and 100 horse power. She has been named the *Bintang*, and proceeds shortly to the consignment of Messrs. Guthrie and Co., Singapore, for local service.

The Gibraltar, late screw ship, of 5,724 tons, has been converted at Devonport into a training and school ship for boys, and is to be stationed at Belfast.

General Sir John Pennefather, late Governor of Chelsea Hospital, was buried in Brompton Cemetery on the 15th inst.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

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Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, MAY 20, 1872.

THE FRENCH IN CHINA.

WHETHER M. GIQUEL has done the Chinese any good in raising for them an arsenal at Foochow may be very well doubted, but that he has rendered a service to (his own) the French Government, in regard to their action and policy in China, there can be no doubt. In an article in the *Revue des Deux Mondes* he points out the monstrous pretensions put forth by the French representatives in China. Possessing only the credit of some half-dozen French mercantile establishments at Shanghai, they insisted on appropriating land equal in extent to all the other Treaty Powers, and which—to prove the hollowness of their demands—is now bought or rented by the British and other nationalities. The seizure of the so-called French Settlement was a pure and simple robbery—no more or less. This, coupled with the article in their Treaty which stipulates for the restoration of all property, in land or houses, possessed by Roman Catholic priests during the past century, is sufficient to show that the aims of the French in China can be summed up in the word "appropriation." Again, M. GIQUEL most wisely impresses on the French Government that unless they put some restraint on their missionaries they may look out for another "Tientsin Massacre." He appears to have no hesitation in believing that this movement was caused by and directed entirely against the intolerable assumptions of the Jesuits and priests. We commend M. GIQUEL for the bold manner in which he has enunciated his views, and we can assure the French Government that no better advice could be given. We can now more fully appreciate the spirit in which the late Lord ELGIN was constrained to speak of the overbearing conduct of his allies in the Anglo-French expedition to Peking. This alliance, we all know, was condemned by all persons having a knowledge of China and the Chinese. It was one of the most foolish and short-sighted acts ever committed by an English Government. Lord PALMERSTON must certainly have gained some important advantage in his relations with the French Government, or he would never have consented to such a suicidal course.

BY the last mail from Washington it is reported that the Senate has again taken into consideration the proposed increase in the subsidy to the Pacific Mail Company. They have probably been urged to do this in consequence of the establishment of a British line across the Pacific to Japan and China. The *New York Journal of Commerce* on this company says:—"We do not see why we should not have "two lines between our Pacific ports and the Empires of "China and Japan."

THE Deputy Master of the Mint, in his report on our coinage for the year, makes allusion to that of other countries, and with regard to Japan says:—The Government of Japan has determined on producing a gold coinage at their mint at Osaka, the first coin to be a piece of the value of 20 yen, composed of 9-10ths of pure gold and one of alloy, containing 30 grammes of pure gold. The smaller coins will be pieces of 10, 5, 2 and 1 yen.

LORD ELGIN ON JAPAN.

IF the late Lord ELGIN could only now look on Japan, that country "so bright and so fair," his heart would indeed be charmed. It would be peculiarly acceptable to his benevolent character to see the fruit of his Treaty of 1858. His visit to Japan is described in his correspondence as a delightful change to the irksome duties involved in the Treaty with China, the performance of which was a daily martyrdom to him. In his correspondence from Yedo he writes:—

"I consider this the most interesting expedition I ever made. The total absence of anything like want among the people, their joyous, though polite, respectful demeanour, the combination of that sort of neatness and finish which we attain in England by the expenditure of great wealth with tropical luxuriance, made me feel that at last I had found something which entirely surpassed all the expectations I had formed. And I am bound to say that the social and moral condition of Japan has astonished me quite as much as its material beauty. Every man, from the Emperor (who never leaves his palace) to the humblest labourer, lives under a rigid rule, prescribed by law and custom combined; and the Government, through its numerous agents, among whom are hosts of spies, or more properly inspectors (for there is no secrecy or concealment about this proceeding), exercises a close surveillance over the acts of each individual; but in so far as one can judge, this system is not felt to be burdensome by any. All seem to think it the most natural thing in the world that things should move in the orbit in which they are placed; the agents of authority wear their two swords; but, as they never use them except for the purpose of ripping themselves up, the privilege does not seem to be felt to be invidious. My interpreter, a Dutchman, sent to me by the United States Consul-General, has been two years in the country, and he assures me that he has never seen a Japanese in a passion, and never saw a parent beat a child. An inexhaustible fund of good temper seems to prevail in the community. Whenever, in our discussions on business, we get on rough ground, I always find that a joke brings us at once upon the level again.

The last move in the right direction which we have from Japan, is a telegram announcing the promulgation of a decree, annulling the edicts formerly issued against Christianity. We trust that both Protestant and Roman Catholic missionaries, will make a prudent use of this fresh assurance of the Japanese Government, to carry out friendly relations with Western Powers.

PRINCE KUNG'S MEMORIAL.

SELDOM has the mail from China brought such unmixed good news. It is a red letter one. The few instances we have had to record of enlightened action on the part of the Government have been generally neutralised by obstructive conduct on the part of the provincial authorities, and when these latter have shown a disposition to carry out loyally the terms of the Treaties their zeal has been checked by unmistakable hints from Peking. Now, however, for the first time, both the Tsung-li-Yamen and the provincial Governors appear to be united in their endeavours to mete out justice to foreigners and to enforce without reserve our Treaty rights. A memorial, the importance of which can hardly be over-estimated, appearing as it does at a moment when the Audience Question is about to be discussed, has recently been presented to the Throne by Prince KUNG and his colleagues on the subject of foreign relations, the whole tone of which is well calculated to inspire us with confidence for the future. It is possible that the disrespect lately shown to Mr. WADE in the streets of Peking may have been the moving cause of its presentation, since great stress is laid in it on the importance of treating the foreign Ministers residing in Peking "with high consideration," and if this is the case the *gamins* of Peking are to be congratulated on having been the innocent causes of the publication of so important a document. The PRINCE reviews with a satisfaction which we can scarcely share, the general conduct of the officials and people of China towards foreigners since the signing of the Treaty; but still he thinks that there might possibly have been isolated cases in which foreigners have been unjustly and improperly treated. He is confirmed in this supposition by the fact that Mr. WADE has complained to the Tsung-li-Yamen "that the "people of China are in the habit of behaving disrespect-"fully to the officials and people of foreign States; that the "Chinese authorities, so far from taking steps to restrain "them, do, on the contrary, display an unfriendly spirit, and "that the common people, under the influence of what they "are constantly seeing and hearing, become actuated by this

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"in a yet more serious degree; that the merchants are "overtaxed by the Custom-houses; that in some instances "they suffer by a want of vigilance on the part of the offi- "cials to whom they should look; that in some they are "defrauded by the Government bankers or by ordinary "traders, and that the authorities, instead of compelling the "debtors to pay, screen them from justice; the result of "which is that there is an arrear of cases, the accumulation "of years, unsettled." Further, Mr. WADE complains "that "in a discussion on business with the magistrate of the dis- "trict of Kwang-tsi in Hu-peh, the local authority stated "that he had never read the Treaty." If these grievances have any real foundation in fact, and the PRINCE does not deny that they have, he thinks that an end should at once be put to them, and he urges the EMPEROR to issue stringent orders insisting on the faithful observance of the Treaty, and on the just settlement of all foreign claims against China- men. Further, he would have the natives warned against treating foreigners with disrespect, and he recommends that provincial Governors should be ordered to see that their subordinates are acquainted with the terms of the Treaties. Mr. WADE is to be congratulated on having elicited this memorial from the Yamen. It contains a confession of abuses which have hitherto been either denied or explained away, and it will at least be a powerful lever in the hands of the foreign Ministers should similar causes of complaint again arise. But above and beyond this let us hope that it marks the commencement of a new era in our relations with China, and that it is but a prelude to more important con- cessions which are to follow. The time chosen for its pub- lication is significant, and it may very possibly have been intended to prepare the minds of the people for the announce- ment that the Government is at length determined to ac- knowledge our equality as a nation with themselves, and to admit our Ministers into the Imperial presence. Let us hope this will prove to be the case.

As a fitting accompaniment to Prince KUNG'S memorial we hear from Kiukiang that the Superintendent of Customs at that port has sanctioned the issue to native merchants of Transit Passes to protect goods of foreign origin—their own property—to marts in the interior. The import- ance of this step will be at once apparent, and should the example thus happily set be followed at the other open ports the impetus which will be given to trade will be beyond calculation. It is possible to suppose that in issuing this order the Superintendent has been solely actuated by a desire to secure the Transit Duties which had previously been collected at Chinkeang and Ningpo; but this consideration does not alter the value of the advance gained nor diminish the hope that a similar desire to benefit their own exchequers at the expense of those of their neigh- bours will induce other superintendents to adopt the same course. It is a coincidence worthy of remark that the pub- lication of these concessions to our interests should be synchronous with the announcement of the death of the most powerful opponent of foreigners in China. In TSEN- KWO-FAN the anti-foreign party have lost their chief sup- port, and by his decease is removed the principal obstacle to the more enlightened course which Prince KUNG appears now willing to follow.

Monetary and Commercial.

The half-yearly meeting of the P. and O. Steam Navigation Company will be held on June 6, to declare a dividend.

The imports of tea during last month, as stated in the Board of Trade Returns, were slightly smaller than in April, 1871, but a much larger proportion of the total consisted of Indian growths, as was also the case during the previous months of this year, more than two-thirds of the total increase in imports for the four months (which amounts to over 3,000,000 lbs.) having consisted of these kinds. Home consumption for the month shows a falling off of 1,250,000 lbs., and four months of nearly 1,500,000 lbs., but exports show an increase of more than 1,000,000 lbs. for the month, and of more than 500,000 lbs. for the four months. The official stock on 30th ult. showed an excess of over 6,000,000 lbs., being nearly 102,000,000 lbs., against 95,500,000 lbs., at the same date of the previous year.

The *Produce Markets Review* has the following remarks upon the sampling of Tea in bond.

We have recently received many communications complaining of the very unsatisfactory character of a large proportion of the Tea accepted by the dock and public warehouse keepers in exchange for that taken from the packages for samples. Several of the cases to which our attention has been called have been of the most glaring description. In one instance some half-chests of very fine Moyune Gunpowder, sold at 4s. 1d. per lb., had been sampled, and some common Twankay, worth less than 1s., had been placed in the package as an equivalent for what was taken out. In another case, some Congou, worth about 10d. per lb., was substituted for fine Moning. A letter has been addressed to the proprietors of all the bonded Tea warehouse in London, calling their attention to the matter, and requesting that a closer examination should be made into the value of the Tea tendered as returns, and we trust that some practical benefit will result.

Tenders for £600,000 in bills on India were received at the Bank of England on the 15th inst. The amounts allotted were— To Calcutta, £528,800; Bombay, £58,000; and Madras, £13,200 The minimum was fixed at 1s. 10½d. on all the Presidencies, showing a decline of ¼d. Tenders on Calcutta and Madras at 1s. 10½d. will receive about 56 per cent., and on Bombay at that price in full. These results show a further diminution in the demand for remittances to the East.

Bar Silver is very quiet, there is no demand whatever for the East, and the limited amounts to hand are taken for Holland. The price may be considered as steady, at 60⅛d. to 60¼d. per oz. standard. Mexican Dollars remain as last quoted, the arrivals having been very small.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SINGAPORE to LONDON, per Wallace, entered May 13—1176 bags 2348 bales gambier, 932 bags cutch, 960 bags pearl sago, 893 baskets gutta-percha, 4063 buffalo hides, 155 baskets gutta susa, 296 bags tapioca, 2825 bags tapioca flour, 117 bundles Borneo, 473 bundles Malacca canes, 30 bundles cow hides, 4970 bundles rattans, 67cases shells 394 bags pepper, 355 packages cassia, 21 cases gum benjamin, 81 bags coffee—Order.

From SINGAPORE, &C., to LIVERPOOL (via Cape), per Hibernia (str.), entered May 11.—1226 hides, 1069 bags 400 baskets 6516 bales gambier, 10,330 bags sago flour, 1682 bags sugar, 2526 pieces sapan- wood, 171 cases 624 bundles cassia, 2812 bags pearl sago, 1493 bags pepper, 89 baskets gutta-percha, 2 cases cigars, 34,826 bundles rattans, 6 packages merchandise—Order. Remainder of cargo from Cape of Good Hope.

From SINGAPORE to Glasgow, per British Constitution, entered May 10.—4018 bags sago flour—Thomas Clavering. 2504 bags gambier, 39 bales cow hides, 122 buffalo hides, 399 bags black pepper, 600 bags 200 cases pearl sago, 10,121 pieces sapan wood—Arch. Glen and Co.

From SINGAPORE to LONDON, per Fitzroy, entered May 14.—970 bags 1175 bales gambier, 220 baskets gutta susa, 3649 bags sago flour, 772 baskets gutta-percha, 86 bags borax, 621 bags sago, 28 cases brandy, 133 bundles malacca, 192 bundles chematee canes, 134 cases cassia, 833 bags tapioca, 361 bags pearl sago, 1819 pieces cow hides, 7381 buffalo horns, 145 boxes gum damar, 1183 pieces sapan wood, 1586 bundles rattans, 30 bundles canes—Order; 5 cases wine—E. J. Brand and Co.

BANK AND MISCELLANEOUS SHARES.

Shares.	JOINT STOCK BANKS.	Paid.	Closing Prices.
£10	Agra Bank, ...	All	7½ to 8
25	Bank of Egypt	All	48 to 50
20	Chartered Bank Ind., Aust., and China	All	15½ to 16½
25	Chartered Merc. of India and China ...	All	25 to 26
20	City Bank	10	14¼ to 15¼
100	Colonial Bank	30	57 to 59
500fr.	Comptoir D'Escompte of Paris... ...	All	
£28½	Hong Kong and Shanghai Bank ...	All	43 to 45
28½	Do. Do. new	22½	15 to 16 pm.
100	Imperial Bank	20	22½ to 23½
50	London and County	20	59½ to 60½
50	London Joint Stock	15	46 to 47
100	London and Westminster	20	66 to 67
25	Oriental Bank Corporation	All	44 to 45
50	Union of London	15	45 to 46
	TELEGRAPH COMPANIES.		
100	Anglo-Mediterranean	All	182 to 185
10	British Indian Submarine	All	10⅞ to 11⅛
10	British Indian Extension	All	12 to 12¼
10	British Australian...	All	9⅛ to 9⅜
10	China Submarine	All	8⅝ to 9
10	Falmouth, Malta, and Gibraltar ...	All	11 to 11¼
10	Great Northern	All	14¼ to 15
10	Do. China and Japan Extension	All	11⅛ to 12
25	Indo-European	All	18 to 20
10	Mediterranean Extension	All	6 to 7
12	Telegraph Construction Company ...	All	32⅛ to 33½
50	Indiarubr., Gutta Percha. & Tel. Works Co.	45	42 to 44
	MISCELLANEOUS		
20	British India Tea Company	All	4½ to 5½
20	Brit. and Foreign Marine Insurance Co.	4	7 to 8 pm.
20	Ceylon Company	All	15 to 17
20	Do.	10	5½ to 4½ dis.
50	Colonial Company	20	1½ to ¼ dis.
5	Credit Foncier of England	All	5⅝ to 5⅞
10	General Credit and Discount Company	7½	2⅜ to 2⅝ pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	par to ¼ pm.
98	Japan Loan, 9 per cent.	All	108 to 110
20	London and Prov. Marine Insurance Co.	2	2½ to 3 pm.
25	National Discount Company	5	13⅜ to 14
25	Ocean Marine Insurance Company ...	5	13½ to 14½ pm.
500fr.	Messageries Maritime of France ...	All	
50	P. and O. Steam Company	All	57 to 59
50	Do. Do. 1867	10	par to 1 pm.
100	Royal Mail Steam Company	60	88 to 90
20	Realm Marine Insurance Company ...	3	1½ to ¼ dis.
20	Thames and Mersey Marine Insur. Co.	2	5⅛ to 5½ pm.
20	Universal Marine Insurance Company	5	8½ to 8¾ pm.

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EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th May, 1872, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th May, 1872, 5,370,628 yards; for the twelve months, 96,229,397 yards; for the twelve months, 1871, 100,448,685 yards; for the twelve months 1870, 53,665,972 yards. Decrease for 1872 against 1871, 4,219,288 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1872, 177,719 yards; for the twelve months, 2,587,196 yards; for the twelve months, 1871, 14,560,501 yards; for the twelve months, 1870, 2,695,700 yards. Decrease for 1872 against 1871, 11,973,305 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1872, 94,725 yards; for the twelve months, 2,568,036 yards; for the twelve months 1871, 2,374,013 yards; for the twelve months, 1870, 1,455,828 yards. Increase for 1872 against 1871, 194,023 yards.

COTTON YARN.—Export for the month ended 16th May, 1872, 324,000 lbs.; for the twelve months, 9,275,888 lbs.; for the twelve months 1871, 11,480,239 lbs.; for the twelve months 1870, 6,569,362 lbs. Decrease for 1872 against 1871, 2,204,351 lbs.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th May, 1872, 28,029,541 yards; for the twelve months, 334,049,938 yards; for the twelve months 1870, 351,689,617 yards; for the twelve months 1869, 231,460,016 yards. Decrease for 1871 against 1870, 17,639,676 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1872, 514,267 yards; for the twelve months, 8,720,428 yards; for the twelve months 1871, 9,163,594 yards; for the twelve months 1870, 15,264,957 yards. Decrease for 1872 against 1871, 443,166 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1872, 286,354 yards; for the twelve months, 7,552,198 yards; for the twelve months 1871, 2,881,490 yards; for the twelve months 1870, 6,782,936 yards. Increase for 1872 against 1871, 4,670,703 yards.

COTTON YARN.—Export for the month ended 16th May, 1872, 23,500 lbs.; for the twelve months, 696,296 lbs.; for the twelve months 1871, 416,296 lbs.; for the twelve months 1870, 616,890 lbs. Increase for 1872 against 1871, 280,000 lbs.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th May, 1872, 1,779,720 yards; for the twelve months, 24,819,869 yards; for the twelve months 1871, 41,468,241 yards; for the twelve months 1870, 17,634,100 yards. Decrease for 1872 against 1871, 16,648,372 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1872, 168,306 yards; for the twelve months, 2,314,291 yards; for the twelve months 1871, 2,197,348 yards; for the twelve months 1870, 2,686,615 yards. Increase for 1872 against 1871, 116,943 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1872, 54,581 yards; for the twelve months, 1,219,887 yards; for the twelve months 1871, 954,484 yards; for the twelve months 1870, 815,878 yards. Increase for 1872 against 1871, 265,403 yards.

COTTON YARN.—Export for the month ended 16th May, 1872, 746,110 lbs.; for the twelve months, 10,645,242 lbs.; for the twelve months 1871, 9,939,750 lbs.; for the twelve months 1870, 7,780,913 lbs. Increase for 1872 against 1871, 705,492 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th May, 1872, 5,810,362 yards; for the twelve months, 59,234,384 yards; for the twelve months 1871, 80,270,283 yards; for the twelve months 1870, 60,861,751 yards. Decrease for 1872 against 1871, 21,035,899 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1872, 380,320 yards; for the twelve months, 5,234,612 yards; for the twelve months 1871, 9,916,695 yards; for the twelve months 1870, 6,944,607 yards. Decrease for 1872 against 1871, 4,385,083 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1872, 199,554 yards; for the twelve months, 4,208,332 yards; for the twelve months 1871, 4,479,109 yards; for the twelve months 1870, 6,340,634 yards. Increase for 1872 against 1871, 270,777 yards.

COTTON YARN.—Export for the month ended 16th May, 1872, 93,180; for the twelve months, 1,752,960 lbs.; for the twelve months 1871, 3,369,930 lbs.; for the twelve months 1870, 2,597,358 lbs. Decrease for 1872 against 1871, 1,616,970 lbs.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th May, 1872, 2,177,239 yards; for the twelve months, 19,368,129 yards; for the twelve months 1871, 16,473,627 yards; for the twelve months 1870, 12,195,395 yards. Decrease for 1872 against 1871, 2,894,502 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1872, 887,705 yards; for the twelve months, 9,106,368 yards; for the twelve months 1871, 10,144,516 yards; for the twelve months 1870, 9,800,763 yards. Decrease for 1872 against 1871, 1,038,148 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1872, 521,319 yards; for the twelve months, 9,941,979 yards; for the twelve months 1871, 12,464,524 yards; for the twelve months 1870, 5,717,400 yards. Decrease for 1872 against 1871, 2,522,545 yards.

COTTON YARN.—Export for the month ended 16th May, 1872, 43,080 lbs.; for the twelve months, 584,760 lbs.; for the twelve months 1871, 617,395 lbs.; for the twelve months 1870, 297,182 lbs. Decrease for 1872 against 1871, 62,635 lbs.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th May, 1872, 1,034,348 yards; for the twelve months, 8,318,597 yards; for the twelve months 1871, 16,527,293 yards; for the twelve months 1870, 19,228,133 yards. Decrease for 1872 against 1871, 8,208,696 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1872, 550,398 yards; for the twelve months, 8,678,248 yards; for the twelve months 1871, 6,956,012 yards; for the twelve months 1870, 9,823,151 yards. Increase for 1872 against 1871, 1,722,236 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1872, 8,000 yards; for the twelve months, 308,007 yards; for the twelve months 1871, 1,121,717 yards; for the twelve months 1870, 1,180,000 yards. Decrease for 1872 against 1871, 813,710 yards.

COTTON YARN.—Export for the month ended 16th May, 1872, 90,000 lbs.; for the twelve months, 455,661 lbs.; for the twelve months 1871, 493,865 lbs.; for the twelve months 1870, 263,003 lbs. Decrease for 1872 against 1871, 38,204 lbs.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th May, 1872, 2,820,545 yards; for the twelve months, 26,962,481 yards; for the twelve months 1871, 27,800,143 yards; for the twelve months 1870, 25,424,964 yards. Decrease for 1872 against 1871, 837,662 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1872, 199,859 yards; for the twelve months, 2,040,679 yards; for the twelve months 1871, 3,098,203 yards; for the twelve months 1870, 1,891,249 yards. Decrease for 1872 against 1871, 1,057,524 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1872, 221,069 yards; for the twelve months, 3,183,086 yards; for the twelve months 1871, 1,812,648 yards; for the twelve months 1870, 3,647,438 yards. Increase for 1872 against 1871, 1,370,438 yards.

COTTON YARN.—Export for the month ended 16th May, 1872, 8,406 lbs.; for the twelve months, 175,437 lbs.; for the twelve months 1871, 363,970 lbs.; for the twelve months 1870, 488,817 lbs. Decrease for 1872 against 1871, 188,533 lbs.

ARTICLES OF IMPORT.

TEA.

During the past week the market has been very quiet; the amount of business continues unusually small, and where Importers are anxious to close invoices lower prices have been taken. The quantity offered at public sale has been rather smaller, both of India and China Teas, but the former continue difficult of sale, even at the low prices current. Public sales have consisted of 14,214 packages, of which 13,966 packages have been sold, all without reserve. The deliveries for the week have been 3,016,481 lbs., against 2,695,741 lbs. last year. The only arrivals have been a few parcels of Tea, per Overland steamer.

Black.—Red-leaf kinds: siftings have sold at former low prices. Broken-leaf kinds and fair to good common show no change, the demand being limited. Fair to good Kaisows are only saleable in small parcels at rather easier rates. In fine to finest there is but little doing. Pak Lin kinds remain without material change. Black-leaf kinds: the demand for the low qualities is sluggish at about previous prices. In fair to good common but little has been done. Fair medium remain steady, with a moderate demand. In good medium to fine a few sales have been made for export at rather easier prices. Finest remain firm. Amoy kinds show no improvement. In New-make Canton kinds sales have been made, at public auction, from 10¼d. to 10½d. per lb. for common. Fair are difficult of sale at rather lower prices. About 1,700 boxes new season were sold from 2s. to 2s. 2d. per lb. Oolongs: Common have been taken for export at rather better prices, in fair to good the sales making are at low prices. Souchongs have been sold, at public sale, for fair to good quality at the decline last quoted. Scented Teas: Common Canton Capers sold from 8d. to 8½d. per lb. at public auction; good are saleable in small parcels at previous prices. Orange Pekoes, Canton kinds, have been rather more inquired for. Foochow kinds remain dull of sale at previous prices. Uncoloured Japans have commanded rather better prices, owing to export inquiry. *Green:* The market remains firm. The demand for export being good, and prices for common to medium kinds, especially of Young Hysons and Imperials, have an upward tendency. Canton Gunpowders have been difficult to move at previous rates.

SILK.

There has been more business doing since the commencement of the month, owing, no doubt, to the unfavourable weather that has prevailed on the Continent, and the fears lest the European crop may to a certain extent be compromised. China Silk seems for the moment out of favour with buyers, and the business done has been comparatively small, while prices have receded rather than otherwise, classic No. 3 Tsatlee having in one or two instances been sold at 27s. 6d. In Canton Silk there has been a fair amount of business without any material alteration in prices. In Japan Silk there has been an active demand, resulting in a large speculative business at an advance in prices of 6d. to 1s. per lb. Deliveries, 1st to 15th inclusive, China, 1,125 bales; Canton, 429; Japan, 520—total, 2,144 bales.

LONDON QUOTATIONS.—MAY 17.

CHINA.	
Tsatlee, No. 1	30s. 0d. to 30s. 6d.
,, ,, 2	28s. 6d. to 29s. 0d.
,, ,, 3	27s. 6d. to 28s. 0d.
Red Peacock	24s. 6d. to 24s. 9d.
Yuenfan and Hainin, Nos. 1, 2, and 3	23s. 0d. to 25s. 6d.
Taysaam Keying, Nos. 1, 2, and 3	23s. 0d to 27s. 6d.
Long Reel	19s. 6d. to 21s. 0d.
Canton	14s. 0d. to 22s. 6d.
Chinese Thrown	24s. 0d. to 25s. 6d.
JAPAN.	
Malbash and Sinchu, Nos. 1, 2, and 3	24s. 0d. to 29s. 0d.
Idah, Nos. 1 and 2	26s. 0d to 28s. 0d.
Sodai, Nos. 1 and 2	24s. 0d. to 26s. 0d.
Oshiu, Nos. 1, 2, and 3	25s. 0d. to 29s. 0d.
Koshiu, Nos. 1 and 2	23s. 0d. to 25s. 6d.
Eichizen	21s. 0d. to 25s. 0d.
Mashta	21s. 0d to 24s. 0d.
Hatchoji	21s. 0d. to 22s. 0d.

COFFEE.

A good demand has been shown during the past week, and a good supply placed on offer at the public sales has met with active com

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petition. Prices for Plantation Ceylon show an advance of 6d. per cwt. upon last mail's rates, and Native is firm at previous prices. The range of prices is as follows:—*Plantation*: Triage and ordinary 67s. 6d. to 71s., small 71s. to 76s., fine fine ordinary pale grey 74s. to 75s., low middling grey 75s. 6d. to 77s., middling 77s. 6d. to 80s. 6d., good middling bold 82s. to 84s., pea-berry 83s. to 91s. 6d. *Native:* ordinary 65s. 6d. to 67s., low good ordinary 67s. 6d., pea-berry 73s. 6d. to 74s., fine bold 72s. 6d., per cwt. For arrival 300 tons Manila have been sold, price not reported; 1,000 bags Native Ceylon have been sold at 70s., guaranteed good ordinary.

SUGAR.

The market during the week has been strong and active, supplies being scarce and the demand extensive. Prices have advanced 3d. to 6d. per cwt. upon last week's prices. A considerable business has been done in floating cargoes also at advanced rates. The following are the details of the business in East-Indian descriptions:—

Manila.—On the spot 3,000 bags and 100 tons Ilo Ilo unclayed at 25s. 6d.; 71 casks 86 bags re-packed at 25s. to 26s. For arrival 1,250 tons Ilo Ilo, May-June shipment at 25s. 6d., and the floating cargo per James Lister, 1,400 tons Ilo Ilo, at about 25s. 1½d. landed terms.

China.—For arrival 6,700 bags and 450 tins low brown China at 24s. 6d. landed terms.

Penang, Java, &c.—Privately 200 bags date Penang at 25s.

The landings for last week were about 2,000 tons less than in 1871, and the deliveries being only 500 tons, the deficiency in the stock is further increased, being now 30,800 tons, or equal to fully one-half. Stock May 4, 30,550 tons, against 59,877 tons. May 11, 30,583 tons, against 61,379 tons. The quantity of Sugar landed in the nineteen weeks ended May 11, 1872, was, of Penang, 1,313 tons, against 306 tons in the corresponding period of 1871; of Manila, Java, and China, 10,870 tons, against 10,946 tons; the quantity entered for home consumption was, of Penang, 904 tons, against 1,114 tons; of Manila, Java, and China, 11,085 tons, against 11,196 tons. The quantity exported was, of Penang, 8 tons, against 112 tons; of Manila, Java, and China, 899 tons, against 654 tons. The stock on May 11, was, of Penang, 858 tons, against 2,056 tons; of Manila, Java, and China, 10,954 tons, against 26,890.

CAMPHOR.—*China*: About 200 cases have been sold privately at £4 10s. per cwt., and 174 cases in public sale were quitted at £4 7s. 6d. per cwt., but the market at the close is quiet, and there is now but little doing, but prices have not given way. *Japan*: No business done.

CHINA GRASS.—No transactions, nominal quotation £55.

COIR GOODS.—Moderate supplies of *Yarn* offered by auction went off slowly, and prices experienced a further decline, a good portion being bought in. *Fibre* was nearly all bought in. Of 1,491 bales Cochin Yarn about 800 bales sold, roping at £26 10s., low medium to medium at £29 to £31 15s., a few lots good medium to good at £33 to £36 10s., 5 tons in dholls sold at £27 10s. to £27 15; of 132 bales Ceylon part sold, good bright even at £40, of 100 tons ditto in dholls about one half sold, common to good common £26 to £28, low middling to good middling £28 15s. to £32 15s.; of 11 tons Bombay 7 tons sold at £25 to £27. Of 326 bales Cochin Fibre only 20 bales good fair sold at £25 10s.; 195 coils (3¼ tons) Ceylon Rope chiefly sold, 3 inch at £27, 2¼ to 2¾ inch at £27 15s. per ton. Afloat.—Yarn: About 1,691 tons Cochin and Ceylon, against 1,491 tons Cochin and Ceylon same time last year. Fibre: 279¼ tons, against 162¼ tons. Stock here not published, but is very heavy.

COCOA NUT OIL.—A fair business has been done in Ceylon at 35s. to 36s. 6d., according to quality; of Cochin only small sales have been effected at 40s. to 41s. per cwt.; 89 casks Zanzibar in auction part sold at 37s. to 37s. 3d.; and the bulk of 272 casks Sydney at 32s. to 36s. 6d. per cwt.; Stock 7,168 tons, against 5,705 tons; Afloat—about 5,153 tons Cochin and Ceylon, against 1,295 tons Cochin and Ceylon same time last year.

COLOMBO ROOT.—Quiet; 44 bales found buyers in public sale at 32s. per cwt. for fair mixed.

CUBEBS.—Market continues dull; out of 305 bags at public sale only a few were quitted at 25s. per cwt. for fair grey and stalky.

CUTCH.—There is very little enquiry, and the limited business transacted has been at lower prices. The nearest quotation which can be given for both Pegu and Penang is 25s. to 26s. per cwt.

DRAGON'S-BLOOD.—Market steady, but transactions unimportant; current quotations—good lump £8, common £4 17s. to £5, dust £3 10s. per cwt.

EBONY.—Ceylon is firm, but no transactions are reported.

ESSENTIAL OILS.—*Aniseed* is less active, and there are sellers at 11s. 3d., with but little inquiry. *Cassia* firm, but business limited. *Nutmeg* steady. *Cinnamon* continues scarce and is much wanted. *Citronelle* quiet; of 133 cases at sale, mostly sold at 2⅜d. to 2¼d. per oz., Fisher's at 2½d., being previous value. *Lemon Grass* firm; 30 cases sold at 4⅜d. to 5d.

GAMBIER.—The market on the spot continues very quiet, and there have been few transactions since our last report. In auction 400 bales pressed cubes were bought in at 22s.; of 2,350 mats cubes offered 1,700 mats sold, fine free pale 24s. to 24s. 6d., the remainder being bought in at 23s. 6d. Privately 25 tons block now landing have been sold at 19s. 9d. ex ship. Afloat a considerable business has been done, chiefly in late shipments (March to May sailing) at 18s. 6d. per cwt.

GALLS.—*China* are steady at the late advance, with business to fair extent in public sale at £2 15s. to £2 17s. 6d., chiefly at £2 16s. 6d. to £2 17s. *Japan:* No stock.

GUTTA-PERCHA.—Very quiet, but holders firm; supplies at the auctions all bought in.

GALANGAL ROOT.—Quiet, with a downward tendency; no business of importance done.

GUMS.—*Benjamin*: Siam continues steady, but there is a large stock of common; of 44 cases at auction, half sold—fine part blocky £19 10s. to £19 15s.; Sumatra also steady, and of 52 cases few only sold—good seconds £8 5s. to £8 15s. *Copal* steady; 549 cases mostly retired. *Damar* quiet and cheaper; of 238 cases offered one-fourth sold at 52s. to 54s. for middling Batavian in sorts; good has realised 56s., but there are no sellers now thereat. *Gamboge* steady; 15 cases at auction retired.

HEMP.—The market for Manila is steady and firm, and 126 bales at auction were quitted at last quoted rates viz., £49 to £49 10s., for fair roping. Privately about 2,000 bales have been taken for future delivery at £47 10s. to £48 10s. per ton, and at the close the quotation has advanced to £50.

HIDES.—No business since the sales reported on in our last issue.

HORNS.—Firm at last quoted rates; 14 tons Siam Buffalo in auction were retired.

INDIA-RUBBER.—East Indian descriptions are scarce, and supplies would realise high rates.

ISINGLASS.—The periodical public sales embraced 112 cases and bags, of which a large proportion was sold; Leaf good and very good thick realised 3s. 8d. to 4s.; thin pale fair to fine 3s. 5d. to 3s. 10d.; smaller 2s. 10d. to 3s. 3d.; rough 2s. 4d. to 2s. 9d.; inferior 1s. 5d. to 1s. 6d. Pipe good and fine pale 3s. 9d. to 3s. 11d.; good long 3s. 5d. to 3s. 7d.; dark and mixed 2s. 5d. to 2s. 9d.; pickings 1s. 6d. to 1s. 10d.; purse or cake fine bold 2s. 7d. to 2s. 8d.; middling 1s. 6d.

JAPAN WAX.—Market firm, and fairly active; the offers at auction have amounted to 440 boxes, and of this supply about two-thirds has been quitted at £4 5s. 6d. for fair, and £4 7s. 6d. to £4 8s. 6d. per cwt. for fine saucers.

MUSK.—Market firm, and 28 caddies at auction have realised rather higher prices, fair and very good selected well-shaped pods, 41s. to 47s. 6d. per oz.; rough and bally, 21s. 6d. to 22s. 6d.; wet pickings, 35s. Of 9 tins fine Grain offered 4 sold at 57s. 6d. to 58s. 6d.

PLUMBAGO.—The market for Ceylon continues firm. At auction Thursday 916 barrels were offered and met a good demand, 620 barrels finding buyers, good lump and chips sold readily at extreme rates; the bulk consisted of dust, which sold steadily; fine bold clean bright lump sold at 35s. to 35s. 6d., middling dull 27s. 6d., ordinary small mixed 21s., fine chips 25s., fair 19s. to 22s. 6d., middling 17s., good dust 11s. 6d. to 12s. 6d., chiefly low and ordinary dust at 5s. to 8s. 9d.

PEPPER.—*Black*: Singapore is ½d. per lb. lower. Small retail sales privately; and at Public Sale of 517 bags offered, half sold at 6¾d. per lb. Penang has experienced a rapid decline; large sales have been effected for cash at 6d., and with prompt at a shade more; 5¾d. with cut-in-lots at 6d. has been accepted at auction for about 300 bags. *White*: Is about ¼d. to ½d. per lb. lower; 923 bags at auction have been mostly sold, the last prices being 1s. 1¼d. to 1s. 1½d. per lb. for middling to fair, a few lots fine bold up to 1s. 2¼d. Afloat, a little business has been done at 1s. 1¼d. for June shipment.

RATTANS.—Firm at previous rates; 8,800 bundles Singapore, chiefly damaged, sold at auction at 5s. 1d. to 5s. 2d. per 100 canes.

RHUBARB.—The market for China is steady, but there is rather less demand. Of 122 cases at auction, about half sold—bold selected bright coat good pinky fractures realising 4s. 4d. to 4s. 6d.; medium do., 2s. 10d. to 3s.; high dried rough coat, grey and pinky fracture, 1s. 3d. to 1s. 6d.; bold dull rough, 10d.; inferior wormy, 4d. per lb.

RICE.—The cold and wet weather which has prevailed has given a firm tone to the market, although the business done has been to no more than the average extent, and prices show no material alteration. On the spot white Bengal has been sold at 11s. 9d. to 12s., Ballam at 8s. 4½d., and 8s. 3d. landed terms. In auction the cargo of 13,798 bags Rangoon per Oxford was offered, and the sound portion was all bought in at 8s. 9d. to 9s., but 5,400 bags sea-damaged sold—first class at 8s. 3d. to 8s. 9d., second at 8s. to 8s. 6d., third and re-packed 7s. 6d. to 8s. The sound has since been sold privately at 8s. 7½d. and 9s., chiefly the former price. For arrival, 200 tons ordinary white Bengal, April steamer, have been sold at 10s. 1½d., and 100 tons low ditto at 9s. 7½d. both quay terms; an arrived cargo of 17,200 bags Bassein has been sold at 9s. 4½d. ex ship.

SAGO remains steady, but quiet; of 2,091 packages (chiefly bags) at auction, only a small proportion sold at 17s. to 18s. per cwt. for fair to good even small. *Flour* rather dull; moderate sales of good effected at 15s. 9d.

SPICES.—*Cinnamon* is inactive in the face of large sales advertised. A considerable quantity of common *Chips* offered at auction met no demand. *Cassia Lignea* quiet; no business to report. *Vera* and *Buds* dull. *Cloves* quiet; no transactions. *Nutmegs* 1d. to 2d. per lb. lower; 200 cases in auction sold—78's at 3s. 3d. to 3s. 4d.; 105's 2s. 10d. to 3s. *Mace* also lower; of 89 cases offered the bulk sold at 2s. 9d. to 3s. 9d. per lb. for ordinary broken to fine.

SAPANWOOD.—*Manila* and *Siam:* Stocks small and holders firm; no business to report. *Ceylon:* Firm at last quoted price, viz. £10 7s. 6d. per ton.

STICKLAC.—Siam in limited stock and good inquiry; holders are very firm; 106 boxes fine offered in auction were bought in at £4 15s. per cwt.

STAR ANISEEDS.—Quiet; prices unaltered.

SOY has further declined; of 68 casks China in public sale only a few were quitted at 2s. 1d. to 2s. 2d. per gallon for fine quality.

TIN.—Subsequently to our last report the market showed further weakness, and prices were again reduced, but within the last few days an improvement is noticeable, and the market has become firm at the following quotations:—Straits, on the spot, £145 10s., afloat £153 to £154; Banca £160; Billiton £160 per ton.

TAPIOCA.—The market has been firm, and large transactions are reported at full rates. Auctions have embraced 1,526 bags Singapore; about half sold at 2¼d. per lb. (1 lot 2⅜d.) for very good white, and 2¼d. to 2⅜d. fair pinky; of 778 bags Penang few only sold at 2¼d. for ordinary greyish, and of 529 bags *Pearl* two-thirds sold at 22s. to 24s. for good to fine bullets; *Flour* rather easy, 384 bags sold at 1⅝d. to 1⅞d. for fair to good.

TURMERIC.—*China*: Firm at the last quoted rates, viz., 16s. to 17s. per cwt. *Java*: Very dull.

VERMILION.—We note the arrival of 50 boxes China which have not yet been placed upon the market.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Tar and Pitch.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tons.	Tns.	Tons.	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	lbs.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	Brls.	£	Cwt.	Cwt.	£	£	£
Russia, str., via S.C.	Singapore, &c.	London.	Apr. 22	...	...	12	...	...	...	51	612479	6400	...	...	...	14800	...	1	...	...	16	...	...	...	410	...	...	...	100	340	...	50	95	20
Do. do.	Hong Kong ...	,,	,, 22	...	26	...	1	...	...	...	203	1224350	50	33	289	618	22000	...	...	100	16	124	266	...	...	393	...	...	...	30	202	2	...	154	42
Do. do.	Shanghai	,,	,, 22	...	...	17	3	...	...	25	2155	4437332	44000	1ca.	15595	...	...	...	...	498	11	...	270	...	...	559	500	20	...	131	25	3	25	84	52
Do. do.	Japan	,,	,, 22	...	...	...	...	...	...	...	30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100	9	...	...	...	60
Earl of Lonsdale, str.—S.C.	Colombo.....	,,	,, 24	...	...	...	...	...	...	...	20	203600	3600	...	...	...	...	...	...	...	...	...	20	...	...	...	...	...	...	...	...	...	11	...	...
Baghdad, str., via S.C.	Do.	,,	,, 24	...	...	78	3	...	...	171	228	299321	40825	...	...	89	...	...	...	47	27	23	338	344	150	19	438	...	...	...	70	13	...	186	125	...
Agra, str., via S.C.	Do.	,,	,, 25	...	...	...	...	...	...	...	557	826162	78760	...	150	450	8000	...	...	...	...	...	26	...	63	493	...	...	...	...	...	...	...	...	50
Her Majesty.....	Hong Kong ...	,,	,, 25	287	119	...	15	178	...	...	261	...	12000	...	955	905	...	33	55	229	...	16	848	...	155	270	690	...	342	896	120	...	...	50	...
Do.	Foochow	,,	,, 25	...	...	...	...	...	...	...	...	50525	...	...	...	...	...	14	19	...	...	506	718	...	...	...	...	...	...	...	...	...	...	25	...
Anna and Maria	Java	,,	,, 25	...	2	42	3	...	2	...	726	75000	7200	...	...	...	...	...	5	...	...	224	...	...	...	80	71	59	...	1548	1600	...	...	18	...
Constantia	Hong Kong ...	,,	,, 27	237	18	...	...	...	...	...	220	99300	...	...	...	1860	2240	63	58	500	181	3456	488	1020	370	...	...	...	116cks	1589	25	38	431	362	...
Hope	Singapore	,,	,, 29	345	...	...	...	...	...	...	606	97500	1650	...	...	100	...	120	32	3175	247	227	1216	389	102	169	189	...	300	61	352	50	232	12	...
Corea	Hong Kong ...	,,	,, 29	20	202	...	...	111	1	93	968	1053	2531	...	1762	1347	136240	...	72	412	219	738	1024	1558	1149	2088	87	455	10cks.	775	5	...	141	32	10
Craigforth, str., via S.C.	Singapore, &c.	,,	May 2	...	...	1	10	...	...	10	246	805089	11040	1140	1062	248	...	...	...	340	11	...	...	320	35	224	...	...	...	...	173	24	282	78	...
Do. do.	Hong Kong ...	,,	,, 2	...	...	...	22	...	...	10	537	289310	7000	250	3086	900	20000	75	28	10	20	312	696	...	536	392	...	...	...	267	2	...	...	14	20
Do. do.	Shanghai	,,	,, 2	...	...	67	...	..	1	...	1502	2990608	43229	2400	11708	...	...	...	...	...	26	58	670	500	570	1065	...	...	...	40	46	36	35	44	...
Do. do.	Yokohama.....	,,	,, 2	...	...	...	...	12	...	...	20	194625	...	...	8597	...	37200	...	...	17	4	24	70	...	...	669	...	...	...	83	34	...	...	...	74
The Sir Jamsetjee Family	Shanghai	,,	,, 3	620	110	...	6	124	...	...	587	991000	20000	...	3526	337	3500	20	106	538	603	1395	3033	...	61	...	351	...	...	851	211	...	197	128	10
Nestor, str., via S.C.	Singapore, &c.	Livrpool	Apr. 24	...	...	...	...	...	...	...	49	1149912	213847	...	785	270	20330	...	...	...	...	...	109	500	...	323	...	...	...	...	...	20	...	47	...
Do. do.	Java	,,	,, 24	...	...	...	...	...	...	...	...	542850	264256	...	358	...	1800	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. do.	Manila	,,	,, 24	...	...	...	...	...	...	...	...	93860	28420	371	...	...	...	...	...	...	...	...	...	...	...	637	...	...	...	...	...	...	...	439	...
Do. do.	Hong Kong ...	,,	,, 24	...	...	...	...	...	...	...	28	1234042	92400	...	1350	...	10000	...	5	...	...	...	161	...	...	68	...	...	4	13	...	4	2ca.	...	237
Do. do.	Shanghai	,,	,, 24	...	...	...	...	...	...	14	149	3765040	229354	...	9932	...	...	...	...	...	...	...	2	...	15cs	5	...	...	...	6	£300	3	...	10	628
Do. do.	Japan	,,	,, 24	...	...	...	...	...	...	...	...	39000	1750	...	200	...	10000	...	...	...	...	...	64	...	...	...	...	...	...	10	...	3	...	...	76
Yrurac Bat, str., via S.C.	Manila	,,	May 1	...	...	59	...	...	...	94	373	489565	282910	514	2cs.	...	72500	...	...	2000	...	250	...	250	160	441	...	...	...	254	...	7	99	198	60
Dovenby	Yokohama.....	,,	,, 3	92	100	1	...	...	...	...	253	536112	41416	...	7760	3864	636300	...	59	...	...	...	...	...	...	...	...	...	...	225	384	...	...	...	25
County of Nairn	Java	Glasgow	Apr. 29	...	...	...	...	...	...	1450	...	373457	511950	...	...	272	22650	...	49	...	...	...	...	...	150	...	...	...	...	148	...	...	5	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Russia, str., via S.C.	Singpre., &c.	...	...	13	...	250	...	...	...	...	45	...	...	...
Do. do.	Hong Kong	45	14	...	57	143	22	4cs.	128	...	...	50	...	110
Do. do.	Shanghai ...	587	72	15	1212	...	53	15	451	77	...	135	...	25
Do. do.	Japan	343	46	65	113	...	11	...	71	...	13	28	80	...
Earl of Lonsdale, str., v.S.C.	Colombo ...	...	7	...	...	...	...	26	...	...	...	...	...	...
Baghdad, str., via S.C.	Do.	110	26	71	...	...	34	41	30	48	94	...	...	50
Agra, str., via S.C.	Do.	75	...	93	53	...	30	...	...	82	...	90	...	...
Her Majesty.....	Hong Kong	155	...	36	...	...	...	...	1354	...	31	...	...	...
Do.	Foochow ...	...	...	...	...	...	...	...	...	...	...	...	...	...
Anna and Marie	Java	40	50	103	66	...	315	40	...	549	...	...	...	...
Constantia	Hong Kong	80	...	91	100	...	...	...	...	...	...	237	...	...
Hope	Singapore ...	118	150	96	...	45	...	...	50	865	...	...	127	...
Corea	Hong Kong	52	52	124	129	...	...	28	1442	...	29	...	...	...
Craigforth, str., via S.C.	Singpre., &c.	31	...	50	75	216	...	333	...	3	2808	924	...	20
Do. do.	Hong Kong	205	4	191	...	220	...	41	...	...	936	...	...	...
Do. do.	Shanghai ...	228	66	...	350	...	...	...	90	67	1496	60	...	15
Do. do.	Yokohama...	175	98	1057	25	230	...	135	...	...	...	400	...	...
The Sir Jamsetjee Family...	Shanghai ...	56	7	95	32	33	20	14	...	10	...	...	200	...
Nestor, str., via S.C.	Singpre., &c.	...	...	...	3cs.	...	...	5	10	...	...	...	...	...
Do. do.	Java	...	...	...	17	...	...	...	...	...	...	...	...	...
Do. do.	Manila	...	...	...	...	190	...	...	...	...	...	...	...	...
Do. do.	Hong Kong	2cs.	...	22	35	...	...	...	1ble.	...	200	150	...	...
Do. do.	Shanghai ...	...	...	6cs.	...	47	...	...	...	...	...	...	...	...
Do. do.	Japan	125	...	10	215	...	...	...	...	...	...	...	...	...
Yrurac Bat, str., via S.C....	Manila	2cs.	3pkgs.	145pk.	57	250	...	149	137	16	...	...	...	90
Dovenby	Yokohama...	43	...	...	57	...	...	...	140	...	...	...	...	...
County of Nairn.....	Java	...	...	...	...	...	...	...	...	...	...	...	...	...

ADDITIONAL.—Per RUSSIA (str.).—To Singapore, &c.: Effects, £10; cottons, £50; delaines, &c., £112; cambrics, &c., £1,140. To Hong Kong: Effects, £55; corks, £5; india-rubber manufactures, £63; provisions, 22 cases; cottons, £380 and 17 bales; woollens, 15 bales; needles, 10 cases; quicksilver, 250 bottles; fruits, 6 cwt. To Shanghai: Goods, manufactured, £25; carriages, &c., £142; sugar, 49 cwt.; boats and oars, £85; effects, £112; dogs and kennels, £90; watches, £75; scientific instruments, £17; india-rubber manufactures, £73; glass, 3 cases; woollens, 40 packages; cottons, £300 and 64 bales; hardware, 122 packages; leather manufactures, 5 cases; confectionery, 28 cases; gilt trimmings, 2 cases; quicksilver, 200 bottles; delaines, &c., £2,735; electro and plated ware, £11. To Japan: Hardware, 88 cases; effects, £42; scientific instruments, £13; woollens, 21 packages; india-rubber manufactures, £13; goods, manufactured, £100 and 2 cases; cottons, 1 case. To China: Yarn, 10,000 lbs.

Per BAGHDAD (str.).—Goods, manufactured, £59; memorial tablet, £30; corks, £25; clocks, £159; confectionery, 26 cases; lithograph stones, £62; cement, £222; provisions, 4 cases; tea, 20 lbs.; effects, £96; fruits, 4cwt.

Per AGRA (str.).—Clocks, £40; effects, £30; tea, 54 lbs.; shot, 9 tons; geneva, 493 gallons.

Per HER MAJESTY.—To Hong Kong: Cement, £3; flints, £49; goods waggons, £1,400; matches, £273; shot, 1 ton. To Foochow: Geneva, 102 gallons.

Per ANNA AND MARIE.—Firebricks, £70; matches, £343; mineral waters, £80; felt manufactures, £175; goods, manufactured, £228; delaines, &c., £162.

Per CONSTANTIA.—Goods, manufactured, £80; cement, £112; matches, £260; sugar, 30 cases; tumblers, 50 cases.

Per HOPE.—Cottons, 65 bales; fruits, 2 cases.

Per COREA.—Cement, £21; goods, manufactured, £40; cottons, £105; jute manufactures, £43; life buoys, £22; india-rubber manufactures, £59; scientific instruments, £24; matches, £20; effects, 4 chests; pig iron, 20 tons; spelter, 2 tons; shot, 1 ton; geneva, 250 gallons.

Per CRAIGFORTH (str.).—To Singapore, &c.: Cottons, £840; goods, manufactured, £96; chocolate, 12 cases; fruits, 1 cwt. To Hong Kong: Carriage, £130; grease, £20; cottons, £808; effects, £22; electro and plated ware, £112. To Shanghai: Cable, &c., £610; oil paintings, £70; soda water, £20; life buoys, £240; goods, manufactured, £33; succades, 2 cwt.; telegraph model, £32; cottons, £3,070; effects, £431; shot, 50 tons; guns, £800; delaines, &c., £288; geneva, 28 gallons; electro and plated ware, £20. To Yokohama: Goods, manufactured, £60; effects, £60; cottons, £260; sugar, 21 cwt.

Per SIR JAMSETJEE FAMILY.—Soda water, £9; clocks, £70; sugar, 87 cwt.; brougham, £150; tumblers, 25 cases; geneva, 800 gallons; fruits, 8 cwt.

Per NESTOR (str.).—To Singapore, &c.: Carriage, £180; woollens, 2 cases; flour, £100. To Hong Kong: Hardware, 11 cases; woollens, 8 cases; percussion caps, 5 cases; hosiery, 5 cases; provisions, 1 case; apparel, 1 case; ink, £12; electro and plated ware, £44. To Shanghai: Woollens, £14 cases; merchandise, 2 cases; cottons, £1,050; apparel, 5 cases. To Japan: Electro and plated ware, £108.

Per YRURAC BAT (str.).—Cottons, 91 cases; cheese, 20 cases; porcelain, 1 cask; marble, 14 cases; haberdashery, 5 cases; paints and drugs, 5 casks; bags, £43; oilcloth, 3 cases; cambrics, &c., £350; geneva, 400 gallons.

Per DOVENBY.—Mineral waters, £70; pig iron, 30 tons.

Per FONETNAYE, from London to Shanghai, cleared May 2.—Coals, 905 tons. Per SEAFIELD.—Confectionery, £13; provisions, £152 and 3 cwt.; oil, 25 gallons; drugs, £5; fruit, 3 cwt.; soap, 8 cwt.; thread, 2,000 lbs. Shortshipped.—Shot, 23 casks; confectionery, £180; tar, 40 barrels. Per LOYOLA.—Piano, £120; saddlery, £28; paint, £150; oil, £70; glass, £157; firebricks, £42; coals, 436 tons; cork, £18; salt, £12; hardware, £170; thread, 4,200 lbs.; woollens, £103. Per DEVANA.—Canvas, £90; twine, £10; soap, £120.

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ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £10 10s. Bars, £10 7s. 6d. to £10 15s. Staffordshire Best: Bars, £12 15s. to £13 10s.; Nail Rods, £13 to £13 5s.; Hoops, £13 10s. to £14; Sheets, £16 to £17; Scotch Pig, No. 1, £4 15s. to £5 10s.; Swedes, Bars, Hammered, £14 to £14 10s.; Swedes, Steel in kegs, ½ and ⅝ in., £15. 10s. to £16.

YELLOW METAL.—Sheets, 4 by 4 ft., 9½d.; Sheathing and Rods, 9½d. per lb.

TIN.—English Refined, £164. Tin Plates: Charcoal I C, per box, 40s. to 46s.; Coke, 38s. to 40s.

LEAD.—W.B., nominal; do., other brands, £20 5s. to £20 10s.; Spanish, soft, ex ship, £19 15s. to £20; Sheet, £21 5s.; Shot, kegs, extra, £23; White, do., £27 10s.; Red do., £22 10s. to £23.

SPELTER.—Silesian, £22; English, smelted from ores, £23.

QUICKSILVER.—In bottles of 75 lbs. each, £10 10s.

Messrs. French and Smith report as follows:—Iron in great demand. Scotch Pig still continues to advance. Copper.—On the 14th. inst. the smelters declared an advance of £5 per ton, but as this advance had been obtained before; the official declaration has had no effect on the market. Lead very firm. Spelter weaker.

MANCHESTER GOODS.

Since the 10th inst. the Market has gradually improved in tone, with a good demand both for Yarns and Goods at the prices accepted last week. Producers have advanced their quotations ½d. to ¼d. per lb. for Yarn, and 1½d. to 3d. per piece for Shirtings, to which enhanced rates buyers have not responded freely, so that the business has been restricted. At the close, however, there is much firmness at the annexed quotations.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	6s. 6d. 6s. 9d.	7s. 4½d. 7s. 6d.	8s. 1½d. —	8s. 6d. —	8s. 7½d. —	9s. 0d. —	9s. 7½d. 9s. 9d.	9s. 10½d. 10s. 0d.

Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	10s. 3d. —	10s. 6d. —	11s. 6d. —	11s. 10½d —	11s. 4½d. —	13s. 0d. —	7s. 7½d. —	8s. 9d. —

Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	39	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	8s. 10½d. —	9s. 10½d —	11s. 1½d. 11s. 3d.	13s. 1½d. —	11s. 1½d. 11s 3d.	12s. 7½d. —	13s. 7½d. 13s. 9d.	15s. 4½d. —

T-CLOTHS.

Width	32 in.	...	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18	18×18
Price	6s. 1½d. 6s. 7½d.	6s. 6d. 6s. 9d.	7s. 3d. 7s. 6d.	7s. 3d. 7s. 9d.	8s. 0d. 8s. 6d.	9s. 1½d 9s. 9d.	9s. 1½d 9s. 9d.	9s. 6d. 10s. 0d.

	s. d.		s. d.
China Grey Shirtings, 8½ lbs. (Eagle Chop) ...	10 4½		—
Maddapollams	3 9	to	3 10½
Long Cloths	9 9		—
White Spot Shirtings ... nominal) ...	12 4		—
,, Brocade... ... do. ...	12 7		—
,, Damasks ... do. ...	22 0		—
Cotton Yarn (Water Twist), Nos. 16-24 China...	1 2	to	1 3
Nos. 28-32 do.	1 3½	to	1 4½
No. 40 do. (mock)	1 3½	to	1 5
No. 40 Mule Twist	1 3½	to	1 5

WOOLLEN AND WORSTED GOODS.

There is no change in the Leeds market for Woollens and Worsteds, except a slight decline in Brocades. The current quotations are:—

Spanish Stripes, 62 in., 19 yards, Elephant Chop, 3s. 7½d. per yard for scarlet; Long Ells, 30/31 in., 24 yards, Lion Chop, 34s. 6d. per piece for scarlet; Camlets, best SS, 30/31 in., 58 yards, Elephant Chop, 85s. 0d. per piece for scarlet; Lastings, 31 in., 30/31 yards, Lion Chop, 75s. per piece for gentian; Brocades, 31 in. 29 yards, Half Moon Chop, 26s. 6d. per piece for scarlet.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
May 9	Sydenham	Bristow	Colombo and Galle	London
8	Tennasserim (str.)	Brown	Rangoon via S.C.	Liverpool
10	Hibernia (str.)	Welsh	Singap., &c., via Cape	Do.
10	Forest Rights	Dere	Colombo	London
11	Kanagawa	Carst	Batavia	Brouwershaven
9	Cornelia	de Boer	Do.	Off Folkestone
	Sea Flower	—	Manila	New York
13	Catharina Maria	v. Amerengen	Tjilatjap	Rotterdam
10	Tertia (s.)	Petersen	Rangoon, via S.C.	Liverpool
	Cornuvia	—	Manila	New York
11	Wallace	Adams	Singapore	London
10	British Constitution	Shaw	Do.	Glasgow
14	Fitzroy	Maillard	Do.	London
Apr. 10	Iris	Jansen	Macao	Callao
12	Fray Bentos	Mota	Do.	Do.
May 1	Europa	Hansen	Probolingo	Boston
10	Maibit	Popken	Sourabaya	Texel
11	Eduard and Marie	v.d. Tas	Samarang	Do.
11	Accra	Ouwehand	Singapore	Helvoet

DEPARTURES.

Date.	Ship.	Captain.	For	From
May 9	Sree Singapura	Mackenzie	Singp., via Glasgow	London
	Telanak	Lusink	Batavia	Amsterdam*
10	Columbus	McNelly	Yokohama	London
10	Glensannox (s.)	Copello	Sing., China, &c., S.C.	Cowes†
7	Traviata	Breckwoldt	Foochow	Hamburg
	Ranavola	—	Singapore	Shields
10	City of Exeter (s.)	Bovey	Hong Kong	Cardiff
9	Estrella	—	Galle	Swansea
	Jonge Cornelius	Goekoop	Hong Kong	Shields
	Chrysolite	M'Allister	Singapore	Do.
10	Antipodes	Black	Cardiff & Hong Kong	Harwich
13	Yrurac Bat (s.)	Larrinaga	Singapore, &c.—S. C.	Queenstown†
14	Lady Elizabeth	Cobbett	Cardiff and Shanghai	London
	Philip v. Marnix	Muller	Batavia	Rotterdam
	Insulinde	Jollie	Do.	Amsterdam
	Henrietta Andriana	Overalif	Do.	Rotterdam
	Voorlichter	—	Do.	Shields
11	Queen of the Seas	Harrison	Hong Kong	Penarth
13	Aracan	—	Shanghai	Liverpool
1	Early Morn	Fursman	Hong Kong	New York
1	Miako	Anderson	Yokohama	Do.
13	Florence Nightingale	Cameron	Do.	London
14	Trochrague	Weir	Java	Greenock
12	Dorothea	Mayer	Hong Kong	Hamburg
13	Atalanta (s.)	Rieck	Penang, &c.	Cuxhaven

* Not an arrival, as before reported. † After repairing.

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For
May 1 to 10 ...	Ajax	... Shanghai	... London
...	Good Hope	... London	... Colombo, &c.
...	Nestor	... Liverpool	... Sing., China, &c.
...	Baghdad	... London	... Colombo, &c.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Cyphrenes. For Colombo, &c.: Russia, Red Gauntlet.

SAILING VESSELS.—For Yokohama and Hiogo: Glamorganshire, Paracca. For Yokohama: Velocity, Cleta. For Shanghai: Scindia, Elizabeth Graham, Black Prince, Mikado, Tonbridge, Albert Victor. For Hong Kong: Glance, Carricks. For Manila: Maria. For Singapore: Empress of India, Kate Carnie, Kingsbridge. For Penang: Eleanor. For Batavia and Sourabaya: Dora. For Batavia, Sourabaya, and Samarang: Peter Dickson. For Colombo: Ann Millicent. For Colombo, &c.: Speedwell.

At LIVERPOOL.—For Yokohama and Hiogo: Mary Moore. For Canton, &c.: Rover of the Seas. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Glaucus (str.). For Singapore, Hong Kong, and Shanghai (via S.C.): Atholl (str.). For Hong Kong (via Cardiff): Irwell, Imperieuse. For Manila: Alejandro. For Manila and Singapore (via S.C.): Buenaventura (str.) For Singapore: Huddersfield, Philippine, Westward Ho! For Batavia, &c.: Theresa.

At GLASGOW.—For Hong Kong: Cartvale. For Ilo Ilo: Laira. For Batavia and Sourabaya: County of Lancaster. For Singapore: Min. For Singapore and Borneo: Lyra.

SPOKEN.

CHARLES COLNETT, Marseilles to Padang, March 16, 25 S., 28 W.
ROWLEY (?) (Dut. barq.), Sourabaya to Rotterdam Mar. 15, 35 S., 31 E.
ISABELLA RIDLEY (barq.), Ceylon to London, March 18, 34 S., 24 E.
BARON V. HEEMSTRA, Tjilatjap to Middelburg, April 21, 25 N., 38 W.
ALIQUIS (ship), Colombo to London, April 22, 25 N., 38 W.
CORINGA (barque), Padang to New York), April 14, 12 N., 41 W.
BLANEM (?), Singapore to London, March 27, on the line, 20 W.
JOHN CLARK, Singapore to Boston, Feb. 17, 30 S., 42 E.
KVFB, London to Shanghai, March 4, 3 N., 133 E.
AMBASSADOR, Cardiff to Hong Kong, March 26, 19 S., 31 W.
VICTORIA, Bilbao to Manila, April 6, 16 S., 30 W.
HERMON, for Hong Kong, April 6, 16 S., 30 W.
FIDELIA (N. Ger. barq.), Hamburg to Japan, Feb. 27, 10 S., 22 E.
N. GER. SCHR., Hamburg to Yokohama, March 5, in Gillolo Straits.
CONSTANTIN (N. G. barq.), Hamburg to Shanghai, in Pitt Passage.
DEERHOUND, London to Shanghai, March 6, 1 S., 27 W.
MULHOLLAND (?) (ship), Clyde to Batavia, Jan. 5, 38 S., 19 W.
SPERANZA (Dutch ship), Batavia to Amsterdam, March 10, 21 S., 1 W.
HELENA, Java to Rotterdam, March 16, 6 S., 16 W.
PRINSES AMALIA, Rotterdam to Java, March 16, 6 S., 16 W.
OCEAAN (Dutch iron ship), Java to Rotterdam, April 13, 17 N., 37 W.
ANNA LUCRETIA, Java to Amsterdam, March 31, 2 N., 20 W.
KILDA, Cardiff to Singapore, April 5, 5 N., 23 W.
EMULATION (barq.), Shields to Shanghai, April 20, on the line 20 W.
CARRIBEAN, London to Foochow, April 1, 3 N., 22 W.
WHITE STAR, Liverpool to Singapore, April 1, 3 N., 22 W.
ST. HELENA, Cardiff to Singapore, April 5, 6 N., 24 W.,

FREIGHTS AND CHARTERS.

Berth freights have an upward tendency, and rates (by steamers more particularly) show a considerable improvement upon our last quotations. In coal freights from the northern outports there is also more business doing.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Hiogo: 100s. meast. To Nagasaki: 100s. meast. To Hankow: 100s. meast. To Shanghai: 50s. weight or meast. To Foochow: 80s. meast. To Hong Kong: 50s. weight or meast. To Manila: 90s. meast. To Singapore and Penang: 50s. weight or meast. To Sourabaya and Samarang: 80s. meast. To Padang: 75s. meast. To Batavia: 90s. meast. To Saigon: 85s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Yoko-

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hama: 35s. weight, 30s. meast. To Shanghai: 32s. 6d. to 35s. weight, 30s. meast. To Hong Kong: 35s. weight, 25s. meast. To Manila: 35s. weight. To Batavia and Sourabaya: 25s. meast. To Samarang: 25s. meast. To Singapore: 20s. weight, 25s. meast. To Penang: 25s. meast. To Ceylon: 20s. weight or meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £38. To Penang: £25. To Singapore: £22 to £23. To Galle: £20. From Newport, Cardiff, or Swansea, per ton, —. To Yokohama or Nagasaki: 40s. To Chefoo: 47s. 6d. To Shanghai: 42s. 6d. To Hong Kong: 35s. To Manila: 23s. To Singapore: 24s. to 25s. To Cheribon, 21s. To Colombo: 22s. 6d. To Galle: 21s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Singapore, 20s. to 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

A telegram received from New York states as follows:—The Mallard, from Pasaroeang to Boston, had been towed into Halifax, N.S., leaky, and with loss of mainmast.

The Pieter Adolph, Jaski, from Banjoewangie to Texel, which grounded in entering the Schulpengat, sustained damage to copper and probably to false keel, the hull is, however, tight.

The Catharina Maria, van Amerongen, arrived at Brouwershaven, from Tjilatjap, reports that in lat. 1.38 S., lon. 16.29 W., she spoke the Leucothea, Crowell, from Sourabaya to this port, which had experienced a hurricane eastward of the Cape of Good Hope, during which the master, one of the crew, and all the boats were washed overboard, and the vessel got seven feet water in her hold; she requested to be supplied with a boat, which, however, the Catharine Maria could not spare, but she signalled that she did not require any further assistance.

The Letitia (Dutch barque), from Java to Amsterdam, 96 days out, was spoken on the 27th March, in lon. 19 W., as making three inches of water per hour.

The Caribou, from London to Foochow, was spoken, April 1, in lat. 3 N., lon. 22 W., with her main and mizen topgallantmasts carried away.

MISCELLANEOUS.

At Port Said, May 11, Earl of Lonsdale (str.), Agra (str.), both from London for Colombo, &c.

Off St. Helena, March 25, Ada, from Japan, for New York; April 2, Juanpore (barque), from Sourabaya. At St. Helena, March 29, Chance, from Hiogo, and sailed for Hampton Roads; Sindbad, from Pasaroeang, and sailed 30, for Amsterdam; Salvadora, from Canton, and sailed 30, for Havana; Jacoba Helena, from Singapore, and sailed 30, for Liverpool; Ellen Munroe, from Hong Kong, and sailed 31, for New York; Nieuwe Waterweg, from Banjoewangie, and sailed 30, for Amsterdam; April 4, Tyburnia, from Banjoewangie, and sailed 5, for Amsterdam.

The Constantia, Christian, which sailed from London April 27 for Hong Kong, and put back to Deal May 6, sailed thence on the 10th for her destination.

The Macassar (ship), Bose, from Macassar to Amsterdam, which put into Table Bay, February 27, leaky, sailed for her destination March 27.

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED),

IN CONNECTION WITH THE

FALMOUTH, GIBRALTAR, & MALTA TELEGRAPH COMPANY, LIMITED.

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(By Order)

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
15th February, 1872.

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ORIENTAL BANK CORPORATION.

ncorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances etween the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two

Threadneedle-street, London, 1871.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigo (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130, 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Share holders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

LONDON AGENTS—FEARON AND CO.,

34, GREAT ST. HELENS, E.C.,

By whom risks to all Eastern ports are taken at current rates.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS,

AMSTERDAM.

THE AGRA BANK (Limited)

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shangha, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.

Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutt

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

THE

NAVAL AND MILITARY GAZETTE

East India and Colonial Chronicle.

A SATURDAY MORNING PAPER,

ESTABLISHED 1833,

Now under new Editorship, gives all the Naval and Military News of the Week, from both Home and Foreign Stations, interesting alike to those in the Services and to their Friends.

Price THREEPENCE.

166, FLEET-STREET, E.C.

DEUTSCHE BANK,

ACTIEN GESELLSCHAFT.

Capital, Thalers 10,000,000, or £1,500,000, fully paid up.

HEAD OFFICE—Berlin.

BRANCHES at Hamburg, Bremen, Shanghai, and Yokohama.

LONDON BANKERS—National Provincial Bank of England. German Bank of London (Limited).

The Bank is prepared to transact all kinds of Banking business on the Continent, as well as in the East.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

CHANDELIERS IN BRONZE AND ORMOLU.

MODERATOR LAMPS AND LAMPS FOR INDIA.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN.

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms, Broad-street.

ESTABLISHED 1807.

THE undersigned have this day entered into Partnership under the style of PEARSON and LAWRENCE, and have established themselves as COMMISSION MERCHANTS at Yokohama, Japan, for the purchase of TEA, SILK, and other Products and the transaction of general Eastern business.

GEORGE CULLEN PEARSON.
SYDNEY ARTHUR LAWRENCE.

London, March 25, 1872.

TO LET, a GENTLEMAN'S RESIDENCE, well furnished, for the Summer Months, with Stabling for four horses, Groom's apartments, pretty Lawns, Conservatory, and good gardens. Five miles from Railway Station. Stands very high. Commands excellent views of the beautiful country of Mid-Sussex.

For rent and particulars apply to CHALL AND SON, estate agents, Storrington, Pulborough.

PRIVATE LIMITED LIABILITY PARTNERSHIP.—A few shares of £10 each fully paid up, to be disposed of. The undertaking is of a particularly promising nature, expecting to return at least 15 per cent. per annum.

Full particulars (by addressing with real name) to be obtained of P. S., care of Messrs. Harrisons, Solicitors 5, Walbrook, London.

ALEXANDER BROWN,

ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission and transacts all kinds of Estate and Agency Business.

CEYLON.

COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 1,500 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B. — Fifty-seven estates now on the register. Thirty-eight have been sold.

A GRAMMAR OF THE

JAPANESE WRITTEN LANGUAGE,

With a short Chrestomathy by W. G. ASTON, M.A Interpreter to H.B.M.'s Legation, Yedo.

Copies may be obtained at the Office of the *Phœnix*, 3, George-yard, Lombard-street. Price 15s.

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EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

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STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

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LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness. Excellent economical stock for Soups, Sauces, &c.

HOLLOWAY'S PILLS

are the medicine most in repute for curing the multifarious maladies which attack humanity, when wet and cold weather gives place to more genial temperatures. In short, these Pills never fail to afford relief in all the disturbances of circulation, digestion, and nervous energy, which at times oppress a vast portion of the population. Under the wholesome, purifying, and strengthening powers exerted by these excellent Pills the tongue becomes clean, the appetite improves, digestion is quickened, and assimilation rendered perfect. Holloway's medicine possesses the highly estimable property of cleansing the whole mass of blood, which, in its renovated condition, carries purity, strength, and vigour to every tissue of the body.

PARFUMERIE.

GELLÉ FRERES,

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(ANCIENNE RUE DES VIEUX AUGUSTINS).

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COMMISSION. | THE house of GELLÉ FRÈRES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygienic, refreshing, and tonic preparations as for its delicate and distingué perfumes. | EXPORTATION.

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REGENERATEUR GELLÉ FRÈRES, a superior pomade.
CUCUMBER SOAP for the skin.
CARBOQUINA ROSE, superior tooth-powder.
EAU DE COLOGNE, extra fine for the toilet.
CONCENTRATED ESSENCE for the handkerchief.
SPECIAL PERFUMERY from Parma violets.
EAU D'ALBION for the toilet.
COLD CREAM, to soften and refresh the skin.
ESSENCE BOUQUET, GELLÉ FRÈRES.
EAU DE TOILETTE—Bouquet de l'Impératrice.
LETTICE JUICE SOAP.
NIGRITINE VEGETALE dye for the hair and beard, instantaneous and inoffensive.

UNIVERSAL EXHIBITION, 1867.

INTERNATIONAL JURY, CLASS 25, PERFUMERY.

THE SILVER MEDAL, *the highest recompense awarded for Perfumery, was obtained by the house of* GELLÉ FRÈRES *for the superiority and excellence of its productions.*

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SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting Iron Ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR, MALTA, ALEXANDRIA, ADEN, BOMBAY	Every Thursday at 2 P.M.	Every Monday at 5 A.M.
GALLE, MADRAS, CALCUTTA, PENANG, SINGAPORE, CHINA, JAPAN	Thursday, May 9, at 2 P.M. And every alternate Thursday thereafter.	Monday, May 20, at 5 A.M. And every alternate Monday thereafter.
AUSTRALIA, NW. ZEALAND (Cargo only.)	Thursday, May 9, at 2 P.M. And every fourth Thursday thereafter.	Monday, May 20, at 5 A.M. And every fourth Monday thereafter.

And all Ports at which the British India Company's Steamers call.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS.—

April 14, April 28, May 12, May 26, June 9, June 23	For	Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The steamers of the 14th April, 12th May, and 9th June connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 28th April, 26th May, and 23rd June connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
„ Constantinople... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

SINGAPORE, CHINA, AND JAPAN.

THE following SPLENDID First-class SHIPS will be despatched as under :—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Elizabeth Graham ...	A1 14 yr.	E.I.D.	With des.
Do.	Ombs..... ...	A1 16 yr.	E.I.D.	To follow
Singapore ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.
Yokohama...	Cleta	A1 16 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month or SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st and 16th of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts., 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	1	18 days from England.
Japan	in 38	„ „
China	in 44	„ „
New Zealand	in 42	„ „
Australia	in 47	„ „

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Steamship Company and United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

AROUND the WORLD in NINETY DAYS, by Steam and Rail, by Land and Sea, via North America, Japan, China, Sandwich Islands, New Zealand, Australia, Ceylon, India, Egypt, and Continent of Europe.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, either by way of Japan and China or New Zealand and Australia, at one reduced and inclusive fare.

The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, or to New Zealand and Australia, by the United States, New Zealand, and Australia Mail Steamship Line, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

The journey may be broken at any point, and resumed at pleasure.

Fare, via China, £221; via New Zealand and Australia, £197.

For further particulars apply to H. STARR and Co., 22, Moorgate-street, London. Agents Union and Central Pacific Railway, &c.

With quick despatch.

FOR SHANGHAI DIRECT, the very fine clipper-ship TONBRIDGE, A1 17 years, 856 tons register; South West India Docks; J. P. PIZZEY, Commander. This splendid high-classed composite ship, built in 1869 under special survey for the China trade, is strongly recommended to shippers.

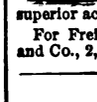
For Freight or Passage apply to JOHN WILLIAMSON, York-chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

With despatch.

FOR SHANGHAI, the splendid clipper ship ALBERT VICTOR, A1 13 yrs, 858 tons register, JOHN MITCHELL, Commander; London Docks.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

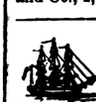
With despatch.



FOR SHANGHAI, the well-known clipper BLACK PRINCE, A1 17 years, 750 tons register, WILLIAM INGLIS, Commander; London Docks. Has superior accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, E.C, London.

With despatch.



FOR HONG KONG, the splendid clipper ship CARRICKS, A1 14 years, 916 tons register; A. LOCKE, Commander; South West India Docks. Has excellent accommodation for passengers.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

FOR YOKOHAMA AND HIOGO, with immediate despatch, having the greater portion of her cargo engaged, the favourite clipper PARRACA, A1 11 years, 464 tons register; CHAS. PHILLIPS, Commander; loading in the East India Docks.

For Freight or Passage apply to the owners, Messrs. H. ELLIS and SONS, 17, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

PASSENGERS TO JAPAN calling at GALLE and SINGAPORE (via Suez Canal).—The splendid, new, full-powered steamer SURPRISE, classed 100 A1, 1,650 tons register, 350-h.p. nominal, sailing from Hull the morning of the 23rd inst. Built expressly for speed, and is expected to surpass the quickest passage that has ever been made. Has superior accommodation for passengers, and will carry a surgeon and stewardess. She will call at Portsmouth for passengers if required.

Apply at once to Messrs. GELLATLY, HANKEY, SEWELL, and Co., 63, King-street, Manchester, or 109, Leadenhall-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

	Tons	Brokers.	To Sail
LONDON.			
Empress of India ...	766	Wright Bros. & Co.	May 25
LIVERPOOL.			
Glaucus, s.s.	1,604	Alfred Holt	May 25
Deucalion, s.s.	1,607	„	June 10

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

Liverpool Line of Packets for Japan.

FOR YOKOHAMA AND HIOGO, with prompt despatch, the splendid composite clipper barque MARY MOORE; W. A. FLINN, Commander; 565 tons register. This fine vessel was built under special survey by the eminent Clyde builders, Messrs. Stephen and Son, and is classed + A1 17 years at Lloyd's; coppered and copper fastened. She has invariably delivered her cargoes in perfect order, and is one of the finest and fastest clippers afloat, her last passage hence to Valparaiso being made in seventy-two days. Loading in Prince's Dock.

For further particulars apply to MORS LE BLANCH and Co., the Albany, Liverpool; or East India-avenue, London.

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For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA & JAPAN AGENCY,

2, COWPER'S COURT, CORNHILL, LONDON, E.C,

THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January, 1872. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad, by the following Agents:—

Paris	SPRENT, SPRENT, and PHIPPS, Rue de Rivoli 240
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amburg	B. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
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Anjer — Straits of Sunda.....	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
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Hankow.....	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN.
Osaka and Hiogo ...	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM.)

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, May 20, 1872.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 456.] LONDON, MONDAY, MAY 27, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received May 27.
JAPAN — Yokohama	Feb. 6	April 5	April 9
Yedo			
Osaka and Hiogo	—	—	March 29
Hakodadi			
Nagasaki	—	—	April 3
CHINA — Peking	—	—	„ 4
Tien-tsin	—	—	„ 6
Chefoo	—	—	„ 5
New-chwang	—	—	„ 7
Hankow	—	—	„ 8
Kiu-kiang	—	—	„ 8
Chin-kiang			
Shanghai	„ 23	April 9	„ 12
Ningpo	—	—	„ 10
Foochow	—	—	
Formosa			
Amoy	—	—	„ 12
Swatow	—	—	
Hong Kong	March 8	„ 16	„ 18
Canton	—	—	„ 17
Macao	—	—	„ 16
PHILIPPINES— Manilla			
COCHIN-CHINA— Saigon	March 1	„ 6	„ 15
SIAM — Bangkok	—	—	
BORNEO—Labuan	—	—	
Sarawak	—	—	
JAVA — Batavia	„ 5	„ 19	„ 22
Samarang	—	—	„ 21
Sourabaya	—	—	„ 20
MALACCA STRAITS— Singapore	„ 22	„ 22	„ 25
Penang			
CEYLON—Galle			May 6
Colombo	—	—	„ 23

THE MAILS, &c.

The P. and O. mail, bringing dates as above, was delivered, *via* Brindisi, this morning, its due date. The next inward mail (French), with dates, Yokohama April 16, Shanghai April 19, Hong Kong April 25, Singapore May 3, is due, *via* Marseilles, on Monday next, the 3rd proximo.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, four to five hours in transmission. Communication by the Great Northern Line has been re-established.

List of Passengers.

PASSENGERS INWARD.

To Marseilles, per Messageries Maritimes steamer *Hoogly* (detained at Galle by accident to screw).—From Shanghai: Messrs. P. Hargedon, Voisin. From Hong Kong: Messrs. Mendoza, Bustela, Gerinan, Oliveira, Garcia, Franco, Alveres. From Saigon: Messrs. Rieutoro, Biers, Haug, Mr. Caswell (H.B.M. Consul) and Mrs. Caswell. From Batavia: Messrs. Meulen, Roque, D'Allgay. From Singapore: Messrs. Harrington, Brasier. From Galle: Messrs. Grezel, Batailion.

By this mail to Brindisi and Southampton —For Southampton, from Yokohama: Mr. Cocking. From Hong: Mr. Cradock. From Singapore, for Brindisi: Mr. and Mrs. A. Fraser, Mr. J. S. Fyfe (via Bombay). For Southampton: Mr. and Mrs. A. Harvey, Capt. John Hutchinson.

PASSENGERS OUTWARD.

Per French mail steamer *Tigre*, from Marseilles, May 26 (booked from London). To Yokohama: Mr. Fere, Mr. Huidbro. To Batavia: Mr. and Mrs. Gillingham and family. To Saigon: Mr. Loss.

Per French mail steamer *Hoogly*, from Marseilles, June 9 (booked from London). —To Yokohama: Mr. Capullo, Mr. W. Holz, Mdlle. Knipping, Mdlle. A. Dinger. To Batavia: Mr. Bloemen, Mr. and Mrs. D. L. Wanders and family.

Per P. and O. steamer *Nyanza*, from Brindisi, June 3.—To Hong Kong: Mr. Harvey Dunne, Mr. F. Jones. To Ceylon: Mr. and Mrs. Lawrie. To Batavia: Mr. C. J. Morris.

Per P. and O. steamer, from Suez, June 7.—To Singapore: Mr. and Mrs. Pratje.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates by this mail extend to the 9th April. The outward French mail of 16th Feb. arrived on the 5th April, and the Pacific mail steamer *Japan* arrived on the 26th March.

THE GREAT FIRE AT YEDO.

A spectator of the early part of the conflagration says it broke out in what was once an aidzu yashiki, just inside the Wadakura gate in that lower part of the castle called Marunouchi, and flew across the wide moat at a very sharp angle, and next attacked a yashiki a little to the left of the bridge which leads out of the Wadakura gate. It burnt a quantity of yashiki, including part of the War-office, and that of the ex-Prince of Tosa; it then jumped over the other moat. About ten thousand houses were burnt, placing fifty thousand people in the open at the lowest calculation. The loss of property must exceed a couple of millions of dollars. The yashiki where the fire originated was in the possession of the War-office, and used by them as a hay store. It was in charge of one man, who has, of course, been arrested. Thirty officials of the Foreign-office were burnt out, from the Vice-Minister downwards. Sawa and Date, both of whom have been Foreign Ministers at different periods, were also burnt out; and Date's son, the ex-Prince of Uwajima.

In Yokohama a notice was sent round the settlement on Thursday morning, at the instance of some gentlemen whom the accounts of this great disaster prompted to take immediate steps for the relief of the sufferers, calling a meeting at the Chamber of Commerce for this purpose. Captain Lane was requested to take the chair, and after a short discussion in regard to the best manner in which assistance could be rendered, a committee, consisting of Messrs. Bauduin, Walsh and Whittall, was appointed to express to the Governor of Kanagawa the readiness of the community to render such assistance, and to request from him information as to the number of houses destroyed and people thus rendered houseless. Power was also given to the committee to call another meeting should they deem it necessary.

In conclusion we may mention that the Governor of Yedo (his house was burnt too and he lost several hundred dollars in the flames) and his staff made a personal inspection of the scene of the fire, congratulating those who had escaped and condoling with those who were homeless. Assistance and provisions were also promptly forthcoming. The foreigners suffered early in the day for want of provisions, but on the arrival of the early coach the want was supplied. We may also state that Mr. Malcolmson deserve credit for the way in which he assisted those who were burnt out. Having escaped himself, he tendered his compound for the use of the ponies which were in the Yedo stables, and kept open house for any who desired it. Mr. Waters also kept open house, and Mr. Brinkley and Mr. Dohmen, the English Vice-Consul, gave assistance to the foreign community.

The *Japan Weekly Mail* announces the return to Japan, as Minister Resident for the North German Confederation, of M. von Brandt.

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The same paper makes the following remarks upon the presumed mission of General Williams to the United States to raise a loan for the Japan Government:—"We sincerely trust this object has been misrepresented, as no greater folly could be conceived than the negotiation of such a loan in a country where the normal rate of interest is so high, and which is a borrower from other countries where, on account of the superabundance of capital, money is cheap. Financing of this nature will produce a most unpleasant impression abroad, and do more to shake the credit of this country and to produce distrust of its Government than any course which could possibly be pursued. We sincerely trust that the report is untrue, although we must confess to feeling the gravest distrust at this moment in respect of these and similar matters."

The flower, animal and bird show took place, and the weather being fine in the extreme, the success was complete. The collection of dogs was very good, the animals being fairly representative of their classes. The flowers were very fine, and we believe the Japanese sold a large number of their plants. The attendance at the show was comparatively large, the gross receipts being over $500.

The *Japan Gazette* gives the following account of what happened at the Palace of the Mikado on the night of the 25th March, which was at first reported as an attempt on the life of the Mikado:—

Yesterday all the officers of Satsuma, with 3,400 soldiers and 2,000 police of the same clan, sent in a demand for the immediate release of the men who went to the castle and asked to see the Mikado, and who were captured. The demand is that they be discharged without further examination, as they have done no wrong; and that the man or men who shot their companions shall be executed without delay.

The story as we now have it is:—These men were Samourai, reduced to poverty by the recent changes. They were from the provinces of Kishu, Owari, and Bishiu. Being in great stress as unemployed Samourai, and being unwilling to take menial employment, and unable to obtain any other, they resolved to come to Yedo and see the Mikado himself as to what could be done for them and those in the same condition. They walked as far as Simoda in Idzu, and there got into a junk, telling the owner that he must at once set sail with them for Yedo; that they had no money to pay him if he complied, but that they had swords which they would use if they refused. The man ordered sail to be set, and arrived with them at Shinagawa. About four o'clock on Tuesday morning they arrived at the outer gate of the palace. The lamp was burning, and they knocked and demanded admittance to see he Tenno. The guard asked who they were? They told him they were Samourai of the clans we have named. The guard answered them, that if that were so, they must be aware that was not the way to obtain audience of his Majesty, and they must go to their Ken and send in their business through the proper authorities and in the usual way. They said that they were determined to see the Mikado themselves and at once. So the colloquy continued until daylight, when the lantern was removed and the gate opened. They then rushed in, but found the second gate closed. They demanded that it should be opened, and this being refused some of them drew their weapons and did not at first strike the guard, but begun to dig them in the earth. They were then fired upon—with the effect already known. Great indignation has been expressed by the Satsuma men at their being fired upon. They say the men had done nothing wrong, and they affect to believe meant nothing wrong. They scout the idea of a conspiracy; and declare that the Mikado ought to have granted them an audience. Thus it is they make the peremptory demand, for the unconditional discharge of the men without examination, and the execution of the slayers of their companion. Saigo, who is the most prominent man in the Government, is as much annoyed as his fellow clansmen, at the guard having fired upon the men; so it is not improbable that the demand for the release will be complied with.

The Japanese Government is giving foreigners an opportunity for a very pleasant excursion. An exhibition is to be opened on the 17th April in Kioto; and all foreigners are permitted to visit the Imperial city during fifty days. Passsports must be obtained from the Consuls at Hiogo; and the limits of the city must not be transgressed during the stay in Kioto; guards wearing a distinctive uniform, and delegated especially to protect foreigners, will be stationed throughout the city, and will be on duty day and night. It is believed, also, that there will be a fixed price for hotel charges; so the whole arrangements seem to be complete and sensible. As a Hiogo paper remarks, the advent of foreigners will doubly increase to the Japanese the interest arising from the exhibition itself. Foreign exhibitors will be permittee to proceed there one week previously and to remain for the same period after its close.

A very serious fire occurred at Yedo on the afternoon of the 3rd April; no less than two square miles of the city was laid waste, 30 000 persons rendered homeless, and between 250 and 350 persons killed. The foreign houses burnt consist of Mr. Loureiro's, the Yedo Hotel, and the French Hotel, which are completely destroyed. The English Consulate and Messrs. Siebolds and Mr. Water's houses fortunately escaped, though very narrowly. The distress is described as overwhelming, and a meeting of the Yokohama Chamber of Commerce has taken place, at which a memorial has been sent to the Governor of Kanagawa, expressing the willingness of the foreign community to render such assistance as is in their power.

Some excitement was caused through the report that a foreigner had been cut down up country, but the fact turned out to be that a German American named Klein had, in a state of despondency, inflicted wounds on himself in his throat and wrist. He was found dangerously cut, but able to declare how the wounds had been caused.

The German residents of Yokohama have presented Mr. Zappe, the German Consul, with an address and a testimonial.

The Rev. Mr. Syle, of Shanghai, has accepted the invitation sent him to take the charge of Christ Church.

CHINA.

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SHANGHAI.

Our advices from this port extend to the 12th April; the P. and O. mail from London, Feb. 23, arrived out on the 9th April. The following summary of the news is from the *North China Herald*:—

The energetic remonstrances which have been lately made about the Woosung Bar have at least called attention to the matter in Peking. The question seems still to be imperfectly realised, but that it is being considered at all is a great thing. Mr. Wade seems to have been as successfully imbued as Mr. Low with doubt as to "the practicability of permanently improving the Woosung Bar;" but everybody will by-and-by see that the permanent application of a dredger must assuredly cut a channel and keep it open.

Nine more of the Poo-mwan-tang villagers, forming the last of those arrested so far, on account of the attack on Messrs. Farnham and Rohl, have received sentences of various severity, from 300 blows downwards, at the Mixed Court, and seventeen in all have had their punishments carried out in the presence of Messrs. Haas, U.S. Officiating Interpreter, Franzenbach, German Interpreter, and Inspector Stripling, and have been administered with full severity. The man sentenced to ten months' imprisonment was so very old, being over seventy, that no other mode of punishment was possible. Another old man was punished by blows on the hand and a short term of cangue. The military mandarin who has been degraded has, it appears, suffered that indignity not for any active share in the row, but because, having passed through the village and seen Mr. Farnham's Chinese employés bound up, he still denied that he had been there at all on that day. These men, unlike the civil magistrate, are not responsible for the maintenance of public order in their district; otherwise, the fact that he had been in the village, seen the Chinese bound and confined, and must have learnt that there had been an unlawful disturbance, would have justified punishment of a different kind, in addition to loss of rank. We have already expressed an opinion that the punishment by blows on the mouth is cruel. The punishment is a thoroughly Chinese one, and based on a principle of criminal jurisprudence wholly contrary to Western procedure. The man who is ordered this punishment has told many and manifest lies, with a view to exculpate himself, while several witnesses have proved conclusively his guilt. For the lies he has told he is punished by blows on the mouth; for the guilt established against him, he receives two hundred blows on the thigh. As we have said, the principle of self-crimination is not only not accepted in the West, but is absolutely reprobated; and we think, where opportunity offers, while strict and vigorous justice may be done, the Mixed Court should be taught to modify the more barbaric of its practices through the influence of its foreign elements. As the investigation proceeds, facts come to light incriminating many more of the villagers than have been taken into custody so far, and it is likely that numerous arrests will yet be made. But all this while the real origin of the row is by no means made clear.

The result of the complaints regarding the conduct of native gunboat men in the Foreign Settlements, has been the issue of a proclamation by the Taoutai requiring them to behave more circumspectly in future.

A rather strange shooting case has occurred in Hongkew. A man named Stephens, formerly a pilot in Shanghai, and who had returned by the *Priam*, was out on the Broadway about 1 A.M., and, it is alleged, behaving rather noisily. No complaint was made to the police however, nor did he attract their attention; but a Canton Chinaman in the neighbourhood, feeling annoyed at the disturbance, raised his window and fired at the man several times with a revolver. Feeling himself wounded, Stephens made for the tavern where he lived, the keeper of which at once sent for the police. The Chinaman was arrested, and a Smith and Wesson's revolver, with four chambers recently discharged, found in his possession. He asserted that he had not fired at the man with the revolver, but had merely thrown out a few crackers to frighten him away, because he found he could not get to sleep, and had to be up to work early in the morning. Stephens was removed to the hospital, where a wound on the thigh, several inches in depth, was found. The Chinaman has lived many years in California.

Telegraphic communication with Hong Kong is again interrupted. These frequent breaks illustrate the value of having

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two strings to our bow. It is only ten months since the first direct telegram reached us. But we have come to look on daily communication with London now as a matter of course, and with two lines we are pretty sure of maintaining it. A junk will hardly lift the cable near Amoy at the same moment that fishermen steal a piece near Shanghai. One or other accident seems to happen pretty frequently, but they have always alternated hitherto; and experience proves, we believe, that either route works equally well. At first there was an impression that telegrams sent through Russia were not transmitted either so correctly or so expeditiously as by the southern line, and we believe there was some truth in the charge. But more skilled employés have been since engaged, and as the Great Northern Company have a line across Siberia entirely at their own disposal, the risk of error or delay is obviated, or is certainly not greater than by the Hong Kong route.

The meeting of the North China Insurance Company was held on the 8th April. The accounts made up to the 31st December, 1871, showed that at that date there was a credit balance of Tls. 996,218, in addition to the paid-up capital—Tls. 300,000. The directors' report went on to state:—

The net premia earned during the half-year ended 31st December, with interest accrued, &c., amounts to Tls. 496,572.58, and after paying losses and claims, agency and office charges, the working account leaves a surplus of Tls. 302,608.06 to be carried forward. Subsequent payments have been made, amounting to Tls. 93,285.23, which comprise, in addition to average claims settled to date, all total losses at present known. The outstanding risks are in respect of policies underwritten in 1871, for the termination of all of which sufficient time has not elapsed. In addition to the dividends declared prior to 31st December last, and included in the accounts, Tls. 150 per share, or Tls. 225,000, have since been distributed amongst the shareholders generally, and the directors hope to declare shortly a bonus to the contributors of premia out of the reserved third of the total profits. The period of three years, for which this company (1869-1871) was formed, having expired, the balance of funds in hand will be divided as soon as practicable, according to the terms of the deed of settlement.

At the meeting the chairman—Mr. F. Porter—said that the balance in hand, over and above the paid-up capital, and after paying the dividends set forth, included the one-third reserved share of profits, which could not be distributed until the actual amount of premia contributed by each shareholder was ascertained. It must also be borne in mind that some of the longer risks had not yet run off, and it was therefore necessary to keep money in hand to meet probable losses, besides which claims would still come forward which were in course of adjustment. The business of the whole term 1869-1871, so far as results at present showed, compared very favourably with that of 1866-68, the total premia being about Tls. 150,000 greater and the payment for losses and claims about Tls. 75,000 less. There would be about Tls. 400,000 due to contributors, to be divided as soon as could be. The report and accounts were unanimously passed.

It is said that a secret memorial has been lately addressed to the Emperor by a high official, protesting against the Foreign Arsenals, on the ground of their great expense. The establishments specially assailed are those at Foochow and Shanghai, which are certainly the most extensive and therefore the most assailable on the plea put forward. But there seems considerable room for doubt whether the plea is a genuine one, or whether the whole thing is not a party movement.

The *Peking Gazette* of March 5th contains a rather suggestive memorial from the Governor of Kiangsi, regarding the acquisition of munitions of war. He quotes an imperial edict dated the 6th of January 1871, which directed all Governors of provinces to state their views regarding the recruitment of the army, and ordered them to obtain the drill rules used by the troops at Tientsin and Shanghai who were being taught to use muskets and cannon. The memorialist did this, and also bought a quantity of munitions of war; but that was expensive and inconvenient, so he is going to establish an arsenal of his own.

Our Nanking correspondent sends a translation of the Imperial edict to which we referred last week, regarding Tseng-kwo-fan's death. It speaks in high terms of the late Viceroy's worth, and decrees him great honour. We mentioned last week that Ho, the present Governor of this province, has been ordered to take up the acting appointment of Viceroy. Ho is a Kwantung man, and an old friend of Tseng-kwo-fan's. It is supposed that this fact determined the appointment, as he has not a reputation for very marked ability. He is honest and painstaking; but the mandarins seem to think the times demand a man of more nerve than Ho is credited with. The Fantai, in the meantime, is to act as Futai.

Advices from Swatow report a continuance of large receipts of rice, more than absorbing all storage accommodation. A few weeks since a tiger made his appearance at a village only about seven miles from the harbour; the villagers gathered to the number of about 200, with weapons of different kinds, and sallied out to meet him. Instead of retreating, the tiger turned upon them, and eight men were wounded, one, whom Dr. Thompson, of Swatow, was called to attend, quite seriously. The animal was not captured at last accounts.

We are informed that as the *Rona* had just crossed the bar at Swatow, on the 2nd April, bound to Shanghai, in a strong wind and high sea, a Chinese deck hand, who was securing the anchor, was washed overboad. The steamer was at once stopped, and backed, and the second and third officers, Messrs. Bowen and Boyle, with four Chinamen, manned the gig, picked the man up, and had him on the deck in just four minutes after the engine was stopped. This service was attended with very considerable danger, the steamer being in the trough of the sea, and the man's escape was almost miraculous, as he must have passed under the wheel, and received a blow on the head which produced a severe wound.

HONG KONG.

Dates are to 18th April. The London mail of 8th March arrived out on 16th April with Sir Arthur Kennedy, the new Governor. The landing and reception of his Excellency was very enthusiastic.

After the landing, the new Governor proceeded to Government House and held a meeting of the council. Present: H. E. the Lieut. Governor, the hon. the Acting Chief Justice, the Hon. the Acting Colonial Secretary, the Hon. the Acting Attorney-General, the Hon. the Acting Colonial Treasurer, the Hon. Ryrie, the Hon. H. Lowcock, the Hon. W. Keswick, and the Hon. James Greig.

The Clerk of the Council having read the letters patent appointing Sir Arthur Kennedy, K.C.M.G. and C.B., Governor of Hong Kong, and revoking those granted to his predecessor, the oath of Supremacy was administered to his Excellency by the Hon. the Acting Chief Justice. During the reading of the oath, upon coming to the portion alluding to the descendants of the Princess Sophia, H. E. paused and asked whether this were the proper oath? Upon being assured that it was by the Acting Chief Justice, the reading was proceeded with, and H. E. kissed the Bible in attestation. Finally the oath of a Governor of Hong Kong was taken by Sir Arthur, and the two documents, signed by him, were handed to the Clerk of Councils for record. At the same instant the guard presented arms and the saluting battery commenced a salute.

His Excellency having requested the members of Council to be seated, then made a short speech. He had not, he said, intended when he came down to speak at all; but as his silence upon such an occasion as his being sworn in as Governor might be misapprehended, it were perhaps as well that he said a few words. He assured the members of Council that he much felt the responsibility which H.M. Government had imposed upon him in creating him Governor of this highly important colony, and he felt the disadvantage under which he laboured in succeeding so able an administrator as Sir Richard MacDonnell. He had known Sir Richard for many years, and they were, he believed, almost contemporary. In what Sir Richard had failed, it was quite possible that he (Sir Arthur) might not succeed. But he looked to the members of the council for a conscientious and fair support of all measures for the good of Her Majesty's service. They were all bound, as he was, by oath to use their best efforts to that end, and that end could only be attained by mutual confidence, respect, and good-will between all parties. They all knew what an immense amount of mischief one wrong-headed man—that was, his Excellency thought, the proper word to use in such a case—in a council might effect; so far as his reading had extended, he thought that the council of this colony had had great difficulties to encounter, and in the opinion of Her Majesty's Government (which was better than his opinion) its members deserved great credit. He ventured to hope that they would work well with him, and afford him honest and efficeint support.

H. E. wished at the same time to impress upon the minds of the members the fact that he never allowed any differences of opinion on political subjects to extend beyond the walls of the Council-room. He had been Governor of four colonies before this one, and had at times differed, and differed widely, with members of the Councils he had to do with. But he had never allowed official differences of opinion to degenerate into personal likes and dislikes. There was nothing he so reprobated as carrying public business into private affairs. If the members felt he deserved their support they would doubtless give it. They might find out that he was not very brilliant, or very clever, or much wiser than his fellow men, but they would assuredly find that he was very earnest in all that tended to the good of Her Majesty's service, and in this he hoped to find cordial support—(cheers). As a new comer he was greatly dependent upon such local information as was given him, and relied a good deal upon the Council in this respect. If they were honest and faithful in their efforts little more could be expected. H. E. had, he again remarked, not intended to speak, and what he had just said was simply to prevent any misunderstanding had he been silent. He had thought it best to say a few words and hoped that the members of the Council and himself would get on well together—(applause).

H. E. then declared the Council adjourned *sine die*, and, after a short conversation with the officials present, left the Council Chamber and returned to Government House.

EMBARKATION OF H. E. SIR R. G. MACDONNELL.

H. E. Sir Richard Graves MacDonnell, accompanied by Mr. Russell, left at 11 A.M., on the 11th April, per French steamer *Tigre*. Shortly before the hour named, a considerable crowd collected at Pedder's Wharf, where a guard of honour of the 1-10th regiment with the band had been drawn up to receive his Excellency. H. E. the Lieut.-Governor, Major-General Whitfeild

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the Acting Chief Justice, the Acting Colonial Secretary, the principal officers of the Military and Colonial departments, with H.M. Consul for Canton and many of the foreign Consuls, were present at the wharf. Upon H.E.'s arrival, the guard presented arms, the band playing the usual air. Sir Richard seemed to be in good spirits, and bade farewell to most of those present, individually. As he stepped into the barge to convey him on board, the battery commenced a salute.

A return of revenue and expenditure for 1871, including receipts and disbursements on account of the colony by the Crown Agents in England, is also published in the same issue, with the comparative statement for the years 1870 and 1871. The revenue for 1871 is $844,417.85, against $914,976.37 for 1870. The expenditure for last year is $894,208.84, against $877,224,10 for 1870. The returns do not appear to be as satisfactory as we had hoped, but we must reserve comment on their details.

Much to the surprise of most people the *Hailoong* has arrived here, and we may heartily congratulate her owners and crew in having succeeded in saving her. That under the peculiar circumstances of the case merely a small portion of the cargo has been totally lost is most creditable to all concerned. The *Hailoong* struck on a rock where the chart showed nine fathoms water, and was afterwards beached. H.M.S. *Elk*, after some few hours' search, found the rock, which is stated to have fourteen feet of water on it and nine fathoms all round. As already stated the guard on board the *Hailoong* had to fire into the Chinese in order to keep them away, when three were killed, and we learn that they sent on board the next day for money to pay for the burial.

The case of the Chinese Customs at Foochow against Messrs. Hedge and Co. for illegal traffic with two cargo boats was tried before the Confiscation Court, and the defendants were fined Tls. 50. Notice of appeal was given.

The Columbian clipper barque *Noord Brabant* was sold for $19,000. The purchaser is Captain W. Whyte, a well-known and popular shipmaster, formerly commanding the *Onward* (late *Corriemulzie*), and trading on the Australian line. The barque will now be rechristened the *Forward*, and under the command of Captain Whyte she will continue in the Portland trade.

The *Oriente* undertakes to open a subscription for the erection of a monument to the memory of Senhor do Amaral, late Governor of Macao, who was decapitated by the Chinese on 22nd August, 1849, near the Barrier at Macao.

An extraordinary meeting of shareholders in the Chinese Insurance Company (Limited) was held on the 13th at the head-office of the company, to confirm the special resolutions passed on the 23rd ult. There were present Messrs. H. Melchers in the chair, E. R. Belilios, O. H. Burrows, E. A. Hitchcock, A. Hancock, E. Norton, H. Kiær, Jameson, Barnes, E. Moore, J. B. Smith, and Pow Chow. The chairman, having read the notice convening the meeting, proposed that the special resolutions be confirmed; the motion was seconded by Mr. Hancock, and carried unanimously. The meeting then separated.

M. Chappedelaine has notified his appointment as French Consul at Canton, and Mr. Blancheton has taken his departure, possibly for Shanghai, where he is to fill the post of Interpreter.

Before the departure of the Rev. Mr. F. S. Turner, in the steamer *Ajax*, the native Christians of his congregation presented him with a laudatory address written on satin. The address eulogised the devotion of the rev. gentleman, who has been in China for a long term of years preaching the gospel of truth in connection with the London Missionary Society, and ascribed the wide spread of Christianity in this southern province of China to his efforts and those of his fellow-labourers in the mission field.

The United States Government are about arranging with the American Trading Company of Borneo for a site for a Naval Station to be located within the Company's concession on the north end of Borneo, and that a commissioner will be despatched by the mail following this to select the place and complete the final settlements.

HONG KONG DISTILLERY COMPANY *v.* WAHEE, SMITH AND CO.

An application to the Court of Chancery arose out of a bill in equity, filed by the plaintiffs, to 'cause defendants to give an account of money belonging to plaintiffs received by defendants from one of their partners, Mr. W. M'G. Smith, when the managing director of the Distillery Company. Mr. Toller, solicitor for plaintiffs, now moved for permission to serve a copy of the bill on two of the defendants only, as Mr. Victor Kresser, the third defendant, was absent from the colony. Application granted.

SIAM.

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BANGKOK.

The *Siam Advertiser* has the following items:—

His Excellency J. M. Pereira, Envoy Extraordinary and Minister Plenipotentiary and suite, were ceremoniously conveyed in one of the Government steam yachts to the Santangprat'ate court. On landing his Excellency received the usual salute, after which a procession formed and escorted the Ambassador to the palace, where his Excellency had an audience with his Majesty the King. We learn that the Ambassador is the bearer of a letter addressed to both the First and the Second King, also the highest Spanish order, which has been conferred upon each of them by the Spanish Government.

H. M. the King of Siam, performed the last acts of respect to the remains of his deceased aunt, Pirâ: Ong Siâsâ:mâun. The ramains, in accordance with the customs of the country, and the rank of the Princess, had been conveyed to the Mane buildings that had been constructed at the temple Wat Cheng, and for the usual number of days crowds of relatives, attendants and spectators visited the scene to gaze upon the gorgeous urn, witness the theatrical performances, ministration of the priests, the fireworks, and receive the gifts that are scattered among the crowd and are usually given to distinguished persons.

These performances continued day and night for several days. Friday afternoon H.M. the First King ignited the fuse which conveyed the flashing flame to the urn and reduced the remains to ashes and charred bones. No invitations were sent to foreigners to be present, consequently there were present only a few, who were curious to behold such a scene.

The English church has just been whitewashed and painted. The inside of the walls have been changed from white to a light blue. The verandas have been covered with square Chinese tiles and the steps have been levelled. The worshippers in that edifice are indebted to our friend Mr. J. Blythe, manager of the Borneo Company, Limited, of this city, for these improvements. Complaints are made of the small number of attendants.

JAVA.

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The *New Batavian Handelsblad* says:—

Official statistics show that during the two years following the doing away with flogging in 1865 the number of persons brought up and afterwards condemned was 20,000 less than during that year. The number of acquittals at the police courts increased by some thousands, and the number of cases dealt with at the same courts fell off by 25 per cent. The number of persons yearly flogged before 1866 amounted to 60,000; since that year the number of persons condemned for all kinds of crime has lessened by about 100,000 yearly.

An expedition is to set out for Berrouw (Borneo), to call the Sultan of that principality to account for the many piracies committed in his territory; the said Sultan had been decorated for his services to the Government. Counterfeit guilders are in circulation in Batavia, some of which have been so cleverly made and everything so well imitated, even to the inscription on the rim, that the sharpest eye can detect no difference from genuine ones; it is by the sound alone that the spuriousness is betrayed; other coins are of copper, silvered galvanically and more akin to the genuine ones as to sound, but more roughly finished. This industry is carried on by several persons in Netherlands India, there being another case of guilder counterfeiting pending in the High Court of Justice, but they do not appear to sin with regard to small change, probably because these small coins do not reward the trouble. In the Solo district some natives have seen an alligator, which bore on its back a big black snake with two ears; some days afterwards this couple showed themselves to two anglers of whom one was dragged into the water by the snake, so that his body could not be found. People are naturally very inquisitive to see this singular pair with their own eyes. In the report for 1871 of the Netherlands India Life Assurance Company, it is stated as a well ascertained fact from statistics spreading over a series of years, that persons who have passed a large and the best portion of their life in the tropics neither improve their chance of life nor lengthen the duration of their lives by leaving Netherlands India.

Mr. Mijer, the late Governor-General of Netherlands India, in a report framed by him on the coffee culture in Java, holds that the compulsory cultivation of that article ought to be kept up until it shall be possible to leave it to voluntary effort, but he adds that the time for the latter has not yet come; it would seem that about 2½ millions of persons are compulsory coffee cultivators, 10 per cent. more than in 1863, but, that notwithstanding the increased number of labourers, the Java coffee yield has remained, generally speaking, stationary since 1854, notwithstanding that prices have risen, owing to greater demand. During the same period, the Ceylon coffee out turn has increased colossally; in most parts of Java the cultivator is paid f.13 a picul for the coffee he brings in, that is, he is paid according to the produce, not according to the labour he performs. Thus, he gets nothing whilst the coffee trees are young, and is punished when wind and rain bring about failure of the crops, or for difference of soil and position (in some places, 175 trees yield a picul of coffee, elsewhere it takes from 700 to 800 trees to produce the same).

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates extend to April 25. The outward P. and O. mail of March 22 arrived out April 22.

There has been a trial of importance, arising out of the detection of forged Java bank notes here to the amount of some 3,000 guilders,—a large quantity of similar notes having been discovered in Java. Three men who had been arrested on a charge of forgery and uttering these notes were tried, but acquitted, as

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there was no evidence that they committed the forgery or had tendered any of the notes with criminal intent; nor had the notes been found in the prisoners' possession. Strictures were passed by the Chief Justice on the manner in which the police had worked up the case against the prisoners, no less than three separate indictments, each containing several counts, having been made out, so that if one failed they might be caught in another.

The colony is now without any native infantry, the 19th Madras regiment having taken their departure for India by the transport *Orontes*. The military strength of the colony at present consists of a single European regiment, numbering only about 680 all told, officers and men, and a small detachment of artillery. Whether any reduction is to be made in the military contribution, or whether it is intended to replace the Sepoys by a local corps similar to the Ceylon Rifles, are matters of which nothing is publicly known.

Capt. W. Innes, R.E., having been appointed acting colonial engineer, *vice* Major McNair, R.A., his Excellency the Governor has been pleased to order that Mr. F. A. Sheppard revert to his own appointment of deputy colonial engineer.

A general meeting of the members of the Tanglin Club was held in the club rooms, when the annual accounts were passed, and the following members were elected on the committee for the current year:—The Hon. J. W. W. Birch, president; Louis James Fraser, Esq., hon. secretary and treasurer; Sagar Veevers, Esq., William Hole, Esq., H. Remé, Esq., J. L. Ogilvy, Esq., C. F. Wilkinson, Esq., Reginald Padday, Esq., committee.

The *Straits Times* publishes the report of the ex-Governor, Pope Hennessy, on the proposed union of Labuan to the Government of Singapore. No decision has been arrived at at the Colonial Office on the subject.

The next six months promise no relaxation from labour to the community of this place, the time-tables of both the P. and O. and French mail steamers having been so arranged as to bring their homeward mail steamers here on Saturdays and Sundays,—the P. and O. mails closing on Sundays and the French mails probably early on Mondays. Added to this is the probability that frequently both the outward and homeward French mails will meet here on Sunday, making the prospect anything but inviting, and an occasional holiday will be indeed a boon.

The arrivals via the Suez Canal have been the *Lord of the Isles* from London on the 13th, the *Bengal* from Liverpool *via* Calcutta on the 14th, the *Antenor* from Liverpool on the 17th, *Parnassus* from London and *Erl King* from Liverpool on the 19th, and *Abbotsford* from Liverpool on the 21st.

PENANG.

In the case of Sandilands, Buttery, and Co. *v.* the Municipal Commissioners, the Judge, Sir William Haskett, said that he looked upon it as a misfeasance on the part of the Municipal Commissioners that they did something they never had a right to do. Many cases were quoted from the Law Reports supporting the above view. Messrs. Sandilands and Buttery having waved their claim to damages, judgment for plaintiffs, with costs.

Commercial Report.

(*For dates see first page.*)

IMPORTS.

YOKOHAMA.—The large business lately done in Cotton Yarn continued, the demand being chiefly for Nos. 16-24, which had gradually advanced, and which closed at $42 to 42.50; Nos. 28-32 had also improved, and were quoted $45 to 45.75; Nos. 38-42 stood at $41.50 to 42.50 per picul. Grey Shirtings were quite neglected; T-Cloths and Drills were in less inquiry, owing to large supplies from China, but Turkey Reds were dearer. Fair sales of Lawns were reported at former rates. In Woollens there was no change, except in Mousselines, which were lower for all but Sky and White colours.

SHANGHAI.—The market had suffered what may be termed a relapse. The hopes created by the recent excitement had well nigh vanished, and extreme dulness again prevailed. The Northern merchants had bought little, partly because their advices had been discouraging, partly from the fear that prices here might decline, but chiefly because of their desire to know the result of their recent heavy purchases, to the clearance of which they had been devoting their attention. Grey Shirtings: Only a retail trade has to be recorded; buyers seemed determined to restrict their operations to actual wants until prices recede, whilst sellers generally were as resolute on holding for rates more in conformity with those ruling in Manchester. Prices throughout had been fairly steady, but, at the close, resales of 7 lbs. and 8¼ lbs. by the natives indicate a weak and declining market. The tone of the market for heavy Shirtings was rather stronger. White Shirtings: Not in great request; settlements, about 17,000 pieces at former rates; closing quotations weaker, with little or no enquiry. T-Cloths: Steady demand for Mexican descriptions, but checked somewhat by the firmness of holders. For 18 to 18-7 lb. T-Cloths, Tls. 1.63 to 1.65 had generally been asked, but buyers offered Tls. 1.60 to 1.63, and most of the sales had been effected at these latter rates. A few thousand pieces — very good quality — of this count and weight changed hands at Tls. 1.6.5. Of the lower counts only a few 6-lbs. taken, the selling prices being Tls. 1.24 to Tls. 1.27, but good 36 in. 8 lbs. T-Cloths had been in fair request, and 12,000 to 15,000 pieces of these had been placed. Drills: Business very trifling, settlements being under 10,000 pieces. Jeans: 2,550 pieces Dutch sold at Tls. 2.3.7. per piece and 2,500 pieces English at Tls. 2.3.5. Sheetings: 6,500 pieces American placed on the basis of Tls. 3.8.5 for second quality. In English nothing done. Fancy Cottons had received little notice, and with the exception of recording an improvement of 5c. to 1 mace per piece in the value of Gentian Shirtings, there is nothing to be said of this class of imports. Woollens: Market dull but extremely firm for most articles. Dark Blue Camlets wanted at advancing rates. A good assortment of CPH sold at Tls. 15.50. Of Long Ells small sales reported at Tls. 6.2.0 for ordinary chop scarlet, and Tls. 5.6.5 for assorted good quality. Transactions insignificant, and the market at the close by no means buoyant. In the other descriptions of Woollen goods there is nothing to report. Metals—Lead: weaker, but few buyers; L.B. changed hands at Tls. 4.6.5. Iron—Nailrod: 4,000 bundles sold at Tls. 3.20. Holders very firm, but natives will not yet agree to the terms offered by importers. Quotations unaltered.

HONG KONG.—The Mail steamers had brought fair additions to stocks of manufacturers which had also been further augmented by the arrivals of Glengyle str., Yangtsze str., and Africa str., from London; and the Hector str., from Liverpool. The demand for manufactured goods had been of a very retail character. Advices from all the consuming districts continued unfavourable, and as stocks were beginning to accumulate prices could not be considered firm. Importers were not anxious to supply the prevailing small demand, and consequently did not show any material decline. Cotton Yarn: Only 164 bales 38-42's sold at about former values; stocks of 16-24's large, and quotations weak; 28-32's in moderate supply and steady. Grey Shirtings; 7 lbs. still in small stock, but the absence of inquiry and pressure of several holders to realise arrivals had tended to establish a decline of 2 to 3 cents. Business 8.4 lbs. weight also retail of a nature. Rates, though nominally unchanged, weak. 10 lbs. weight asked for, but only favourite chops moved. White Shirtings: With the exception of the very finest all classes of these goods had continued stagnant, and quotations quite nominal; White Irishes declined. T-Cloths: 6 lbs. common declined about 5 cents, owing to re-sales by native holders; 7 lbs. tended downwards, stocks were rather heavy, and importers weak. A small sale of 6 lbs. Mexicans reported at $1.84; 7 lbs. Mexicans difficult to move; 8 lbs. forced on the market at a reduction of 5c. to 7c. Drills: English weak, dealers being well supplied with purchases made to arrive; American out of stock; Dutch lower; English Jeans without alteration. Fancy Goods: Spots and Brocades in small stock, and small inquiry at last quotations; Dyed Damasks quiet; TR Shirtings buyers at former quotations, supplies light; Chintzes dull; Gentian Twills difficult to move; TR Handkerchiefs could not be sold to any extent; Black Velvets held firmly; Blue not saleable; Velveteens firm. Woollens and Worsteds: A most trivial trade doing. Metals: Nail Rod Iron rather weaker owing to several parcels purchased "to arrive" at low rates being placed upon the market; Bar Iron still in small stock, and a further advance has to be noted; Round Iron firm; Hoop advanced 20c. to 25c., as there was none in stock; Steel difficult to move; Tin-Plates held firmly; Quicksilver declined owing to heavy arrivals; Lead almost nominal owing to a few anxious sellers; Yellow in fair supply and prices weak.

SINGAPORE.—The following is from Messrs. Boustead and Co.'s circular. The arrivals with general cargoes during the fortnight are the steamer Parnassus from Glasgow, the steamers Lord of the Isles, Erl King, and Abbotsford from London, the steamer Antenor from Liverpool, and Ellen Rickmers from Rotterdam. 39-inch Grey Shirtings: demand for 8¼ lbs. improved and considerable sales effected at $2,62½, with small sales at $2.65. 7 lbs. quiet. 6 lbs. in moderate request, 4 5-inch: 9 lbs. very dull, and to effect sales holders have accepted a reduction of 10 cents per piece. No stock of 8 lbs on hand. 32-inch Grey T. Cloths: Holders had pressed sales, and prices are in consequence slightly easier. Sales of 7 lbs. at $1.90 reported. 6 lbs. in moderate supply, but poor enquiry. Light weights meet with little notice. 32-inch Grey Madapollams in small stock, and improved demand at previous rates. 36-inch Grey Supers: No. 1 in good enquiry, which has been met at $1.95 to $1.97½ for ordinary, and $2.05 to $2.07½ for favourite makes. No demand for Nos. 2 and 3. 36-inch White Shirtings: during the early part of the fortnight there was a good enquiry for fine and medium qualities. Latterly the accounts from the outports have been unsatisfactory, and fine qualities are in less demand. 45-inch White Shirtings are scarce and much wanted. 36-inch White Spots are in small stock and fair request at $2.65 to $2.67½. 36-inch White Brocades are neglected. 45-inch White Cambrics: Prices are firm, but there is rather less demand. 15-16s are worth $33 to $34. 40s in active request at $23½ to 24. Little demand for low qualities. Imitation Irishes are quieter, stocks in second hands being considerable. 36-inch Dyed Spots and Brocades are in little demand. Velvets are not inquired for. T. Red Cambrics have been taken to a small extent at higher prices, $2.40 for 2¼ lbs. and $2.67½ for 2¾ lbs., but there is very little inquiry. T. Red Mulls meet with small request. Camlets are held firmly, but there is little demand. Scarlet Long Ells 12 lbs. are out of stock and in good inquiry. Scarlet Spanish Stripes are firm and supplies are in few hands. Brocade Lustres wanted at 22 cents or thereabouts. Lastings have not been asked for. Grey Yarn: 40s have been in fair request at quotations, and holders are asking higher rates. There are a few inquiries for 18-24s at $102½ to $105. T. Red Yarn of best quality is in small demand at previous rates, but holders seek an advance. Green Yarn is in good inquiry. Copper Sheathing is in limited inquiry, small sales of fine sizes at $29. Yellow Metal has been only moderately dealt in at $25 for the heavy and $25¼ to $26 for light numbers. Zinc Sheathing quiet at $8.75 to $9. Iron: A sale of English bar at $3.50. Nailrods, small sales at $3.50 to $3.62½, but now held for more. Swedish flat bar in little inquiry. Lead: L. B. and Co's. brand is in good demand, a sale on the spot at $6½ and latterly to arrive at $6.20, spot parcels are now held for $6.25. Stocks are moderate. Sheet continues dull.

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EXPORTS.

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TEA.

No later intelligence has been received from Foochow, and at the northern ports nothing of interest has transpired; at Canton, however, the prospects for the new leaf are said to be satisfactory, and at Macao further purchases of new Congous have been made, at prices which have not become public, but which are reported to be high. Small arrivals of new leaf at Canton had taken place at intervals during the fortnight, but had not been shown by the Teamen, as the quantity was too small to be of any service in forming an opinion as to the quality of the picking. The Teamen reported the receipts thus far to be of quality superior to last season, and that prices were higher, making the average about the same as last year's values. These reports need confirmation, however, as no musters had been shown. At Shanghai, no business had been transacted in either black or green, and no additions had been made to the small stocks previously reported on offer. At Yokohama, but little inquiry had existed, and only 250 piculs had been settled during the fortnight, leaving a stock of 1,200 piculs, in which there were few or no fine teas.

SILK.

YOKOHAMA.—The market had been very quiet, and only a few purchases of any moment had been made; settlements amounted to about 350 bales, of which about 50 bales were Tama, the remainder being chiefly Hamatski. Arrivals had fallen off considerably, and a further reduction in the unsold stock has to be noted. Prices for Hanks and Hamatskis were about $10 per picul easier, while other sorts remained unchanged.

SHANGHAI.—Messrs. C. J. Skeggs and Co.'s Circular says:—Transactions for the fortnight amount to about 600 bales, chiefly Re-reels and Yellow Silks, as the supply of other descriptions may be considered exhausted and the season virtually at an end. Chop Silks were finished up, as reported in our last circular, and the few Tsatlees, Taysaams, &c., amongst the settlements being so insignificant, we now withdraw all quotations, except for Re-reels, which are taken at prices ranging from Tls. 500 to 615, the latter being for America.

CANTON.—The market was quiet, and a slight reduction which had taken place had not produced any increase of business. Re-reels were still firm at last quotations, but there were very few offering. Settlements, for the French mail which left Hong Kong 10th April, 90 bales, for Pacific mail which left Hong Kong 12th April 125 bales, and for the present mail 55 bales. Stock, 100 bales Tsatlee, 30 bales Loongkong, 300 bales of common kinds, and a few bales of Re-reels.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 7½d.	4s. 7½d.	4s. 7½d.
Shanghai ,, ,,	5s. 11¾d.	6s. 1d.	6s. 1¼d.
Canton ,, ,,	4s. 5d.	4s. 5d.	4s. 5⅛d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,,	4s. 6¼d.	4s. 6⅛d. to 4s. 6⅜d.	4s. 7d.
Manila ,, ,,	4s. 4½d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	305½	222
,, Hong Kong	27½ to 27¾ dis.	—
Bar silver	111.2.5.	10 prem.
Mexican dollars	76.7.0	5 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 59; Old, 61 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 32½ per cent. discount.
China Traders' Insurance, $1,500 premium.
Hotel shares, 47 per cent. discount.
Hong Kong and Macao Steamboat Company, $34¼ premium.
Hong Kong Fire Insurance Company, $325 prem.
Union Insurance Company, $1,500 premium.
China and Japan Marine Insurance Company, Tls. 45 premium ex interest.
China Fire Insurance Company, $57 premium.
Victoria Fire Insurance Company, $60 premium.
Indo-Chinese Sugar Company, $35 dis.
Shanghai Steam Navigation Company, Tls. 64 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $15 dis.

EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1, 1871, to March 31, 1872	—	78726857	47999008	—	16031171	142757036	52324
Corresponding period last season	10626	71079427	47362939	349447	12633428	131336067	35784

Shipments Since:

April 3 per Alax (str.)	From Canton	31,500	33
— 4 ... Columbian (str.)	... Do.	75,000	636
— 11 ... Tigre (str.)	... Do.	250,000	320

TO THE CONTINENT.

							Bales.
From June 1, 1871, to March 31, 1872	...	...	...	...	...	5101679	1.380
Corresponding period last season	...	...	...	...	...	2386282	8563

Shipments Since:

April 11 per Tigre (str.) From Canton ... 6,750 142

TO UNITED STATES.

		Pcls.
From June 1, 1871, to March 31, 1872	54143918	2766
Corresponding period last season	47922954	2376

Shipments Since None.

TO AUSTRALIA.

From June 1, 1871, to March 31, 1872 ... ... 12,639,962 lbs
Corresponding period last year 11,290,598

Shipments Since: None.

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844	51,022,600	...*	1862 to 1863	121,273,580	72,887
1845 to 1846	57,334,200	18,600	1863 to 1864	117,463,586	46,603
1850 to 1851	63,972,000	22,144	1864 to 1865	121,236,870	32,313
1853 to 1854	77,337,800	61,283	1865 to 1866	118,333,042	62,820
1855 to 1856	92,240,300	50,481	1866 to 1867	118,423,290	50,052
1857 to 1858	76,990,255	68,315	1867 to 1868	116,890,430	57,449
1858 to 1859	65,789,792	83,134	1868 to 1869	142,789,804	70 917
1859 to 1860	85,560,452	64,169	1869 to 1870	139,740,193	63,807
1860 to 1861	90,066,160	70,644	1870 to 1871	131,969,850	51,329
1861 to 1862	109,854,040	79,199			

* Including the Continent.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company	500	500	180	4 p.c
Shanghai Gas Company	100	100	146	12 p.c
Shanghai S.N. Company	100	100	134	12 p.c
S. Tug and Lighter Company	850	850	400	7 p.c
French Gas Company	50	50	63	10 p.c
Hong K. Fire Insurance Co.	$1,000	$200	$525	12 p.c
North China Insurance Co.	Tls.1,000	Tls.300	Tls.410	trion.
Do. do. new	1,000	300	510	trien.
North China Steamer Company	100	100	69	
Union S.N. Company	100	100	101	12 p.c
Yangtsze Ins. Association	500	500	820	15 p.c
Union Insurance Society	$5,000	$1,000	$2,400	trien.
China Traders Co. (Limited)	1,000	1,000	2,500	$475p.s
Hong Kong and China Gas Co.	£10	£10	65	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100	Tls.140	12 p.c
Victoria Fire Insurance Co.	$500	$100	$164	12 p.c
China Fire Insurance Co.	500	100	156	12 p.c
Hongkew Wharf Co.	Tls. 100	Tls. 100	Tls.155	

BANK AND MISCELLANEOUS SHARES.

Shares.	JOINT STOCK BANKS.	Paid.	Closing Prices.
£10	Agra Bank	All	7⅞ to 8¼
25	Bank of Egypt	All	48 to 50
20	Chartered Bank Ind., Aust., and China	All	16 to 17
25	Chartered Merc. of India and China	All	25½ to 26½
20	City Bank	10	14½ to 15⅛
100	Colonial Bank	30	57 to 59
500fr.	Comptoir D'Escompte of Paris	All	f.675
£28½	Hong Kong and Shanghai Bank	All	43 to 45
28½	Do. Do. new	22½	15 to 16 pm.
100	Imperial Bank	20	23 to 24
50	London and County	20	60 to 61
50	London Joint Stock	15	46 to 47
100	London and Westminster	20	66 to 67
25	Oriental Bank Corporation	All	44 to 45
50	Union of London	15	45½ to 46¼
	TELEGRAPH COMPANIES.		
100	Anglo-Mediterranean	All	183 to 186
10	British Indian Submarine	All	10⅝ to 11⅛
10	British Indian Extension	All	12 to 12⅛
10	British Australian	All	9 to 9¼
10	China Submarine	All	8⅝ to 9
10	Falmouth, Malta, and Gibraltar	All	11 to 11⅛
10	Great Northern	All	14⅛ to 15
10	Do. China and Japan Extension	All	11⅛ to 12
25	Indo-European	All	18 to 20
10	Mediterranean Extension	All	6 to 6⅛
12	Telegraph Construction Company	All	32⅜ to 33⅛
50	Indiarubr., Gutta Percha. & Tel. Works Co.	45	42 to 44
	MISCELLANEOUS		
20	British India Tea Company	All	4⅛ to 5⅛
20	Brit. and Foreign Marine Insurance Co.	4	7 to 8 pm.
20	Ceylon Company	All	15 to 17
20	Do.	10	5⅛ to 4⅛ dis.
50	Colonial Company	20	1⅛ to ⅛ dis.
5	Credit Foncier of England	All	5⅛ to 5⅜
10	General Credit and Discount Company	7½	2⅛ to 2⅜ pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	¼ dis. to par
98	Japan Loan, 9 per cent.	All	108 to 110
20	London and Prov. Marine Insurance Co.	2	2½ to 3 pm.
25	National Discount Company	5	13½ to 14
25	Ocean Marine Insurance Company	5	13½ to 14
500fr.	Messageries Maritime of France	All	
50	P. and O. Steam Company	All	57 to 59
50	Do. Do. 1867	10	par to 1 pm.
100	Royal Mail Steam Company	60	88 to 90
20	Realm Marine Insurance Company	3	1½ to ⅛ dis.
20	Thames and Mersey Marine Insur. Co.	3	5⅛ to 5½ pm.
20	Universal Marine Insurance Company	5	8½ to 8¾ pm

The steamer *Surprise* left Hull on the 26th for the river Amoor, with a cargo of lighters, steam tugs, &c., on account of the Amoor River Navigation Company, the capital for which was raised in London last December.

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LATEST TELEGRAMS.

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COMMERCIAL.

CHINA.

OPENING OF THE SHANGHAI SILK MARKET.

SHANGHAI, MAY 23.—The Silk market has been opened at 26s. for Red Peacock.

HONG KONG, MAY 27.—Total settlements of new season's Teas at Canton 110,000 chests. Vessels loading, *St. Andrew's Castle, Titania* and P. and O. steamer *Sunda*. Freights for steamers £4 to £4 10s. The Foochow Tea Market is not yet opened; total of arrivals 20,000 packages. Total export of Tea for the season 1871-72 from China and Japan 145,250,000 lbs.

SHANGHAI, MAY 27.—The total Tea settlements at Hankow are 120,000 chests. Prices are easier than the opening rates.

HONG KONG, MAY 25.—Import market quiet; Grey Shirtings, 6½ catties, 8¼ lbs., $2.57; Cotton Yarn (Water Twist), 16-24 $124; T-Cloths, 6 lbs. (ordinary), $1.67; 7 lbs. (Mexican), $2.17.

STRAITS SETTLEMENTS.

SINGAPORE, MAY 24.—Grey Shirtings, 7 lbs., $2.22½, 8¼ lbs., $2.62½, T-Cloths, 6 lbs., $1.72½; Cotton Yarn, 40's, $135; Gambier, $3.50; Tin, $38.50. Exchange on London: Bank bills, six m.s., 4s. 6d.

PENANG, MAY 24.—Grey Shirtings, 8¼ lbs., $2.55; T-Cloths: 6 lbs., $1.67½; Cotton Yarn, 30's, $113, 40's, $128. Pepper, black, $12.40, white, $24; Sugar, No. 2, $5.10, No. 3, $3.20; Tin $38. Exchange on London: Bank bills, six m.s., 4s. 6d.

THE BANK RATE.

The Bank rate of discount will in all probability be reduced to four per cent. on Thursday next.

Shipping Intelligence.

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ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—From London, April 7, Galley of Lorne (str.); 10, Norman Court; from Liverpool, 3, Priam (str.); 10, Hector (str.); from Hamburgh; 8, Constantine; from London, Cheops (str), Parana (str.); from Liverpool, Achilles (str.) (reported by telegram).

At HONG KONG and CANTON.—From Cardiff, April 9, Queen of India; 15, Caroline; from Hamburg, 10, Albatros; from London, Enterprise (str.); Ravensworth Castle, Dr. Peterman; from Cardiff Ocean Mail, (by telegram).

At MANILA.—From Sunderland, April 1, Mary Ray.

AT SINGAPORE.—From London, April 19, Parnassus; from Liverpool, Erl King (str.); from London, Drummond Castle (by telegram).

At PENANG.—From Liverpool, April 14, Antenor (str.); 15, Parnausses (str.); 16, Erl King (str.); 21, Abbotsford (str.); 23, Robert Kerr; from Liverpool, Menelaus (str.).

At BANGKOK.—None.

At BATAVIA.—From London, May 21, Thomas Blyth (by telegram).

DEPARTURES.

From SHANGHAI.—None.

From YOKOHAMA.—None.

From FOOCHOW.—None.

From HONG KONG and CANTON.—From London, April 13, Priam (str.).

From MANILA.—For London, April 4, Ornate; for New York, 7, Clytie.

From SINGAPORE.—For Boston, April 20, Elcano.

From PENANG.—For London, April 13, Ajax (str.); 19, Vanguard.

From BANGKOK.—None.

VESSELS LOADING.

At YOKOHAMA, At SHANGHAI, At FOOCHOW, At HONG KONG } None.

At MANILA.—For London, Elena, Oneiza; for Channel (f.o.), Tony, Walsgrif, Duc de Malakoff, James Lister, Osaka, Canaan, Eastern Star; for Liverpool, Mary E. Ray; for Boston, Great Admiral; for New York, James Shepherd.

At SINGAPORE.—For London, Europa; for Glasgow, Cotherstone; for New York, Istapa.

At PENANG.—For London, Elizabeth Ann.

At BANGKOK.—For London, S. K. der Nederlanden.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—There is no vessel loading either for New York or London.

At SHANGHAI.—To London, per steamer, £3 10s. per ton.

At FOOCHOW.—The Freight market is unaltered.

At HONKONG.—The Freight market is unaltered.

At MANILA.—Tonnage is in demand for Home, and rates are likely to advance, which for London or Liverpool now stand at £4 2s. 6d. sugar, and £5 hemp, with 5s. extra if from Cebu.

At SINGAPORE.—The Aleppo (665 tons) obtained £5 2s. 6d. per ton to load sugar and hemp at Cebu for Liverpool. The Europa (1,266 tons) has been chartered to load direct to London for a lump sum of £5,500.

At PENANG.—To London or Liverpool £3 5s. to £3 15s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
April 7	... Cashmere	... New York	... Shanghai
,, —	... Leucadia	... London	... Do.
,, 8	... Bengalia	... Macao	... Havana
,, 9	... Agra	... Hong Kong	... New York
,, —	... Attagracia	... Macao	... Havana
,, —	... Ocean Mail	... Cardiff	... Hong Kong
,, 10	... Weymouth	... London	... Shanghai
,, 11	.. C. C. Leecrij	... New Yoik	... Hong Kong
,, —	... Morro Castle	... Do.	... Batavia
,, —	... Faith	... Sunderland	... Singapore
,, 12	... Carolina	... Manila	... —
,, —	... Lucayas	... Newcastle	... Singapore
,, 13	... Antarie	... Macao	... Callao
,, —	... Roso del Furia	... Do.	... New York
,, —	... Cissy	... Foochow	... London
,, 15	... Mary	... Sourabaya	... Falmouth
,, 16	... Lochleven Castle	... Singapore	... Liverpool
—	... Florence	... Shields	... Do.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—May 22, off Dungeness, from Maulmain, for Amsterdam, Manfred; off Beachy Head, from Sourabaya, for Amsterdam, PMTS (Nieuwe Waterweg); 23, off Deal, from Penang, Alice; off Prawle Point, from Java, for Amsterdam, Tyburnia; 23, off Falmouth, from Pasaroeang, for Amsterdam, Sindbad; 24, at Liverpool, from Singapore, Victoria; 25, off Falmouth, from Hong Kong, for Altona, Hohenzollern; 24, at Liverpool, from Singapore, Jacoba Helena, from Rangoon, &c., (via S.C.), Cingalese (str.); 23, at Brouwershaven, from Pasaroeang, Queen of the Colonies; 18, at Trieste, from Colombo, &c. (via S.C.), Alnwick Castle (str.); 27, at London, from Ceylon, Isabella Ridley.

DEPARTURES.—May 18, from New York, for Hong Kong, Himalaya; 23, from Dundee, for Galle, David C. Fleming; 21, from Penarth, for Hong Kong, Irwell; from Amsterdam, for Macassar, Presto; 24, from London, for Cardiff and Singapore, Proteus; 23, from Cardiff, for Singapore, Blackwall; 24, from Hull, for River Amoor, &c., Surprise (str.); 25, from London, for Penang, Eleanor; from Liverpool, for Singapore, China, &c. (via S.C.), Glaucus (str.); 23, from Cuxhaven, for Foochow, Traviata.

CASUALTIES.—The Lochnagar, Neill, from Manila to Boston, which put into Bermuda March 22, finished her repairs and was reloading May 2.

VESSEL PASSED THE SUEZ CANAL.—May 24, Sarpedon, from Liverpool for Singapore, China, &c.

LAID ON.—At Liverpool, for Yokohama (via Cardiff), St. Austin; at London, for Penang, Alice; at Glasgow, for Galle and Penang, (via S.C.), Fitzpatrick (str.)

MISCELLANEOUS.—At St. George D. Elmina, March 20, Robertus Hendrikus, Hageraats, and sailed for Batavia.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

ARTHUR—On the 12th April, at the Diocesan Home and Orphanage, Hong Kong, the wife of Mr. William B. Arthur, of a son.

CHRISTY—On the 20th May, at 64, Claverton-street, London, the wife of Thomas Christy, jun., of a son.

CLUNIS—On the 8th April, at Bangkok, the wife of J. Clunis, Esq., civil engineer to the Siam Government, of a son.

DE MELLO—On the 12th April, at Penang, the wife of L. T. de Mello, of a son

DENNYS—On the 8th April, at Hong Kong, the wife of N. B. Dennys, Esq., editor *China Mail*, of a daughter.

ENSOR—On the 23rd March, at Nagasaki, the wife of Rev. George Ensor, of a daughter.

FLOWERS—On the 27th March, at Nagasaki, the wife of Marcus Flowers, Esq., H.M.'s Consul, prematurely, of a son, who only survived his birth forty-eight hours.

HANNAY—On the 16th April, at Singapore, the wife of W. Cathcart Hannay, Esq., of a son.

JOSHUA—On the 13th April, at Hong Kong, the wife of Mr. J. N. Joshua, of a daughter.

STOUT—On the 20th March, at Nagasaki, the wife of Rev. Henry Stout, of a daughter.

WESTPHAL—On the 22nd March, at Nagasaki, the wife of George Westphal, Esq., of a son.

MARRIAGES.

MACQUEEN—BUCK.—On the 13th May, at Hong Kong, Robert MacQueen, Esq., of Shanghai, to Mary Louisa, daughter of the late Mr James Buck

MICHIE—FRASER.—On the 22nd May, at Westminster Chapel, James street, Buckingham-gate, by the Rev. Samuel Martin, assisted by the Rev. Every Dothie, Andrew Smith Michie, accountant of the National Bank of Scotland, in London, to Jessie, eldest twin daughter of Arthur Fraser, the chief cashier of the National Provincial Bank of England.

WOOD—SMITH—On the 13th April, at the Cathedral, Hong Kong, by the Rev. R. Hayward Kidd, Colonial Chaplain, John W. Wood, Esq., son of the late Major-General Henry John Wood, C.B., Bengal Artillery, to Cecilia Zouch, daughter of the late C. Neville Smith, Esq., London.

DEATHS.

BEVERIDGE.—On the 16th May, at 33, Hill-street, Kirkcaldy, Henry John Beveridge, son of the late Henry Beveridge, Linktown, aged 22 years.

DE MELLO—On the 25th April, at Penang, Henrietta Mary, the wife of L. T. de Mello, aged 26 years.

DICKENS—On the 2nd May, on board the P. and O. steamer *Malta*, on his way home from Bombay, Lieut Sydney S. H. Dickens, R.N., of H.M.S. *Topaze*, fifth son of the late Charles Dickens.

FRANKS—On the 21st May, William Edward Franks, of Westow Lodge, Upper Norwood, and 4, Little Tower-street, London, in the 75th year of his age.

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COURT OF QUEEN'S BENCH.

FRASER V. THE TELEGRAPH CONSTRUCTION COMPANY.—AUXILIARY STEAMSHIPS.

This was an action by the shipper of goods on board an auxiliary screw steamer, the *Hibernia*, for delay in the voyage, arising from the steam not having been sufficiently used. The company had the *Hibernia* at Singapore, where it had taken some telegraph wires, and shipped a cargo of goods for the plaintiff to be carried to this country. The bill of lading described the vessel as a steamer, and it mentioned that it was, in fact, at liberty to touch at any ports for coal, but it was, in fact, a vessel propelled by sails, and in which the steam power was used only as auxiliary. The freight, however, was very low, 40s. a ton. The ordinary duration of the voyage by steam would be sixty-five days, but in fact the voyage took 135 days. The vessel took as much coal on board as it would carry, but this would only allow of steam being used occasionally, unless it was replaced, and, in point of fact, the steam power was only used in the China Sea, during calms at St. Helena, and in coming up the Channel. The delay in the voyage had caused the plaintiff damage, and for this damage he sued. The case was tried at the Guildhall on the 19th December last, before Justice Mellor and a special jury, and they found for the company, on the ground that as an auxiliary steamer it had been managed in the usual way, and that it was not usual to replenish the coal. Subsequently a rule *nisi* was granted for a new trial, and the present application on behalf of the plaintiff was to make this rule absolute.

After hearing counsel the Court decided that as the bill of lading described the vessel as a "steamer,' it meant that the voyage should be by steam-power; otherwise it would be deceiving and misleading the shippers of goods. They believed that auxiliary steamships were generally described as such. The plaintiff had supposed he was shipping his goods on board a steamer, whereas, in fact, it had not been propelled by steam-power. The contract by the bill of lading was not for an auxiliary steamer, but for a "steamer," and therefore the finding of the jury that the vessel was managed in the usual manner as regarded auxiliary steam did not avail. The meaning of the bill of lading was that the primary and principal motive power of the vessel should be steam, and that was the contract between the parties. But even if it would satisfy the contract that the vessel should be an auxiliary steamer, that implied that steam should be used to a sufficient extent. Neither question, however, had been put to the jury, and the verdict, therefore, could not be sustained, and there must be a new trial.

MARINE INSURANCE.—THE "BLACKADDER."—WILLIS AND SONS V. SAUNDERS, UNDERWRITER.

This was an action, tried in December last, before Baron Bramwell, to recover on a policy of insurance on the clipper ship *Blackadder*, and the defence was that the ship was not properly equipped, and was unseaworthy. The *Blackadder* was a new clipper ship, built for the London and China trade, and in the course of her first outward voyage it was stated that she encountered bad weather, and lost her mainmast. This caused serious damage to the vessel, and she had to put into the Cape to repair, and the plaintiffs sought to recover upon the policy in question for the loss they had sustained. On the part of the Underwriters it was submitted that the mast was not properly secured with the usual rivets in the cheeks, and that to this, rather than to the violence of the wind, the accident was owing. It was also urged that there was nothing in the ship's log book to show that the vessel experienced such violence as would account for the mast giving way if it was properly secured. For the plaintiffs, however, it was contended that the mast was properly secured, and the damage to the ship was solely attributable to the storms and perils of the sea. The jury found a verdict for the plaintiffs, but subsequently a rule *nisi* was obtained by the defendant for a new trial on the ground that the verdict was against the weight of evidence.

On the 23rd inst. an application was made by Sir John Karslake to the full Court (the Lord Chief Justice, Mr. Justice Blackburn, Mr. Justice Mellor, and Mr. Justice Lush) to make this rule absolute. After hearing counsel the Court granted the application, and a new trial will consequently take place.

THE CHINESE AND JAPANESE TREATY.

The *Pall Mall Gazette* publishes the following remarks upon the Treaty lately concluded between China and Japan:—

A recent number of the *Overland China Mail* contains what purports to be a translation of the Treaty and Trade Regulations lately agreed upon between China and Japan. That the translation is not strictly faithful is plain from a few obvious verbal inaccuracies which occur in it, but, judging from its general tenor, we believe that in substance it will be found to represent the terms agreed upon. In framing the articles the contracting parties have drawn largely on the foreign treaties as their models, and hence we find the opening passages teeming with general expressions of goodwill to the extent even of saying that in case of either experiencing injustice or wrong from another State, the one so injured shall "be entitled to assistance or good offices from the other." In framing the Trade Regulations the authors of the Treaty have even intensified some of the restrictions placed on foreign trade by the treaties. For instance, with absurd illiberality they strictly prohibit the subjects of either Power going into the interior of the country of the other; and should a Japanese merchant carry his goods into the interior of China, not only are his goods to be confiscated, but the offender is to be held amenable to his Consul. This is the more strange, since for centuries the people of the two countries have been closely united by the common bonds of religion, literature, and to a certain extent, language. So much is this felt to be the case, that it is especially agreed that the books of either country may circulate freely in the other, and it is considered necessary to prohibit natives of Japan from presenting themselves at the Chinese competitive examinations. The Chinese ports declared open to trade are the same as those known to us as the treaty ports, with the substitution of Kinchau in the Canton province for Kiung Chau in Hainan, but the only ports at which Chinamen are to be allowed to trade in Japan are Yokohama, Hakodadi, Osaka, Neegata, and Pezo. At these places convenient sites are to be pointed out by the local authorities for the erection of houses either for residence or business. The result of blindly following the trade regulations made by each country with foreign nations has had the effect of establishing some strange inequalities in the matter of trading penalties. For instance, it is agreed that if false entries or omissions be discovered in ship's manifests presented by Japanese captains to the Chinese custom-house, the goods shall be confiscated and the captain fined 500 taels, but "in Japan omissions shall incur a fine equivalent to the duty, and for false entries the fine shall be 125 dollars." Again, if a Japanese captain "presumes to land cargo before the manifest has been examined, he shall be amerced 500 taels, and the goods shall be confiscated." If a Chinese captain is guilty of the same offence in Japan, the goods shall be confiscated only. The same restrictions are to be enforced with regard to the trade in nitre, sulphur, and white copper as are laid down in our treaty with China, and rice is not to be transported from either country.

THE BRINDISI ROUTE.

The following letter detailing the inconveniencies experienced by travellers by the Brindisi Route has appeared in *The Times*:—Having a few days since crossed the Continent via Brindisi and Mont Cenis, I can most thoroughly corroborate all that has been stated as to the bad management at the Turin terminus of the Northern Railway of Italy, and the extreme incivility of such officials as have not been rendered gracious by a tip. But, indeed, the arrangements throughout this route seem made with the express intention of forcing travellers to journey either by Marseilles or the Brenner. After all kinds of unusual difficulties at Turin, we, the unhappy passengers, on arriving at Modane, were driven into a room to have our luggage examined. This room had but one small door for entrance and exit, at which the difficulty was still further enhanced by a demand for passports, recently declared to be unnecessary, and by the consequent delay in the case of the unprovided. The number of carriages provided here for the journey to Paris was miserably insufficient. I found myself in a *coupe* with four seats, in company with a gentleman, two ladies, and three children, who had to get in, there being no other places, at the last moment, and were subsequently compelled to pay the extra charge made for the *coupe lit*. We arrived punctually at Paris, but, as ingeniously arranged, just too late to catch the morning train at the Northern Railway for England, *via* Calais and Dover.

COINING FOR JAPAN.—The *San Francisco Bulletin* notes the arrival (at that place, by the China steamer, of $2,000,000 in Japanese nibo gold coins), sent to be put in shape for re-coinage. The *Bulletin* says:—"Some time ago the Government of Japan adopted a new style of coinage, closely resembling in size, shape, and value the coins of the United States. It was decided to call in the nibos for re-coinage. On investigating the subject, however, it was found that with the limited refining works of Japan it would take four or five years to accomplish the object. Negotiations were then opened with the Bank of California and the San Francisco Refining and Assaying Works, and arrangements were made with them for the refining of $20,000,000 of these Japanese coins, which are to be sent here at the rate of $2,000,000 per steamer, the first consignment arriving as already noted. These coins are flat pieces of gold, about an inch long and half an inch wide, containing 20 per cent. of silver, and valued at 53c. They are done up in small paper packages and subsequently packed in strong boxes. The labour required in removing the paper from the packages is immense. The coins are to be returned in fine gold bars of about 900 fine, all alloyed and ready to be converted into coin. The silver extracted therefrom will be returned in fine silver bars ready for coinage. In anticipation of the shipment just at hand, the Bank of California advanced $500,000 in fine gold by the last China steamer."

THE LONDON MISSIONARY SOCIETY.—About fifty missionaries of the London Missionary Society, with some ladies, met in Blomfield-street, Finsbury, to give an expression of their esteem to Mr. E. Stacey, who for more than thirty-seven years has been in the house of the society. The testimonial consisted of a purse of 150 guineas, with a handsome timepiece, and an address engrossed on vellum, stating that the presentation was the gift of nearly 150 missionaries who had been or are now labouring in various parts of India, China, South Africa, Polynesia, Madagascar, and the West Indies. The chair was taken by the Rev. R. Moffatt; prayer was offered by Dr. Turner; the address was read by Dr. Wardlaw; and after a suitable reply from Mr. Stacey, addresses were given by the Rev. Messrs. Blake, Bradbury, Gill, Mullens, Porter, Robinson, Sewell, Storrow, &c., all of whom spoke of the uniform courtesy, zeal, and intelligence of Mr. Stacey, and of the pleasure all had in this recognition of his long and valuable services.

THE GOSPEL IN JAPAN.—The Rev. Dr. MacGill, Foreign Mission Secretary to the Presbetery, Edinburgh, has made a statement to that body at their last meeting in regard to Japan. He stated that the Foreign Mission Board had agreed that the special attention of the Synod should be called to the present state of Japan, as offering peculiar opportunities for missionary work on behalf of that country, and that means be used, in conjunction with other Churches and societies, to influence Her Majesty's Government in the revision of treaties with Japan to secure the toleration of Christianity. Dr. Bell, Newcastle, moved that this resolution be remitted to the Foreign Mission Committee, to take all the means they think desirable in order to accomplish the object in view. The motion was unanimously adopted.

THE Anniversary Meeting and Dinner of the Royal Geographical Society takes place to-day. A report will appear in our next issue.

THE Queen has approved the appointment of Mr. C. G. Stahlknecht as Consul at Singapore for the German Empire.

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TEA DRINKING.

A letter appeared from a medical authority last week to the effect that the poorer washer women and others of that class did themselves a more serious injury by vicarious tea-drinking than even alcohol. A champion now comes forward with the following defence:—

It will suffice for my object to appeal from Dr. Aldridge's dictum founded on his experience or practice in the North Staffordshire district, to the experience furnished by nearly a third of the human race spread over one-half of Asia. Chinese and Mongols both are inveterate tea-drinkers, and have been so as far as their history extends—two thousand years, at all events. This is a wider field for observation, and supplies the cumulative experience of many ages. The Chinese are more especially a tea-drinking race; tea is their common beverage, almost their only one; they drink it exclusively in the way Dr. Aldridge objects to—without milk or sugar. They take it with their meals, and at all intervals between when they are thirsty or tired or want refreshing—early and late and all day long. Yet, after years of residence among these debauched tea-drinkers, I cannot say that it ever appeared to me that they were as a people either deteriorated in health or furnishing any evidence of a lowered vitality in the rising generation. If any such cases came before me there was generally good reason to conclude the effects did not spring from immoderate addiction to their national product, tea, but the Indian exotic we have done our best to substitute for it—opium. The Chinese working classes as a body are remarkable for the amount of hard labour they can undergo, either in the field as husbandmen or on the road as coolies and porters. I have often seen them do a day's work under a burning sun and in an exhausting climate which few beef-eating or beer-drinking workmen in the temperate latitudes of the British Isles could easily match. How could this be possible if Dr. Alridge's theory about the deteriorating effects of tea-drinking and its connection with special diseases and lowered vitality in the rising generation had any foundation in fact? The mothers of each rising generation for so many successive ages and the children which spring from them are all fed upon tea and rice, rarely eating any animal food except fish. In some fifty or sixty generations the deteriorating effects ought to be very apparent if they had any existence, and any lowering of vitality through such a period must have left them very little left to draw upon. But so far from that, they are vigorous and healthy amid many avowedly deleterious influences of climate and conditions the reverse of sanitary.

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, May 22.

The Liberal papers at length contain a semi-official communication with reference to the Ministerial crisis. The statement says that the King, who will start in a few days with Prince Henry for the Royal seat *het Loo*, has invited the Ministers who lately tendered their resignation to resume their posts. The Ministers, however, declined to withdraw their resignation, but have declared themselves willing to remain in office till the 1st of July, by which date a new Cabinet must be formed. The members of the Second Chamber have been convoked to meet to-morrow, in order to despatch the most pressing business, viz., the Amsterdam Canal Bill, and the War Budget of 1872. Of course the Ministers will make an official declaration to the members, and I have reason to believe that it will be in accordance with what I have told you. Several rumours are in circulation with regard to the composition of the new Cabinet, which it is quite unnecessary to repeat, because it is impossible to say how far they may be correct, but it seems certain that if a Conservative Cabinet should succeed to the Ministerial seats, it will be formed without the aristocratic element—a Ministry Heemskerk van Kuyk. As I conjectured in my last letter, the members of the Upper House only met to vote an address of condolence, to be forwarded to Prince Henry. This done they once more separated.

From several towns, and especially from the industrial districts, addresses of sympathy have been forwarded to the Minister of the Financial Department. The memorialists thank Mr. Blusse for his endeavours to replace the unjust licence-tax by an income-tax, and they regret that these endeavours were unsuccessful. Certainly a good deal of time must elapse before any Minister will again attempt to reorganise our miserable system of taxation, which for the greater part consists of that introduced by Napoleon I.

Among commercial men several items of news are circulating. It is said that the dividend of the International Credit and Trading Company, Rotterdam—the annual meeting of which will be held on the 3rd of June—will be very satisfactory, say 10 per cent., which is, I need not state, most creditable to the managers. The shares of this company are quoted 100¼. The dividend of the Netherlands Bank has been fixed at f.157, which is much less than that of last year. It is a fact worth being mentioned that the rate of discount at this establishment is very low (3 to 4 per cent.), and that it has not been altered since the 6th of June last year. Rumours are in circulation respecting the Commandiet Kas, now under liquidation, reflecting greatly upon the managers. I may be able to tell you something further with regard to these reports in my next letter. Lastly, I think it will be of interest to your readers in Java to hear that the firm of Messrs. J. C. Rueb and Zonen (sugar brokers) is to be dissolved.

The day after to-morrow another East Indiaman will be launched from the yard of Messrs. Smit at the Kinderdyk. She will be named *de Liberaal*, and will be the largest vessel of our commercial navy.

It is with much regret that I hear that the illness of Mr. Thorbecke has again taken an unfavourable turn, and that the same is said of the Prince of Orange, who could not attend the funeral of the Princess Henry. The condition of both causes much anxiety.

PRODUCE MARKETS.

The business done has been upon the whole on a limited scale, but a firm tone continues to prevail for most of the leading articles, and a favourable opinion is entertained as to the result of the Trading Company's public sales of Coffee and Sugar, to be held this week. The reservedness of holders of both articles has tended to check transactions by private contract, as the sales closed would have been of greater importance if the market had been better supplied. The demand for Refined Sugar has been very animated, and large contracts have been lodged for forward delivery. The public sales of Raw Silk (reported in my last) met with but a limited attendance of buyers, and the largest portion of the quantity put up was bought in.

COFFEE.—In the face of the Trading Company's May sale, the market has continued to exhibit increased firmness, and there are ready buyers at full prices; but the reservedness of holders causes transactions to be limited. Good ordinary company's Java is in short supply at 43½c., whilst pale sorts have changed hands at 44½c. to 45c. The business done from first hands embraces 885 bags ex Esmeralda, and 1,514 bags ex Henrietta Gerardina Susanna.

SUGAR continues to exhibit great firmness, and sales have been closed to an extent of about 3,500 baskets Java, both afloat and ex vessels recently arrived, in the proportion of f.½ above March prices for yellow, and at the parity of those rates for white Sugar. There is, however, very little on offer.

TEA keeps firm. No sales, however, have been closed lately from first hands.

JAVA TOBACCO remains dull, and the only transactions to note have been the sale of 551 bales Java, head mark, Kotta DB, afloat, per County of Sterling.

RATTANS.—Without transactions to report, but the article is well supported.

RICE.—The cargo of about 11,700 bags Java ex Laurens Koster has been disposed of at f.8.

SPICES.—The following sales have been closed, viz., several parcels ex Laju, Laurens Koster, Kaisow, and Noach III. 192 bags Black Pepper ex Rosalie were sold at a secret price.

COCOA-NUT OIL.—Small lots found buyers, Ceylon at f.25 and Cochin at f.27½.

TIN.—A dull tone has prevailed for this article, but towards the close it has become firmer. Banca has sold for public sales' prompt at f.95 to f.95½, and for delivery ex the next autumn sale at f.92½ and f.92. Old melted Java Copper Coin, Trading Company's import, has changed hands at f.58.

HIDES.—Several parcels, ex Laurens Koster, Hoek van Holland, Nestor, and Kenilworth, have changed hands.

INDIGO.—No sales are reported, but the market looks healthy. Several small shipments of Java came to hand by some of the vessels lately arrived, which will make their appearance in the market as soon as being sampled.

ARRACK.—I have to report the sale of 39/1 and 12/2 casks Sourabaya, ex Hoek van Holland, whilst 153 casks, ex W. W. Smith, changed hands at an advanced price.

SHIPPING.

FREIGHTS.—The Trading Company has chartered the following vessels to convey produces from India to Amsterdam:—Maibit, F. H. Popken, 609 lasts at f.74.55; IJmuiden, F. Zeylstra, 388 at f.74.90; Ary Scheffer, J. L. Besseling, 398 at f.75.43; Petronella, L. Vliedorp, 295 at f.75.43. To Dordrecht: Dordrecht II., C. J. Rotgans, 408 lasts at f.76.49.

DEPARTURES.—May 17, from Brouwershaven, for Batavia, President van Ryckevorsel; for Singapore, Ely; 20, from Texel, for Batavia, India Packet.

PASSENGERS OUTWARD.—For Java, per India Packet: Messrs. J. A. Woutersz and family; Miss C. A. Bodinguis, M. Capel, J. M. Oorbals; per Ada: Mr. M. van der Wielen, Mrs. Tyndale.

PORTUGAL.

(FROM OUR OWN CORRESPONDENT.)

LISBON, May 18.

The postal tariff between this country and Germany has been much reduced by the Convention lately negotiated at Berlin. The rate of postage for letters was formerly 70 reis, but it is now reduced to 60 reis. The scale of weight will be 50 grammes. Newspapers, books, and other prints, and patterns of goods will continue to pay a postage of 20 reis, but the limitation of weight will be increased to 50 grammes.

The Cortes were prorogued on the 4th inst. The special report presented by the Minister of Finance early in the session was accompanied by twelve propositions. Eight of these propositions were approved of, and several of them will be to the immediate advantage of the State by the establishment of new taxes and the increase of others already levied. The receipts from these new taxes are estimated at £250,000, and the effect upon the Budget for 1872-1873 will be to reduce the deficit to about £400,000. Amongst the propositions approved there was one the object of which is to change the system upon which taxes are collected. Hitherto they have been collected half-yearly, but in future they are to be paid in monthly instalments. This system has already been adopted in France with great advantage to the State, the Government obtaining the money much sooner than under the former system.

A commission, composed of many influential and patriotic persons, has been appointed to study the best means of checking emigration to Northern and Southern America. The emigration from all the provinces of the country has been extraordinary in late years. At this moment a great society has been constituted, and is using its utmost efforts to bring about a scheme that will be highly beneficial to Portugal, and perhaps to Spain, with regard to this subject of emigration. The society intends to obtain a part of the uncultivated lands of Portugal, which comprise about half the area of the country, and to cultivate them properly. For this purpose they ask several concessions from Government—viz., exemption from imposts during some years; liberty for the cultivation of tobacco; exemption from military service for their labourers, and some other conditions.

I was told that Dom Augusto, brother of the present King, is to be married to the daughter of the ex-Queen of Spain, Isabella; in the meanwhile it is assured that his Highness intends going abroad with his father to pay a visit to their relations in Germany.

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The London & China Telegraph.

LONDON: MONDAY, MAY 27, 1872.

THE CONSULAR SERVICE.

MR. MEDHURST, the Consul at Shanghai, in his examination before the Diplomatic and Consular Committee, urged some very important changes for the benefit of the service generally, which we trust will be done justice to in the report of the Committee to be drawn up forthwith. We would remind the Committee that the written statements which have been forwarded to them should be printed as an appendix. We understand several documents of this sort have been sent in during the past and present year. Mr. MEDHURST advocated the necessity for a real senior or chief Consul in China, who should be empowered to give advice to the junior Consuls on the coast in any emergency, instead of being, as now, compelled to await the directions of the Minister at Peking, which in the winter time is a delay of some thirty days. This recommendation has the more force since the establishment of telegraphic communication along the coast of China. If the Foreign Office do not carry out this suggestion they must arrange that the Minister at Peking should visit all the ports at least once a year, and at Shanghai it should extend over at least a month. The other recommendations of Mr. MEDHURST were as follows :—

The Consul at Shanghai should have local rank as Consul-General. The Consulate at Chinkiang should be re-established. That no port should be abandoned without a *quid pro quo* is obtained from the Chinese Government. That the union of Hong Kong and the Consular ports under one head was very undesirable, but the consolidation of the judicial functions for all China and Japan, including Hong Kong, would be advantageous. That a readjustment of Consuls' salaries should be carried out, having regard to the social requirements of each port, as well as to its commercial importance—the highest to be Shanghai, at £1,650. That after a certain term of years in the case of approved service, exceptional allowances should be given to Consuls, in addition to their salaries. That Consular pensions and allowances on leave should be granted on more liberal terms —more especially after lengthened terms of service, and that the public rooms in Consuls' quarters ought to be furnished at public expense.

That interpreters as a separate class shall be done away with. That assistants shall be better paid, and shall receive their salaries monthly instead of quarterly, as well as have their quarters entirely furnished by the public. That the Government should rather look to decreasing the number of assistants at each port in the future, than increasing them as suggested by Sir R. ALCOCK; my opinion being that with less men and better pay a larger measure of efficiency will be secured. That the staff of Chinese servants attached to the Consulates will bear looking into with a view to reduction. That the Gaol establishment at Shanghai should be handed over to the Municipal Council. That fees are all very low, and those on shipping would bear an advance. That the large expenses incurred at Shanghai on account of seamen and distressed subjects sent to hospital might be reduced by arrangement with local practitioners.

That the registration fee of $5, now imposed on British subjects, is obnoxious, and, if regarded as necessary to meet the expense incurred by Government in providing Consular and other institutions for the public benefit, they should be exacted under another name more descriptive of their true object.

THE SINGAPORE RAILWAY.

WE understand that a despatch from Lord KIMBERLEY to the Governor of the Straits Settlements, on the subject of the proposed railway between Singapore and New Harbour, went out by the mail of the 17th instant, leaving the construction of the line open to private enterprise, if a company can be formed fairly representing the various interests, and capable of providing effectively for the requirements of the public. As far as we understand the question, this is just what the promoters of the long line, in their application for a concession, engaged to do. In the first instance a company was formed, and the capital subscribed to construct a short line from the town to the dock and wharves of the Tanjong Pagar Company, which is the nearest wharf to the town, leaving the owners of the other four wharves and their friends to continue the line to the premises of the Patent Slip and Dock Company, the most distant of the five establishments in New Harbour, if they thought proper to do so, offering them at the same time running powers over their line. But this they declined, and applied to Lord KIMBERLEY not to grant a concession for a short line, as they were prepared to construct a line embracing *all* the wharves and providing efficiently for all interests involved. The question was referred to Singapore, Lord KIMBERLEY remarking that it might on inquiry appear desirable that the Government itself should construct the line. But after a lengthened inquiry the Legislative Council at Singapore decided that the work should not be done by Government, but that a concession should be granted to the promoters of the long line, subject to conditions securing its impartial and effective working. Lord KIMBERLEY, however, did not see fit to confirm the decision of the Legislative Council, on what grounds we have yet to learn, but thought that the construction and working of the line should be entrusted to the local Government. When this became known, merchants here interested in the Straits, and the inhabitants of Singapore, in public meeting, strongly remonstrated against the employment of the public resources of the colony on a work which they regarded as one of a purely private character, and in which the interests of the public were very slightly, if at all, concerned. These representations, we are happy to see, have had their effect, and Lord KIMBERLEY now leaves the question where it was left by the Legislative Council—open to private enterprise.

This is just what we anticipated when we last alluded to this matter in our issue of 29th ult.; for we felt sure, after the views expressed by Lord KIMBERLEY in his admirable despatch of 15th August last, on the finances of the colony, that he was not the Minister to disregard the wishes of the Straits community on a question of this kind, expressed, as they were, so temperately, but at the same time so firmly and unmistakably, at the Singapore public meeting and through the medium of the press. We may therefore trust that all idea is for ever abandoned of embarking the public resources of the colony in a purely commercial undertaking, as this railway evidently is, and that the promoters of the line that has been sanctioned will at once undertake the work. They have now the field quite open before them. The traffic which the proposed line is intended to accommodate is now conducted after the most primitive fashion, by bullock-carts along the common road. This rude mode of conveyance will of course soon be superseded, that is, if the rail will do the work more efficiently. These bullock carts, however, being the only opposition they have to dread, the competition cannot be very formidable, and we may expect that they would be soon run off the road.

THE report of the Postmaster-General of Hong Kong for 1871 is a marvellous document for so young a place. Mr. MITCHELL has certainly succeeded in exhibiting the extraordinary capabilities and energy of the settlement. But the solid results are even more astounding—a clear nett revenue to the colony of $37,566, or about £9,000. The report we have before us is taken from the *Daily Press*, and unfortunately does not give the particulars of the receipts, although the expenditure, amounting to $32,447, is fully detailed. We can only assume the receipts to have been $70,013, the expenditure $32,447, leaving a nett profit of $37,566. The following paragraphs allude to the Shanghai and Yokohama agencies :—

The increasing importance of Shanghai as a commercial entrepot is, however, such as to fully justify the erection of a post-office, and so long as the mail packets touch there, I consider, as I stated in the report of my tour of inspection, that as an investment, and for obvious reasons, it will be far more advantageous to the public to have a building erected specially for post-office purposes than to continue the present plan of paying rent and being liable to repeated changes.

The convention or agreement between the British Post-office and the local post-office at Shanghai, which had been in force for about four years, was abrogated in June last, and whilst the revenue has not been affected by the separation of the two offices no inconvenience has apparently been sustained by the public.

No improvement has taken place in the revenue of the Yokohama agency since the 24th March, when I reported a decline of about 5 per cent. therein, attributable to the opening of the Pacific Railway from San Francisco to New York, which has diverted most of the correspondence

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from Japan for the United States, and a portion of that for the United Kingdom from its former route by British packets via Hong Kong, to the less expensive and more direct route afforded by the United States packets, at present plying monthly between Yokohama and San Francisco; and it is probable that when these packets run fortnightly the usefulness of the British Post-office at Yokohama will be still further diminished, and its revenue likewise. The loss involved by the maintenance of that office is borne chiefly by the Imperial Post-office.

The Spanish Government having in June last entered into a contract for the exchange of mails between Singapore and Manila, the mail service between Hong Kong and Manila, which had been for many years conducted by vessels of the Spanish navy, was discontinued. The new service is carried on in connection with fortnightly English mail packets only, and the letters from Manila for transmission by the homeward French mail packets, and for the United States mail packets, are sent to this office by private steamers from Manila.

IN another column will be found the report of Mr. ex-Consul CASWELL on the trade of Saigon for 1871. This report is the last but certainly not the least of Mr. CASWELL'S. It is a most valuable addition to our knowledge of the French colony, and the value is considerably enhanced by its prompt publication by the Foreign-office. We trust that all Consular reports will now be similarly treated. We understand that Mr. L. HAUSCHILD, who is also a partner in the firm of Messrs. W. G. HALE and Co., is appointed Acting Consul, pending the question now before the Foreign-office of appointing a paid official as Consul.

THE Bill increasing the sudsidy to the Pacific Mail Company from $500,000 to $1,000,000 per annum for a fortnightly service to China and Japan has been passed by both Houses of the United States Congress. A time-table of the fortnightly service will be found in our advertising pages.

SAIGON.

(*Report by Consul Caswell for the year* 1871.)

The year under review has been a very prosperous and eventful one for this Colony. The trade done not only by far exceeds that of previous years, but the Government has evinced an eager desire to promote commercial interests, develop the resources of the country, and induce the investment of European capital. One important step in this direction has been to grant a handsome subsidy to a private individual to establish regular steam communication with all parts of the interior, by which means the Government transport service will be effected; the contractor at the same time having full liberty to employ the steamers for commercial purposes. Very satisfactory results are anticipated from this enterprise, which, it is said, will come into operation early next year. Another noticeable event in the annals of the colony is its connection by telegraph with Singapore and Hong Kong, which was satisfactorily effected by the China Submarine Telegraph Company, on the 31st July. This very considerably enhances the importance of the colony, giving it another undoubted advantage over its neighbouring, but less favourably situated, rice port, Bangkok. Steam communication with Hong Kong and Singapore has also greatly increased, and even in the rice-carrying trade sailing vessels are being superseded.

A few agricultural pursuits have been undertaken by Frenchmen, and, in addition to sugar-cane, some feeble attempts have been made to raise coffee; but, as should be expected in a new and comparatively but recently conquered country, there are many difficulties to be contended against by those who first embark in such enterprises, though, no doubt that, with the aid of Chinese labour, very satisfactory results may ultimately be arrived at. Immigration from China into this country continues to increase steadily, and for its satisfactory condition the Colony owes much to this industrious race.

On the other hand, however, very strenuous efforts have been made by the Government to increase the revenue of the Colony. Although import and export duties have been eschewed as injurious to trade, more objectionable and irksome taxes have been adopted; more particularly an augmentation of the capitation tax on Chinese, to f.25 annually for coolies and other classes in proportion, the maximum rate being f.300. Moreover, in order to have a better control over the Chinese population, the Government have recently adopted the rather original system of photographing every Chinaman in Cochin China.* One copy of the photograph is registered, and another affixed to the individuals "Permit de Sejour," an exception being made in favour of those paying f.300 per annum. Further, a native spirit farm has been introduced, and thus considerably over a third of the entire revenue of the Colony is now derived from opium, gambling, and spirit licenses, and some idea of the habits of the people may be formed by the large sums realised thereby.

The contracts entered into by the farmers (Chinese) for the present year are as follows:—

Opium	...	...	f.2,537,800
Gambling	...	...	2,338,880
Spirits	...	...	971,000

From these and other sources, the official reports published show that the "Budget des Recettes" has been raised to f.14,500,000, which, after meeting all direct expenses, cost of public works, &c., still leaves f.500,000 overplus, which goes towards the expenses borne by the mother-country.

Shipping.—The following is a statement of the British shipping which entered this port in 1871:—

Vessels.	Number.	No. of Tons.	No. of Crews.
Sailing ...	... 200	... 90,230	... 3,185
Steam ...	... 61	... 39,853	... 2,592
Total ...	... 261	... 130,083	... 5,477

And the annexed tabular statement published by the Chamber of Commerce shows that the aggregate number of vessels which loaded here was 528, of which 244 were under the British flag. This very large proportion is partly accounted for by the fact of the German shipping having been withdrawn from the trade during the late war.

Rice.—The exports, as shown by the annexed fully detailed statement, amount to 4,982,320 piculs, being 1,200,450 piculs in excess of last year. As I predicted in my last year's report, with high prices in China, shipments to Europe have been impracticable, and this will in all probability again be the case this season.

Sugar.—Under this head I have to report that the Company of which I made mention in my last annual report (the Indo-Chinese Sugar Company, Limited) has abandoned its project in connection with this country, and its factory has been disposed of to the original proprietors, who (with the aid of the French Government), are still sanguine of success. The causes which led to this action on the part of the Company are best explained by the following extract from the report published by the Directors:—"When the Company was first established it was supposed from all the information that had then come to the knowledge of the directors, after the most careful inquiries, that the Bienhoa districts in which the factory purchased is situated, not only produced a supply of cane sufficient for all the requirements of the mill, but that such cane could be purchased without difficulty from the producers at a reasonable price. In this expectation the directors regret to state they have been much disappointed. The quantity of cane grown on the Bienhoa District, no doubt, would be more than amply sufficient to supply the wants of the mill, if it could be purchased on anything like fair terms, but serious obstacles interfered to prevent this being done.

"These obstructions were twofold; firstly, the opposition of the owners of the native mills, more than 500 of which are established in the locality referred to, and who naturally did not feel inclined to shut up their mills in order to allow the cane to be sold to the factory; and, secondly, the undisguised hostility of the native chiefs and money lenders, who did all in their power to oppose and thwart the company in their endeavour to purchase cane from the native growers. It was on this account that the most strenuous exertions on the part of the agents of the Company were unable, in face of the difficulties alluded to, to secure more than a limited quantity of cane at a comparatively high price. At the same time it is due to the French Government to quote the following remarks which appear in the same report:—"It may be stated that the French authorities take a great interest in the factory, and are willing to assist the company in every way so far as lies in their power." The trade in all other articles of produce continues in the hands of the Chinese, and no statistics being published, it is impossible for me to give any returns. These remarks likewise apply to the principal articles of import.

* A contract to perform this rather extensive operation was entered into by a Chinese artist, who undertook to produce two copies of every individual at 25 cents (equal to about 1s.

CHINA TRADE RETURNS.

The first part of the "Returns of Trade at the Treaty Ports in China, for 1871," just published at Shanghai, consists of a valuable abstract of trade and customs revenue statistics from 1864 to 1871. The annual value of the foreign trade shows an almost uninterrupted, though small, advance from Tls. 105,300,087 in 1864, to Tls. 153,050,643 last year. Imports rose almost steadily from Tls. 51,293,578 in 1864 to Tls. 78,190,093 in 1871; and exports from Tls. 54,006,509 to Tls. 74,860,550. The customs revenue advanced in like manner from Tls. 7,874,257 in 1864, to Tls. 11,216,146 in 1871. Separating the trade returns for each country, we find the imports from Great Britain rising from Tls. 11,650,758 to Tls. 29,152,258; while the exports show only the slight increase from Tls. 36,327,556 to Tls. 39,808,696. The trade with India fell off from Tls. 25,879,748 to Tls. 21,157,133. On the other hand the trade with Hong Kong (where the imports come originally from Great Britain, America, India, the Straits, and other countries) advanced from Tls. 18,243,873 to Tls. 37,882,126. The trade with the continent of Europe rose from Tls. 1,480,256 to Tls. 4,346,640; and that with America from Tls. 7,665,880 to Tls. 12,098,850. There are few statistics of Russian trade till last year, when it appears that there were exports to the value of Tls. 445,142 to Odessa, and Tls. 1,087,577 *via* Kiachta. Of other countries, the following show an increased trade:—Australia, New Zealand, Japan, and Cochin China; and the following

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exhibit a decrease:—Java, Siam, British America, the Philippines, and Singapore.

Among imports Opium rose from Tls. 26,882,049 in 1870 to Tls. 29,261,513 last year. In the same time Cotton Goods advanced from Tls. 22,307,940 to Tls. 29,803,783; while Woollens fell from Tls. 6,535,262 to Tls. 4,765,876; and Metals from Tls. 4,044,600 to Tls. 2,438,547; Sundries rose from Tls. 11,021,828 to Tls. 11,869,607.

Exports of native goods rose in the same time from Tls. 61,990,235 to Tls. 74,860,550, of which the principal increase was in Tea; and re-exports show the slight advance from Tls. 2,154,465 in 1870 to Tls. 2,224,616 in 1871.

The total export of Tea to foreign countries rose from 1,192,138 piculs in 1866, to 1,679,643 piculs last year.

The vessels entered and cleared fell from 15,612 in 1866 to 14,963 in 1871; the tonnage, however, shows a slight increase.

The total annual revenue of each port shows a tolerably steady increase from Tls. 7,874,257 in 1864 to Tls. 9,543,977 in 1870, the last year given.

The direct foreign trade rose, in imports, from Tls. 71,000,278 in 1870, to Tls. 78,190,093 in 1871; and in exports, from Tls. 61,990,235 in 1870, to Tls. 74,860,550 last year. The total foreign imports into Shanghai rose from Tls. 47,212,034 in 1866 to Tls. 57,469,457 in 1871; and the net value of the trade of the port (*i.e.* foreign and native imports, less re-exports and native exports of local origin) from Tls. 35,063,036 in 1866 to Tls. 51,446,421 last year.

THE JAPANESE EMBASSY.

(PALL MALL GAZETTE.)

It is to be hoped our reception of this important mission will not contrast unfavourably with that provided by the United States. Every motive of policy and good feeling for a nation with which we have the most friendly relations should move us to make an exception to our usual careless and pococurante fashion of dealing with even the most illustrious guests. The Americans are wiser. They foresee that such an Embassy as this is destined to be followed by results both interesting and important in their bearings on the future relations of Japan with Western Powers, and the particular direction which Japanese development will take under Western influence. The Japanese are in a fusible transition stage, open to all impressions of outward things, and are gathering materials which will shortly be cast into some more or less durable form as institutions that must greatly determine the future character of the Empire and its foreign relations. If these should be thrown into American moulds at the outset it will be our own fault. We shall only be repeating the error we made some thirty years ago, when our disinclination to be troubled or to make any effort threw Egypt into the arms of France, and placed successive Pashas and Khedives under French influences, political, industrial, and military. Precisely the same tendencies are now at work in Japan. What is called an "English education," which is now going on at Yedo, is entirely in American hands. We know, therefore, the kind of history the rising generation of Japanese will learn. There are some 1,600 pupils at the Government Schools, the principal of which and some twenty sub-teachers are all Americans. An American fills the highest office a foreigner can hold in Japan—that is, Imperial Councillor—whose duty it is to frame codes of general laws. Four Americans compose a scientific commission to introduce new methods of agriculture, mechanics, mining, railroads, &c. Another has the revision of a system of internal finance and maritime customs. A few years more of unchecked success in these directions will give us an American edition of Japanese history, in which the "Kami" of Old Niphon will have difficulty in discovering any traces of the original national type. A little more apathy and negligence is alone required to clinch the work which American statesmen are steadily labouring to perfect, to the exclusion of all rivalry or competition with other nationalties. Much may depend upon the course taken within the next month, and the treatment the Foreign-office or Her Majesty's Government may see fit to give a mission the head of which is in reality, if not in title, the Prime Minister of Japan, and the most influential member of the reigning Emperor's councils. As the Embassy is composed of forty-nine persons, and many of these have been specially sent to make a careful study of our great public works and factories, it is clear that unless previous arrangements are made, and the services of proper persons secured in advance to aid the chief of the mission and his various vice-ambassadors and secretaries in the objects they have in view, much difficulty and dissatisfaction will follow close on their arrival. Decidedly, whatever else be done, some officer of social position and name should be appointed on the part of the Government to take charge of the mission and afford them all the counsel and assistance they may require in a new country. And if any other motive were wanting, the munificent hospitality with which the present Tenno and Sovereign of Japan received the Queen's son not three years ago ought to supply whatever is needed to secure due attention, even though it should cost a few pounds and entail an item in the Estimates. Our habits of parsimony in matters of State ceremony, where national interests are involved, must be quite unintelligible and inexplicable to foreigners. One of the first Powers in the world, and beyond all dispute the wealthiest, there is no third-rate kingdom in the East or the West that will not show a more liberal spirit, especially when hospitality to distinguished guests is in question. But any display of meanness in the present instance can only bear one of two constructions in the minds of the Japanese. Either they will think that the Americans are right when they claim for themselves the first place among Western Powers, and that we are neither as great nor as wealthy as they had been led to suppose; or that we are designedly discourteous from a feeling of contempt and disregard of their claims to respect as a nation. How commercial and all other interests will fare on the approaching revision of our Treaty with Japan if such should be the impression made upon the ambassadors accredited to the Sovereign of Great Britain our merchants are likely to be able to tell us in a very brief time. Indeed, considering how keenly alive they usually are to what may touch those interests, it is rather matter of surprise that they should not already have made their voices heard. It will avail little to cry out after the mischief is done.

JAPANESE PLANTS.

The *Gardener's Magazine* has the following:—

The vegetation of Japan is particularly interesting to British horticulturists, on account of the many extremely beautiful plants obtained thence for the decoration of our gardens. Hitherto these plants have not obtained sufficient attention, as I hope to be able to prove presently, my object in forwarding this note being to awaken, if I can, the attention of the public to a subject of real public importance. It is found that a considerable majority of the Japanese plants that have obtained a place in our gardens prove to be quite hardy. The noble Lilium auratum, the glossy green and richly golden forms of Euonymus japonica, and the splendid series of varieties of Aucuba japonica, may be named as examples. I do not intend to offer any list of plants, for your trade catalogues will supply one if it is required. It is my business to make some general remarks on the conditions of vegetable life in Japan, and to show how they correspond with the conditions of vegetable life in some parts of the British islands where man has done literally nothing to soften the forbidding ruggedness of barren nature. If relative latitude be alone thought of, the Japanese Islands appear unfitted to supply plants for our gardens; they lie between 31 deg. and 45 deg. north latitude, but Great Britain lies between 49½ deg. and 58½ deg. north latitude. The difference is considerable, and if we confine our attention to latitude as a key to climate, all the Japanese plants ought to require greenhouse treatment here. The parallel of 40 deg. north latitude, which cuts through the middle of Japan nearly, also cuts through the centre of Sardinia, the Island of Minorca, and the very centre of Spain and Portugal. Hence the interesting question arises how to account for the near agreement of Britain and Japan in respect of the conditions that govern the development of vegetation. The answer is not far to find. Take any good map on which is marked the isothermal lines, and an important step will be taken towards a solution of the problem. The mean temperature of the Japanese islands is nearly coincident with the theoretical mean of their latitude, but the mean temperature of the British islands is decidedly above the theoretical mean, for the great Gulf Stream is incessantly acting on all our western coasts. Hence it is not surprising to find that the climate of Nagasaki agrees very nearly with that of the southern parts of England. In respect of winter temperature, the Japanese climate is apparently far more favourable to vegetation than ours. I say "apparently," because, as an experienced traveller and constant observer of natural phenomena, I will not be led by the nose by the thermometer. I have known 10 deg. of frost (Fahrenheit) to occur at Nagasaki, and I have known the winter to pass without a single fall of the thermometer below 35 deg. But animal and vegetable life in Japan are exposed to cooling influences that the thermometer takes no notice of. In these islands fogs are frequent and extravagantly dense, and they are often followed by gales that threaten to sweep the islands clear of every tree and house upon them. The new comer in Japan is apt to sneer at the cities because the houses are only one story high; but when he has tasted a Japanese hurricane, he perceives a reason for low roofs, and can praise the rich men for being content with them. The climate of Japan is probably the most changeable and convulsive in the world, and the vegetation of the country is consequently subjected to trials of which we shall obtain no account by consulting the thermometer or the parallels of latitude. It is especially worthy of remark that wind acting on organic tissues has much the same effect as a lower temperature would have; and hence the Japanese plants are, generally speaking, considerably hardier than we might have expected to find them had we been content to form an opinion by a consideration of latitude only. The Japanese are great gardeners, and wonderfully patient in providing against the adverse influences under which their horticultural labours are carried on. Everywhere you meet with protected gardens, enclosed with wood jalousies to break the force of the wind. Their tea plantations are usually protected in this way. Now I wish the reader to quit Japan for a moment and look at Brighton; then let the mental eye rove westward to Lizard Point, and then turn north, say, as far as Llandudno, and how often will it be found that there is a lack of adorning vegetation to make complete some of our finest examples of marine scenery? In many instances, Japanese plants would do wonders for our sea-side resorts. But let us go back to Japan to consider the case. The Japanese islands are extremely narrow; a width of 100 miles is the utmost. Consequently you cannot get away from the sea and the sea breeze a greater distance than 50 miles anywhere, and, generally speaking, the inland districts are at the utmost only 20 to 30 miles removed from the sea-board. We may therefore consider the vegetation of Japan as wholly marine, and hence peculiarly adapted for introduction to our "sea-girt isle," and of course more especially for the southern and western districts that have a mild climate and a humid atmosphere. I send with these notes a reduced pen and-ink copy of a beautiful Japanese picture illustrative of the climate. Here are the protected gardens that tell of the hurricanes that sweep the country, and with wonderful fidelity the artist has depicted the rising of a dense fog in a succession of sharply-defined bands of different tints of cold grey.

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EXTRACTS FROM LORD ELGIN'S CORRESPONDENCE

Peking, October 7th.—We hear this morning that the French and our cavalry have captured the Summer Palace of the Emperor. All the bigwigs have fled; nothing remains but a portion of the household. We are told that the prisoners are all in Peking. . . . . 5 P.M., I have just returned from the Summer Palace. It is really a fine thing, like an English park; numberless buildings with handsome rooms, and filled with Chinese curios and handsome clocks, bronzes, &c. But also such a scene of desolation. The French General came up full of protestations. He had prevented looting, in order that all the plunder might be divided between the armies, &c., &c.; there was not a room that I saw in which half the things had not been taken away or broken to pieces. I tried to get a regiment of ours sent to guard the place, and then sell the things by auction; but it is difficult to get things done by system in such a case, so some officers are left who are to fill two or three carts with treasures, which are to be sold. . . Plundering and devastating a place like this is bad enough, but what is much worse is the waste and breakage. Out of £1,000,000 worth of property, I dare say £50,000 will not be realised. French soldiers were destroying in every way the most beautiful silks, breaking the jade ornaments and porcelain, &c. War is a hateful business. The more one sees of it the more one detests it.

Peking, November 2nd.—Yesterday, after the mail had left, I mounted on horseback, and with an escort and Parkes and Crealock proceeded to the Imperial City, within which is the Imperial Palace. We obtained access to two enclosures forming the one ascended by a pathway in regular Chinese rockwork on a large scale and really striking in its way, and the work being a well-wooded, park-like eminence, crowned by temples with images of Buddha. The view from both was magnificent. Peking is so full of trees, and the houses are so low, that it hardly has the effect on looking down on a great city. Here and there temples or high gateways rose above the trees, but the general impression was rather that of a rich plain densely peopled. In the distance the view was bounded by a chain of lofty mountains snow-capped. From the park-like eminence we looked down upon the Imperial Palace, a large enclosure, crowded with yellow-roofed buildings, generally low, and a few trees dotted among them. It is difficult to imagine how the unfortunates shut up there can ever have any exercise. I don't wonder that the Emperor preferred Yuenmingyun. The yellow roofs, interspersed here and there with very deep blue ones, had, however, a very brilliant effect in the sunshine. After enjoying these views, I went to the Russian Minister's, and found him installed in a house got up a l'Europene, and looking very comfortable with his national stoves. He showed me his chapel also. This morning I got a letter from Gros, telling me that, in opposition to my advice, he had been to see Prince Kung. I told him that he ought to let the Prince come to see him first; but the Jesuits think that they can curry favour with the Chinese by making him condescend. They are quite wrong, as I am sure the result will prove.

THE DESTRUCTION OF THE SUMMER PALACE.

Having to the best of my judgment examined the question in all its bearings, I came to the conclusion that the destruction of Yuenmingyun was the least objectionable of the several courses open to me, unless I could have reconciled it to my sense of duty to suffer the crime which had been committed to pass practically unavenged. I have reason, moreover, to believe that it was an act calculated to produce a greater effect in China and on the Emperor than persons who look on from a distance may suppose. It was the Emperor's favourite residence, and its destruction could not fail to be a blow on his pride, as well as to his feelings. To this place he brought our hapless countrymen, in order that they might undergo their severest tortures within its precincts. Here have been found the horses and accoutrements of the troopers seized, the decoration torn from the breast of a gallant French officer, and other effects belonging to the prisoners. As almost all the valuables have already been taken from the Palace, the army would go there not to pillage but to mark, by a solemn act of retribution, the horror and indignation with which we were inspired by the perpetration of a great crime. The punishment was one that would fall not on the people that may be comparatively innocent, but exclusively on the Emperor, whose direct personal responsibility for the crime committed is established not only by the treatment of the prisoners at Yuenmingyun, but also by the edict, in which he offered a pecuniary reward for the heads of the foreigners—adding that he was ready to expend all his treasures in these wages of assassination.

Monetary and Commercial.

We learn by telegram received on Friday last that the Shanghai market has opened at 26s. for Red Peacocks.

The report of the British Indian Submarine Telegraph Company (Limited) for the six months ending 31st March last has been issued. The gross receipts in that time were £80,479 10s. 11d., and the expenses £19,482 9s. 4d. In addition to the interim dividend of 2 per cent. the directors now propose to pay 2½ per cent., making a total distribution at the rate of 9 per cent. per annum, and the balance of £7,559 11s. 7d. is carried to reserve. The report also refers to the proposed amalgamation with the Anglo-Mediterranean, the Falmouth, and the Marseilles Companies into a new company, to be called the Eastern Submarine Telegraph Company (Limited).

The directors of the Falmouth, Gibraltar, and Malta Telegraph Company have issued their report for the half-year ending the 31st March last. The revenue amounted to £46,248 4s. 5d., and the working expenses to £12,979 4s. 10d. An interim dividend of 2 per cent. for the quarter ending December last was paid, and a distribution is now recommended of 2½ per cent. for the March quarter, making together a total for the six months at the rate of 8½ per cent. per annum. The reserve fund now amounts to £9,866 7s. 11d.

The report of the Marseilles, Algiers, and Malta Telegraph Company states that the revenue for the quarter ending 31st March last amounted to £3,879 11s. 7d., and the expenses to £1,315 13s. 6d. The directors propose to distribute £2,500, equivalent to 5 per cent. per annum, as a final dividend, the arrangement for amalgamation with the other companies taking effect from the date above named.

The directors of the Anglo-Mediterranean Telegraph Company have issued their report for the eleven months ending 31st March. The net receipts have been £64,317 14s. 2d., and a dividend at the rate of 15 per cent. per annum, or 13¾ for the eleven months, of which £5 6s. 8d. has already been paid, is recommended, leaving a balance of £4,004 12s. 10d. to be carried to reserve.

A dividend of ten per cent. per annum, free of income-tax, for the year ending 31st December, 1871, was declared at the annual general meeting of shareholders in the Hong Kong and China Gas Company, held on the 24th instant. The directors' report presented at the meeting was as follows:—

In presenting the accounts for the past year, the directors are able to state to the shareholders that notwithstanding the reduction in the price of gas and the enhanced rate of coal freights, the financial position of the company is improved. There have been 506 new burners added during the year, and at the date of the latest advices the fitting department was well employed. After paying interest on the debenture debts, and writing off the balance of "accounts in course of extinction," there remains £5,672 11s. 11d. at the disposal of the shareholders, which the directors recommend should be appropriated as follows, viz.:—£5,000 in payment of a dividend at the rate of 10 per cent. per annum (£2,500 of which has already been paid as an interim dividend), £500 to be added to the reserve fund, and the balance, £172 11s. 11d., to be carried forward. Mr. James Phillips, who retires from the direction in accordance with the articles of association, being eligible, offers himself for re-election. Your directors, in conclusion, have pleasure in informing you that the works are maintained in a thorough state of efficiency, and that the officers of the company at home and abroad continue to merit the confidence of the board.

At the meeting of the P. and O. Company, to be held on the 6th proximo, a dividend of 3 per cent. will be declared.

The ordinary general meeting of the British Indian Steam Navigation Company (Limited) will be held on the 4th proximo, to declare a dividend.

The Court of Queen's Bench has decided to grant new trials in the actions "Fraser *v.* the Telegraph Construction and Maintenance Company," and "Willis *v.* Saunders," the first referring to the charter of the steamer *Hibernia*, and the latter to the insurance upon the China clipper *Blackadder*.

The Trident Marine Insurance Company has been formed, with an influential board of directors, with a view to meet the increased trade and altered circumstances of the Suez Canal route to the East. The capital is fixed at £400,000, in 20,000 shares of £20.

The P. and O. Company's steamer *Indus*, which sailed on the 23rd for Gibraltar, Malta, and Alexandria, with the heavy India and China mails, will, after discharging mails, passengers, &c. proceed through the Suez Canal to Bombay and China. She carries out over 2,500 tons, chiefly Manchester goods, for India and China.

Bar Silver is only in demand for Holland, but the price is not so firm, and can only now be quoted at 60½d. per oz. standard. Mexican Dollars, the arrivals having been very small, remain without alteration at 62d. per oz. for the old, and 59⅜d. per oz. for the new coinage. The *Indus* has taken £37,200 to China and the Straits.

The amount of bullion by the P. and O. Company's steamer *Indus*, which left Southampton on the 23rd inst., was in gold—to Bombay, £1,000; to Madras, £5,475; to Galle, £2,000; in silver—to Hong Kong, £32,933; to Shanghai, £3,600; to Penang, £800; total in gold, £8,475; in silver, £37,333.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From HONG KONG, CANTON, and MACAO to LONDON, per Carthaza, entered May 23.—From Hong Kong, 200 casks merchandise, 249 packages canes, 299 bales silk, 400 rolls matting, 371 cases 1006 boxes preserves, 52 boxes chinaware, 1157 half-chests 28,285 boxes 2755 packages tea—Order; 5 half-chests 5 packages tea—Captain. From Canton, 10 cases pepper, in transit, 75 packages merchandise, 25 cases preserves, 18 bales silk—Order. From Macao, 520 packages merchandise—Order.

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BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Maritimes, (Head Office in Paris), 97, Cannon street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street Square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, secretary.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, Dent, Palmer and Co., agents King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austinfriars.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Great St. Helens.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 7, Mincing-lane, John Harvey, managing director.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 34, Great St. Helens.

Silk Supply Association, T. Dickins, president, 65, Moorgate-street.

ARTICLES OF IMPORT.

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TEA.

The amount of business during the week has been very small, partly owing to the Whitsuntide holidays, and partly to the unusual stagnation in the market. The chief feature of interest has been the further arrivals of new season's new-make Congous, which have sold less readily and at lower prices. Other descriptions show no material change. The public sales have comprised 2,195 packages on the 17th, of which 1,221 packages were sold; 4,222 packages on the 22nd inst., of which 3,877 packages were sold, and 9,061 packages yesterday, of which 8,334 packages were sold, all being without reserve. The deliveries for the week amounted to 2,756,175 lbs., against 2,848,477 lbs. last year. The only arrivals have been of Teas per P. and O. steamer and French Mail steamer, *via* Southampton and Marseilles respectively.

Black: Red-leaf kinds: There has been but little done in siftings or broken-leaf kinds. Fair to good common remain steady, with a moderate inquiry. Fair to good Kaisows have been dull of sale. In fine to finest but little has been sold. Pak Lin kinds show no alteration. Black-leaf kinds: The low qualities show no improvement. Fair to good common have been neglected. Fair medium remain quiet but firm. Good medium have been difficult to move. A few parcels of fine have been taken for export at the recent decline. Finest have been supported. Amoy kinds have sold at low prices for ordinary quality. New make Canton kinds: Old season's show no alteration; about 3,000 to 4,000 boxes of new season have been sold from 1s. 9d. to 2s. 2½d. per lb., showing a decline of 1d. to 1½d. per lb. In Oolongs, Souchongs, and Flowery Pekoes there is no feature of interest for remark. Scented Teas: the business has been small. Common to fair Canton Capers have been difficult of sale; good in rather better request. Canton Orange Pekoes have been saleable in small parcels at previous prices; Foo Chow kinds at rather lower rates. Uncoloured Japans have been in moderate demand at fully previous prices. Green: The market remains steady. Several Invoices, offered at public sale, have realised very full prices for all kinds, the demand for export still continuing, especially for Young Hysons, Hysons, and Imperials. Canton kinds have been quiet at about former rates.

SILK.

The market has undergone no alteration since our last report.

COFFEE.

Early in the week an active demand prevailed for Ceylon, more especially for Native and other ordinary descriptions, and large sales were effected, both on the spot and for arrival, at prices 1s. per cwt. higher than those quoted in our last report. During the past few days the favourable result of the Dutch sale has imparted greater strength to the market, more particularly for all ordinary qualities, and at public sale the moderate supplies have been all disposed of with good competition, ordinary and grey Plantation Ceylon at a further advance of 1s. per cwt., and small sizes even more, and Native has met an active demand also at a further advance. The last prices paid have been—Plantation, triage 65s. 6d. to 70s. 6d., small grey 73s. to 74s., low middling grey and dull 76s. to 77s. 6d., middling 79s. 6d. to 81s. 6d., good middling 82s. 6d. to 85s., peaberry 88s. 6d. to 92s. Native, good bold pale 73s., peaberry 74s. For arrival a considerable business has been done in Native Ceylon, closing at 70s. 6d. guaranteed good ordinary. In other East India the sales have been 108 bags Penang at 68s. to 69s., 463 bags Government Java at 73s. to 73s. 6d., 200 bags Java at 72s., 100 bags Singapore at 69s., and 400 tons Manila (to arrive) at 70s. per cwt. By private contract Plantation Ceylon has been inquired for, and sold at full rates, medium 78s. up to 90s. for fine bold, Native at 70s. per cwt.

The Dutch Trading Company's sale of 76,600 bags Java, &c., held at Rotterdam on the 22nd inst., went off with improved spirit, and prices were not only about 1½c. to 2c. above the valuations, but fully 3½c. dearer than the previous auction in April, good ordinary selling at 44½c to 45c., against 41c. at the April sale The following is the result in detail:—

LYING AT ROTTERDAM.

	Bags.	Valued at. Cents.	Result. Cents.
No. 1	1,828	45	46½ to —
7	3,825	44½	45½ „ —
10	1,172	44½	46 „ —
19	1,589	44	45 „ —
20	1,411	43½	44½ „ 45

LYING AT AMSTERDAM.

	Bags.		
No. 3	888	43	44½ „ —
5	1,161	43	44½ „ —
10	727	43½	44½ „ —
12	1,319	43½	45 „ —
15	4,257	43½	45½ „ 45½
19	1,369	43	44½ „ 44½
20	4,276	43	44½ „ 44½
22	3,583	43	44½ „ —

LYING AT SCHEIDAM.

	Bags.		
No. 1	14,376	43½	45 „ 45½

SUGAR.

The market has reopened after the holidays with a quiet tone, but although there is less activity, prices are firmly maintained. There have been no transactions in Manila at public sale, but privately 3,600 bags clayed have been sold at 29s. 6d.; and the floating cargo per *Maria Fidelia*, 32,000 bags clayed Manila, has been sold for the United Kingdom, price not reported, but supposed at equal to 26s. 1½d. floating terms. Of Penang 1,622 bags soft qualities at auction sold readily at dearer rates, common brown at 28s., middling to good brown 29s. 6d. to 31s. 6d., low grey to middling yellow 32s. to 34s. 6d., good and fine semi-grainy 35s. 6d. to 37s.; of 329 baskets date sort, 30 baskets sold at 25s. 6d., the remainder being bought in at 24s. 6d. to 25s. 6d., but since sold at 24s. 6d., and 400 baskets ditto privately at 24s. 6d.

COCOA-NUT OIL.—Market without change.

CAMPHOR.—No transactions.

ESSENTIAL OILS.—*Aniseed:* Small sales have been effected at 10s. 9d. *Citronelle:* Sales of about 50 cases Fisher's have been made on the spot at 2½d. per oz.

GAMBIER.—At auction 150 mats Cubes were bought in at 23s. 6d.; privately a moderate business has been done on the spot at 21s., and for arrival 50 tons May-June shipment have been sold at 18s. 6d., ex ship.

HEMP.—The supply of Manila at auction has consisted of very low and ordinary qualities, chiefly offered with all faults, but the whole has been held firmly and bought in; 1,562 bales Manila import 1871 were all bought in, mixed partly brown (576 bales) at £58, the remainder very low and low mixed brown and Capiz offered with all faults at £33 to £88, a few lots good fair roping at £51 per ton. Privately £49 10s. has been offered and refused for July to December delivery.

PLUMBAGO.—In auction 79 barrels Ceylon sold, middling small lump at 26s., good chips 23s., fair dust 10s. 3d. to 10s. 6d.

PEPPER.—*Black:* The market is dull and declining; privately sales to the extent of about 800 bags Penang have been made at 5¾d. to 5¾d. for delivery at the end of the year; and at auction only 206 bags damaged have been offered, of which 45 bags Penang sold at 5⅛d., the remainder Singapore being bought in at 6¼d. to 6½d. *White:* About 400 bags Singapore have been sold for delivery at the end of the year at 11½d., and sales of 40 tons have been effected for arrival, May shipment, at 12⅜d.

RICE.—A moderate business has been done during the week at last quoted rates. On the spot, middling white Bengal has been sold at 11s., and Askoolie at 10s. 7½d. quay terms. For arrival 100 tons Askoolie April shipment have been sold at 10s. 3d. quay terms, and 700 tons Madras June-July shipment have been sold at 10s. 7½d. ex quay. The floating cargo per Giova, 800 tons Rangoon end of March sailing, has been sold at 10s. 1½d. open charter; a cargo of 1,300 tons Necransie May shipment has been sold at 9s. 7½d. open charter; and a cargo of 750 tons Necransie May shipment at 9s. 6d. Continental terms or ex ship London.

SAGO.—In auction of 268 bags small pearl 40 bags good fair sold at 17s. 3d. *Flour:* 700 bags Singapore landing have been sold at 15s. 6d. ex ship.

SPICES.—*Cassia*: 40 boxes coarse Japan sold at 35s. *Cloves*: 1 case good Penang sold at 1s. 3½d., also 220 bags dull Amboyna at 4¾d., a few lots 5d., and 17 bags Mother Cloves at 1¾d. *Mace*: 2 cases Penang offered at 3s. 7d. to 3s. 9d., 2 cases Wild bought in at 9d., 50 cases ordinary Java have been sold at 3s. 3d., being 2d. above the recent lowest point. *Nutmegs*: Of 12 cases Penang offered, 10 cases, 107 nuts to the lb., sold at 3s., being some recovery from last week's decline; 82's bought in at 3s. 4d.

TAPIOCA.—At auction 166 bags fine Singapore were bought in at 2¾d. *Flour*: 20 bags Penang were bought in at 1¾d.

TIN.—The market is quiet, but importers continue to exhibit a firm tone, and as a rule refuse to sell at the current rates. There is consequently but little doing in the market. The quotations are:—Straits on the spot £153 to £154, afloat £152 to £154; Banca and Billiton £160 per ton.

TOBACCO.—In public sale 141 bales Japan sold at 7½d. to 9¼d., 124 ditto ditto damaged 5d. to 9d., one lot 3½d., 45 ditto Java 4¾d. to 10¾d., 6 ditto ditto damaged 9¾d., 17 ditto Manila 9¼d. to 9¾d., 10 ditto ditto damaged 7½d. to 8¼d., and 4 ditto China 9d. to 9¾d.

ARTICLES OF EXPORT.

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METALS.

IRON.—Welsh: Rails, £10 10s. Bars, £10 7s. 6d. to £10 15s. Staffordshire Best: Bars, £12 15s. to £13 10s.; Nail Rods, £13 to £13 5s.; Hoops, £13 10s. to £14; Sheets, £16 to £17; Scotch Pig, No. 1, £4 15s. to £5 10s.; Swedes, Bars, Hammered, £14 10s. to £15; Swedes, Steel in kegs, ½ and ⅜ in., £15. 10s. to £16.

YELLOW METAL.—Sheets, 4 by 4 ft., 9½d.; Sheathing and Rods, 9½d. per lb.

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TIN.—English Refined, £164. Tin Plates: Charcoal 1 C, per box, 40s. to 46s.; Coke, 38s. to 40s.

LEAD.—W.B., nominal; do., other brands, £20 5s. to £20 10s.; Spanish, soft, ex ship, £19 15s. to £20; Sheet, £21 5s.; Shot, kegs, extra, £23; White, do., £27 10s.; Red do., £22 10s. to £23.

SPELTER.—Silesian, £22; English, smelted from ores, £23.

QUICKSILVER.—In bottles of 75 lbs. each, £10 10s.

Messrs. French and Smith report as follows:—Iron in good demand. Copper very active at advancing rates. Smelters are asking an advance of £5 per ton. Lead is quiet.

WOOLLEN AND WORSTED GOODS.

The Leeds market for Woollens and Worsteds shows no alteration. The current quotations are:—

Spanish Stripes, 62 in., 19 yards, Elephant Chop, 3s. 7½d. per yard for scarlet; Long Ells, 30/31 in., 24 yards, Lion Chop, 34s. 6d. per piece for scarlet; Camlets, best SS, 30/31 in., 58 yards, Elephant Chop, 85s. 0d. per piece for scarlet; Lastings, 31 in., 30/31 yards, Lion Chop, 75s. per piece for gentian; Brocades, 31 in. 29 yards, Half Moon Chop, 26s. 6d. per piece for scarlet.

MANCHESTER GOODS.

Since Friday last the Whitsuntide holidays have tended to restrict business, and neither buyers nor sellers have shown much disposition to enter into fresh operations. The tone, although quiet, has continued firm, and there is no change in prices; yet, so far as can be judged during the absence of so many for the holidays, the tendency is certainly in favour of sellers. Business at Manchester, as usual in Whit-week, will be generally suspended till Monday next, the 27th inst.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width	39 in.	...	...	...	...	...	38 in.	39 in.
Quality	No. 4.	7	10	12	14	16	17	19
Weight	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price	6s. 6d. 6s. 9d.	7s. 4½d. 7s. 6d.	8s. 1½d.	8s. 6d.	8s. 7½d.	9s. 0d.	9s. 7½d 9s. 9d.	9s. 10½d. 10s. 0d.

Width	39 in.	...	...	...	...	...	44/45 in.	...
Quality	No. 21	22	24	26	25	28	31	33
Weight	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price	10s. 3d.	10s. 6d. 10s. 7½d.	11s. 6d.	11s 10½d	11s. 4½d.	13s. 0d.	7s. 7½d.	8s. 9d.

Width	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality	35	36	39	45	46	49	56	59
Weight	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price	8s. 10½d.	9s. 10½d	11s. 1½d. 11s. 3d.	13s. 1½d.	11s. 1½d. 11s 3d.	12s. 7½d	13s. 7½d. 13s. 9d.	15s. 4½d.

T-CLOTHS.

Width	...	32 in.	...	...	...	...	36 in.	...
Weight	...	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	...	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	...	6s. 4½d. 6s. 7½d.	6s. 6d. 6s. 9d.	7s. 3d. 7s. 6d.	7s. 3d. 7s. 9d.	8s. 0d. 8s. 6d.	9s. 1½d 9s. 9d.	9s. 6d. 10s. 0d.

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	10 4½	—
Maddapollams	3 10½	—
Long Cloths	9 9	—
White Spot Shirtings ... nominal) ...	12 4	—
,, Brocade... ... do. ...	12 7	—
,, Damasks ... do.	22 0	—
Cotton Yarn (Water Twist), Nos. 16-24 China...	1 2 to	1 3
Nos. 28-32 do.	1 3¾ to	1 4¾
No. 40 do. (mock) ...	1 3¾ to	1 5
No. 40 Mule Twist	1 3¾ to	1 5

Shipping Intelligence.

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ARRIVALS.

Date.	Ship.	Captain.	From	At
May14	Ocean	Smit	Pasaroeang	Brouwershaven
14	Helena	Leeuven	Samarang	Do.
4	Lelia M. Long	—	Shanghai	New York
Apr.25	Linga	Trioux	Macao, &c.	Havana
May19	Aliquis	Marshall	Colombo	London
20	Anthony Strong (s.)	Ramm	Rangoon via S.C.	Helvoet
15	Baron van Heemstra	Nepperus	Tjilatjap	Z'erikzee
	Bengalese (s.)	Sanderson	Bassein, via S.C.	Liverpool
19	Kenilworth	Owens	Maulmain	Falmouth
8	Chance	Ulrichs	Hiogo	Fortress Monroe
5	Ringleader	Hamlin	Hong Kong	New York
5	Belvidere	Crowell	Manila	Do.
6	John Clark	Ross	Singapore	Boston
22	Walmer Castle	Weldock	Colombo	London
21	Juanpore	Jones	Pasaroeang	Falmouth
20	Queen of the Colonies	Jones	Java, for Rotterdam	Off Scilly
	Huston Vale	—	Ceylon	New York
22	W. E. Gladstone	Jones	Colombo	London
22	Cathaya	Paterson	Macao	Do.
22	Edith Emily (s.)	Rait	Rangoon, via S.C.	Falmouth
22	Talula	Corvill	Maulmain	Do.
21	Amaropoora (s.)	Gale	Rangoon, via S.C.	Liverpool
	Maria Fidela	Ansoleaga	Manila	Queenstown
9	Cyclone	King	Padang	New York
9	Cornuvia	Wilson	Zebu	Do.
9	Hampton Court	Hemming	Shanghai	Do.
11	Lizzie Iredale	—	Yokohama	Do.
22	Teekyas Yin Byan (s)	Brown	Rangoon, via S.C.	Off Dover

DEPARTURES.

Date.	Ship.	Captain.	For	From
May14	Laira	Trevena	Ilo Ilo	Glasgow
15	Duke	—	Singapore	Newcastle
3	Hebe	Bonde	Shanghai	Frederikstadt
17	Red Gauntlet (s.)	Mann	Colombo, &c., via S.C.	London
17	Cyphrenes (s.)	Train	Sing., China, &c., S.C.	Do.
17	Mikado	Ibery	Shanghai	Do.
17	Velocity	Adams	Yokohama	Do.
17	Sultana	Mason	Cardiff & Singapore	Do.
	Rainbow	Harris	Singapore	Shields
15	Windermere	Davidson	Do.	Penarth
18	Glance	Lusby	Hong Kong	London
17	Argyleshire	Anderson	Do.	Cardiff
18	Philippine	Miller	Singapore, &c.	Liverpool
19	Chloris	Matson	Anjer	Cardiff
19	Kelso	Dodds	Hong Kong	Sunderland
17	Ino	Bannau	Yokohama	Hamburg
8	Mary Whitridge	Cutler	Shanghai	New York
	Drie Gezusters	Fischer	Sourabaya	Amsterdam
	Etienne	—	Java	Hamburg
20	Beatrice	Sheen	Yokohama	Cardiff
20	Alice Ritson	Matches	Singapore	Sunderland
4	Ukraine	—	Yokohama	New York
22	Huddersfield	Slater	Singapore	Liverpool
18	Star of China	Morison	Hong Kong	Penarth
21	Lyra	Clarke	Singapore, &c.	Glasgow

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Between May 11 & 20 ...	Agra	... London	... Colombo, &c.
...	Earl of Lonsdale	... Do.	... Do.
...	Russia	... Do.	... Sing., China, &c.
...	Craigforth	... Do.	... Do.
...	Stephensons	... Colombo	... London
...	European	... Saigon	... Toulon

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Trafalgar. For Colombo, &c.: Russia, Aral.

SAILING VESSELS.—For Yokohama and Hiogo: Glamorganshire, Paracca. For Yokohama: Cleta. For Shanghai: Scindia, Elizabeth Graham, Black Prince, Tonbridge, Albert Victor. For Hong Kong: Carricks. For Manila: Maria. For Singapore: Empress of India, Kate Carnie, Kingsbridge. For Penang: Eleanor. For Batavia and Sourabaya: Dora. For Batavia, Sourabaya, and Samarang: Peter Dickson. For Bangkok, &c.: Latona. For Colombo: Ann Millicent. For Colombo, &c.: Speedwell, Strata Florida.

At LIVERPOOL.—For Yokohama and Hiogo: Mary Moore. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Glaucus (str.). For Singapore, Hong Kong, and Shanghai (via S.C.): Atholl (str.). For Hong Kong (via Cardiff): Irwell, Imperieuse. For Manila: Alejandro. For Manila and Singapore (via S.C.): Buenaventura (str.) For Singapore: Westward Ho!

At GLASGOW.—For Hong Kong: Cartvale. For Batavia and Sourabaya: County of Lancaster. For Singapore: Min.

SPOKEN.

EVERHARD (Germ.), Cardiff to Hong Kong, April 6, 7 S., 30 W.
STRUGE (?), London to Hong Kong, March 30, 1 N., 23 W.
FEARNOUGHT, Liverpool to Singapore, March 31, 1 N., 23 W.
SOUTHPORT (Eng. barq.), for Singapore, April 6, 5 N., 21 W.
FANNY SALFID (?), Philippines to N. Y., Feb 29, 35 S., 20 E., 52 days out.
ALVINGTON (barque), Ceylon to London, March 17, 30 S., 40 E.
OCEAN BELLE (barq.), Singapore to Queenstown, April 15, 23 S., 2 E.
YOKOHAMA (Am. bq.), Batavia to New York, March 25, 33 S., 20 E.
METEOR, Hong Kong to London, April 7, off the Cape of Good Hope.
ENDYMION (ship), Cardiff to Shanghai, April 8, 8 S., 30 W.
CARLE (?), Canton to New York, March 30, 2 S., 37 W.
ADELAIDE, Cardiff to Singapore, 23 days out, on the line, 22 W.
GRAAFSTROOM (barq.), Rotterdam to Singapore, April 19, 2 S., 21 W.
SATURNUS (barq.), Hamburg to Hong Kong, April 23, 2 N., 22 W.
MAASLUIS (ship), Sourabaya to Rotterdam, May 9, 40 N., 33 W.
JACOBA HELENA (Dut. barq.), Sngapor. to Lvrpl., April 30, 25 N., 36 W.
AURORA (Dutch ship), Amsterdam to Batavia, March 30, 1 N., 23 W.

FREIGHTS AND CHARTERS.

There is more animation in berth freights to the East, and rates have advanced. Coal freights from the outports have also improved, there being a limited supply of ships.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Hiogo: 100s. meast. To Nagasaki: 100s. meast. To Hankow: 100s. meast. To Shanghai: 60s. meast. To Foochow: 80s. meast. To Hong Kong: 60s. meast. To Manila: 90s. meast. To Singapore and Penang: 60s. meast. To Sourabaya and Samarang: 95s. meast. To Batavia: 90s. meast. To Saigon: 95s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Yokohama: 35s. weight, 30s. meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 35s. weight, 25s. meast. To Manila: 35s. weight. To Batavia and Sourabaya: 20s. weight, 25s. meast. To Samarang: 25s. weight, 27s. 6d. meast. To Singapore: 20s. weight, 25s. meast. To Penang: 20s. weight, 25s. meast. To Ceylon: 20s. weight or meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £39. To Penang: £25. To Singapore: £23 10s. To Galle: £20. From Newport, Cardiff, or Swansea, per ton, —. To Yokohama or Nagasaki: 40s. To Chefoo: 47s. 6d. To Shanghai: 42s. 6d. To Hong Kong: 35s. To Manila: 23s. To

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Singapore: 24s. to 25s. To Cheribon, 21s. To Colombo: 22s. 6d. To Galle: 21s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Singapore, 20s. to 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

The Leucothea, Crowell, from Sourabaya to Amsterdam, was spoken March 27, in lon. 19 W., making seven inches water per hour.

The Maria Elise, v. Deursen, arrived at Texel, May 5, from Batavia, and reported having been in collision with a vessel in the North Holland Canal.

Advices received from Lisbon, dated May 18, announce the arrival there, with loss of mainyard, of the Taffarette, Rocher, from Havre to Saigon.

The Sea Flower, Thomas, which arrived at New York May 8, from Manila, reports having encountered a heavy N.W. gale, lasting forty-eight hours, off Cape Hatteras, May 3, during which she sustained slight damage.

Advices from Marseilles, dated May 16, announce the putting back to that port of the Harmonie, Gadais, for Yokohama, which vessel had previously put into the Hyeres Islands on account of a leak.

Later advices received from New York, dated May 10th, state that the Mallard, Young, from Pasaroeang to Boston, which was towed into Halifax, N.S. 8th, was much damaged; she had encountered a hurricane, April 16th, in lat. 40 N., lon. 61 W., during which she shipped large quantities of water, which washed the stores, &c., out of her forecastle, and she heeled over to such an extent that the crew could not get at the air ports to prevent the water going down, and, as she began to settle, her masts were cut away; on the 17th the gale subsided, when the pumps raised large quantities of sugar, thick as molasses; she was supplied with provisions from three vessels.

MISCELLANEOUS.

At St. Vincent, C. V., April 12, Jessie Gilbert, McKenny, from Cardiff, and sailed, 15, for Galle.

At Mauritius, April 17, St. Philibert, from Singapore.

At Buenos Ayres, April 17, Gezina Brons, Groenewold, from Macao.

At St. Helena, April 17, Chasca, Crockett, from Samarang; 19, Vrachtzoeker, Villinga, from Macassar; 20, Moss Glen, Sullivan, from Ilo Ilo; Dilpussund, Grey, from Foochow; 23, Lainetar, Lindgren, from Banjoewangie; 24, Kosmopoliet II., Hunzer, from Batavia; 25, Anne Marie, Endel, from Penang; 26, Kosmopoliet III., Chevalier, from Batavia.

At Table Bay, April 8, Johan Anton, Muhlenkoff, from Macao; 10, Pandito, Courtois, from Samarang.

At Simon's Bay, April 11, Paralos, Châuvelon, from Singapore.

The Agra, from Hong Kong to New York, about which some anxiety has been felt, passed Anjer on April 9.

Advices received from Cape Town, dated April 18, state that the William Fruing, chevalier, from London to Hong Kong, put in there, 15, with six of the crew mutinous, who were sentenced to imprisonment.

The Admiralty have invited tenders for the conveyance of 24 tons of stores to Singapore, 96 to Hong Kong, and 41 to Colombo.

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED),

IN CONNECTION WITH THE

FALMOUTH, GIBRALTAR, & MALTA TELEGRAPH COMPANY, LIMITED.

REDUCTION OF TARIFF TO CHINA AND JAPAN.

On and after 1st MARCH next the following Reduced Rates for Telegrams of Twenty Words will come into force:—

	FROM LONDON.	FROM PROVINCIAL STATIONS.
TO HONG KONG }	£4 6 0	£4 7 0
„ SHANGHAI }		
„ JAPAN	5 6 0	5 7 0

Half the above Rates for every additional Ten Words beyond Twenty Words.

No charge for Postage will be made on Messages to China and Japan, which are posted at Hong Kong, Shanghai, or Nagasaki.

Messages should be given in at the Falmouth Company's Office,

No. 74, OLD BROAD-STREET, LONDON.

Messages sent from Postal Stations should be ordered

VIA FALMOUTH

these words being signalled as an instruction by the Postal authorities free of charge.

(By Order)

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
15th February, 1872.

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PACIFIC MAIL STEAMSHIP COMPANY.

CHINA LINE.

SCHEDULE OF DEPARTURES AND ARRIVALS.

OUTWARD.

Steamer.	Leave San Francisco.	Due Yokohama.	Due Hong Kong.
AMERICA	May 1	May 24	June 2
COLORADO	May 16	June 8	June 17
JAPAN	June 1	June 24	July 3
ALASKA	June 15	July 8	July 17
GREAT REPUBLIC	July 1	July 24	Aug. 2
CHINA	July 16	Aug. 8	Aug. 17
AMERICA	Aug. 1	Aug. 24	Sept. 2
COLORADO	Aug. 16	Sept. 8	Sept. 17
JAPAN	Aug. 31	Sept. 23	Oct. 2
ALASKA	Sept. 16	Oct. 12	Oct. 21
GREAT REPUBLIC	Oct. 1	Oct. 27	Nov. 5
CHINA	Oct. 16	Nov. 11	Nov. 20
AMERICA	Nov. 1	Nov. 27	Dec. 6
			1873.
JAPAN	Nov. 30	Dec. 26	Jan. 4

HOMEWARD.

Steamer.	Leave Hong Kong.	Due Yokohama.	Due San Francisco.
AMERICA	June 12	June 19	July 13
COLORADO	June 27	July 4	July 28
JAPAN	July 12	July 19	Aug. 12
ALASKA	July 27	Aug. 3	Aug. 27
GREAT REPUBLIC	Aug. 12	Aug. 19	Sept. 12
CHINA	Aug. 27	Sept. 3	Sept. 27
AMERICA	Sept. 12	Sept. 20	Oct. 14
COLORADO	Sept. 27	Oct. 5	Oct. 29
JAPAN	Oct. 12	Oct. 20	Nov. 16
ALASKA	Oct. 27	Nov. 4	Dec. 1
GREAT REPUBLIC	Nov. 12	Nov. 20	Dec. 17
			1873.
CHINA	Nov. 27	Dec. 5	Jan. 1
AMERICA	Dec. 12	Dec. 21	Jan. 17
	1873.	1873.	
JAPAN	Jan. 12	Jan. 21	Feb. 17

SHANGHAI BRANCH.

OUTWARD.

Steamers COSTA RICA, NEW YORK, OREGONIAN, and GOLDEN AGE.

Leave Yokohama on or about the 7th, 15th, 22nd, and 29th of each month. Time between Yokohama and Shanghai, 8 days. Detention at Nagasaki and Hiogo, 12 to 24 hours.

HOMEWARD.

Leave Shanghai on or about the 3rd, 12th, 19th, and 26th of each month.

For HAKODADI.—Steamer ARIEL leaves Yokohama on or about the 29th of every month. Returning, leaves Hakodadi on or about the 6th. Time between Yokohama and Hakodadi, 3 days.

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ANGLO-MEDITERRANEAN TELEGRAPH COMPANY

(LIMITED).

NOTICE IS HEREBY GIVEN, that the FOURTH ORDINARY GENERAL MEETING of the ANGLO-MEDITERRANEAN TELEGRAPH COMPANY (LIMITED) will be held at the CITY TERMINUS HOTEL, Cannon-street, London, on THURSDAY, the 30th May, 1872, at Twelve o'Clock at Noon, when the Directors' Report and Accounts will be presented, and a Dividend declared.

AND NOTICE IS HEREBY ALSO GIVEN that an EXTRAORDINARY GENERAL MEETING of the ANGLO-MEDITERRANEAN TELEGRAPH COMPANY (LIMITED) will be held at the same place on THURSDAY, the 30th May, 1872, at the conclusion of the business of the Ordinary General Meeting, for the purpose of considering, and, if thought fit, confirming the resolution passed at the Extraordinary General Meeting of the Company held on the 30th April, 1872.

NOTICE IS ALSO GIVEN that the Register of Transfers will be closed from the 24th to the 30th of May, both days inclusive.

[By Order) GEORGE DRAPER, Acting Secretary.

66, Old Broad-street, London, 22nd May, 1872.

MARSEILLES, ALGIERS, & MALTA TELEGRAPH COMPANY

(LIMITED).

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the MARSEILLES, ALGIERS, AND MALTA TELEGRAPH COMPANY (LIMITED) will be held at the CITY TERMINUS HOTEL, Cannon-street, London, on THURSDAY, the 30th May, 1872, at Two o'Clock in the afternoon, for the purpose of receiving a Report from the Directors, with the Accounts for the Quarter ending 31st March, 1872, and declaring a Dividend, and for the purpose of considering, and if thought fit, confirming the resolution passed at the Extraordinary General Meeting of the Company held on the 30th April, 1872.

NOTICE IS ALSO GIVEN that the Register of Transfers will be closed from the 24th to the 30th May, both days inclusive.

Dated this 22nd day of May, 1872.

(By Order of the Board) GEORGE DRAPER, Acting Secretary.

66, Old Broad-street, E.C., London.

BRITISH INDIAN SUBMARINE TELEGRAPH COMPANY

(LIMITED).

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of the BRITISH INDIAN SUBMARINE TELEGRAPH COMPANY (LIMITED) will be held at the CITY TERMINUS HOTEL, Cannon-street, in the City of London, on FRIDAY, 31st May, 1872, at Twelve o'Clock Noon, when the Directors' Reports and the Accounts to the 31st March last will be presented, and it will be proposed to declare a Dividend; and the Meeting will consider, and if it think fit will confirm, the resolution passed at the Extraordinary General Meeting of the Company, held on the 2nd May, 1872.

NOTICE IS ALSO GIVEN that the Register of Transfers will be closed from the 24th to the 31st inst., both days inclusive.

(By Order) GEORGE DRAPER, Acting Secretary.

66, Old Broad-street, London, 23rd May, 1872.

FALMOUTH, GIBRALTAR, & MALTA TELEGRAPH COMPANY

(LIMITED).

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of SHAREHOLDERS in the FALMOUTH, GIBRALTAR, AND MALTA TELEGRAPH COMPANY (LIMITED) will be held at the CITY TERMINUS HOTEL, Cannon-street, in the City of London, on FRIDAY, the 31st May, 1872, at Two o'Clock in the Afternoon, when the Directors' Report, and the Accounts to the 31st March last will be presented, and it will be proposed to declare a Dividend; and the Meeting will consider, and if it think fit, will confirm, the resolution passed at the Extraordinary General Meeting of the Company held on the 3rd May, 1872.

NOTICE IS ALSO GIVEN that the Register of Transfers will be closed from the 24th to the 31st inst., both days inclusive.

(By Order) GEORGE DRAPER, Acting Secretary.

66, Old Broad-street, London, 22nd May, 1872.

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THE TRIDENT MARINE INSURANCE COMPANY (LIMITED).

CAPITAL, £400,000, in 20,000 Shares of £20 each, of which 5,000 Shares have been privately subscribed by the Directors and their friends.

ayment on Application, £1 per Share. Payment on Allotment, £1 10s. per Share. No further call will be made until the expiration of Twelve Months, and then it will not exceed £2 13s. per Share.

Directors.

AMES ALEXANDER DOUGLAS, late Manager of the Colonial Bank of Australasia.
HENRY GRUNING, Director of the Alliance Bank.
CLAUDIUS EDWARD HABICHT (Clews, Habicht, and Co.), Old Broad-street.
PATRICK THEODORE FRENCH, Chairman of the Bombay and Baroda Railway Company.
ALEXANDER JAMES MALCOLM (James McEwan and Co.), Cannon-street.
EDWARD E. MEAKIN (E. E. Meakin and C.), Fenchurch-street.
WILLIAM L. MERRY (Merry, Willis, and Lloyd), Cannon-street.
GEORGE NICHOLAS, Abchurch-lane.
GEORGE HAMILLON PENNEY (Geo. H. Penney and Co.), Lime-street.
GEORGE SAXON, Lime-street.
THOMAS STANLEY STEPHENSON (Butterworths and Stephenson), Manchester.
JOHN WADE (Robertson and Co.), Newman's-court.
ALDERMAN WHETHAM, Chairman of the Scottish Australian Investment Company.

Underwriter—WILLIAM GRAY.

Bankers—ALLIANCE BANK, Bartholomew-lane, London, E.C. | Brokers—WALKER AND LUMSDEN, Old Broad-street.

Solicitors—ARGLES AND RAWLINS, 85, Gracechurch-street.

Auditors—WILLIAM T. MORRISON and FREDERICK NALDER. | Secretary—ALFRED H. TOULMIN.

Temporary Offices—85, GRACECHURCH-STREET.

PROSPECTUS.

Two reasons may be advanced for the formation of a marine insurance company at the present time:—

1st. The steadily month by month increasing business of the country, as shown by both export and import official returns.

2nd. The altered condition of the trade to and from India, China, and Australia, now chiefly carried on by steam vessels, the large capacity of which concentrates in one bottom cargoes of unprecedented value.

A careful examination of the affairs of the various institutions conducted with prudence will show that no investment has of late years proved more lucrative than that of marine insurance.

The Directors of the Trident Marine Insurance Company (Limited), as a guarantee for the character of its operations, have engaged the services of an underwriter of many years' experience and of successful antecedents.

If no allotment be made the deposits will be returned without deduction.

Applications for shares to be made on the form annexed to the prospectus, and must be accompanied by a deposit of £1 per share.

Prospectuses and forms of application for shares may be obtained of the bankers and brokers, and solicitors, or at the Company's offices.

THE TRIDENT MARINE INSURANCE COMPANY (LIMITED).

No APPLICATIONS for SHARES will be received after THURSDAY next, the 30th May, 1872.

(By Order) ALFRED H. TOULMIN, Secretary.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two
Threadneedle-street, London, 1871.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... 20,000,000 ... £800,000
HEAD OFFICE.—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigo (Cochin China), Bourbon (Reunion), and Yokohama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

FINE FLAVOURED
STRONG BEEF TEA
AT ABOUT 2½D. A PINT.
ASK FOR
LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness. Excellent economical stock for Soups, Sauces, &c.

CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130, 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

LONDON AGENTS—FEARON AND CO.,
34, GREAT ST. HELENS, E.C.,

By whom risks to all Eastern ports are taken at current rates.

THE AGRA BANK (Limited).

Established in 1833.
CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shangha, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

SCHOUT AND CO.,
SHIPBROKERS AND FORWARDING AGENTS,
AMSTERDAM.

A GRAMMAR OF THE
JAPANESE WRITTEN LANGUAGE,

With a short Chrestomathy by W. G. ASTON, M.A Interpreter to H.B.M.'s Legation, Yedo.

Copies may be obtained at the Office of the *Phœnix*, 3, George-yard Lombard-street. Price 15s.

DEUTSCHE BANK,
ACTIEN GESELLSCHAFT.

CAPITAL,
Thalers 10,000,000, or £1,500,000, fully paid up.

HEAD OFFICE.
Berlin.

BRANCHES
at Hamburg, Bremen, Shanghai, and Yokohama.

LONDON BANKERS.
National Provincial Bank of England.
German Bank of London (Limited).

The Bank is prepared to transact all kinds of Banking business on the Continent, as well as in the East.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.
Reserve Fund, $900,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER.—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manilla	Calcutt

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

HOLLOWAY'S PILLS

DISPEPSIA, DISORDERED DIGESTION.—Some persons are particularly prone to stomach and liver complaints, while in others these diseases are produced by sedentary habits, irregular living, or mental disquietude. The liver and stomach being distempered, the heart and lungs soon sympathise with them, and both mind and body shortly suffer. These admirable Pills act directly on these organs, and soon restore them to a natural and healthy condition. The impurities are discharged from the system, the respiratory organs are relieved, the heated blood cooled, and bilious secretions regulated; the heart's action becomes tranquil, the nerves acquire strength, health benignly dawns again, happiness returns, and the patient is thoroughly restored to easy digestion, cheering thoughts, and refreshing repose.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at he above port afford every acility. at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron Ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, an at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and ools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR MALTA	Every Thursday at 2 P.M.	—
ALEXANDRIA. ADEN BOMBAY	,, ,,	Every Monday at 5 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Thursday, May 9, at 2 P.M. And every alternate Thursday thereafter.	Monday, May 20, at 5 A.M. And every alternate Monday thereafter
AUSTRALIA NW. ZEALAND (Cargo only.)	Thursday, May 9, at 2 P.M. And every fourth Thursday thereafter.	Monday, May 20, at 5 A.M. And every fourth Monday thereafter.

And all Ports at which the British India Company's Steamers call.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

April 14
April 28
May 12
May 26
June 9
June 23
} For { Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The steamers of the 14th April, 12th May, and 9th June connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 28th April, 26th May, and 23rd June connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
,, Constantinople... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,,

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

SINGAPORE, CHINA, AND JAPAN.

THE following SPLENDID First-class SHIPS will be despatched as under:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Elizabeth Graham ...	A1 14 yr.	E.I.D.	With des.
Do.	Ombs..... ...	A1 16 yr.	E.I.D.	To follow
Singapore ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.
Yokohama...	Cleta	A1 16 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month or SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st and 16th of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 42 ,, ,,
Australia ..... in 47 ,, ,,

Passengers for California and intermediate points on this road are now booked hrough from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Steamship Company and United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

AROUND the WORLD in NINETY DAYS, by Steam and Rail, by Land and Sea, via North America, Japan, China, Sandwich Islands, New Zealand, Australia, Ceylon, India, Egypt, and Continent of Europe.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, either by way of Japan and China or New Zealand and Australia, at one reduced and inclusive fare.

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FRENCH MAIL EDITION.]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 457.] LONDON, MONDAY, JUNE 3, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received June 4.
JAPAN — Yokohama	March 1	April 20	April 23*
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki	Feb. 23	„ 13	„ 15*
CHINA — Peking	—	—	„ 7
Tien-tsin	—	—	„ 9
Chefoo	—	—	„ 12
New-chwang	—	—	„ 12
Hankow	—	—	„ 14
Kiu-kiang	—	—	„ 15
Chin-kiang			
Shanghai	—	—	„ 19
Ningpo	—	—	„ 16
Foochow			
Formosa			
Amoy	—	—	„ 17
Swatow	—	—	„ 15
Hong Kong	March 15	„ 24	„ 25
Canton	—	—	„ 24
Macao	—	—	„ 23
PHILIPPINES— Manila	Feb. 23	„ 4	„ 12
COCHIN-CHINA— Saigon	March 15	„ 20	„ 30
SIAM — Bangkok	—	—	„ 23
BORNEO—Labuan	—	—	„ 28
Sarawak	—	—	„ 27
JAVA — Batavia	„ 22	„ 25	„ 28
Samarang	—	—	„ 27
Sourabaya	—	—	„ 26
MALACCA STRAITS— Singapore	„ 29	„ 30	May 3
Penang			
CEYLON—Galle	April 12	May 5	„ 11
Colombo	—	—	„ 10

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The French mail, bringing dates as above, was delivered, *via* Marseilles, this (Tuesday) morning, one day late. The Pacific mail, with advices from Yokohama to April 23, reached London yesterday (Monday), *via* San Francisco and New York. The next inward mail (P. and O.), with dates, Yokohama April 17, Shanghai April 21, Hong Kong April 27, Singapore May 4, is due, *via* Brindisi, on Monday next, the 10th inst.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, four to five hours in transmission. Communication by the Great Northern Line is again interrupted, the cable being broken between Shanghai and Nagasaki.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Donnai*.—From Yokohama: Mrs. Schwartz, Messrs. Koumagai and Kawatz. From Shanghai: Mrs. W. Lawrence and child, Messrs. J. Hughes, Chagneau, and Paul Clement. From Hong Kong: Mr. and Mrs. Lechter, two children, and servant, Mrs. Bokhar and child. Mr. and Mrs. S Sprechley and child, Mr. Brereton, sister, child, and servant, Messrs. Bowden, Macdonald, E. Rogerson, Lewaf. Gues, Faverneau. nine company's employes. From Saigon: Sister St. Aimeé, Mrs. Green, Messrs. Saulen and Desac.

By Pacific mail steamer *Japan*, arrived at San Francisco May 15.—From China and Japan for New York: Mr. Charles Thorne, wife, and three children, Captain E. P. McCrea, United States Navy, Messrs Paul Gutschow, Kegel, E. Juoan, William Kidner, J Birset, Robert Wheaton, P. Fluchmacher, Joseph Thorne. For Europe: Mr. B. Herrold, wife. and two children, Messrs. Thomas Atkinson, Losey Bajo, H. J. Hunt, Walter E. Buck, Herman Gaupp, and Ernest Green.

PASSENGERS OUTWARD.

Per P. and O. steamer *Nyanza*, from Brindisi, June 3.—To Hong Kong: Mr. Mr. T. Jones. To Ceylon: Mr. and Mrs. Lawrie. To Batavia: Mr. C. J. Morris.

Per P. and O. steamer, from Suez, June 7.—To Singapore: Mr. and Mrs. Pratje, Mrs. Strugwell.

Per P. and O. steamer *Australia*, from Southampton *via* S.C., June 6.—To Penang: Captain Nicholls. To Ceylon: Lieutenant Quarry, Mr. A. Mearns, Mr. and Mrs. C. Forbes.

Per P. and O. steamer *Poonah*, from Brindisi, June 17.—To Hong Kong: Mr. Harvey Dunne. To Singapore: Mr. J. Neave.

Per P. and O. steamer *Candia*, from Southampton, June 20.—To Ceylon: Mr. C. Lavie.

Per French mail steamer *Hoogly*, from Marseilles, June 9 (booked from London).—To Yokohama: Mr. Capullo, Mr. W. Holz, Mdlle. Knipping, Mdlle. A. Dinger. To Batavia: Mr Bloemen, Mr. and Mrs. D. L. Wanders and family.

From San Francisco, July 1.—For Shanghai: Mr. and Mrs. W. A. Cornabé.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present (French) mail brings dates to the 16th April, but by the Pacific mail steamer *Japan*, which arrived at San Francisco on the 15th ult., we have advices one week later, viz., to the 23rd. The cargo by the steamer includes 1,872 packages tea, and 299 packages silk. The P. and O. mail from London, Feb. 23, arrived out on the 10th, and the following French mail of March 1 on the 20th April. The following is from the *Japan Herald*:—

It is doubtful whether we shall ever know the truth about the recent attempt to force an entrance into the Mikado's residence. The story, as it was first sent, officially, by the Japanese Government, to prominent foreigners in Yedo, seemed sufficiently alarming. It was said that a group of men, about ten in number, presented themselves at the gate near which the office of the Dai-jo-kuan stands and insisted upon being admitted; that they did, in fact, pass the first barrier, upon which the second opening was closed, and they were held in restraint in the small square between the double gates; that they were still importunate, some endeavouring to crawl underneath the heavy doors, and that a *melee* ensued, in the course of which five of the intruders were shot. The first prevailing report—that a political conspiracy, with the purpose of seizing the Mikado's person, had been detected—has given place to a belief that the would-be "interviewers" were a party of religious fanatics. A very clear story is in circulation in Yedo,—though to what extent it may be trustworthy nobody can say,—to the effect that they were pilgrims who had recently returned from the neighbourhood of the Fujiyama, where they had experienced a supernatural vision of some sort, relating to affairs of state, which they deemed it a sacred duty to impart in person to the Mikado; and that their persistence was a matter of pious zeal, rather than of contumacy or rebellion. It is quite possible that the Japanese Government at first attached unnecessary importance to the whole matter on account of the suspected presence of a number of dangerous ronins in the capital, against whom they have been taking a great many precautions, public and private, for some weeks. It may be that the original serious apprehensions were justified, or it may be that the present explanatory statements of the authorities are to be accepted with confidence. Just now it is impossible to decide between their first extreme anxiety, and their subsequent apparent unconcern. In the *melee* four of the intruders were killed and one other was severely wounded.

It is said that the loan from America to the Japanese Government will amount to $650,000 in greenbacks, and is intended for the improvement of the harbour and city of Yokohama. It will be gratifying to know that we are to have a wharf leading out from the western Hatoba 1,900 feet, to enable steamers and vessels to discharge their cargo under a covered wharf, similar to those of the Pacific Mail Company at San Francisco. Street railways are to be inaugurated through the streets of both the Japanese and foreign towns extending to the railroad depot.

A report of an alarming native outbreak reaches us from Yedo. It has been rumoured in that city that a great conspiracy, having

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for its object the assassination of all foreigners residing in Japan, had been discovered. The day fixed for its execution was the 4th day of the 3rd month. The Government were in a state of concern respecting it, and a large number of men, alleged of participation in the conspiracy, were arrested in Yedo. Numerous and extensive precautions have been taken, but all appears quiet again.

The animal, bird, and flower show recently alluded to has been held with great *eclat*. The number of foreign exhibitors exceeded the most sanguine anticipations. The exhibition was divided into twenty classes, for various breeds of animals. Another show, for flowers and vegetables, is to take place on the 27th April, when prizes are to be awarded.

The annual meeting of the Yokohama General Hospital has been held, at which the report of the committee and the year's accounts were read; some dissatisfaction was expressed at the loss that had been incurred during the year, and the meeting adjourned for the purpose of allowing time to consider the report and finances. At the subsequent meeting a committee of four gentlemen was elected, who were authorised to look into the hospital accounts, and the committee for the ensuing year was elected.

The lately appointed Superintendent of Customs at this port, Wooyeno, has been appointed third Minister of Finance at Yedo.

The 7th Battalion of the Mikado's troops has been disbanded, and the men are returning to their various provinces. The cause of this is said to be the disaffection of its members.

The Race Committee have announced the Spring meeting to take place on the 8th, 9th, and 10th May. Training has been going on for some time past.

A fire, destroying three large and newly-built stores in Main-street has occurred at the commencement of the month, in which a Japanese fireman lost his life.

Athletic sports for the marines stationed here have been held at the camp. The race in which civilians were allowed to compete was gained by one of their number.

HIOGO.

On the 30th March a deputation of the foreign residents waited on H.B.M.'s Consul, Mr. Enslie, and, in view of his translation to Nee-e-gata, presented him with a complimentary address. The Government steamer *Denshinmaru* has been in harbour twice lately with material for the telegraphic wire now in course of construction between Nagasaki and Yedo. It is understood that nearly all the posts have been erected, and that the stretching of the wire is being rapidly proceeded with at different points.

The *Hiogo News* complains against the proposed scale of hotel charges for visitors to the Kioto Exhibition as exorbitant and impolitic. The scale is 4 rios per day for first class, 3 rios for second class, 2 rios for third class, accommodation. It is said that they have since been reduced. It also complains of the trouble and annoyance occasioned by the Japanese tidewaiters being almost totally ignorant of English.

A foot race has been run to the Moon Temple and back, a distance each way of four and a half miles, with an ascent of 2,000 feet, finishing in a flight of some 260 stone steps. The competitors were Messrs. Sim and Blackwell, and the race was won by the first-named, who accomplished the distance in one hour and twenty-four minutes.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, APRIL 15 (VIA SAN FRANCISCO).

On the 13th the P. and O. mail of the 23rd Feb. was delivered here, fifty days out.

Import business is very dull, but purchases for export must be considerable in the aggregate. The British ship *Solent* is expected here shortly from Hiogo and Yokohama, and will complete her loading at this port and proceed on to London. Her cargo will be wax, tobacco, and general goods; the rate of freight is to be £4 10s. per ton of 50 feet, a rate which must be very satisfactory to her owners. No doubt you have noticed a great scarcity of vessels in this harbour; this has been of lengthened duration, and coals have accumulated to such an extent in consequence that the P.M. steamers take them if put into one picul bags, and make good freights across. Imagine mail steamers taking coals, but it is a legitimate business, which pays full price, $3½ to 4 per ton. We have had a few visits from men-of-war during the month, consisting of the arrivals of the *Aspic*, French gunboat from Hiogo; *Colorado*, American flagship from Hong Kong, *en route* for the north; and French corvette *Segond*, from Hiogo. The *Thistle* (British), and French *Aspic* left on the 6th instant, the former for Hiogo, and the latter for Hong Kong and Saigon. Remaining in port: *Ermaz* and *Gornoshay* (Russian), *Segond* (French). Exchange on London is nominal; Nebus are quoted 400 per $100. The past week has been marked by a continuous rain, which will, if it is succeeded by sunshine, be extremely favourable for the Tea crop.

Political events, as you know, very seldom take place here, but we have domestic events which help to break the monotony of a quiet place. The one now engaging the attention of the residents is the municipal controversy, which owes its origin to the want of funds to set the fire brigade in motion. All the municipal funds have been expended in rebuilding the old bridge over the Sagarimatz bridge, which should have been done by the Japanese out of the ground rents, if done at all. No meeting has been called by the municipal authorities for several years; neither have any accounts been made public, and it is quite reasonable that the land-renters should know all about their affairs if they wish to; but the *Nagasaki Gazette* has taken up the question from the Consular view of the case, and has lashed away furiously at some of the Bund residents, and would wish to impress upon the community the unlimited power possessed by the Consuls over the residents. Of course this style of writing has nettled the latter, and the end of the business, I expect, will be the extinction of the *Gazette*. Its articles are extensively interlarded with Shakesperean quotations, and are principally directed against front lot-holders who have figured at the meetings who are called "Ye lords of ye Bund, &c., &c." The *Nagasaki Express* views the question from the land-renter's side, and has made some very telling remarks in their favour, but they are almost if not entirely lost upon the other division. If the land renters choose to press Article 9 of the Land Regulations they could make it very uncomfortable for the Consuls, who acting as a Municipal Council have taken upon themselves the responsibility of disbursing money for purposes other than those for which the rates are collected. By refusing to call a meeting when requested to do so by a number of duly qualified land-renters they have, to say the least, placed themselves in a false position, and have made themselves quite as obstructive as the Japanese could have done. Rumour says that although all the Consuls agreed to refuse, it is in reality only one of them—the American Consul, who is determined not to be interfered with in carrying his point, which in other words is petty spite directed against Mr. Hunt principally; as he has had most to do with the fire brigade business. An amusing mistake appears in a letter from Mr. Mangum, who ironically congratulates the promoters of the fire brigade on their public spirit. As the promoters are the Consuls themselves the letter which was intended to annoy the residents has recoiled upon the writer.

The Japanese Government telegraph steamer *Tomio-maru*, having on board the section of the wire to connect this end with Simonosaki, for the overland telegraph to Yedo, has arrived, and the work of laying the wire is to be commenced immediately. J. F. Foster, Esq., Chief Assistant Superintendent, arrived here also by the *Tomio-maru*, and is in charge of the expedition; the laying of the wire is under the management of J. O. Fry, Esq. who proceeds immediately to erect it.

CHINA.

SHANGHAI.

The usual issue of the *North China Herald* for this mail has not been forwarded in consequence of the next P. and O. mail leaving only two days later, viz., on the 21st April.

HONG KONG.

Dates by the present mail extend to the 25th April. The outward French mail of 15th March arrived on the 24th April. The following account of the loss of the *Rona* is given in the *Daily Press*:—

LOSS OF THE STEAMER "RONA."

We regret to report the loss on Sunday night, 14th April, and under painful circumstances, of the above steamer, news of which was brought on Saturday by the steamer *Yesso* from Swatow. It appears that when she was about twenty miles north of Okseu, on her voyage from Shanghai to Swatow, she was run into on her starboard paddle-box by the M.M. steamer *Ava*, and was damaged so seriously that she sank almost immediately, the only people saved being the captain, second officer, and three Chinese, who were on the paddle-box, and were thrown by the force of the concussion on to the deck of the *Ava*. The captain fell with such force as to arrive on the deck senseless. The latter vessel proceeded to Amoy, whence the news was brought by the gunboat *Dwarf* to Swatow. There were between sixty and eighty Chinese passengers on board, and Dr. Thomson, of the Presbyterian Medical Mission at Swatow, and a lady, whose name is not mentioned, were also passengers. Beyond the above particulars nothing is yet known, but it appears that the thick smoke from the *Rona*, which was running before a stiff breeze, rendered her invisible, the night being very dark. It would of course be premature to come to any conclusion as to whether blame attached either to the captain of the *Rona* or of the *Ava* for the sad disaster, but it is to be hoped that it may prove to have resulted from an unavoidable accident. The latest accounts brought on by the *Glengyle* state that the *Rona* foundered instantly, and that there were no traces of anything left of her. The S.S. *Ava* was so badly hurt that she was compelled at once to proceed to Amoy for repairs. H.M.S. *Dwarf* immediately put out in search of the crew and passengers. The *Ava's* officers state that they smelt smoke some time before the collision, but saw no light, and could not account for it, when suddenly with a tremendous crash they ran into the steamer. The Chinese have a rumour that a boat with two Europeans and some natives has arrived at some part of the coast.

We are glad to state that a telegram has been received from Shanghai, showing that the recent catastrophe to the *Rona* was

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not so fatal as at first supposed. The following are named as having been saved:—Captain McInnes, Pilot Kofod, the second officer, and the first and fourth engineers, together with forty of the Chinese passengers.

At the first ordinary annual meeting of the Hong Kong Pier and Godown Company (Limited), it was found that there were not a sufficient number of shareholders present to form a quorum, and it was therefore dissolved, no date being fixed for the adjourned meeting.

H.E. Count Geoffroy, the new French Minister to Peking, arrived by the French mail steamer, and received the customary salute from the men-of-war in the harbour.

The Harbour Master's Report for 1871 has been published. It states that, in comparison with the year 1870, there is a very considerable increase of trade generally; the gross total of shipping is larger by 9,204 vessels of all nationalities, representing a carrying capacity of 983,057 tons. The junk trade has increased, and the trade within our own waters, from one part of the colony to another, has also increased, though the movements of the Chinese carried as passengers exhibit a total falling off of over 200,000.

The marked increase of steamer traffic is a fact so patent as scarcely to call for remark. The following figures will probably be interesting hereafter, when the change now taking place shall have been completed:—

Total of all vessels arriving, junks excepted, 1871	1,372
Total of all steamers arriving, 1871	692
	2,064

Steamers thus forming 33·5 per cent. of all arrivals. These figures do not include the river steamers.

There has been no contract emigration during the year under review. A great feature in Chinese passenger traffic has been the introduction of Ordinance 8 of 1871—an adaption of the law to the altered conditions of passenger-ships previously much needed. The new Ordinance is a boon both to the charterers of steamers and to the Emigration officer; and it practically supplies the want, so keenly felt before, of a condensed code of Emigration law. Table XV. shows that 11,921 Chinese arrived in the colony over and above 208,404 who arrived and departed.

The Harbour and Coasts Ordinance, 1866, continues to work satisfactorily. The Chinese now thoroughly understand it, and their seagoing community recognise its requirements as part or their ordinary duties. The officers of the Department, in their duties afloat, are met with civility and good humour.

The following items are taken from the *China Mail*:—

The Prussian Treaty, or rather, the Treaty of the German Empire with China, is to be revised at the close of this year or the beginning of next, and it is rumoured that many concessions, startling to the minds of the stagnant Lord Eldons of Peking, will be demanded by the representative of Prince Bismark. The Chinese are said to be quaking in their shoes at the prospect, and are bidding for support to first one Legation and then another, entirely, it is to be hoped, without avail. The interests of China, no less than of the Western nations, are involved in the matter. Progress and assimilation to Western standards are essential to China's well-being, and a judicious amount of moral persuasion, backed by a fair display of force, is the kindest and most generous treatment for the sick man among the nations of Asia.

We understand that the Viceroy of Canton has appointed an official to proceed to Hainan and to make all necessary arrangements for the opening of the port. The carrying trade of the West Coast is very considerable, and we hope to see a new impetus given to shipping interests by the transfer of the cargoes, which now fill the many West Coast junks, from native craft to the safer, more expeditious and economical mode of conveyance in foreign steamers. The opening of the port will also not improbably lead to discoveries interesting to the geographer, naturalist, and man of science, as well as profitable to the man of business. The Flora and Fauna of the island have been but little examined, and of the race of aborigines who inhabit the inner hills absolutely nothing is known. We may expect, therefore, some interesting and novel facts to be brought to light so soon as enterprising explorers have opportunity and chance to explore this *terra incognita*.

The successful docking of the *Iron Duke* in this remote dependency of the British Empire does not seem to have met with the attention which its importance publicly deserves,—not in its commercial aspect merely, or as it may effect the interests of the shareholders in the Hong Kong and Whampoa Dock, to whom the spacious Hope Dock at Aberdeen belongs. Under either of these heads the fact that efficient dock accommodation exists at Hong Kong for ships of 3,700 tons burden must be perfectly appreciated by all persons without any argument or illustration being required.

The captain of the ship *Golden Dream*, lately arrived from Liverpool, reports that in passing the Island of St. Paul's on the 14th of February, he saw a vessel at anchor off the island showing signals of distress, which proved to be the American ship *Mantano*, from Boston to Hong Kong, with a cargo of ice. On boarding her it was reported that the vessel had been on fire for eight days, and had only reached the island on that day; that all her stores had been landed; and that it was intended to open her out the next morning.

In consequence of continued drought we hear that the Viceroy of Canton has prohibited the slaughter of animals. The surrounding districts of Canton have had a great out-pouring of rain, but in the city itself none has fallen; the gods have thus far disregarded the Viceroy's prayer.

In Chung Sing a theatrical performance was recently given in honour of a female deity. While the performance was going on one night the bamboo structure caught fire from the careless burning of some joss-paper, and, there being a great number of female spectators present on the occasion there was the greatest confusion, and the number of dead and wounded were stated at something like 600 persons. In one case a whole family were killed, and all the gorgeous dresses of the actors were burnt.

Twenty-six gambling houses have been recently closed at Canton by order of the local authorities. It appears that the non-payment of the customary "fees" to the yamen underlings was the immediate cause of the enforcement of the gambling law.

We understand that the ten "Krupp" guns recently arrived by one of Mr. Holt's steamers are for the Viceroy of Canton, to arm a new fort which he is building below Canton. They will be transhipped into a junk or junks and convoyed by the *Tienpo* to their destination.

Rumour has long had it that the Rev. W. A. Russell, of Ningpo, was to be made Missionary Bishop of China and Japan. It is now stated positively that he is ordered home to be consecrated, and is expected to leave for England in the May steamer *via* San Francisco. Those to be affected by this measure are, the *Courier* thinks, to be highly congratulated. We hope his elevation will not lessen his enthusiasm for croquet or chess, for he is a skilful and genial companion at both.

A tramway company in Shanghai has been formed to run a tram to Hong Kew. Mr. JohnDent is one of the directors. The proposed capital is to be Tls. 120,000 in 1,200 shares of Tls. 100 each, with power to increase to Tls. 200,000.

COCHIN CHINA.

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SAIGON.

The late telegrams stating the possibility of another rupture between France and Germany has caused a little excitement. There is no doubt but that the Germans will be again expelled if the Powers come to blows—even although some of them consider safety has been ensured by the holding of Consulships.

A great improvement has taken place in the manner of reaching China-town from Saigon. An enterprising ship-captain has had several small steamboats built at Whampoa and sent here to ply on the creek. The charge for going four miles is only one franc; and really, if one has not to go on business, it's not dear in order to get a little fresh air without being choked by dust on the abominable roads.

There are sixty-five vessels to be loaded here. Freights are low, 40 to 42½ cents to Hong Kong.

The steamer *La France* has arrived from Rio Janeiro, bringing on the passengers of the French ship *l'Orientd*, which vessel had been burned at sea, off the mouth of the Rio de la Plata, on a voyage from Bordeaux to Tahiti and New Caledonia. The passengers, who left the ship in boats, were first taken on board the English ship *Delta*, and thence transferred to the steamer *Charrua*, which took them to Rio Janeiro, whence the French Consul forwarded them to Saigon.

BORNEO.

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SARAWAK.

The *Sarawak Gazette* gives some interesting particulars of a visit paid by Rajah Brooke to the Sultan of Brunei. The Government steamers *Royalist* and *Heartsease* conveyed H.H. and staff, consisting of Messrs Paul, Houghton, Chapman, Sinclair, and Gueritz. Their arrival in the Brunei river seems to have created some little excitement amongst the inhabitants, who at first were disposed to look upon the expedition as a hostile demonstration. The Rajah landed in State under a royal salute from the Sultan's palace. This palace is described as scarcely to be compared with the worst sort of native hovel, and as shabby and squalid in the extreme. The Sultan is a fat, kind-faced old man of some eighty years of age. At the audience, which took place in a small and tolerably compact hall in the palace, his Majesty's ministers sat on one side of a table which stood in the centre of the hall, while the Rajah and his officers sat on the other side. After a short delay, back folding-doors were thrown open, and through them a throne became visible and the Sultan appeared in person. After cordially shaking hands, His Highness seated himself not on the throne, but on the door ledge or step, with his legs dangling in mid-air, as they were too short to reach the floor. After an interchange of courtesies and expressions of mutual good wishes between the Rajah and the Sultan's ministers, for His Highness spoke never a word, coffee and cigars were consumed, and the interview, which lasted half an hour, came to an end. Rajah Brooke touched on his return at Labaun, and was saluted with all honours on his arrival there and departure.

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The following is the text of the Treaty concluded between the Sultan of Brunei and his Highness the Rajah of Sarawak:—1. That the Brunei Government agrees to open their coast and ports to Sarawak traders. 2. That no extortionate custom duties are to be demanded from their traders. 3. Should traders meet with improper and unjust treatment at the hands of the Brunei authorities, such cases are to be referred to Brunei for settlement; and in the event of the Brunei Government failing to bring about a settlement, a notice of such cases is to be sent to Sarawak.

JAVA.

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BATAVIA.

We have advices to the 28th April; the outward mail of March 22 arrived April 25.

Opium consumption is increasing to a vast extent in Mid Java. In the residency of Samarang it amounts at present to sixty piculs a month amongst a population of 1,254,589 natives and Chinese, setting aside what the farmer further received from the stock held by the State, and that at one time the consumption amounted to 20 piculs in two days, and also the masses of opium smuggled. The Residency of Japara, with 671,618 natives and Chinese, consumed from the 23rd March to the 8th April, thus within barely half a month, 33 piculs, not taking into account the quantity smuggled.

The Governor-General of Netherlands India has refused to grant Varkevisser, the murderer's, application for a reprieve. After making false confession, and trying therein to implicate innocent persons, he has made a most complete and circumstantial confession, and has declared that he had committed the robbery and murder without assistance of any kind, either from Europeans or natives.

A supply of 8,035.73 piculs of Billiton tin had been sold by auction, realising an average price of f.99.40 per picul. The Billiton tin yield, which in 1864 amounted to only 11,670 piculs, reached 17,873 piculs in 1865, and the produce has so increased that in 1871 it amounted to almost 50 000 piculs, and would have been greater still had it not been for want of water. The produce is far from having reached its highest point; none of the mines lie more than about thirteen miles from the coast, so that the greater portion of the island has not been turned to account at all for mining purposes, and has, perhaps, not been properly examined.

The British steamer *Vider*, the first steamship which has made the passage from London to Batavia direct by way of the Suez Canal, had arrived.

It is announced that the Batavia Buitenzorg branch of the railway would be finished in four months.

STRAITS SETTLEMENTS.

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SINGAPORE.

We have advices by this mail to the 3rd May; the French mail, with London dates March 29, arrived out April 30, and the following P. and O. mail of April 5 was expected to arrive the day this mail left. The next inward mail had arrived from Hong Kong, and would leave on the morning of the 5th May. The following items of news are from the *Singapore Daily Times*:—

It is rumoured that the *Pluto* has been ordered to be got ready to take his Excellency the Governor over to Labuan. We take it that the object of the trip is to see about the proposed union of Labuan with the Straits Settlements, and that the cost of the trip will be paid by the latter. We protest against this. The union, if it takes place at all, will be a favour to Labuan, and not a cent should be spent by the local Government here to bring it about. If the Imperial Government wish the union to take place, it is clearly their duty to pay for the measures necessary to be taken for that purpose. If the Governor goes over to Labuan in the *Pluto* at the colony's expense he should undoubtedly be arraigned for malversation of the public moneys, and we trust this will be done when the Legislative Council meets.

Among the notifications in the *Government Gazette* is one showing the number of officers and scale of pay for the police force, as sanctioned by the Secretary of State for the Colonies. The office of Assistant Superintendent of Police at Penang has not been allowed, nor has the increase of $800 in the salary of the Superintendent at Penang. The salary of the Superintendent at Malacca is $2,400, or $200 per month instead of $135 as formerly, while the Superintendent at Province Wellesley gets only $1,800, or $150 per month. The head inspector will receive $1,500, or $125 per month. There is a considerable increase in the number of inspectors, and three European sergeant-majors are to be permanently maintained. It is probable some changes will be made in the appointment to Malacca, the salary having now been made equal to that at Singapore and Penang; Mr. R. W. Maxwell comes from Penang to Singapore as acting superintendent until the return of Mr. Waller, and will then very likely go to Malacca; and Mr. Hayward, the present acting superintendent there, returns to Singapore as head inspector. The Governor has approved of the following changes in the station of the police magistrates and commissioners of the Courts of Requests:—Mr. W. E. Maxwell, from Malacca to Province Wellesley; Captain A. R. Ord, from Penang to Malacca; Captain D. T. Hatchell, from Province Wellesley to Penang.

The extreme sentence of the law has been carried out upon the two murderers—the convict Appoohanny, who killed the woman Mrs. Gleason, and the Chinaman Tan Ah Seng, who cut a man's throat at Kallang Pooden while committing a burglary to escape arrest. Both of the condemned men met their death with the greatest apparent indifference—the convict, by force of custom we presume, merely making a *salaam* to the officers and others present.

An all-comers' rifle match has been shot off at the rifle butts. There were 13 entries only. Mr. Robert Dunman shot exceedingly well, carrying off the prize, being 10 points ahead of all the competitors.

The amateurs of the 80th Regiment have given a very good theatrical entertainment at the Fort Canning Theatre.

The Russian steamer *Tchihatchoff*, Capt. Halberg, from Odessa March 24, *via* Suez Canal, arrived at Tanjong Pagar wharf, *en route* to Shanghai and Hankow.

Commercial Report.

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(*For dates see first page.*)

IMPORTS.

YOKOHAMA.—The tone of the market was one of great depression. The demand for Cotton Yarn recently apparent had entirely ceased, and all other articles, both Cottons and Woollens, were dull and neglected, quotations generally being nominal.

CHEFOO.—Messrs. Cornabé and Co.'s report of April 1 says:—Our last circular advices were issued on the 1st ult., when we reported our market for Cotton Goods as active. The demand continued during the early half of the past month at advancing rates when fair sales and clearances were effected. Latterly, owing to unfavourable advices from the consuming districts, the inquiry slackened, and a decline of 5 candareens per piece on Grey Shirtings and 2 candareens on T-Cloths was submitted to by some weak holders; we close with a fair inquiry, and holders pretty firm. Woollens continue to be neglected, and we look for little inquiry for some time to come. Metals: Nail Rod and Bar Iron do not advance in sympathy with southern markets; there is no inquiry whatever at the moment. Stocks are light, however, and holders intend to be firm. Lead is in fair inquiry with moderate stocks.

HONG KONG and SINGAPORE.—No change of importance had occurred in the market at either port.

SAIGON.—There had been no alteration in the import market during the month. The current rates were—Grey Shirtings, 8¼ lbs, $2.73; 7 lbs., $2.30; Supers, No. 1, $2.20; No. 2, $2.25; T-Cloth, 7lbs., $1.95; 6 lbs., $1.75; 5 lbs., $1.52; 4½ lbs., $1.30; 4 lbs., $1.20; Irish Linen; No. 150, $1.85; No. 120, $1.72.

EXPORTS.

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TEA.

YOKOHAMA.—The market remained without change; settlements since the date of last report being only 200 piculs, making the total for the month about 500 piculs, these had been made for the California market. Quotations in the absence of any business of importance were quite nominal. The weather continued favourable for vegetation, but no idea of the new crop could as yet be formed. There had been no further export.

NAGASAKI.—The current quotations were—common to medium, $13 to 16 per picul; medium to fine, $17 to 19; finest, $21 to 24.

SILK.

YOKOHAMA.—Since our last report about 250 bales had been settled, of which the greater proportion were Hank sorts, for which previous rates had been paid. A few transactions in Oshus and Taysaam descriptions had also been effected. Stock remained about the same, the arrivals balancing the settlements. In prices there had been no alteration, the amount of business passing being hardly sufficient to make any change.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 7¼d.	4s. 7⅝d.	4s. 7⅛d.
Shanghai ,, ,, ...	5s. 11¼d.	6s. 1d.	6s. 1⅛d.
Canton ,, ,,	4s. 5½d.	4s. 5⅝d.	4s. 5⅛d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6⅝d.	4s. 6¾d.	
Manila ,, ,, ...	4s. 4½d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	305½	226
,, Hong Kong...	27⅛ to 27½ dis.	—
Bar silver	111.2.5.	10 prem.
Mexican dollars	76.7.0	5 per ct. prem.

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SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 60; Old, 62 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 32 per cent. discount.
China Traders' Insurance, $1,500 premium.
Hotel shares, 47 per cent. discount.
Hong Kong and Macao Steamboat Company, $33 premium.
Hong Kong Fire Insurance Company, $320 prem.
Union Insurance Company, $1,400 premium.
China and Japan Marine Insurance Company, Tls. 43 premium.
China Fire Insurance Company, $56 premium.
Victoria Fire Insurance Company, $61 premium.
Indo-Chinese Sugar Company, $40 dis.
Shanghai Steam Navigation Company, Tls. 64 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $15 dis.

LATEST TELEGRAMS.

NEW SEASON'S TEAS.

Telegrams announce the departure from Hankow, with new teas, of the steamer Gordon Castle. From Shanghai, P. and O. steamer Deccan, with 2,500 tons; Agamemnon, and a Messageries mail steamer. From Foochow, P. and O. steamer Malacca; and steamer Canton. From Canton, P. and O. steamer Sunda.

Freights reported from Hankow are £7 for the Deccan; £5 6s. other steamers; clippers, £3 10s.; from Foochow, £4 5s.; and from Canton, £4 for steamers, and £3 to £3 10s. for clippers. The Chinaman is reported chartered at Shanghai for New York, at £4.

OPENING OF THE FOOCHOW AND SHANGHAI TEA MARKETS.

HONG KONG, MAY 23.—The Foochow Tea market was opened on the 26th inst., prices ranging at an average of Tls. 2 over last year's opening rates. Total of arrivals 100,000 chests.

SHANGHAI, JUNE 3.—Tea market opened; prices for Hohows same as last year's opening rates. Grey Shirtings, 6¼ catties, 8¼ lbs., Tls. 1·9·2; T-Cloths, 7 lbs. (Mexicans), Tls. 1·5·6. Silk market firm. Exchange on London Bank Bills, six m.s., 6s. 2⅛d. to 6s. 2⅜d.; private bills, 6s. 3¼d. Honkow Tea market quiet.

HONG KONG, JUNE 3.—Grey Shirtings, 6½ catties, 8¼ lbs., $2.56; Cotton Yarn (Water Twist), $124; T-Cloths, 6 lbs. (ordinary), $1.67; 7 lbs. (Mexican), $2.17. Exchange on London: Bank bills, six m.s., 4s. 6d.; private bills, 4s. 6⅛d. to 4s. 7d.

STRAITS SETTLEMENTS.

SINGAPORE, MAY 30.—Grey Shirtings, 7 lbs., $2.22½, 8¼ lbs., $2.60; T-Cloths, 6 lbs., $1.72½; Cotton Yarn, 40's, $135; Gambier, $3.45; Tin, $38.30. Exchange on London: Bank bills, six m.s., 4s. 6⅝d.; private bills, 4s. 7d. to 4s. 7⅛d. Several companies are said to be in course of formation.

PENANG, MAY 30.—Grey Shirtings, 8¼ lbs., $2.55; T-Cloths: 6 lbs., $1.67½; Cotton Yarn, 30's, $113, 40's, $128. Pepper, black, $11, white, $24; Sugar, No. 2, $5.10, No. 3, $3.20; Tin, $37. Exchange on London: Bank bills, six m.s., 4s. 6¼d.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Hamburg, April 12, Santos.

At SHANGHAI.—From London, May 30, Cutty Sark, Enterprise (str.), Weymouth, Drummond Castle (str.), Colombo, Leucadia; from New York, Chinaman.

At HONG KONG and CANTON.—From London, April 23, Lord of the Isles; from Portland, 24, Forward Ho; from Cardiff, 20, Persia; 22, Columbia; from Peru, 23, Callao; from London, May 26, Antipodes.

At MANILA.—From Liverpool, May 26, Emiliano (str.).

At PENANG.—From London, June 1, Edinburgh Castle.

At SINGAPORE.—From London, April 30, Canton (str.), from Liverpool; 27, Agamemnon (str.), from Sunderland; May 2, Faith, from Odessa; 3, Tchihatchoff (str.) from Glasgow; Windhover, from Liverpool.

At SAIGON.—Menelaus (str.), from Bordeaux.

DEPARTURES.

From HANKOW.—For London, June 4, Gordon Castle (str.).

From SHANGHAI.—For London, May 28, Agamemnon (str.); 29, Deccan (P. and O. str.).

From FOOCHOW.—For London, Malacca (P. and O. str.), Canton (str.).

From HONG KONG and CANTON.—For London, April 23, Priam (str.); Sunda (P. and O. str.).

From SINGAPORE.—For London, May 1, Priam (str.); for Glasgow, April 25, Cotherstone.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—May 30, off Deal, from Colombo, Glenlora; 28, off Dungeness, from Batavia, Flevo; 7, at Havana, from Macao, China; 16, at New York, from Padang, Coringa; 17, from Hong Kong, Puritan; from Manila, Gemsbok; 31, at Liverpool, from Rangoon, D. Malcolmson; 29, at Brouwershaven, from Sourabaya, Maasslius; 28, at Texel, from Passaroeang, Fosca Helena; 30, from Bezoekie, Anna Lucretia; 31, off Torbay, from Batavia, for Bremen, Highflyer; June 2, at Liverpool, from Rangoon, Harwarden Castle; May 19, at New York, from Manila, Highlander; 21, from Singapore, Katarina Maria; 22, from Yokohama, Coulmakyle; 21, at Boston, from Batavia, Borneo; from Banjoewangie, Dronning Louise; 13, at Havana, from Macao, Salvadora; June 4, off Deal, from Colombo, Dallam Tower.

DEPARTURES.—May 29, from Cardiff, for Anjer, Fair Leader; 28, from Sunderland, for Singapore, Stanley; 16, from New York, for Yokohama, Walton; 17, for Hong Kong, Endeavour; 31, from London, for Colombo, &c. (via S.C.), Aral (str.); for Singapore, China, &c. (via S.C.), Trafalgar (str.); for Shanghai, Elizabeth Graham; for Singapore, Empress of India; from Liverpool, for Manila, Alejanaro; for Hong Kong (via Cardiff), Sebastian Bach; from Cardiff, for Singapore, Josephine; for Hong Kong, Goldeu Spur; June 3, from London, for Hong Kong, Carricks; from Nieuwe Diep, for Batavia, Prins Hendrik (str.); May 21, from New York, for Hong Kong, Galatea; 25, from Lisbon, for Saigon, Taffarette.

VESSELS PASSED THE SUEZ CANAL.—May 31, Glenroy, from China, Singapore, &c., for London.

LAID ON.—At London, for Shanghai, Omba; for Penang, Singapore, Hong Kong, and Shanghai (via S.C.), Teviot (str.).

SPOKEN.—Annie Marie, Penang to London, May 12, 18 N., 28 W.

MISCELLANEOUS.—The cargo of the Henrietta Geertruida, de Boer, from Sourabaya to Amsterdam, which vessel was condemned at Sourabaya, previous to April 4, would be forwarded per Slidrecht. At Algoa Bay, April 17, Golden Fleece, sailed for Colombo. The report that the Mallard, Young, from Passaroeang to Boston, was derelict, when towed in there by the Nebraska (str.), was unfounded. The arrival of the Victoria at Liverpool, May 24, from Manila, as reported in the postscript of our last issue, has been contradicted.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

FORDE—On the 2nd June, at 1, Ridgeway-place, Wimbledon, the wife of Henry Charles Forde, Esq., of a daughter.

JOHNSTON—On the 18th May, at Amoy, the wife of W. Cunningham Johnston, of a son.

JONES—On the 19th April, at Shanghai, the wife of James Jones Esq., Customs Service, of a daughter.

ORD—On the 26th April, at Penang, the wife of A. R. Ord, Esq., late 37th Regiment, Police Magistrate and Commissioner of Court of Requests, Straits Settlements, of a son.

REISS—On the 1st June, at Greenbank, Pendleton, the wife of James Edward Reiss, Esq., of a daughter.

SCHEIBLER—On the 20th May, at 29, De Crespigny-park (late of Shanghai), the wife of Mr. R. Scheibler, of a son.

MARRIAGES.

PEARSON—HALL.—On the 22nd April, at the Cathedral, Hong Kong, by the Rev. R. Hayward Kidd, Colonial Chaplain, Mr. Thomas Pearson, to Ellen Agnes, only daughter of Captain Thomas John Hall, of London.

DEATHS.

DENNYS—On the 23rd April, at Hong Kong, Frieda Sophie Leona, infant daughter of N. B. Dennys, Esq., Editor *China Mail*.

HARRINGTON—On the 5th April, at the International Hotel, Nagasaki, Edward Harrington, Queenstown.

KIDD—On the 23rd April, at Hong Kong, Edward Francis Robbins, infant son of the Rev. R. Hayward Kidd, Colonial Chaplain.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From PENANG to LONDON, per Alice, entered May 25.—1 case cloves, 3 cases citronella oil—Gledstanes and Co.; 2085 slabs tin, 1214 baskets sugar, 1022 buffalo hides, 4132 buffalo horns, 23 puncheons 20 hogsheads rum, 170 bags sesamum seed, 173 bags tapioca, 90 pieces 86 bales buffalo hides, 100 casks cocoa-nut oil, 1570 bags copra, 7220 bundles rattans, 955 bags pepper, 35 cases cloves, 50 cases nutmegs—Order.

From SINGAPORE to LIVERPOOL, per Jacoba Helena, entered May 25.—18 casks tallow, 1580 hides, 1150 horns, 400 baskets 1970 bags 5730 bales gambier, 16,935 bundles rattans—Order.

From SINGAPORE to LONDON, per Blanche, entered May 29.—4276 bales 3452 bags gambier, 73 bales cow and 1215 pieces buffalo hides, 325 baskets gutta susa, 850 cases pearl sago, 5366 buffalo horns, 3137 pieces sapan wood, 2139 bundles rattans—Order.

From PASAROEANG to LONDON, per Juanpore, entered May 31.—100 bamboo canes, 771 baskets gum, 16,050 bags sugar, 613 bags gum damar, 650 bags cassia vera, 696 bags turmeric, 2150 bundles rattans—Order.

From MANILA, &c., to LONDON, per Maria Fidela, entered May 31.—31,858 bags sugar—Order; 18 tons sapan wood—C. Hingston.

ON the 28th ult. several Japanese, who are now on a visit to this country, arrived at Windsor, by the Great Western Railway, for the purpose of inspecting the Castle. By command of Her Majesty they were received by Mr. W. Seabrook, inspector of palaces, and conducted over the Royal private and state apartments of the Castle, St. George's Chapel, and the various objects of interest around the palace, with all of which they appeared much pleased.

THE Chinese and Japanese Court at the International Exhibition has been completed, and opened to the public. A notice of the objects exhibited will appear in our next issue.

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LITERATURE.

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A Voyage Round the World by the Marquis de Beauvoir. Translated by Agnes and Helen Stephenson. London: JOHN MURRAY.

The first and second volumes of this work were noticed by us in January, 1870. The author in a preface explains that the delay in the publication of this third volume is owing to that dreadful war which dislocated everything in France. The volume before us is well illustrated and deals with the author's visit, accompanied by the Duc de Penthievre, to the South of China, Peking, the Great Wall, Japan, the Pacific route, San Francisco, &c.

It is unfortunate that the translators have not adopted the English mode of spelling the names of the various places in China mentioned in the work, seeing that the translation is expressly intended for English readers. The spelling of some words, such as picol for picul, should also have been avoided. Care should have been taken not to repeat errors which may have appeared in the original, such as the pasage of the tea clipper *Taiping* from the *Cape* to the Lizard in ninety-nine days, instead of from *Foochow*. The aid of some old resident in China to read the proofs would have saved these unpleasant mistakes. It could hardly be expected that lady translators could master the mysteries which surround everything connected with China and its trade. Apart from this, however, the author has very much floundered in attempting to describe the mercantile operations of our trade in China; it is evidently worked up from information which the author had no practical knowledge of. It is singular, too, that the description of Shanghai is so very meagre. The chief feature—the foreign Settlements—are scarcely attempted to be noticed. In alluding to the allied operations of 1858-60 against Canton and Peking, there are unpardonable misrepresentations of what (our) the French forces did, which to persons conversant with the matter is simply ludicrous. Such vanity might go down on the other side of the Channel, but glaring misrepresentations like the following are simply ridiculous:—

Though the long tails of hair hanging down the backs of the natives proves that we are in China, we might almost fancy ourselves in a French camp on reading on the walls the traces of the passage of our troops, &c.

Again at page 29:—

Our cannon silenced the fire from their forts.

We are glad to see that in noticing the French officers who aided the Imperialists against the rebels the author has not omitted Colonel Gordon.

We now come to the more pleasing features in the volume. In describing the route and incidents of travel the author is charming. After making a tour through Peking he says:—

Whoever has not seen Peking does not know what decay means. Thebes, Memphis, Carthage, Rome, contain ruins which tell of a fall; Peking preys upon itself—it is a corpse falling day by day into dust. When from the height of the magnificent walls, still almost entire, which surround the Tartar city, I cast my eye over the Imperial city enclosed within them; when I saw the splendid perspective of bastions, of gateways surmounted by pagodas, of fortifications at the angles, of the walls, and looked at the conical shining roofs of the temples which rise up from the midst of an actual forest; when, turning to the other side, I glanced at the Chinese city and pictured it all to myself full of life and verdant freshness, traversed by limpid streams furnished with cannon, populous and noisy, I fancied that I could retrace in my imagination the Peking of a thousand years ago; and I stood overpowered with admiration of this wonder of the extreme East.

The author with his friend, the Duc de Penthievre, were entertained by Sir Rutherford Alcock, of whom and Lady Alcock he speaks in high terms, not forgetting a compliment to the daughter. But we are not told why the French Minister did not entertain them instead of the English. Sir Rutherford put the services of an interpreter, Mr. MacClatchie, at their disposal for a tour to the Ming tombs, in which expedition the party, six in all, were at tacked, stoned, robbed of their carts, mules, and money, and had to find their way back to Peking partly on foot, in a most painful condition. Alarming reports reached Peking and other places that they had been all murdered, and murdered they would certainly have been but for the advice of Sir Rutherford *not to carry arms*. As it was they got back safely, and the Chinese Government, on the demand of our Minister, made the villagers pay £3,000 for the outrage.

From this to Japan was a delightful change. The agreeable simplicity of the natives, the beautiful country, and interesting lakes, temples, cities, &c., are well described; but we must refer our readers to the volume itself for a description, as also of the passage on board the *Colorado* to San Francisco, all told in a most interesting manner.

The April number of the *Phœnix* again includes in its contents several articles of great interest to the student of Chinese and Japanese Literature.

LEGAL.

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COURT OF COMMON PLEAS.

DENOON V. THE HOME AND COLONIAL MARINE INSURANCE COMPANY.

Mr. Justice Willes has delivered judgment in this case, which was argued in a previous term by Mr. Pollock, Q.C. (Mr. Cohen with him), for the plaintiff; and Sir G. Honyman, Q.C. (Mr. C. J. Mathew with him), for the defendants, and which had been standing over for judgment.

It was an action on a policy of insurance on freight which the defendants had underwritten for £1,000. For the voyage 360 coolies were shipped, and 12,000 bags of rice intended for their consumption, to be reckoned as freight. This, however, did not constitute a full cargo. The vessel was wrecked on the voyage, but the coolies were saved. The defendants paid into court £441 2s. as the proportion of the loss which, they contended, they were bound to contribute only. The main question argued was whether the passage money of the coolies could be legally treated as freight, and the Court held that it could not, and that the policy was to be treated as an open one, and that the defendants were not liable as for the loss of a full cargo. The proportion to which they were liable the Court estimated at £700, and therefore gave judgment for the plaintiff for £258 18s., which, together with the £441 2s. paid into court, made up £700.

COURT OF DIVORCE.

ARMITAGE V. ARMITAGE AND YOUNG.

In this case the husband sued for a divorce on the ground of his wife's adultery. The respondent and co-respondent answered and denied the adultery. The petitioner, Captain John Scott Armitage, is a gentleman of wealth and position, and was married to the respondent on the 20th March, 1861. After the marriage they resided at various places, but chiefly at Alderley Edge, Cheshire. The petitioner is a partner in a mercantile house at Ceylon, and in 1865 he went out on a visit there with his wife. While there they made the acquaintance of the co-respondent, Colonel George Samuel Young, who was on the staff there, and with whom they became very intimate. They returned to England in 1866, and in 1871 the co-respondent also left Ceylon and came to England. On his doing so the petitioner asked him to visit his family at Alderley Edge, and he did so. He was there at the end of July of that year. While he was there the petitioner had occasion to remonstrate with his wife as to the attention she allowed him to pay her, but she assured him there was nothing in it. Colonel Young left Alderley on Saturday, the 29th of July, and the respondent left on the Monday following to go on a visit to her mother, who resided at Fairfield, near Manchester, and the petitioner went to join his children at the Lakes. Somewhere about the 6th of August his wife joined him there. Soon after she came he received a letter from a friend, stating that instead of being at her mother's she had been in London. The petitioner taxed her with having been there, when she admitted that she had, and that she had seen Colonel Young, but that no impropriety had taken place between them. The petitioner, however, afterwards ascertained that on the night of the 1st of August the respondent had slept with Colonel Young in London, and on making himself sure of that he commenced the present suit.

The adultery was clearly proved, and the Court pronounced a decree *nisi* with costs.

A GERMAN CONSUL FOR AMOY.

A correspondent of the *Allgemeine Zeitung* at Amoy urges the necessity of appointing a German consul for that port. The number of German ships in Chinese waters, he says, is greater than that of the ships of any other nation, England not excepted; and at Amoy ninety-two German ships entered and left the harbour between March and December last. The interests of German subjects at Amoy are looked after by the English consul, who cannot speak German, while most of the German sailors, &c., who are constantly requiring consular assistance, cannot speak English. Moreover, "the well-known peaceful disposition of the present English Ministry, which at times is rather disposed to suffer injustice than to do justice when the latter requires a display of energy, must render the protection of an English consul not so effectual for the interests of German ships in China as might be desirable." "I fear," continues the correspondent, "that the evident unwillingness of the English authorities to do anything which might lead to a disturbance of their present friendly relations with the Chinese might prove rather a temptation to the latter to commit outrages on Europeans than a guarantee for the maintenance of peace." At the same time the correspondent admits that England has rendered many services to the Germans in China. "Whenever German ships have sought the protection of an English man-of-war this has always been given with the greatest readiness, and I have heard many a German captain speak gratefully of the friendliness and anxiety to be of service shown by English officers. . . . . The German press would do well to endeavour to make us independent of English assistance instead of talking of 'perfidious Albion' and the 'dirty shopkeepers.' It is humiliating for a German who loves his country to have to be told by an Englishman, 'You are always abusing England and her egotistical policy, and yet you can't do without us.'"

THE JAPANESE EMBASSY.

Mr. KINNAIRD asked the Under Secretary of State for Foreign Affairs whether the Government were preparing to take steps to receive the eminent Japanese statesman Iwakura and the other distinguished persons composing the Japanese Embassy, who were expected shortly to arrive in England, in a manner calculated to mark our appreciation of the policy of the Emperor and the efforts of his Government to establish cordial relations with foreign Powers.

Lord ENFIELD: Sir Harry Parkes, General Alexander, and Mr. Aston, interpreter to the Legation in Japan, have been appointed to attend to the Japanese Embassy on their arrival and during their stay in this country, but at present we have no intimation as to the probable time of their arrival.

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BORNEO.

(*Report of Consul General Pope Hennessy to Earl Granville.*)

With reference to your lordship's circular despatch of the 26th August, 1871, I beg leave to subjoin the following brief report on Her Majesty's Consular Establishments in Borneo.

2. The Governor of Labuan is also Her Majesty's Consul-General in the Island of Borneo. As Consular salary he receives £300, together with an allowance for office expenses of £200 a year, out of which he pays a Malay writer. He generally resides at Labuan, the seat of his colonial government, about six miles from the nearest part of Borneo, and about thirty miles from the town of Brunei where the Sultan lives.

3. There is likewise at Sarawak an unpaid Vice-Consul. Mr. C. J. Brooke is one of the many rajahs (though the only European one) under the suzerainty of the Sultan of Borneo, and the Vice-Consul resides not far from Mr. Brooke's principal establishment.

4. Of these two officers, the position of the Consul-General is the only one of any real importance. Sarawak is little more than a trading post of the Borneo Company, and the benevolent attempt of the late Sir James Brooke to make it a place of political influence for the civilisation of the dyaks has not succeeded. However, in facilitating the operations of the Borneo Company, and in giving assistance to a zealous staff of able missionaries of the Church of England, the Vice-Consul is, no doubt a useful officer. For some years past the office has been held by the local agent of the Baroness Burdett Coutts. He obtains a small sum annually by means of fees, but I venture to think his services are deserving of a more substantial reward.

5. The Consul-General's post is of importance, more from his political than his commercial duties; as to the latter, though the trade of the town of Brunei has increased of late years, it is still only sufficient to give employment to one barque of about 500 tons burden, which sails regularly to Labuan and Singapore. This trade is altogether in the hands of the Anglo-Chinese. In the western district of Borneo the trade is chiefly at Pontianak and the other Dutch stations on the river Kapoas. This trade is partly with Singapore and partly with Java, and gives constant work to about fifteen large vessels in the year. Of the 24,000 Chinese who are on the river Kapoas a small proportion were born in the Straits Settlements and are British subjects. Of the Klings or British-born natives of India probably more than a thousand are settled on the river.

6. When in the year 1869 I went about five hundred miles up the Kapoas, I found that British goods had penetrated into the centre of Borneo. At the remote inland stations which the Dutch Government have been so successful in establishing, I saw that a large proportion of the articles offered for sale bore the marks of Birmingham, Manchester, and Sheffield houses. I ascertained that this consumption of English goods in the Dutch part of Borneo had been growing steadily since the year 1833, when the Netherlands Government proclaimed a free-trade policy on the Kapoas.

7. I was unable to visit the Dutch possessions on the southern and western parts of Borneo, but I understand that the number of British subjects trading either at Banjermassin or at Koti is not so large as upon the Kapoas.

8. The political business of the Consul-General mainly depends on the Treaty made in 1846 between Her Majesty the Queen and the Sultan of Borneo. The Consul-General is the medium of communication between the Secretary of State for Foreign Affairs and the Sultan.

9. The immigration of Anglo-Chinese into the dominions of the Sultan seems to be the only practical means for developing the resources of that part of Borneo which is not under the useful administration of the Dutch. Within the last few years the Sultan has imitated the Dutch by creating Chinese captains—that is, giving two or three of the principal Chinese merchants the rank of Pangerans, and enabling them to protect their fellow countrymen and to regulate to some extent the system of local taxation. To foster and protect this immigration of Chinese, I regard as one of the main duties of the Consul-General.

10. From time to time the Sultan has been asked to cede portions of his territory, but he has not the power of doing so without the consent of the British Government; any negotiations of the kind are referred to the Consul-General.

11. There are some points bearing on the prosperity of the Colony of Labuan which also render the Consulate establishment of Brunei of value. Every day trading praubs pass from the Brunei river to Victoria Harbour; the sago manufacturers in Labuan have similar establishments in the Brunei, and depots for collecting the raw sago in various parts of the Sultan's dominions; the Scotch company that work the coal mines in the Island of Labuan are also the lessees of the coal field on the mainland. The existence of the convict establishment at Labuan makes it desirable to have constant and friendly means of communication with the Sultan, as it is almost altogether upon his Majesty's good offices that the Labuan Government must rely to recover escaped prisoners.

12. Finally, the Consul-General is the only medium for conducting the few communications that pass between the Sultan of Sooloo and Her Majesty's Government; though such communications are rare, yet the trade of Sooloo with Labuan is increasing of and promises to be of considerable value to the merchants Singapore.

SARAWAK.

(*Report of Vice-Consul Marten to Earl Granville.*)

The chief trade and industry of the country consists of the importation of British cotton, woollen, and silk goods, brass wire, earthenware, wines, spirits, and beer, provisions, salt, opium, &c., &c. And the export of gutta-percha, india-rubber, beeswax, dye woods, gums, antimony, quicksilver, gold dust, diamonds, sugar-flower, pepper, gambia, &c., &c.

British commercial interests were at a very low ebb prior to the establishment of a consulate in 1864. Since that date they gradually improved until the withdrawal of Mr. Consul Ricketts, in 1866, when they suffered a check, but again revived in 1868, and have continued steadily to improve in value and importance up to 1871.

In 1858 no Consulate existed, in 1864 G. T. Ricketts, Esq. became Consul on a salary of £500 or £600 per annum. I am unable to state the cost of his establishment. In 1867 I was appointed Vice-Consul, but have never received any salary, and have had to pay all expenses incidental to the Consulate out of my own means. The duties I am called upon to perform are—The rendering assistance to all wrecked seamen and to British subjects in distress.

The settlement of disputes and differences between British subjects, such being chiefly natives of Madras and Straits-born Malays and Chinese. Any political duties that may arise. All other duties required by the Foreign-office Regulations and the Instructions from the Board of Trade.

My office hours cannot be determined exactly, but I am supposed to be accessible at any hour. Owing to having to bear the expenses of the Consulate myself I do not rent an office, so that any person wishing to speak to me comes to my house.

My allowance for office expenses is *nil*. and the average amount of fees obtained has never been more than £10 per annum. The expenses incidental to the Consulate have amounted to about £200 per annum.

I enjoy no privileges by Treaty. By usage and by virtue of certain laws and regulations of the Sarawak Government I exercise all the judicial powers vested in a Consul by the Merchant Shipping Act, and moreover in any cases before the Sarawak criminal and civil courts in which a British subject is implicated, my presence is always requested by the Court. My position towards the Local Authorities is the same as that enjoyed by my predecessor, Mr. Consul Rickets.

My special jurisdiction is confined to mercantile marine matters as regulated by the Board of Trade, and to appeals from British Indian subjects against sentences of the local courts, which, though generally found frivolous, I am, of course, bound to receive and look into.

The only remark I have to offer in connection with the above is that, although I at present enjoy all the privileges of a Consul, it is obvious that so soon as another Power appoints a Consul at Sarawak he would take precedence of me as Vice-Consul.

In 1864 a British Consulate was established at Sarawak, and G. T. Ricketts, Esq., at present Her Majesty's Consul at Manila, was appointed Consul on a salary of £500 or £600 per annum. On Mr. Ricketts being sent to Manila in 1866 the Consulate remained closed until August, 1867, when I was appointed Vice-Consul unpaid, but with liberty to trade and to apply the Consular fees to defray the expenses of the Consulate. Of this liberty to trade I have not been able to avail myself, and the fees levied in accordance with Act 6 of George IV., cap. 87, and the Order in Council of May 1855, have never been sufficient to meet the expenses of the Consulate.

Judging from the above, and looking at the "Foreign-office List" and similar publications, it would appear as if Sarawak had, owing probably to its being a portion of the Island of Borneo, gradually and imperceptibly become merged into a Vice-Consulate under the Consul-General of Borneo. Such, however, is far from being its real position. The first Consul-General of Borneo was the late Sir James Brooke, Bart., who afterwards became Rajah of Sarawak. The title of Consul-General for Borneo was, however, continued to Sir James Brooke's successor as Governor of Labuan, and the same title has always been retained. The Consul-General of Borneo has no power beyond the territory of Brunei; having no exequatur from his Majesty the King of the Netherlands he is not acknowledged by the Dutch, who hold the greater part of Borneo, nor is he recognised in Sarawak, as he holds no exequatur from the Rajah. I possess the necessary exequatur and correspond direct with Her Majesty's Secretary of State for Foreign Affairs, and conduct the business of the Consulate in the same manner as Mr. Consul Ricketts did.

The business is gradually increasing, owing to the increase of trade, and it will soon be out of my power to attend to it without some assistance. I would therefore submit for consideration that I be appointed Consul at Sarawak, and receive a similar salary as allowed to my predecessor.

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Foreign Intelligence.

—o—

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, May 28.

The Treaty of Commerce between China and Germany, concluded by Count Eulenburg for ten years, expires in the course of next month, and it is, therefore, high time to consider the question of its renewal, and in that case the possibility of obtaining some further concessions and advantages. Its chief importance for Germany lies in the clauses relating to navigation, as a large number of German vessels are now engaged in the carrying trade between the ports on the east coast of Asia. For some time past the German newspapers have been "ventilating" the subject, and, as might be expected, have expressed very different views according to the interests or ignorance of the writers. It is not very long since they were all ablaze with visions of establishing a colony in the Far East and dreams of impregnable fortresses in China or its vicinity. Now not a single voice is lifted up in favour of such a wild scheme of doubtful glory; in fact, I have good reason to believe that it was never really intended to be realised, but that the semi-official press received the *mot de'ordre* to put forth the idea as a feeler for the nation, and follow it up for a certain period; but finding that it fell on barren ground and elicited no feelings of enthusiasm, it was abandoned as impracticable. On the subject of the renewal of the Treaty the most healthy and practical views are expressed by the north of Germany, and especially the Chambers of Commerce of Hamburg, Bremen, Rostock, and Stettin, which all concur in wishing to see the number of China ports open to foreign trade greatly increased. In this respect the opening of a port on the island of Hainau would be very desirable, as European vessels from India mostly return to China in ballast; but might then load salt and other produce for Chinese continental ports. They also lay stress on the expediency of opening some places on the Yungtsee-Kiang, which would enable German shipowners to compete with British steamers on that great river flowing through the heart of the country. They further consider it highly desirable, if possible, to get rid of the double (export and import) duties now imposed on goods transhipped from one port to another; also a reduction and fair mode of levying port charges on vessels, as well as free admittance to the coal and other minerals of Formosa. In other respects and with more regard to trade and navigation, they recommend Germany to join and support the English endeavours to obtain a free communication and safety of life and property for European merchants in the interior of China, and the possibility of, according to foreigners, the right to purchase, sell, and inherit landed property and houses. The introduction of a general commercial code of laws and a mixed court of justice for the settlement of disputes and claims between natives and foreigners would be a great desideratum. Perhaps the question of a German naval station at some suitable spot might be ventilated, which was warmly supported by the Naval Minister in a late memorial sent in by him to the Emperor, but with unmitigated repudiation of the most distant idea of founding a colony.

The new Eastern Siberian Trading Company of this city gives notice in the local papers of the loss of a letter directed to them from Nicolayefsk on the Amoor, containing remittances for 50,000 roubles in six bills of Exchange drawn in their favour on two houses at St. Petersburg, and warning the public that steps have already been taken to prevent their being fraudulently made use of.

From Kiel we learn that an iron steamer of 1,500 tons was successfully launched last week from the yards of the Iron Shipbuilding and Engine Works in that town. It is the largest vessel as yet built there, and is intended to ply regularly under the German flag for Hamburg account between this port and China, *via* the Suez Canal, under the command of Captain Umlandt.

The Emperor has distributed several decorations to Hamburg gentlemen, in recognition of their services in voluntarily tending the sick and wounded during the late war. Among them I notice that Herr Johannes Mooyer has received the Order of the Crown, with the red cross on a white field, and Herr Osca Mooyer, the Prussian Order of the Red Eagle.

COMMERCIAL.

Tea is totally neglected, not a single sale by importers being reported, probably in consequence of the Whitsuntide holidays. The sales of cleaned Rice have been more satisfactory, and of rough 8,000 bags of Rangoon, per Teti, have been sold for arrival. Cassia Lignea is a shade lower, but there are buyers at 10⅜ sch. bco.; Flores may also be had a little cheaper. On the other hand, Cloves are in great demand, and rising rapidly. Pepper is firm, but without much alteration; Singapore sells at 7¼ to 7⅜, and Penang at 6¾ to 6⅞ sch. bco. In Spelter no transactions recorded.

SHIPPING.

SAILED.—Dorothea, to Hong Kong; Ino, to Yokohama; Carmelita and Ida, to Shanghai.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, May 29.

The Second Chamber is still busy, but the discussions have been uninteresting. The budget of War was approved of by forty against fourteen votes, and amongst the other measures carried was that by which a credit is asked to grant a further advance of 1,000,000 to the unfortunate Amsterdam Canal Company. One of the worst results of the Ministerial crisis is that the revision of the East Indian Tariff will again be delayed. A Bill has been introduced by which the existing tariff, with all its injustices is maintained till the 1st of January 1874. Of course this Bill must be passed, there is no choice. But it is doubtful if even in 1874 the revision can take place. All must depend upon the Ministry, and if the Conservatives or the Clerical element preponderates there can be no hope of a liberal alteration.

The intention of the Suez Canal Company to charge steamers after 1st July with dues upon their gross tonnage, has made here a twofold impression. The owners of steamships are indignant, whilst the owners of sailing vessels approve of the change, because the freight by steamers must be raised to meet the increased expenses of passage through the canal. One of our shipping papers supplies the following illustration:—

Steamers.	Nett Tonnage.	Gross Tonnage.	Dues paid Now.	Dues after July 1.
Adonis... ...	290	481	f.2,900	f.4 810
Cordova ...	910	1,417	9,100	14,170
Bengal ..	1,009	1,503	10,090	15,030
City of Oxford	1,490	2,319	14,900	23,190
Arizona ...	1,664	2,479	16,640	24,790
Cambodge ...	1,682	2,791	16.820	27,910
Ava	1,902	3,157	19,020	31,570
Australia ...	2,287	3,648	22,870	36,480

It seems that the administration of the Canal intends to make it impossible for owners of steamers to compete with sailing vessels.

Amongst the Bills laid before the Second Chamber has been one by which the Department of the Colonies asks a further credit in order to cover the expenses of the *voyage de retour* of the ex-Governor-General, Mr. Myer. I should not have made any mention of this matter if the Minister van Bosse had not stated that he has made with the present Governor-General other arrangements, so that for the future these credits will not be required.

The latest news from the West Coast of Africa is that an officer named Lieutenant Joost has been wounded seriously by the natives, but in mistake for another person. The ball struck the lieutenant in the thigh, and he will not recover from the wound. This fact, however deplorable it may be, has no political significance.

PRODUCE MARKETS.

The Trading Company's May sales of Coffee and Sugar have both gone off at materially advanced rates, thus confirming the favourable opinion entertained of the same, and the advance established at these sales, for both articles, continues to be fully maintained. A speculative movement has developed itself in Cotton at improved prices, whilst a change for the better has taken place in the position of Tin, but regarding other articles of produce but little alteration is to be noticed.

COFFEE.—According to the general anticipations the Trading Company's May sale has been attended with a most satisfactory result. The large competition of buyers attracted by the same, caused the biddings to be very animated, and the prices paid exceed the valuations on an average by 1½c., good ordinary having been sold at 44¾c. to 45c. This favourable issue has been promoted by the circumstance that not only the inward duty is to be abolished on direct imports in the United States on the 1st July next, but also the differential duty of 10 per cent. *ad valorem* on direct imports, which, as a matter of course, will materially increase the export of Coffee from this country to America. The deficiency of the Coffee crops of 1871 begins also more and more to be brought to evidence, and will continue to be felt for some months to come, in view of which the article continues to be well thought of.

SUGAR.—The Trading Company's May sale held here last Friday went off very well at an advance of f.¼ above the valuations for yellow, and of f.½ for white sorts. The market continues to exhibit great firmness, but no further sales are reported. The following is the result of the Trading Company's public sale of 55,925 baskets Java in detail:—

Standard sample.	Baskets.	Prices paid.	Average prices for good to fine. May, 1872.	March, 1872.
Yellow 9	... 951	... 32 to 33	... — ...	... —
,, ... 10	... 2166	... 33 to 34¾	... 31⅝ ...	... —
,, ... 11	... 2384	... 34¾ to 36¼	... 36 ...	... 34½
Grey 12	... 3021	... 35½ to 36¾	... 36½ ...	... 35½
,, ... 13	... 4746	... 35½ to 37½	... 37½ ...	... 36
Low white ... 14	... 8018	... 37 to 38	... 37½ ...	... 36½
,, ... 15	... 5560	... 37½ to 38	... 37⅝ ...	... 36⅝
White 16	... 2722	... 37½ to 38	... 37⅝ ...	... 36¾
,, ... 17	... 5320	... 37½ to 38¾	... 37¾ ...	... 37
,, ... 18	... 7960	... 37½ to 38¾	... 37⅞ ...	... 37
,, ... 19	... 8970	... 37½ to 38¾	... 37⅞ ...	... 37½
,, ... 20	... 2051	... 37½ to 38¾	... 37¾ ...	... 38¼
,, above ... 20	... 2142	... 37½ to 38¾	... 38½ ...	... —

According to these prices, the value of the Dutch standard has been fixed by the brokers as follows, to which I add, for the sake of comparison, the currency established at the March sale:—

	March 21, 1872.	May 24, 1872.		March 21, 1872.	May 24, 1872.
No. 5	f.28½	f.30½	No. 13	f.36	f.37½
,, 6	30½	32½	,, 14	36½	37⅝
,, 7	30	32	,, 15	36⅝	37⅝
,, 8	32	33½	,, 16	36⅝	37⅝
,, 9	33	34½	,, 17	37	37⅝
,, 10	33½	34⅝	,, 18	37½	37⅝
,, 11	34½	35½	,, 19	37½	37⅝
,, 12	35½	36½	,, 20	38	38

JAVA TOBACCO.—Without transactions of any importance. Offers by secret tender are invited here on the 30th instant for several parcels.

SPICES.—With scarcely anything doing, prices are nominally supported. 1,046 bags Amboina Cloves, ex Vier Gebroeders, were sold at a price not named.

TIN.—A firmer tone has prevailed for this article. Banca has sold for public sales prompt at f.95½ to f.96, and for delivery, ex the next autumn sale, at f.91½ to f.92, at which advanced quotations a fair business has been doing.

RICE.—Sales have been closed of 1,082 bags white Java, ex Hoek van Holland, at f.8½, and 767 bags Java, ex Rosalie.

RATTANS.—Without anything doing, but prices keep firm.

KAPOK.—Sales have been closed of 120 bales at from 14c. to 21c., and 534 bales at 24c. to 26c.

HIDES.—The business done since my last has been confined to the sale of the parcels imported ex Hoek van Holland and Leucothea; 547 Macassar Buffaloes were sold at 27c.

INDIGO.—A quiet tone prevails in the market.

PRESERVED GINGER.—A public sale of 400 cases went off at 70c. to 75c. The quantity put up has been partly bought in.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, JUNE 3, 1872.

THE EX-GOVERNOR OF HONG KONG

SIR RICHARD MACDONNELL has once more returned from Hong Kong, having completed his term of office. His friends will be glad to know that his health has considerably improved on the voyage, and that he was able to be present at the dinner of the Royal Geographical Society last Monday. During his career the colony has experienced the most eventful part of its history. Assuming the government of the place in 1866, he found it a hotbed of piracy, bankruptcy, corruption, and wrangling. The vigorous manner in which he set to work to "straighten" out all these abuses was astounding. The whole staff of Government *employes* were speedily aroused from a comfortable not to say lethargic way of doing things. Most emphatically did the new Governor verify the old adage that "new brooms sweep clean." Before forty-eight hours had elapsed he had personally inspected the jail, which, by the way, is now one of the best kept in the Far East, and other public buildings in the colony; in less than a week he trod on the corns of nearly every official, and in less than a month he had set himself right or wrong with the whole community in true Irish fashion. Like the month of March, he began his career "like a lion and went out like a lamb." The energy, strategy, and cunning with which he set about reforms speedily showed that he knew how to meet even Chinese difficulties. His raid on the junkmen and the establishment of a system of registration scared away traders at first and alarmed the merchants; but "strong diseases require strong remedies," and no one can deny that the frequent piracies which at that time abounded in the harbour passages, and even in the harbour itself, were a national disgrace to our government of the colony. If the pirates had confined their attentions to English vessels, there would probably not have been so much uproar; but when German and other owners, felt these losses and published them on the various exchanges, they became the talk of Europe. The severe measures adopted by Sir RICHARD were therefore fully justified.

With the corruption and inefficiency of the Police Force he has not been so successful. Truly it is an Augæan stable. The difficulties are hydra-headed, and have beaten all the inventive powers of Sir RICHARD, who has even tried an importation from the West Indies. The raising of an increased revenue necessary to meet the high rate of expenditure was also a difficult problem. The introduction of a Stamp Act, which the mercantile community opposed very strongly, failed to produce the required sum, and all efforts in this direction seemed futile until Sir RICHARD hit on the expedient of "licensing the gambling houses" by means of a farm. This proved a perfect Eldorado, the competition for the farm producing a fabulous sum. Of course the introduction of such a tax could not be done openly under British authority, and the fertility of the Governor's genius was taxed how to accomplish it and satisfy the Home Government, which had distinctly said that the money could not be treated as ordinary revenue, or appropriated to the expenditure. He decided on the novel expedient of declaring that the large expenditure on the police was owing to the Chinese inhabitants, and this special tax should be devoted expressly for the suppression of vice. The fund however so far exceeded the requirements that, according to the last published account, a handsome balance remained in the Hong Kong Treasury. This is a nice little nest-egg for the new Governor. The tax, however, being now suppressed, the revenue for the year will have to be made more elastic or the expenditure reduced, and this will be the first difficulty with which Sir ARTHUR KENNEDY will have to contend. The figures for last year stand as follows:—Revenue, $844,417; expenditure, $894,208.

MANILA and Bangkok have not yet been provided with telegraphic communication. The land line scheme proposed appears to have been abandoned, and we can only look to the Submarine Companies to carry out the work. It would no doubt vastly facilitate the accomplishment of this object if the three companies—Indian Extension, China, and Australian—would amalgamate. As it is we believe that not one of them can undertake the matter, and it certainly will not pay any rival company to lay down these lines. The dividends and prices of shares in the existing companies must very materially increase before such a project would find favour. There has been a talk of a Spanish subsidy for Manila, but in the present condition of Spain it is idle to expect any such aid.

IT will be seen in our Hamburg correspondent's letter that the German merchants, through their Chambers of Commerce, are now discussing the requirements for their trade with China, necessary to be brought forward in the revision of the Treaty, which shortly expires.

THE P. and O. steamer *Australian*, appointed to take out the next India and China mails from Southampton on the 6th inst., will proceed on through the Suez Canal direct for Hong Kong and Shanghai, with a large cargo.

THE P. AND O. COMPANY'S REPORT.

The following is the report to be laid before the Proprietors of the P. and O. Company, at the half-yearly meteing on the 6th instant.

The Company's Fleet.

In the last annual report five vessels appeared on the list of "ships fitting out and building;" of these, the *Peshawur* has come into active service, this vessel having been despatched to Calcutta, *via* the Suez Canal, in January. The remaining four will probably be available in the following order:—The *Cathay* is to be delivered by Messrs. Denny Brothers, towards the end of June. The *Hydaspes* will be launched by the same firm in about a month, and handed over to the company in August; and the *Malwa* and *Bokhara* are to be completed by Messrs. Caird and Co. in December and February next.

The Directors are happy to report that the navigation of the company's numerous fleet has not been attended by any accident since the date of the last report. The Suez Canal has been made use of when the directors have been informed by the telegraph that particular vessels have left India with unusually large cargoes, and three ships inwards and a similar number outwards have passed through the Canal in the course of the last six months. The *Indus* and *Australia* are about to return to the East by the same route with full cargoes, and three or four of the company's large carrying steamers are expected to leave China immediately with cargoes of new teas, direct for England.

In the last Annual Report, the directors stated, with reference to the contracts they had then entered into for the construction of the four new ships, *Cathay*, *Hydaspes*, *Malwa*, and *Bokhara*, that additional measures in the same direction might shortly become necessary, and the proprietors will not therefore be unprepared to learn that contracts have been signed with Messrs. Denny Brothers for building four more vessels of about 2,500 tons register each, with engines of 450-horse power on the compound principle. It is proposed to call these ships the *Venetia*, *Lombardy*, *Gwalior*, and *Nizam*.

The directors have referred so frequently in their later reports to the changed conditions under which trade with the East is now carried on, and to the absolute necessity of meeting these altered circumstances by the employment of ships combining large cargo capacity with that superior class of accommodation for passengers which has ever been afforded by the company's steamers, that it will not now be requisite to repeat the reasons already given for reinforcing the fleet. It cannot fail, however, to inspire the proprietors with confidence in the ability of the company to keep pace with the existing competition, when they observe that sixteen new ships of this improved type, grossing 50,000 tons, have been contracted for during the last four years.

The Postal Contract with the Italian Government.

A very brief experience of the line to Brindisi was sufficient to demonstrate that, although that port was convenient for mail purposes, and, to a certain extent, for passengers, it was altogether ineligible for cargo traffic, owing to the great expense of forwarding goods by rail to and from the manufacturing districts of Italy and Central Europe. As regards cargo, the steamers on this line have therefore been running empty, while the company have been compelled to pay to opposing lines very considerable sums for conveying goods to and from Genoa, Marseilles, Venice, and Trieste, in connection with the company's steamers east of Suez. This disadvantage has not only caused a serious loss in working the Brindisi line, but it has also debarred the company from

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meeting in any adequate manner the increasing requirements of Eastern trade in connection with the Continent. It was therefore necessary to adopt some measures calculated to obviate these drawbacks, otherwise it appeared certain that the company must continue to lose by the Brindisi line, and at the same time have to encounter competition from ports more conveniently situated for the transport of goods.

The Italian Government had for some years subsidised a line of steamers belonging to the Adriatic and Oriental Steam Navigation Company, between Brindisi and Alexandria, with an extension for freight purposes to Ancona and Venice, and as from the time the line between Brindisi and Alexandria was occupied by this company's ships the Italian line became unnecessary for postal work, a position of affairs was created which afforded an opening for negotiations between the Italian Government, the Adriatic and Oriental Company, and this company, and these at length resulted in a convention, which only awaits the formal ratification of the Italian Parliament and the King of Italy. Under this convention the Adriatic Company are to receive from the Italian Government an indemnity in consideration of the abandonment of their contracts, which had to run until February, 1878; and this company are to receive an annual subsidy of 500,000 Italian lire (about £19,000) for the remaining term of that contract, in consideration of the extension of their line to Ancona and Venice. By this operation the best interests of the company will be served.

The position of Venice, since the completion of the Brenner and other lines of railway, is such as to confer advantages upon that port equal to those possessed by any other port in the Mediterranean for Eastern traffic, and the directors confidently look forward to the development of a remunerative business from this extension of the company's work. At the same time, the withdrawal of the Adriatic and Oriental Company will at once place this company in possession of a local traffic now carried by the former between Venice and Alexandria.

The Election of a New Director.

The board now consists of ten, being the minimum number provided for by the company's deed. This circumstance would not, however, of itself have led the directors to suggest the election of a new member, but they recommend that course for the following reasons:—In the early part of the present year Mr. James Allan, who was elected a director in 1849, and managing director shortly afterwards, communicated to the board his desire to be relieved wholly or partially from the duties of his office, placing his future position, with characteristic disinterestedness, entirely in the hands of his colleagues. An arrangement resulted under which Mr. Allan retains his seat at the board, and his post of managing director, but with a diminished amount of labour and a modified rate of remuneration; and the directors are persuaded that the proprietors will learn with satisfaction that a gentleman so long associated with the company will continue to afford the management the best advice his great experience may suggest.

The active duties assigned to the managing directors would thus in a great measure have devolved upon Mr. Bayley, and the directors consequently resolved to recommend the proprietors to place them in a position to strengthen this department, by electing Mr. Thomas Sutherland to a seat at the board, as necessary to his appointment as managing director. Mr. Sutherland commenced his career in the company's service about twenty years ago, and after filling the important post of superintendent at Hong Kong for some years, and paying visits of inspection to most of the company's foreign stations, was appointed an assistant-manager on the London establishment in 1868. He has always displayed an amount of zeal and ability in the discharge of his duties which enables the directors to recommend him with confidence for the appointment he now seeks at your hands.

It only remains for the directors to report that the financial result of the company's business for the six months ending 31st March enables them to recommend the declaration of an interim dividend of three per cent., free of income-tax, for the half-year.

Monetary and Commercial.

Telegrams received on Friday last report the opening of the Foochow tea market at rates considerably higher than last year.

The report of the P. and O. Company, to be presented at the meeting on Thursday next—which we publish in full in another column—states that under the recent convention with the Italian Government, extending the line to Ancona and Venice, the company will receive an annual subsidy until 1878 of about £19,000. Four steamers are now being built for the undertaking, making sixteen new ships contracted for during the last four years.

At the meeting of the Anglo-Mediterranean Telegraph Company (Limited) a dividend was declared at the rate of 15 per cent. per annum; at that of the Marseilles, Algiers, and Malta Telegraph Company a dividend at the rate of 5 per cent. per annum; at that of the Falmouth, Gibraltar, and Malta Telegraph Company (Limited), a dividend was declared of 2½ per cent. for the quarter ending March, making, with the interim dividend already paid, a total for the six months at the rate of 8½ per cent. per annum; at that of the British Indian Submarine Telegraph Company (Limited), a dividend of 2½ per cent. was declared for the quarter ending March, making, with the previous payment, a total distribution for the half-year at the rate of 9 per cent. per annum.

At a meeting of the Newcastle Chamber of Commerce some correspondence which had taken place between the Chamber and the Suez Canal Company was read, relating to the proposals of the company to charge dues on the gross tonnage instead of the net registered tonnage. In the opinion of the Chamber, the Canal Company were so restricted by the concessions which were made when it was opened as an international navigation route that it is not within their power to adopt the proposed regulations. A committee was appointed to draw up a letter to Earl Granville, stating the views of the Chamber on the subject.

We understand that the shipowners decline to make any concession from the practice they have introduced for the payment of freight inwards, and the negotiations for adjusting the terms for an inward Bill of Lading may therefore be considered at an end.

The following is the text of the Act repealing the duties upon Tea and Coffee in the United States as officially published:—

Be it enacted, by the Senate and House of Representatives of the United States of America in Congress assembled:—That on and after the first day of July next, Tea and Coffee shall be placed on the free list, and no further import duty shall be collected upon the same; and all Tea and Coffee which may be in the public stores or bonded warehouses on said first day of July shall be subject to no duty upon the entry thereof for consumption, and all Tea and Coffee remaining in bonded warehouses on said first day of July upon which the duties shall have been paid, shall be entitled to a refund of the duties paid.—Approved May 1, 1872. The foregoing is a correct copy of the Act as passed by Congress, and approved by the President.

EDWARD M'PHERSON, Clerk House of Representatives.

A useful table showing the cost of Grey and White Shirtings to China including all charges has been compiled by Mr. J. S. Ranken, of St. Mary Axe.

Bar Silver is not quite so firm, and the price may be considered as fractionally lower, the quotation being 60 1-16d. We have received about £45,000 from New York, £5,000 from the Brazils, and about £20,000 from the West Indies. Mexican Dollars remain as last quoted, having been sold at 62d. per oz. for the old, and 59⅜d. per oz. for the new coinage.

ARTICLES OF IMPORT.

TEA.

There has been no improvement in the tone of the market during the past week. The earlier opening and large settlements of Tea at Hankow and the southern ports have caused a greater desire on the part of importers to realise upon old Teas before the arrival of the new; and the private contract demand being very small, resort has again been had to public sales without reserve, the result being a further decline in many kinds. Public sales took place on the 24th, 27th, and 28th ult., comprising 10,294 packages, and the whole sold without reserve. Further large sales are announced for the 6th inst. The deliveries for the week have amounted to 3,246,778 lbs., against 3,640,873 lbs. last year.

Black.—Red-leaf kinds: Siftings and broken-leaf kinds have sold rather in buyers' favour. Fair to good common show no change, but the demand is quiet. Fair to good Kaisows have been sold at rather lower rates. In fine to finest there has been nothing doing. Pak Lin kinds are without change. Black-leaf kinds: Low kinds remain in full supply, and prices still show weakness. Fair to good common have been neglected. Fair to good medium have been sold at a decline of ½d. to 1d. per lb.; fine also fully 1d. per lb. lower; finest remain firm, there being very few in first hands. Amoy kinds are without change. New-make Canton kinds: Sales made, at public auction, show a reduction of 1d. to 1½d. per lb. for fair to good kinds. Some parcels of low Tea, from Macao, have been offering without finding buyers. Oolongs: There has been some demand for export for kinds free from dust, and prices show an advance of 1d. per lb. In Souchongs and Flowery Pekoes transactions have been small, prices remaining unchanged. Scented Teas: Canton Capers have sold ½d. to 1d. per lb. lower for fair kinds, fine remaining firm. Foo Chow kinds have sold rather lower. Canton Orange Pekoes have been steady at former prices. Foo Chow kinds have sold rather lower for good medium quality. Uncoloured Japans have been firm at previous prices. Green: The market remains firm, and prices have been steady. Young Hysons are still in demand for export. Canton Gunpowders have sold rather lower at public sale for common kinds.

SILK.

During the past fortnight the market has been fairly active, and much business has been done in Japan and filature Bengals; Chinas have not been in so much demand, although during the last few days they have been inquired for, owing to the high cost at which the new season in Shanghai has opened. The reports of the European crops are not altogether satisfactory, especially in France. Deliveries from 1st to 29th ult.:—

	1872.	1871.
China	2,059	2,506
Canton	975	799
Japan	803	549
Bengal	443	278
Total ...	4,371	4,382 bales.

LONDON QUOTATIONS.—MAY 13.

CHINA.	
Tsatlee, No. 1	30s 0d. to 30s. 6d.
,, ,, 2	28s. 6d. to 29s. 0d.
,, ,, 3	27s. 6d. to 28s. 0d.
Red Peacock	24s. 9d. to 25s. 0d.
Yuenfaa and Hainin, Nos. 1, 2, and 3 ...	23s. 0d. to 25s. 6d.
Taysaam Keying, Nos. 1, 2, and 3	23s. 0d to 27s. 6d.
Long Reel	19s. 6d to 21s. 0d.
Canton	14s. 0d. to 22s. 6d.
Chinese Thrown	24s 0d. to 25s. 6d.
JAPAN.	
Malbas and Sinchu, Nos. 1, 2, and 3 ...	24s. 0d. to 29s. 0d.
Idah, Nos. 1 and 2	26s. 0d. to 28s. 0d.
Sodai, Nos. 1 and 2	24s. 0d. to 26s. 0d.

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Oshiu, Nos. 1, 2, and 3...	25s. 0d. to 29s. 0d.
Koshiu, Nos. 1 and 2	23s. 6d. to 25s. 0d.
Eichizen	21s. 0d. to 25s. 0d.
Mashta	21s. 0d. to 24s. 0d.
Hatchioji	21s. 0d. to 22s. 0d.

COFFEE.

The activity noticed in our last report has increased during the present week, and a considerable business has been done at a further advance of 1s. per cwt. in both Plantation and Native Ceylon. The current rates at the public sales are as follows: *Plantation*, triage and ordinary 65s. 6d. to 74s., small grey to coloury, 73s. to 77s., low middling grey 77s. to 79s., middling 79s. 6d. to 83s., good middling to fine middling coloury 83s. 6d. to 91s., fine to superior bold coloury 95s. to 100s., peaberry 89s. 6d. to 93s. *Native*, ordinary 68s. to 68s. 6ds. fine ordinary 71s. to 71s. 6d., fine bold 73s. to 75s., peaberry 74s. to 75s., garblings 43s. 6d. to 52s. The quotation for Native to arrive has reached 72s. per cwt.; being an advance of 1s. 6d. The only sale of other East India has been 412 bags Singapore, dull to Pari Pari at 68s. 6d. to 70s. 6d.

SUGAR.

There has been a steady demand during the week, and the business done has been at fully last mail's quotations. The following are the details of the business done:—

Manila—At public sale 1,000 bags clayed (duty 4s. 9d.) at 31s. 6d., 100 tons Taal unclayed at 24s. 7½d., and 300 tons ditto at 25s. Privately 1,800 bags clayed (duty 4s. 9d.) at 31s. 3d. For arrival 700 tons superior Ilo Ilo distant shipment per Osaka at 30s. 6d. landed terms for London.

Penang.—In auction 306 bags 114 baskets date bought in at 25s. Privately 120 baskets low date sort sold at 23s. 6d.

China, Java, and *Siam*.—No sales.

CAMPHOR.—*China*: The market has been very quiet during the past fortnight, buyers holding off on the anticipation of a decline in price on the arrival of considerable supplies now due per Meteor and other vessels. The current quotation is £4 7s. 6d. per cwt., but few transactions have been effected. *Japan*: Nothing doing; prices nominal.

CHINA GRASS.—Scarcely any demand; a few bales very fine white have been quitted at £55.

CHINA ROOT.—Very dull; quotations nominal.

CINNAMON.—The periodical sales held on the 27th ult. offered an unusually small quantity, viz., 995 bales Ceylon and 188 bales Tellicherry, against a total of 3,439 bales at the February auctions, and 2,032 bales at this time last year. Although the supply was small the sales went off without spirit, and prices were barely equal to those recently paid by private contract, but compared to the previous quarterly sales prices of ordinary qualities and third sort show an advance of 1d. to 2d., the good and fine sorts selling at a frequent rise of 1d. per lb. At and after the sales about 670 bales Ceylon found buyers at the following rates:—First sort, a few lots very superior sold at 3s. 6d. to 3s. 9d.; good to superior, 3s. 3d. to 6s. 7d.; low medium to good medium, 2s. 10d. to 3s. 2d.; second sort, fine to superior, 3s. 2d. to 3s. 5s.; medium to good, 2s. 8d. to 3s. 1d.; ordinary 2s. 3d. to 2s. 7d.; third sort, good to superior, 2s. 8d. to 3s. 1d.; low to medium, 1s. 7d. to 2s. 7d.; fourth sort, ordinary to good 1s. 8d. to 2s. 3d. Of chips the offers were also limited in quantity comprising only 811 bales, of which about 400 bags found buyers at about previous rates, medium to good chips at 4¼d. to 6¼d., broken quill 1s. 1d. to 1s. 6d. per lb. The stock of Ceylon Cinnamon is about 6,851 bales, against 8,466 bales at the corresponding date last year, and of Chips 16,592 packages, against 20,222 packages. The next sales are fixed for the 26th August.

COLOMBO ROOT.—Market quiet at about last quoted rate, viz., 32s. for fair quality.

COCOA NUT OIL.—The market presents an unsettled appearance, owing to the fact of recent speculative purchasers of Ceylon having forced their stocks on the market. The current market price of Ceylon is £35 to £36, and of Cochin £40 to £41 per ton. At public sale of 535 casks Ceylon offered, 19 pipes sold, fair at £35 10s., brown £33 15s., one lot £34, the remainder being bought in at £35 5s. to £36. Stock, 7,168 tons, against 5,705 tons. Afloat, about 5,537 tons Cochin and Ceylon, against 2,056 tons Cochin and Ceylon same time last year.

COPRA.—The market is firmer, but there is no business to report in Penang.

CUBEBS.—Large arrivals and little demand; a few transactions effected at 25s. for average quality.

CUTCH is extremely dull, and to sell lower prices would have to be taken. At auction, 868 bags Calcutta were bought in at 23s. 6d. to 25s. per cwt.

DRAGON'S-BLOOD.—Market steady but quiet; quotations remain as last given, viz., good lump £8, common £4 17s. to £5, dust £3 10s. per cwt.

EBONY.—There is a good demand for Ceylon, but the supply is short, and transactions are limited in consequence.

ESSENTIAL OILS.—*Aniseed* has been very inactive, with only small trade done at 10s. 6d. to 10s. 9d. per lb., but at the close rather better rates are obtainable, and sales are reported at the higher figure. *Cassia*: Holders firm, with business at 6s. per oz. *Nutmeg*: Quiet; 4 cases retired; nominal quotation, 6½d. to 7½d. per oz. *Cinnamon* continues scarce, and fine is much wanted; common is difficult to sell, 10 cases retired at public sale. *Citronelle*: Rather better; 81 cases mostly sold at 2¼d. per oz.; large sales of Fisher's reported at 2¼d. per oz.; good enquiry for floating lots. *Lemon Grass*: Firm; a single case sold at 4⅛d.

GALLS.—*China*: The rates paid have been somewhat irregular, but on the whole show little alteration from last quotations; 187 cases have been sold at auction at 55s. to 57s. 6d., but some 300 cases sold since privately at 56s. to 56s. 6d., and 150 cases afloat at 55s. *Japan*: In fair demand but no supplies have been placed on offer.

GALANGAL ROOT.—No transactions during the fortnight.

GAMBIER.—A rather steadier feeling prevails, but the business doing is only moderate. At auction, 400 bales 4,450 mats Cubes partly sold at 24s. to 24s. 6d. for fine free pale, and 23s. 6d. for good; 575 bales block part sold at 21s. per cwt. Privately on the spot, 300 bales block at 21s. to 22s.; 25 tons, now landing, at 19s. 9d. ex ship; and for arrival, 150 tons May-June shipment at 18s. 6d. per cwt., ex ship.

GUTTA-PERCHA.—Market very quiet, and prices lower; 180 baskets and 4,280 blocks, &c., offered at sale, a few of the baskets only sold at 1s. 2¼d. to 1s. 3¼d. per lb. for middling white and reboiled.

GUMS.—*Benjamin*: Siam continues steady, but quiet; there is a large stock of common qualities. Sumatra is also steady; of 21 cases at auction a few only sold—good seconds £8 10s. to £8 12s. 6d., thirds 82s. 6d. *Copal*: Steady but inactive, 420 cases chiefly sold in auction at 32s. to 32s. 6d. for fair hard and little drossy, and 20s. to 25s. dark and yellow soft. *Damar*: Quiet and cheaper, of 106 cases offered one-third sold at 56s. to 56s. 6d. for good Batavian in sorts. *Gamboge*: Steady but quiet.

HEMP.—There has been less doing in Manila during the present week, but the prices quoted in our last report are maintained.

INDIA-RUBBER.—No business in East India descriptions.

ISINGLASS.—No transactions since the periodical sales reported on in our issue of the 20th ult.

JAPAN WAX.—The heavy supplies lately on the market having been to some extent cleared, a steadier tone has been manifested, and prices have become somewhat firmer. About 340 cases have been quitted at £4 5s. for good, and £4 7s. 6d. to £4 8s. 6d. for very fine saucers.

MUSK.—Market very firm; 61 caddies at auction, all sold at full figures, viz.:—41s. to 47s. per oz. for fair to very good selected well-shaped pods; 19s. 6d. to 24s. rough and bally; pickings 28s. 6d. to 29s. 6d. 2 tins Grain brought 60s.

PEPPER.—*Black*: A rather animated demand has been apparent, and some 3,000 to 4,000 bags have been sold at 5¾d. to 6d., at which latter figure the market is firm. About 2,000 bags are reported sold, for delivery in May to September at 5¼d. to 6d.; only 45 bags at auction sold at 5¾d. In Singapore sales have been retail at 6¾d., the previous value; 161 bags offered at auction and retired. *White*: Is dull, and selling slowly at late prices. Sales effected for delivery all this year at 11d. to 11¼d.

PLUMBAGO meets a fair demand, and good and fine lump is of ready sale at extreme rates. At auction, 1,272 barrels chiefly sold, common dull to fine bold bright lump 21s. to 35s. 6d., chips 17s. to 24s., dust 5s. to 12s. 6d. per cwt.

RHUBARB.—The market for China has been a little irregular, but about previous prices have, on the average, been maintained at the sales; and of 170 cases offered, nearly the whole was sold, bold selected good fracture and coat 3s. 6d. to 4s. 7d. per lb.; rather roughish and dull coat, but good pinky and grey fracture, 2s. 4d. to 2s. 11d.; medium and bold rather darker break, 1s. 11d. to 2s. 4d. per lb.

RICE.—Only a limited business has been transacted either on the spot or for arrival. On the spot, Bengal has sold as under—ordinary at 10s. 3d. to 10s. 9d., middling at 10s. 10½d. to 11s., good at 12s., fine pearly but damaged at 13s. 6d.; Askoolie at 10s. 7½d., and to arrive 10s. to 10s. 3d. quay terms; Ballam at 8s. 4½d. to 8s. 6d. quay terms, on the spot at 8s. 3d. to 8s. 7½d., fine at 8s. 9d. to 8s. 10½d.; Madras at 11s.; Rangoon on the spot at 8s. 7½d. to 9s. for fair to slight heated, February sailing at 10s., and April-May at 10s. 1½d., Continental terms or ex ship, London; Bassein at 9s. 4½d. ex ship; Necranzie at 9s. 3d. on the spot, and at 9s. 6d. to 9s. 7½d. open charter and ex ship terms, May sailing.

SAGO.—Remains steady, but quiet; of 270 bags at auction, part sold at 17s. to 17s. 6d. per cwt. for fair small. *Flour* steady; rather more inquiry at the close. About 1,500 bags sold privately at 15s. 6d.

SAPANWOOD.—*Manila* and *Siam*: The stock is small and holders are firm; in public sale 15 tons Manila and 7 tons Siam were bought in at £14; privately a small parcel of Manila has been quitted at £11 10s. *Ceylon*: Firm and good demand; of 45 tons at auction a portion sold at £9 2s. 6d. to £9 7s. 6d. per ton for the damaged portion.

SOY.—The prices continue to decline, and of 180 casks offered in the public sales only a few have found buyers at 2s. 1d. per gallon.

SPICES.—*Cinnamon*: The periodical sales are reported on above. *Cassia Lignea*: Quiet on the spot, but to arrive about 2,000 cases have been sold at about 90s. for distant sailing, unworked quality. On the spot pile 1 sells at 115s.; do. 2, 105s.; do. 3, 100s.; and unworked, 100s. *Cassia Vera*: No Padang or good Singapore offered. Japan: 40 boxes coarse sold at 35s. per cwt. *Cassia Buds*: Very quiet; nearest selling value for good bright genuine undrawn about £7 to £7 5s. *Cloves*: Very firm, 520 bags Amboyna sold at 4¾d. to 6¼d. per lb. for middling, and there are buyers now at higher figures, 1 case Penang sold at 1s. 3¼d. per lb. *Nutmegs*: Quiet; of 12 cases at public sale, part sold at 3s. per lb. for 107's. *Mace*: Very flat, and only moderate trade at previous value. 2 cases sold at auction at 3s. 7d. for good.

STAR ANISEEDS.—Owing to scarcity, small orders have been executed at the advanced price of £6 12s. 6d. per cwt.; 100 cases have lately arrived, and very large arrivals are looked for on the Continent—these will doubtless affect prices.

STICKLAC.—There is but little doing, and all parcels brought to auction have been withdrawn; the nominal value of fine free Siam is £4 8s. to £4 10s. per cwt.

TIN.—Immediately after our last report holders, who had previously been firm, gave way, and showed some disposition to press sales, and prices declined. At the close there is more firmness, and quotations have slightly recovered, but are still below those of last report. Straits, on the spot, stands at £152; afloat, £148 to £150; Banca, 158; Billiton £156 per ton.

TAPIOCA.—Steady, but very quiet.

TURMERIC.—*China*: Firm at the last quoted rates, viz., 16s. to 17s. per cwt. *Java*: Very dull.

VERMILION.—An offer of 40 boxes, newly arrived per Australia, has been sold at 4s. to 4s. 3d. per lb.

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Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
May24	Manfred	Smith	Maulmain	Texel
25	Nieuwe Waterweg	v.d. Valk	Sourabaya	Do.
25	Alice	Pounder	Penang	London
25	Ajax (s.)	Kidd	Sing., China, &c., S.C.	Do.
23	Tyburnia	Stephens	Java, for Amsterdm	Off Prawle Poin
25	Hohenzollern	Nasagan	Hong Kg., for Altona	Off Falmouth
24	Jacoba Helena	Immerzeel	Singapore	Liverpool
25	Cingalese (s.)	Black	Rangoon, &c.—S.C.	Do.
23	Queen of the Colonies	Jones	Pasaroeang	Brouwershaven
18	Alnwick Castle (s.)	Freeman	Colombo, &c., via S.C.	Trieste
27	Isabella Ridley	McRae	Ceylon	London
27	Crosby (str.)	Valle	Galle, &c.	Do.
26	Jos. Hayden	Haupt	Rangoon	Liverpool
11	Clementia	Harding	Amoy	New York
14	Ada	Jones	Yokohama	Do.
25	Tenasserim (str.)	Brown	Rangoon, &c.—S.C.	Glasgow
11	Chusan	Roy	Foochow	New York
16	Ellen Monroe	—	Hong Kong	Do.
11	Bengal	Bates	Batavia	Boston
27	Felix Mendelssohn	Barber	Hong Kong	Cardiff
29	Blanche	Bambrough	Singapore	London
27	Galilei	v.d.Mey	Batavia, for Amstdm.	Off Dungeness
	Leucothea	Groves	Java, for Rotterdam	Plymouth
26	Sinbad	Kooy	Pasaroeang	Texel

DEPARTURES.

Date.	Ship.	Captain.	For	From
	Presto	Ingens	Macassar	Amsterdam
May21	Irwell	Brown	Hong Kong	Penarth
23	David C. Fleming	—	Galle	Dundee
18	Himalaya	M'Pherson	Hong Kong	New York
24	Proteus	Murphy	Cardiff & Singapore	London
23	Blackwall	Simpson	Singapore	Cardiff
24	Surprise (s.)	—	River Amoor, &c.	Hull
25	Eleanor	Brown	Penang	London
25	Glaucus (s.)	Wilding	Sing., China, &c., S.C.	Liverpool
23	Traviata	Breckwoldt	Foochow	Cuxhaven
27	Paracca	Phillips	Yokohama & Hiogo	London
	Ada	Wiebenga	Batavia	Rotterdam
25	Fair Wind	Perkins	Singapore	Cardiff
25	Bessie H.	Chisholm	Trincomalee	Do.
26	Buenaventura (s.)	—	Manila & Sing.—S.C.	Liverpool
	India Packet	Diepering	Batavia	Amsterdam
28	Westward Ho!	Thomas	Singapore	Liverpool
Apr.17	Lola	Garcia	China	Callao
22	Fray Bentos	Mota	Macao	Do.
May27	The Royal Family	Osborne	Shanghai	Cardiff
28	Margaret Pugh	Jones	Hong Kong	Do.
27	Anna Digna	Zwaneveld	Do.	Newcastle
27	Carmelita and Ida	Jensen	Do.	Hamburg
25	St. Aubin	—	Yokohama, v. Cardiff	Liverpool

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
May 27	Sarpedon	Liverpool	Singapore, China, &c.
	Calcutta	London	Colombo, &c.
	Atalanta	Cuxhaven	Penang, &c.
26	Macgregor	Leith	Shanghai

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Trafalgar. For Colombo, &c.: Russia, Aral.

SAILING VESSELS.—For Yokohama and Hiogo: Glamorganshire. For Yokohama: Cleta. For Shanghai: Scindia, Elizabeth Graham, Black Prince, Tonbridge, Albert Victor. For Hong Kong: Carricks. For Manila: Maria. For Singapore: Empress of India, Kate Carnie, Kingsbridge. For Penang: Alice. For Batavia and Sourabaya: Dora. For Batavia, Sourabaya, and Samarang: Peter Dickson, Union. For Bangkok, &c.: Latona. For Colombo: Ann Millicent. For Colombo, &c.: Speedwell, Strata Florida.

At LIVERPOOL.—For Yokohama and Hiogo: Mary Moore. For Hong Kong (via Cardiff): Imperieuse, Sebastian Bach. For Manila: Alejandro. For Batavia and Sourabaya: Jorgen Bruhn. For Colombo, &c. (via S.C.): Azalea (str.). For Galle, &c.: Lady Douglas.

At GLASGOW.—For Hong Kong: Cartvale. For Batavia and Sourabaya: County of Lancaster. For Singapore: Min. For Galle and Penang (via S.C.): Fitzpatrick (str.).

SPOKEN.

BATAVIA, Amsterdam to Samarang. April 5, 15 S., 30 W.
MARIE AND ELIZABETH (Dut. ship), Bat. to Rotdm., April 23, 28 S., 59 E.
JAMES KENNEDY (supposed), Newcstl. to Hg. Kg., March 24, 8 S., 144 E.
ANNIE CLARK, Colombo to Marsilles., April 22, 4 N., 29 W., 81 days out.
STAD LEYDEN (supposed), Amsterdam to Batavia, April 15, 3 N., 24 W.
GLENLORA, of London, from Colombo, lat. 48, lon. 8 W.
HELEN WALLACE (?), Sing. to Lpool., 103 days out, May 11, 44 N., 28 W.
COUNTY OF AYR, from Samarang, Feb. 13, south of Bally Straits.
HERMANN, Singapore to Hamburg, May 21, 47 N., 10 W.
JAMES CANADA (?) (ship), London to Singapore, May 12, 45 N., 13 W.
EQUATOR (ship), Sunderland to Batavia, April 11, 10 S., 27 W.
ALHAMBRA (ship), Cardiff to Hong Kong, April 14, 6 S., 27 W.
KVBT, Liverpool to Hong Kong, 39 days out, April 17, 3 N., 25 W.
STAR OF CHINA, Cardiff to Hong Kong, May 20, 49 N., 9 W.
TAITSING (ship), New York to Shanghai, April 4, 1 N., 28 W.
JUNGFRAU, Cardiff to Hong Kong, March 27, 29 S., 26 W.
CAVALIER, Liverpool to Hong Kong, April 6, 14 S., 20 W.
GLORIA (barq.), London to Manila, May 7, 38 N., 14 W.
FLEVO, Sourabaya to Amsterdam, May 5, 3 N., 32 W.
BENARES, Cardiff to Hong Kong, April 3, 22 S., 29 W.
ADAME (barq.), Ceylon to London, 91 days out, May 8, 40 N., 34 W.
KHVT, Sunderland to Hong Kong, April 9, 6 S., 27 W.
SELIM, Shields to Anjer, April 15, 3 N., 21 W.
ARCHOS, Glasgow to Hong Kong, April 16, 4 N, 22 W.
ASIA, Java to Rotterdam, April 5, 6 S., 16 W.
IRVINE, London to Hong Kong, April 9, 2 S., 20 W.
LAURA and GERTRUDE, Cardiff to Hong Kong, April 30, 24 N., 34 W.
JOHANNA MARGARETHA, Rotterdam to Batavia, March 28, 17 S., 30 W.
REINE DU PACIFIC (?) (Eng.), Macao to London, May 8, 40 N., 16 W.
JOHANNA (Dutch ship), Amsterdam to Batavia, Mar. 30, 27 S., 28 W.
LEW. (Dutch barque.), Bermuda to Sourabaya, March 25, 13 S. 33 W.
ATTILIA, Sourabaya to Falmouth, May 16, 23 N., 42 W.

FREIGHTS AND CHARTERS.

Rates of freight to the East have considerably declined since our last issue. In coal freights we have but little alteration to report, and rates rule as quoted below.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 85s. meast. To Hiogo: 85s. meast. To Nagasaki: 85s. meast. To Hankow: 100s. meast. To Shanghai: 60s. weight or meast. To Foochow: 100s. meast. To Hong Kong: 60s. weight or meast. To Manila: 100s. meast. To Singapore and Penang: 60s. weight or meast. To Sourabaya and Samarang: 95s. meast. To Batavia: 90s. meast. To Padang: 100s. meast. To Saigon: 100s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Hiogo: 35s. weight 40s. meast. To Yokohama: 35s. weight, 30s. meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 35s. weight or meast. To Manila: 35s. weight. To Batavia and Sourabaya: 20s. weight, 25s. meast. To Samarang: 25s. weight, 27s. 6d. meast. To Singapore: 20s. weight, 25s. meast. To Penang: 20s. weight, 25s. meast. To Ceylon: 20s. weight or meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £33. To Penang: £25. To Singapore: £23 10s. To Galle: £20. From Newport, Cardiff, or Swansea, per ton, —. To Yokohama or Nagasaki: 40s. To Chefoo: 47s. 6d. To Shanghai: 42s. 6d. To Hong Kong: 35s. to 37s. 6d. To Manila: 23s. To Singapore: 24s. to 25s. To Cheribon, 21s. To Colombo: 22s. 6d. To Galle: 21s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Singapore, 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

The American ship Leucothia, acting Captain Frobete, from Sourabaya, for Amsterdam, which put into Plymouth Sound on 29th inst., short of provisions, and to provide new boats, reports having encountered a hurricane from the north-east on Feb. 2 in lat. 29 S., lon. 54 30 E., when a heavy sea struck the ship and washed overboard the late master (Crowell) and one man from the wheel, carrying away at the same time all four boats, the rails and skylights, doing considerable other damage, and throwing the ship on her beam ends.

Further advices from Cape Town, dated May 19 (? April), state that an additional quantity of cargo consisting of 571 bags coffee, 346 serons sugar, and 29 packages of tobacco, had been sold in a damaged condition, ex Anna Margaretha, v.d. Straaten, from Banjoewangie to Rotterdam, which vessel put into Table Bay, March 2, leaky.

The Mimi P. (Aust. barq.), Randich, from Formosa to London, with sugar, put into Mauritius April 27, for provisions and water, and was afterwards towed in the harbour to undergo repairs.

The Ada, Jones, which arrived at New York, May 14, from Yokoham, reports having encountered a severe cyclone, on Feb. 22, veering from N.W. to S.E., and lasting 19 hours, during which her bulwarks were stove, sails blown away, and decks swept.

The vessel reported from Hong Kong as totally lost on the Paracels is thought to be the Aline (Germ. ship), the master of which arrived at Hong Kong previous to March 20. The Aline, Hupper, from Macao to Hamburg, passed Anjer March 18.

Advices received from Manila, by telegram from Singapore, dated May 29, state that the Lorton (barque) had been totally lost on Goulou (? Sulu) Islands; the crew took to the boats, and landed at Cebu.

MISCELLANEOUS

At MAURITIUS.—April 14, Albion, Griffin, from Singapore.

At RIO JANEIRO.—April 30, Cavour, Evans, sailed for Galle.

The Mallard (barq.), from Java to Boston, with sugar, which was towed into Halifax, N.S., May 8, dismasted, &c., by the Nebraska (str.), had been seized on account of the latter vessel for salvage.

At TABLE BAY.—April 21, Wm. Fruing, Chevalier, and sailed for Hong Kong.

At ST. GEORGE D'ELMINA.—March 20, Robertus Hendrikus, Hagenaats, sailed for Batavia.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Beer in Bulk.	Beer in Glass	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Tar and Pitch.	Earthenware & Glass.	Candles and Soap.	Ham, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tns.	Tons.	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	Brls.	£	Cwt.	Cwt.	£	£	£
Glensannox, str., via S.C....	Singapore, &c.	London.	May 4	...	...	...	...	...	210	1319	1480016	43540	...	...	320	...	12100	...	...	2	17	622	124	...	1ck	619	...	...	...	395	102	8	235	133	20
Do. do.	Hong Kong ...	,,	,, 4	...	...	25	1	...	385	618	462210	42155	...	1200	2380	...	44100	2	3	153	64	40	200	175	547	483	...	9	...	53	18	29	58	222	91
Do. do.	Shanghai	,,	,, 4	...	...	...	51	...	247	481	2759142	236200	1647	20	15504	...	...	...	...	...	2	192	469	6	3	251	572	85	...	94	4	...	49	243	21
Do. do.	Japan	,,	,, 4	...	...	...	...	...	...	235	..	25536	1150	100	5149	...	...	...	...	...	48	...	...	...	235	213	...	...	...	113	20	...	95	14	70
Calcutta, str., via S.C.	Colombo	,,	,, 8	...	3	...	...	2	624	409	425772	284305	...	...	230	...	...	57	...	...	300	271	200	...	130	831	...	...	...	136	5	1cs.	282	37	164
Delta, str.	Do.	,,	,, 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	20	2	116	66	...	...	...	...	...	...	...	...	...	...	5	110	...
Do.	Singapore, &c.	,,	,, 10	...	...	...	...	...	...	...	21160	...	...	...	121	...	...	...	...	...	...	...	...	...	65	311	...	...	...	13	...	...	...	...	...
Do.	Batavia	,,	,, 10	...	...	...	...	...	...	...	119126	30358	93	...	85	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do.	Hong Kong ...	,,	,, 10	...	...	...	...	...	...	92	2500	...	...	200	4731	135	20000	...	...	...	...	...	...	...	...	...	...	...	...	3	...	373	134	...
Do.	Foochow	,,	,, 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5cs.	...	5cs.	5ca.	...	...	...	...	...	1ca.	...	5ca.	...	...
Do.	Shanghai	,,	,, 10	2	...	...	...	...	13	489	40190	200	...	...	4025	233	...	...	...	28	65	...	...	...	53	871	...	...	...	14	...	...	10	15	...
Do.	Yokohama	,,	,, 10	20	13	...	21	6	554	194	71255	139102	...	2155	5099	15	2000	...	...	32	...	27	58	...	132	1206	...	...	...	70	...	1cs.	91	49	198
Do.	Eastern Ports	,,	,, 10	...	...	...	...	...	93	397	19284	...	...	83	10550	...	...	10	...	...	9	...	48	...	115	61	...	...	...	26	6	7	427	44	165
Cyphrenes, str., via S.C. ...	Singapore, &c.	,,	,, 17	...	...	...	...	...	40	458	1331483	27134	...	790	...	...	22000	..	...	336	...	...	147	...	...	702	...	...	...	...	20	...	134	40	22
Do. do.	Hong Kong ...	,,	,, 17	45	.	11	...	...	...	245	1455144	2800	...	...	3682	550	100000	3	11	145	102	327	80	...	180	687	240	...	...	16	...	4	...	147	...
Do. do.	Shanghai	,,	,, 17	46	41	2	...	...	125	650	4148465	122930	812	...	16209	...	...	...	21	100	260	...	425	...	...	4578	...	33	...	10	...	26	134	...	...
Do. do.	Yokohama	,,	,, 17	...	...	...	...	...	750	15	480	...	353	...	4666	...	...	...	...	...	...	...	...	...	140	110	...	...	...	...	...	...	...	...	...
Red Gauntlet, str., via S.C.	Colombo	,,	,, 17	9	8	...	...	...	74	2233	670341	107522	736	208	164	42	54	...	116	917	982	...	737	100	...	1267	120	...	...	68	68	7	99	98	71
Sarpedon, str., via S.C.	Singapore, &c.	Liverpool	,, 8	...	...	...	...	...	60	615	2555 87	197397	...	...	3676	175	31630	..	1	...	...	2	75	250	...	443	...	...	...	...	...	16	25	19	...
Do. do.	Java	,,	,, 8	...	...	...	...	...	...	...	514555	21939	...	...	740	...	7450	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. do.	Manilla	,,	,, 8	...	...	...	...	...	...	...	417254	151126	...	158	...	...	4000	...	...	...	...	...	...	...	...	922	...	...	...	...	...	...	...	...	...
Do. do.	Hong Kong ...	,,	,, 8	...	...	...	...	...	...	50	1292758	5523	...	270	3674	...	31000	...	6	...	...	...	...	...	...	449	...	...	...	20	...	...	...	...	40
Do. do.	Shanghai	,,	,, 8	175	11	...	5	...	243	243	2197536	734483	...	...	2723	...	49510	...	...	...	3	14	25	...	...	314	...	...	...	5	625	...	...	...	75
Do. do.	Japan	,,	,, 8	...	...	...	...	...	45	24	59400	...	...	...	1432	...	12100	...	...	...	...	...	...	...	40	270	...	...	...	...	...	...	...	...	315
Huddersfield	Singapore	,,	,, 18	...	...	...	...	...	...	903	110 0	...	...	...	150	...	...	67	...	...	24	79	250	100	...	...	...	...	330	1004	43	...	11	...	...
Trochrague	Java	Glasgow	,, 13	...	...	...	...	...	77	8	...	...	...	...	...	...	...	12	...	...	...	...	...	...	£4	5	...	...	...	4	£3	...	9	...	...
Laira	Ilo Ilo	,,	,, 14	...	...	...	...	...	3675	3303	7440	...	81	...	...	...	9250	...	104	...	36	...	...	1200	175	...	...	142	...	567	...	...	2	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Glensannox, str., via S.C....	Singpre., &c.	6	12	20	...	201	123	...	30	90	...	...	...	...
Do. do.	Hong Kong	67	20	317	78	247	17	17	392	99	45	...	105	160
Do. do.	Shanghai ...	187	...	310	275	52	...	85	167	...	100	...	1cs.	150
Do. do.	Japan	40	40	94	186	165	...	...	...	48	...	...	...	...
Calcutta, str., via S.C.	Colombo ...	54	30	...	185	16	10	119	34	...	...	...	...	181
Delta, str.	Do.	120	...	...	...	...	...	...	...	...	...	...	...	...
Do.	Singpre., &c.	120	...	314	...	279	35	...	...	...	...	96	...	18
Do.	Batavia	...	...	...	108	...	...	80	...	...	...	...	...	...
Do.	Hong Kong	110	...	64	326	556	...	25	...	...	...	350	...	150
Do.	Foochow ...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do.	Shanghai ...	273	85	330	369	...	...	61	54	...	...	75	...	...
Do.	Yokohama ..	520	121	889	1544	738	47	55	20	5	...	10	...	...
Do.	Eastn. Ports	15	...	1174	300	...	...	...	...	4	...	...	...	...
Cyphrenes, str., via S.C. ...	Singpre., &c.	155	...	10	...	...	...	23	...	231	460	60	369	...
Do. do.	Hong Kong	664	...	331	...	...	14	...	...	...	285	93	...	...
Do. do.	Shanghai ...	87	...	270	241	11	60	185	...	41	...	...	...	50
Do. do.	Yokohama...	214	...	...	568	...	...	140	20	...	...	...	...	40
Red Gauntlet, str., via S.C.	Colombo ...	484	200	351	228	25	43	241	...	530	34	328	1674	44
Sarpedon, str., via S.C.....	Singpre., &c.	15	...	180	75	...	...	18	...	...	...	684	...	...
Do. do.	Java	...	...	...	...	...	280	...	...	...	...	...	...	...
Do. do.	Manila	50	...	...	...	...	...	...	...	...	...	...	...	...
Do. do.	Hong Kong	154	...	...	40	...	...	25	...	...	...	...	...	...
Do. do.	Shanghai ...	68	15	160	35	...	...	...	95	40cs.	...	...	...	2cs.
Do. do.	Japan	...	...	...	...	160	...	...	...	...	...	...	...	...
Huddersfield	Singapore ...	...	...	30	...	...	...	...	...	...	...	...	127	...
Trochrague	Java	...	...	...	...	...	10	...	...	73	...	...	170	...
Laira	Yloilo	9	...	...	...	...	5	40	...	...	...	70	...	...

ADDITIONAL.—Per GLENSANNOX (str.).—To Singapore, &c.: Effects, £104; bags, £380; sugar, 4 cwt.; succades, 15 packages; goods, manufactured, £10; pig iron, 100 tons; cambrics and muslins, £680; billiard, &c., tables, £150. To Hong Kong: Effects, £107; goods, manufactured, £525; cottons, £1,408; corks, £40; flags, £17; woollens, 13 bales; needles, 10 cases; india-rubber manufactures, £63; sugar, 22 cwt.; cambrics and muslins, £55. To Shanghai: Carriage, £154; sugar, 7 cases; machinery, 11 cases; leather, 10 cases; colours, 5 cases; hardware, 25 cases; apparel, 1 case; sponge, £5; woollens, 48 cases; effects, £200; cottons, £1,220; goods, manufactured, £25; clay pipes, 1 case; pig iron, 200 tons. To Japan: Cottons, £200; hemp, £15; goods, manufactured, £320; woollens, 12 cases; clocks, £10; ironware, 1 case; provisions, 3 cases; tortoise hoofs, £216; billiard, &c., tables, £40. To Sourabaya: Plain cottons, 10,800 yards; printed cottons, 13,328 yards. To Macassar: Plain cottons, 25,176 yards; oilmans' stores, £38

Per CALCUTTA (str.).—Corks, £12; effects, £176; condensed milk, 6 cases; clocks, £70; shooks, £95; geneva, 1,075 gallons.

Per DELTA (str.) —To Colombo: Condensed milk, 1 case; goods, manufactured, £6; fruits, 1 cwt. To Singapore, &c.: Effects, £115; goods, manufactured, £16. To Hong Kong: Goods, manufactured, £367; cottons, 13 cases; effects, £16. To Shanghai: Horsehair, £15; effects, £114; goods, manufactured, £150; jewellery, £380; sponge, £5; electro and plated ware, £54. To Yokohama: Effects, £29; seeds, £23; glass, 1 case; clocks, £4; woollens, 16 cases; books, 2 cases; leather, 4 cases; silver coin, £212; firebricks, £90; fireclay, £23; crucibles, £879; tiles, £208; cement, £300; goods, manufactured, 1 case and £1,025; cottons, 11 bales; gold, £22. To Eastern Ports: Effects, £4; cement, £155; chocolate, 20 lbs.; cottons, 33 bales; tea, £56; linen, 2 cases; sugar, 21 cwt.; oilmans' stores, 2 cases; electro and plated ware, £80.

Per CYPHRENES (str.).—To Singapore, &c.: Bags, £36; carriage, £105; goods, manufactured, £105; effects, £50; thermometers, £7; watches, £180; cottons, £714. To Hong Kong: Oakum, £28; effects, £193; cottons, £200; scientific instruments, £20; thread, £12; carriages, £10; felt, £67; goods, manufactured, £25; electro and plated ware, £55. To Shanghai: Telegraph materials, £75; carriages, £70; cottons, £5,547; effects, £25; jewellery, £150; succades, 10 cases; optical instruments, £29; india-rubber packing, £32; vinegar, 1 cask; sugar, 1 cwt.; patent packing, £56; electro and plated ware, £155; geneva, 18 gallons. To Yokohama: Cottons, £280; scientific instruments, £90. To Sourabaya: Hosiery, £95; boots, £20; plain cottons, 48,000 yards; woollens, £47.

Per RED GAUNTLET (str.).—Sacks, £80; scientific instruments, £36; goods, manufactured, £58; effects, £311; matches, £154; india-rubber, £214; coffee, 3 barrels; sugar, 2 cwt.; pictures, £120; jewellery, £25; sponges, £4; fruits, 7 cwt.

Per SARPEDON (str.).—To Singapore, &c.: Cottons, 2 cases. To Hong Kong: Pictures, £100; merchandise, £660; optical and nautical instruments, &c., £98; effects, £125. To Shanghai: Cottons, £2,200; merchandise, £3,477; hair, £10; surgical instruments, £26; pig iron, 25 tons. To Manila: cambrics and muslins, £142. To Macassar: Plain cottons, 11,976 yards.

Per HUDDERSFIELD.—Tobacco, £360; coals and coke, 420 tons.

Per TROCHRAGUE.—Manure, £5; staves and wood hoops, £18; lime, £7; cement, £1.

Per LAIRA.—Fireclay, £11; firebricks, £15; coals and coke, 296 tons.

Per LYRA, from Glasgow to Singapore, &c., cleared May 16.—Coals, 603 tons. Per YRURAC BAT (str.).—Bar iron, 9 tons; saddlery, £130; hardware, £60; drugs, £10; provisions, £330; woollens, £1,965; coloured cottons, 2,400 yards. Per CONSTANTIA.—Glass, £110. Per THE SIR JAMSETJEE FAMILY.—To Shanghai: Rod iron, 50 tons. Shortshipped.—Lead, 50 tons; yellow metal, 2½ tons; plain cottons, £710. Per DEVANA.—Woollens, £390. Per STAR OF THE SOUTH.—Shortshipped.—Cement, £45. Per COREA.—Shortshipped.—Ammunition, £22; lead, £115; paints, £216; pig iron, £62; spelter, £25; coke, 10 tons. Per PERL.—Rifles, £1,500. Per DOVENBY.—To Hiogo: Pier materials, £4,500; blankets, £225; cloth, £228. To Yokohama: Cloth, £8,000. Per CRAIGFORTH (str.).—To Singapore: Provisions, £19; harness, £28; stationery, £25; goods, manufactured, £30; candles and soap, 5 cwt.; pipes, £15; hardware, £13; cloth, £25; rockets, £1; brushes, £12; paints, £5. To Shanghai: Mirrors, £165; umbrellas, £160; thread, 5,152 lbs.; silk, £84.

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(By Order)

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
15th February, 1872.

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DE
TOILETTE.

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PATENTED S.G.D.G.

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The steamers of the 28th April, 26th May, and 23rd June connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

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,, Constantinople... ,, Saturday, 5 P.M.
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J. THOMSON, Chairman.

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Recognised by the International Convention of 30th April, 1862.

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MANAGER.—Theod. Dromel.

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Two-thirds (⅔) to all contributors, whether Shareholders or not, in proportion to the net amount of premia contributed by each.

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Hong Kong	Cairnsmore	AA1	E.I.D.	With des.
Singapore ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.
Yokohama...	Cleta	A1 16 yr.	E.I.D.	With des.

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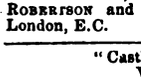

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Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, June 3, 1872.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 458.] LONDON, MONDAY, JUNE 10, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received June 10.
JAPAN — Yokohama	March 1	April 20	April 23*
Yedo			
Osaka and Hiogo	Feb. 23	„ 17	„ 18*
Hakodadi			
Nagasaki	„ 23	„ 13	„ 15*
CHINA — Peking	—	—	„ 12
Tien-tsin	—	—	„ 14
Chefoo	—	—	„ 16
New-chwang	—	—	„ 14
Hankow	„ 23	„ 13	„ 16
Kiu-kiang	—	—	„ 15
Chin-kiang			
Shanghai	„ 23	„ 9	„ 21
Ningpo	—	—	„ 19
Foochow	—	—	„ 21
Formosa			
Amoy	—	—	„ 23
Swatow	—	—	„ 24
Hong Kong	March 15	„ 24	„ 27
Canton	—	—	„ 26
Macao	—	—	„ 25
PHILIPPINES— Manilla	„ 8	„ 17	„ 24
COCHIN-CHINA— Saigon	„ 15	„ 20	„ 30
SIAM — Bangkok	—	—	„ 25
BORNEO—Labuan	—	—	„ 28
Sarawak	—	—	„ 27
JAVA — Batavia	„ 22	„ 25	„ 28
Samarang	—	—	„ 27
Sourabaya	—	—	„ 26
MALACCA STRAITS— Singapore	„ 29	„ 30	May 4
Penang	April 5	May 8	„ 6
CEYLON—Galle	„ 19	„ 11	„ 17
Colombo	„ 19	„ 12	„ 16

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The P. and O. mail, bringing dates as above (which, in consequence of the change in the monsoon, are only two days later than by last mail) was delivered, *via* Brindisi, this morning, its due date. The next inward mail (French), with dates, Yokohama April 24, Shanghai April 28, Hong Kong May 4, Singapore May 13, is due, *via* Marseilles, on Monday next, the 17th inst.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, four to five hours in transmission. Communication by the Great Northern Line has been restored.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Nyanza*, arrived June 7.—From Singapore: Mr. and Mrs. Tidman. From Galle: Captain Mayne, Mr. Bell.

To Southampton, per P. and O. steamer *Massilia*, expected to arrive June 17.—From Yokohama: Mr. Kock. From Hong Kong: Three second-class passengers. From Galle: Mr. Hoyes, and one second-class passenger.

PASSENGERS OUTWARD.

Per French mail steamer *Hoogly*, from Marseilles, June 9 (booked from London).—To Yokohama: Mr. Capullo, Mr. W. Holz, Mdlle. Knipping, Mdlle. A. Dinger, Mr. Dusina, Mr Guidetti.

Per P. and O. steamer, from Suez, June 7.—To Singapore: Mr. and Mrs. Pratje, Mrs. Strugwell.

Per P. and O. steamer *Australia*, from Southampton *via* S.C., June 6.—To Hong Kong: Capt. Newbolt, R.A. To Singapore: Mr. and Mrs. Masins. To Penang: Captain Nicholls. To Ceylon: Lieutenant Quarry, Mr. A. Mearns, Mr. and Mrs. C. Forbes, Mrs. R. O. S. Morgan, Capt. Sir J. W. Campbell, Bart., R.A., Lady Campbell and child.

Per P. and O. steamer *Poonah*, from Brindisi, June 17.—To Hong Kong: Mr. Watson, Mr. Harvey Dunne. To Singapore: Mr. J. Neave.

Per P. and O. steamer *Candia*, from Southampton, June 20.—To Ceylon: Mr. C. Lavie. To Hong Kong: Mr. H. F. Holt.

Per P. and O. steamer *Poonah*, from Brindisi, July 1.—To Hong Kong: Mr. A. Cheyne.

Summary of News from the Far East.

CHINA.

SHANGHAI.

Dates from this port extend to the 21st April; the French mail from London March 1, due April 18, had not arrived, owing to the Messageries steamer *Ava* having sustained damage in collision with the steamer *Rona*. The following summary is from the *North China Herald*:—

It appears that difficulties with natives regarding the Woosung-road are not yet at an end. Messrs. Farnham and Co. have lately been employed in laying the foundations for the bridge over the Yangtsze-poo, but were interrupted in their operations by the villagers, who had some grievance concerning the taking up of their land. Two policemen were sent down to protect the workmen and materials, but affairs wearing a very quiet aspect, one of these has left. With a view to explain the intentions of foreigners and remove any misapprehension from the minds of the country people, the Mixed Court Magistrate, Mr. Coryell, Mr. Blethen and Mr. Haas proceeded to the spot, and assured the objectors that as the land required was taken, all claims for compensation would be satisfied, in accordance with the arrangements made by the Taoutai. Having done all they could to soothe the popular feeling the magistrate and those with him returned to Shanghai, under the impression that the villagers were satisfied; but no sooner had they left than the interference was resumed, and dirt was flung at the policeman. The policeman remonstrated in vain, and as one woman became more troublesome he endeavoured to restrain her. The villagers, however, flung stones, and struck him with bamboos, and after a short struggle, in which he had to use his baton to defend himself, he beat a retreat to Farnham and Co.'s premises, refraining from using the revolver and sword with which he was furnished. Information having been sent to the station, five armed policemen were sent down by the steam launch; but the villagers only waited till the boat came in sight, and then made their escape further inland, or concealed themselves in the neighbourhood. After the single policeman had left, the timber for the bridge was looted and carried off, but the police party found most of it secreted in one of the houses, about three hundred yards from the creek. Search was also made for the ringleaders in the disturbance, and about eight people were captured, including both male and female rioters. Several of these were brought up at the Mixed Court, and, after a preliminary investigation, the more guilty in the affair were sent into the city.

The *Peking Gazette* contains a full translation of the Emperor's edicts regarding the approaching marriage. They add little however, to information previously published. We hear that Prince Kung has officially intimated to the Foreign Ministers that Ho-ching, now acting Governor General of the Two Kiang, has also been appointed acting Minister Superintendent of Trade for the Southern Ports. The *Gazette* discloses a very pretty bit of blundering, or squeezing, near Jehol. So far as we can make out the case, certain waste lands on the outskirts of the Imperial hunting ground were given to the Bannermen for cultivation, on the understanding that they should eventually revert to the Crown. The time for that reversion seems to have arrived, and officials have been sent down to reclaim them and to allot other waste land. The old tenants very naturally objected to be turned out; and the officials of course took the opportunity to squeeze, besides using injudicious violence. Altogether a small insurrection seems

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to have deen excited. The *Gazette* of March 17 contains a memorial from the Viceroy of Szchuen reporting the existence of great distress in that province Last year seems to have been a disastrous one in many parts of China. Chihli, Szechuen, and Kwantung all suffered from excessive rain and consequent floods. In the present case an appropriation of Tls. 200,000 is ordered, and the neighbouring provinces are to be called on to send rice into Szechuen.

Several heavy thunderstorms passed over Shanghai on the 13th April. The first passed directly over the settlement. The lightning struck the tower of the Union Chapel in Shantung road, but fortunately did no damage beyond breaking open a venetian shutter and scattering some plaster. The Chinese excited themselves greatly over this incident, and were divided between a belief that Joss was angry with something that went on in the building struck, and an impression that it was Trinity Church which had had a hole knocked in the roof specially to let out the black devil who has haunted it ever since the autumn of 1870. Another flash struck a godown at the back of Messrs. Russell and Co.'s hong. One of the telegraph wires running past the Borneo Company's premises was broken, and one of the iron posts on the Woosung road knocked over. Among the natives it is rumoured that a Chinaman was killed near Hongkew, and various similar reports concerning foreigners have been current, but we have not been able to verify any of them.

The Asiatic Society met on the 17th April, when a paper by Mr. Watters, on the "Life and Works of Han-yu or Han Wen-kung" was read by the President, C. W. Goodwin, Esq., Messrs. T. Fergusson, Chefoo, and J. P. Munro-Fraser were elected non-resident members of the Society, and H. Maignan and George Shearer, M D., Kewkiang, proposed for election.

The annual general meeting of subscribers to the library has been held, the Rev. C. H. Butcher in the chair. The report and accounts showed that the revenue had not met the expenditure (including London account to 31st December) by Tls. 75.26, requiring the committee to trench on the reserve fund to that amount. The number of subscribers now on the books is about 150. The report and accounts were passed; and the Rev. Mr. Butcher, Messrs. Cordier, Mullins, Kaye, McLellan and Pagn appointed committee for the year.

The prospectus of the Shanghai and Hongkew Tramway's Company has been issued. The object of the company is the laying of a line of tramway between the City East Gate and the lower limits of Hongkew. The proposed capital is Tls. 120,000, in 1,200 shares of Tls. 100 each, with power to increase to Tls. 200,000.

There is an amended scheme for furnishing Shanghai with a theatre to replace the old Lyceum. The estimated cost is Tls. 21,250, to be provided by debentures of Tls. 25 each for Tls. 18,000 and assistance from the Recreation Fund. The scheme seems feasible and the capital very moderate; and as the Insurance Offices promise to take the risk, debenture holders would, pending the drawing of their scrip, be safe to get their capital back in case of such a catastrophe as befell the old building.

The Spring Rifle Meeting of the S.V.C. has passed off very successfully. The shooting shows an improvement on former meetings; the number of enties stand about the same.

The Shanghai Hsien has issued a proclamation calling on the people to bury their dead, and not leave them exposed on the open ground as at present. Persons too poor to bear the expense of burial can apply to the Tung-jen Charity for help. The practice of burning the dead is strongly reprobated.

The Soonkiong and Shanghai Tax Office has issued a notification that the rice tax will be reduced on and after the 17th April.

The Newchwang Light-vessel arrived in safety at her station on the 15th of March, and was made fast to her old moorings. The light was exhibited on the 21st March.

HONG KONG.

Dates by this opportunity are to the 27th April, or only two days later, owing to the change of monsoon. The *Overland China Mail* has the following items:—

We hear that the indefatigable Fatshanites have revived the project of burning the new London Mission Chapel. A handbill was put out on Monday morning, stating that it is arranged to demolish the chapel on the 8th of the next Chinese month, and inviting all sympathising with that object to be present on the occasion. As far as is known at present, the handbill would not seem to represent any large or serious measure of ill-will. Should trouble arise again when the summer heat has awakened and vivified the latent energy of the Chinese blood, it is to be hoped that our venerable and time-honoured friend, Consul Robertson, will be as prompt and decisive in his measures as the gentleman in charge of our interests during the disturbances of last summer. Fears have been expressed lest such should not be the case.

The discovery, lately recorded, that the Great Northern Telegraph Company's cable had been wilfully cut, is a matter that calls for public and emphatic notice. The ordinary dangers attendant upon the maintenance of submarine communication are sufficient to cause grave anxiety to the superintendents of the lines without the additional element of malicious damage. We cannot admit that the injury thus inflicted is a question for the company interested only. It resembles, in the interest it possesses for the public generally, the damage caused by those wretched villains who endeavour to upset a railway train or in any other way peril the lives of the public by attempting to destroy the property of individuals. The amount of harm that such a villainous project may succeed in inflicting is, even in the case of telegraphic communication, almost beyond estimation.

IN CHANCERY.

The Acting Attorney-General, instructed by Mr. Toller, appeared to make an application on behalf of Mr. Francis Chomley, a large shareholder in the China Straits Steam Navigation Company, (Limited), to have the Company wound up, as it was a losing concern. The A.A.G. said the Company was formed on the 14th February, 1870, with a proposed capital of $500,000, in 5,000 shares of $100 each, for the purpose of carrying on a line of traffic between Singapore and the Coast Ports of China. According to the Memorandum of Association, such was the intention of the Company. But it turned out that only 1,777 shares had been taken up, consequently the Company was abortive, and it was found impossible to go on with the business. While this was the state of things the directors took upon themselves to commence business without consulting the shareholders, and the result was that only one steamer had been purchased or hired, and great loss accrued to the shareholders. It was, moreover, contemplated by one of the Arcles of Association that the company should not commence business unless there were 3,500 shares taken up, as no extraordinary meeting could take place unless there were shareholders present to represent that number of shares. There being only 1,777 shares subscribed for, comprising only a few shareholders, no extraordinary meeting had been convened, and the directors again took upon themselves to remove the head office from Hong Kong to Singapore. thus virtually dissolving the company and placing it out of the jurisdiction of the Court in which it had been registered. Mr. Chomley had paid up two calls of his shares, leaving $50 dollars a share unpaid; he was anxious that he should be relieved from further responsibility, and to have the company wound up, so that the assets would be divided amongst the shareholders. The Acting Attorney-General cited several cases in support of his contention.

After hearing Mr. Drummond's reply, his lordship suggested that a resolution should be passed, voluntarily winding up the company, and that the value of Mr. Chomley's shares be referred to two merchants.

On the loss of the steamer *Rona* the following appears:—

The *Shipping List* of the 17th contains a letter from an English passenger by the *Ava*, who makes the following remarks:—As to what happened after the collision, when the captain of the *Rona* had, with marvellous good fortune, been fortunately lodged on board the *Ava* by a lucky fall—I can only say that the *Rona's* boats were not half full, that no attempt at a volunteer rescue of their comrades was made by the captain or any of the other survivors Their demands on the French captain to lower boats, after their own were abandoned and allowed to drift away, were incessant, without any volunteering to man or command them. The position of the *Ava*, with a large number of passengers and a heavy crew, was extremely doubtful, and when the captain of the *Ava* consented to let one of the boats go, after seeing that the *Rona's* officers had utterly abandoned their own, a volunteer French crew, with one solitary man from the *Rona*, instantly and quietly embarked, alas! too late to reach the ill-fated vessel, which almost immediately foundered with the unfortunates left by their brother officers and fellow passengers who had made their way to the *Ava* in half-loaded boats. The letter concludes with some very strong remarks about the "*ex parte* statement" published by the *Shipping List*. Until the investigation takes place there will, we presume, be little chance of arriving at the truth.

BORNEO.

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The *Sarawak Gazette* has the following on Brunei:—The accounts we have received from Brunei reveal a more lamentable state of anarchy and oppression than we had believed to be possible. Those of our readers who have noticed the statements and incidental allusions which have frequently appeared in these columns, would have been prepared to hear that immense difficulties were thrown in the way of all foreign traders entering the Sultan's Territory, but probably few had estimated these at their proper value.

We now hear, in the confessions of miserable poverty and degradation, in the expressed desire of active traders to enter the Brunei rivers, in their acknowledgment that the risk they would have to face alone deters them, what a system of Government like that sanctioned and protected in the Sultan's kingdom has produced. The picture which has been presented to us of an aged prince, devoting the last years of his life to the unscrupulous pursuit of wealth, which is not likely to be of the smallest benefit to any but himself and his favourites; ruled by his petty rajahs, whose first aim is their own aggrandisement; and ruling his thousands of subjects by their means alone is not one to be admired or respected; and whatever personal virtues or political considerations may have led others to undertake the championship of such a potentate, it is time, in the name of justice and

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civilisation, to call for the overthrow, or at least for the modification, of such a system.

The question is not whether this Rajah or that should be supreme on the coasts of Borneo, nor even whether the revenues and resources of its rivers should pass through the hands of a better or a worse Government, but whether an oppressed people, willing to progress, should be allowed to do so, and whether the riches of great and accessible districts, whose inhabitants have neither the heart nor the opportunity to develop and export their wealth, should remain unprofitable and unused, or should be suffered to flow into markets where a ready demand and an ample remuneration await those who can supply them.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates are one day later only, to the morning of the 5th May. The outward mail of the 5th April was expected. On the proposed annexation of Labuan, for which place Governor Ord had left, the *Observer* says:—There is an old and time honoured saying, "Let well alone;" now Labuan appears to be doing well, and progressing in the required direction, and is likely with proper management to do much better as it goes on with such a rich and productive island as Borneo at its back. If we are to believe Mr. Pope Hennessy, it is self reliant, and self sustaining, and its progress towards future and ultimate prosperity appears to be as certain as that of any other colony on the face of the globe. Then why hamper its operations, and darken its prospects, and lessen its value as a self sustained colony, by making it dependent upon and subsidiary to Singapore? How has the system answered in Penang, a much nearer and more consistent connection, or dependency of Singapore than Labuan? Why the leading colonists of Penang have been repeatedly clamouring for a break up of the connection, so far as to allow them self government, and the control of their own finances. They might certainly have done better than they have done, if they had been left to themselves to sink or swim, on the strength of their own resources.

The following news came by the last steamer from Labuan:—

The Spanish three-masted schooner *Maria Lopez* left for Manila, the cargo of the steamer *Luzon* having been transferred into her. The *Luzon* was put up to public sale, and brought $10,050. In a few days she will leave for Singapore. Sooloo still continues to be strictly blockaded by the Spanish forces from the Philippines. Regarding the above blockade, it cannot but have a material effect in depressing the trade of Labuan, both in imports and exports.

The *Straits Times* says:—

The colony has just now at command such an amount of engineering talent that the public works ought not to suffer through the absence of Major McNair, the Colonial Engineer. There is the Assistant Engineer, Captain Innes, now acting in Major McNair's place, the two Deputies, Lieut. Satterthwaite and Mr. Sheppard, and two corporals of the Royal Engineers—not to mention H.E. the Governor, who, being a colonel of the Royal Engineers, is able to assist them on occasion with his advice. It would be hardly fair to the public if with all this staff employed current public works should get on no faster or be no better attended to than when there was only the Colonial and the Assistant Engineer to carry them out.

H.M.S. *Zebra* left the harbour on a cruise to the eastward; she will, we learn, go to Labuan, and before her return will visit Batavia. She will probably be absent a month or six weeks.

Salangore is again disturbed by troubles, occasioned through the interference of Syed Masahoor, one of Rajah Mahdie's followers, who has made his appearance with an armed force near the stockades of Tunku dia Oodin, the governor appointed by the Sultan. This is doubtless through the machinations of Mahdie himself, who has been for some time past endeavouring to raise a force and procure arms and ammunition in various places,—Perak, Siak, Singapore, &c.,—and who is now, we believe, a state prisoner in Johore. The colonial steamer *Pluto* has but recently returned from a visit to Salangore and Laroot,—the Chinese population of the latter place being still in a very unsettled condition, and, is, we hear, to return to both places in a few days. It is to be hoped this Government will be permitted to maintain order in these States, in order to protect the trade of these Settlements from the interruptions caused by the constant recurrence of petty wars between contending rajahs, and the anarchy, and piracy consequent upon such a state of affairs.

The arrival of steamers *via* the Suez Canal have been the *Agamemnon*, from Liverpool, on the 27th, and *Canton*, from London, on April 30, and *Tchihatchoff*, from Odessa, on May 3. The departures have been the *Priam*, on the 1st, and *Glenroy* the 3rd, both for London.

CEYLON.

(FROM A CORRESPONDENT.)

Our new Governor is gaining golden opinions. From the moment he landed the whole populace have received him with such demonstrations of joy as if all were persuaded that he is to be a most popular Governor. He has been met with addresses wherever he went, and his replies to all classes who have addressed him have been couched in cheerful, hopeful, straightforward language, not constrained or distant, as many a Governor could not help being at first on arrival among a new people in a new country, and with everything around and about him new and strange. No, he met the people on all hands as if he wished to be considered one of them, to feel with and for them; to make their interest his interest; and asked them, in fact, to take him into their confidence, and to believe that in their welfare and prosperity his happiness would consist. Such a thorough throwing off of all reserve, and such a desire to benefit the country he has come to govern, cannot fail to make him a most popular, as he evidently intends to be a most active Governor. From the moment he landed he has busied himself in seeing things for himself. All the public institutions at Colombo and Kandy were minutely examined. He has made a sea voyage round half of the island, inspecting Jaffna and the Northern Province. Now he has landed at Batticaloa, where he has inspected the great irrigation work and is now traversing the Great Batticaloa and Badulla Road—the greatest work undertaken by his great predecessor.

If he can find a good harbour at the Batticaloa terminus and will push the road to completion soon, he will confer an enormous boon on the planters of Badulla and Madoolsema—as there will thus be opened to them for the first time an outlet which will place them on a par with the most favoured districts. An outlet, too, for the rice, fish, and salt from the Eastern Province into the interior will be provided, and our sea and land industries be largely and beneficially developed. To this end the Right Hon. W. H. Gregory will do well to devote a large share of his attention. The road to Batticaloa once opened throughout, connecting the sea on the east coast with the sea on the west—the harbour and breakwater at Colombo constructed, and the Paumben Channel made navigable—Ceylon will hold no mean place among the colonies of the British Crown.

Commercial Report.

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(*For dates see first page.*)

IMPORTS.

HANKOW.—The Piece Goods Market had remained steady, dealers continuing to make purchases for immediate requirements, fearing that the heavy stocks would shortly affect prices. Business had again been chiefly confined to Grey Cottons. Grey Shirtings: 7 lbs. closed weak at Tls. 1.76 to 1.78; 8¼ lbs. sold at a decline of 2 candareens, the demand being inactive; 2¾ lbs. quoted a candareen lower, Tls. 2.70 to 2.95 per piece. White Shirtings: In small request, 800 pieces realised weaker rates. T-Cloths: Common 6 lbs. lower, but best qualities unchanged; 7 lbs. showed a decline of 1 to 2 candareens on all grades; in 8 lbs. former values repeated, little having been done. Woollens and Worsteds: Prices firm for all descriptions. Camlets: Improving. Scarlet Spanish Stripes: Quoted higher. Long Ells: Neglected. Metals.—Lead: 5 candareens lower, and weak at Tls. 4.90 to 4.95 per picul.

SHANGHAI.—There was a very dull and inactive market for all classes of manufactures. Holders had not in any way pressed sales; indeed, most of them were holding on firmly to their stocks, and awaiting the expected demand and hoped-for rise in value. But, in the face of recent advices from the outports, few merchants had come forward at the asked prices, and the business had been purely retail, the small transactions entered into establishing a slight concession to buyers.

HONG KONG.—There is again no change to report in the market. Some inclination had been shown by dealers to make purchases, but the prices offered were lower than holders were disposed to accept, and transactions had, consequently, been very limited in extent.

MANILA.—The market had been extremely quiet, and business had been very limited. Importers held their stocks very firmly and a considerable advance had, as a rule, been obtained on the sales; dealers, however, showed little anxiety to buy, and stocks of many articles in the provinces were still large. It was expected that if supplies continued to come forward on the existing limited scale there would be a steady gradual advance in values, but as yet sales to any extent were not practicable at the higher rates asked by importers.

SINGAPORE.—The market for Piece Goods had been dull, and sales had been on a small scale only, at previous rates. 39 in. Grey Shirtings 8¼ lb. had been in fair inquiry at $2.62½ to 2.65, and sales had been effected, principally at the higher quotation; 7 lb. quiet at $2.22½; and 6 lb. in moderate request at $1.97½ to 2.02½. 45 in. 9 lb. nominal, at $2.95 to 2.00. 32 in. Grey T-Cloths, 6 lb., $1.70 to 1.72½; 5 lb., $1.40 to 1.42½; 7 lb., $1.90 to 1.92½. Woollens: Scarlet Long Ells, 12 lb., wanted at $7½ to 8; Lastings no inquiry; Figured Orleans in good request, and sold at 22c. Scarlet Spanish Stripes in small supply and moderate inquiry at 75c. to 80c. Metals: Iron in fair inquiry, and firmly held for higher rates; Govan Flat Bar, $3.85; Nailrods, $4; Swedish Flat Bar, $4.15 to 4.25; Copper Sheathing, $30; Yellow Metal, $25½ to 26; Pig Lead, common, $5.85; L.B., $6.25.

EXPORTS.

—o—

TEA.

SHANGHAI.—No settlements had been reported and no information of a reliable nature had been published regarding the new crop. Black.—Stock 230 chests. Green.—A small chop of Common Shanghai packed was said to have been purchased at Tls. 25½. Stock 700 half-chests Shanghai packed.

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CANTON.—There had been settlements of a few hundred boxes new Season's Canton District Congou at Tls. 23 to 27. A few musters of Scented Orange Pekoes had been shown, but such were evidently made up in the hope of eliciting the ideas of likely buyers, as the leaf had not been purchased for such quantities as they were reported to represent. It is rumoured, however, that some impatient operator had settled about 2,000 boxes, at Tls. 27 to 30, for shipment within a week, and already orders had gone into the growing districts for large supplies of leaf suitable for manipulation into this description. Samples of Scented Congou were expected to be shown in the course of a few days.

SILK.

SHANGHAI.—Latest telegrams from London brought unsatisfactory news of the market, quoting No. 3 Tsatlees 28s., Red Peacocks 25s. Indeed, Canton Silks seem now to have the preference over Shanghai, owing to the high cost and mixed quality of the latter this season. It was hoped, however, that the Chinese would be made aware of the fact, and give more attention to the preparation of their Silks next season. The season may be considered closed, the only arrivals being Szechuens, transhipped from Hankow. The unsold stock was estimated at barely 200 bales, chiefly faulty and odd parcels.

CANTON.—The season of 1871-1872 was considered to have closed; the total export to Europe had been 13,326 bales, viz., 11,634 bales from Canton, and 1,692 bales from Hong Kong and Macao. Of these 9,767 bales went on to London, 3,539 bales to France, and 20 bales to Milan. Latest reports regarding the first crop of the new season are favourable as to quality, but the quantity was not expected to be large. The weather continued unusually dry for the time of year, and it was consequently feared that a supply of leaves would fail.

EXCHANGES, &c.

[For dates, see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 7¼d.	4s. 7⅝d.	4s. 7¼d.
Shanghai ,, ,, ...	6s. 1d.	6s. 1⅛d.	6s. 1⅛d.
Canton ,, ,, } Hong Kong ,, ,, } Macao ,, ,, }	4s. 5d.	4s. 5⅛d.	4s. 5⅛d.
Singapore ,, ,, ...	4s. ⅛d.	4s. 6⅝d. to 4s 6⅛d.	4s. 6⅛d.
Manila ,, ,, ...	4s. 4½d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	307½	226
,, Hong Kong...	27¼ to 27½ dis.	—
Bar silver	111.2.5.	9½ prem.
Mexican dollars	76.5.0	4½ per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 60; Old, 62 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 32 to 32½ per cent. discount.
China Traders' Insurance, $1,450 premium.
Hotel shares, 48 to 50 per cent. discount.
Hong Kong and Macao Steamboat Company, $32½ premium.
Hong Kong Fire Insurance Company, $315 prem.
Union Insurance Company, $1,400 premium.
China and Japan Marine Insurance Company, Tls. 45 premium.
China Fire Insurance Company, $57 to 58 premium.
Victoria Fire Insurance Company, $60 to 61 premium.
Indo-Chinese Sugar Company, $40 dis.
Shanghai Steam Navigation Company, Tls. 34 to 35 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $14 to 15 dis.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company ...	500 ...	500 ..	180 ...	4 p.c
Shanghai Gas Company ...	100 ...	100 ..	147 ...	12 p.c
Shanghai S.N. Company ...	100 ...	100 ...	133 ...	12 p.c
S. Tug and Lighter Company ...	850 ...	850 ...	400 ...	7 p.c
French Gas Company	50 ...	50 ...	63 ...	10 p.c
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$520 ...	12 p.c
North China Insurance Co. ...	Tls.1,000	Tls.300	Tls.410 ...	trien.
Do. do. new ...	1,000 ...	300 ...	475 ...	trien.
North China Steamer Company	100 ...	100 ...	67 ...	
Union S.N. Company	100 ...	100 ...	101 ...	12 p.c
Yangtsze Ins. Association ...	500 ...	500 ...	820 ...	15 p.c
Union Insurance Society ...	$5,000 ...	$1,000 ...	$2,400 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	2,500	$475p.s
Hong Kong and China Gas Co.	£10 ...	£10 ...	65 ...	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100	Tls.146 ...	12 p.c
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$164 ...	12 p.c
China Fire Insurance Co. ...	500 ...	100 ...	156 ...	12 p.c
Hongkew Wharf Co. ...	... Tls. 100	Tls. 100	...Tls.155 ...	

LATEST TELEGRAMS.

CHINA.—THE NEW SEASON'S TEAS.

SHANGHAI, JUNE 8.—Tea: Market for Black quiet; small business doing in Green; total export to date, 10,875,000 lbs.; stock at Shanghai, 8,000 chests; Hankow settlements, 161,000 boxes. Silk: Market firm; No. 3 Tsatlee, Tls. 580; No. 4, Tls. 515; total export to date—to England, 1,000 bales; to the Continent, 600 bales; stock, 3,000 bales. Cotton (Shanghai), Tls. 14¼. Market for imports weak; Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 1·9 2; T-Cloths, 6 lbs. (ordinary), Tls. 1.1.8. Exchange on London: Bank bills, six m.s., 6s. 3½d. to 6s. 4d. The P. and O. steamer *Hindustan* will load new season's teas.

FOOCHOW, JUNE .—Tea: Market active; total of settlements 6,000 boxes, stock 125,000 packages; freight by steamers £4.

HONG KONG, JUNE 8.—Import market very dull; Grey Shirtings, 6½ cattles, 8¼ lbs., $2.56, Cotton Yarn (Water Twist), 16-24, $124; T-Cloths, 6 lbs. (ordinary), $1.67; 7 lbs. (Mexican), $2.17. Exchange on London: Bank bills, six m.s., 4s. 6⅞d. Canton Tea market steady; stock 65,000 chests.

STRAITS SETTLEMENTS.

SINGAPORE, JUNE 7.—Grey Shirtings, 7 lbs., $2.22½, 8¼ lbs., $2.60; T-Cloths, 6 lbs., $1.72½; Cotton Yarn, 40's, $136; Gambier, $3.40; Tin, $37.75. Exchange on London: Bank bills, six m.s., 4s. 6½d.

PENANG, MAY 30.—Grey Shirtings, 8¼ lbs., $2.55; T-Cloths: 6 lbs., $1.67½; Cotton Yarn, 30's, $113, 40's, $128. Pepper, black, $10.75, white, $23; Sugar, No. 2, $5.10, No. 3, $3.25; Tin, $36.75. Exchange on London: Bank bills, six m.s., 4s. 6⅞d.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, April 11, Glengyle (str.); 14, Yangtsze (str.); 15, Oberon; 17, Africa (str.); Thermopylæ; from Swansea, 18, Zens; from London, Leander, Sir Lancelot (June 4), Deerhound, (June 2), Staffordshire, Eliza Shaw, Ravensworth Castle; from Liverpool, Nestor (str.), Diomed (str.).

At HONG KONG and CANTON.—From Liverpool, April 25, Antenor (str.); from Cardiff, 22, Cumberland; from Liverpool, June 5, Menelaus (str.).

At MANILA.—None.

At SINGAPORE.—From London, April 25, Mount Cenis.

DEPARTURES.

From SHANGHAI.—None.

From HONG KONG and CANTON.—None.

From MANILA.—For Channel f.o., April 13, Tony; for Boston via Ilo Ilo; for Liverpool, via Cebu, 18, Mary E. Ray.

From SINGAPORE.—None.

FREIGHTS AND CHARTERS.

At SHANGHAI.—Nothing doing.

At FOOCHOW.—Nothing doing.

At HONG KONG and CANTON.—Nothing doing.

At MANILA.—The Glenroy (str.), for London, has engaged nearly a full cargo at £4 10s. sugar; £6 10s. hemp; £5 tobacco; £5 10s. measurement; to New York, $14 sugar; $17 hemp and measurement.

At SINGAPORE.—Rates per steamer to London, are £5 pepper; £4 10s. gutta percha; £4 10s. measurement; The Robert Kerr, to Liverpool, obtained £3 2s. 6d. d ad weight, £3 12s. 6d. to £4 dead weight.

VESSELS LOADING.

At SHANGHAI.—None.

At FOOCHOW.—None.

At HONG KONG and CANTON.—For London, Sunda (str.), Hector (str.), Titania.

At MANILA.—For London, Elena, Glenroy (str.), Oneiza (str.); for Channel (f.o.), Duc de Malakoff, James Lister, Osaka, Canaan, Eastern Star; for New York, Caroline Coventry, Surprise, John Lidgett, James Shepherd; for Boston, Great Admiral.

At SINGAPORE.—For London, Europa; for Liverpool, Robert Kerr; for New York, Istapa.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
April 17 ...	Constance ...	Probolingo ...	Boston
,, 18 ...	Coliba ...	Cronstadt ...	Amur River
,, — ...	Sllabfruen ...	Do. ...	Castrois Bay
,, — ...	Dahlkaslva ...	Passaroean ...	Stockholm
,, 19 ...	Julie ...	Marseilles ...	Saigon
,, — ...	Amazon ...	Probolingo ...	Bremen
,, 20 ...	Alcyone ...	Batavia ...	Amsterdam
,, 21 ..	Nueva Lanturo ...	Singapore ...	Cadiz
,, — ...	Madone ...	Liverpool ...	Batavia
,, 22 ...	Maria Rickmers ...	Cardiff ...	Hong Kong

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 6, off Deal, from Colombo, Mayola; off Scilly, from Rangoon, Fortuna; at London, from Colombo, &c. (via S.C.), Excelsior (str.); at New York, from Manila, Anahuac; 7, at London, from Colombo (via S.C.), Winestead (str.); 9, off Deal, from Colombo, Auburn, F. C. Clarke.

DEPARTURES.—June 6, from London, for Cardiff and Galle, Forest Rights; from Cardiff, for Yokohama, Sarah Scott; for Anjer, Codan; from Liverpool, for Colombo, &c. (via S.C.), Azalea (str.); from Glasgow, for Hong Kong, Cartvale; 5, from Liverpool, for Yokohama, Mary Moore; 6, from Liverpool, for Colombo, &c. (via S.C.), Azalea (str.); from Glasgow, for Hong Kong, Cartvale; 5, for Singapore, Sree Singapura; 6, from Liverpool, for Galle, Lady Douglas; from Sunderland, for Singapore, Laja; 7, from Glasgow, for Singapore, Min; 5, from

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Hamburg, for Manila, Richard Busteed; 8, from Liverpool, for Hong Kong, Imperieuse.

SPOKEN.—Elly, Rotterdam to Singapore, May 22, off Scilly; Caller Ou (ship), Cardiff to Shanghai, May 8, 3 N., 25 W.; Kosmopoliet (Dutch ship), Batavia to Rotterdam, May 11, 8 N., 30 W.; Bacchus (ship), Cardiff to Galle, April 16, 10 S., 29 W.; Pasithea, London to Singapore, April 16, 1 S., 21 W.; Traviata (Hamburg barque), Hamburg to China, June 5, 48 N., 7 W.; Etienne (Hamburg barque), Hamburg to Batavia, May 29, 46 N., 10 W.

CASUALTIES.—A telegram from Lisbon, dated June 5th, states that the A. H. Wille, Voss, which sailed from Penarth, March 15, for Singapore, put into Rio Janeiro leaking badly, and would have to discharge for repairs. Advices from Mauritius, dated May 6th and received at Havre June 4th, state the C. J., Lefebre, which put into the former port leaky, had entered the basin for repairs, the keel did not appear to have suffered, and the cargo was less damaged than had been feared at first. The sound portion of the cargo, ex Fred Warren, from Manila to New York, which put into Algoa Bay, 5th March, leaky, has been forwarded to its destination in the Biela (s.). A telegram received from Port Said, dated June 7, states as follows:—The Hector (str.), from China, &c., is in the Canal, with loss of screw.

LAID ON.—At London, for Colombo, &c. (via S.C.), Winestead (str.); Excelsior (str.); at Glasgow, for Singapore, Bin Tan; at Greenock, for Hong Kong, East.

MISCELLANEOUS.—At Port Said June: Glaucus (s.). from Liverpool, for Singapore, China, &c. At St. Helena, May 2: Huellin, Livingston, from Colombo; 8, Jason, Rusman, from Batavia; Arabic, Mignote, from Manila; 10, Nevelle, Hemesworth, from Foochow; La France, Rouiller, from Sourabaya; 11, St. Louis, Andouara, from Batavia; H. W. M. Batch, Brass, from Banjoewanjie. Off St. Helena, May 8: Rollo, from Singapore; 11, Alcire, from Macao. At Table Bay: William Fruing, Chevalier, and sailed April 20th, for Hong Kong.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

FORDE—On the 2nd June, at 1, Ridgeway-place, Wimbledon, the wife of Henry Charles Forde, Esq., of a daughter.

HAWKE—On the 19th April, at Hong Kong, the wife of R. F. Hawke, of a son.

MARRIAGES.

ATKINSON—ATKINSON.—KING—ATKINSON.—On the 25th May, at Ardnaree Church, Ballina, county Mayo, by the Rev. R. Lynn, Edward Eastwood, eldest son of E. Atkinson, Esq., J.P., Ballina, to Harriette Marian, third daughter of Thomas Atkinson, Esq., late Inspector-General of Hospitals. On the same day, and at the same place, Allan Armstrong King, Ceylon Civil Service, youngest son of William King, Esq., Sc.D., Glenair, Galway, to Henrietta Louisa, youngest daughter of Thomas Atkinson, Esq., late Inspector General of Hospitals

NICHOLL—TOWSE.—On the 5th June, at the parish church, Streatham, Surrey, by the Rev. Edward Jones, vicar of West Peckham, Kent, uncle of the bride, assisted by the Rev. J. R. Nicholl, rector and rural dean, and the Rev. A. C. Tarbutt, incumbent of St. Peter's, Streatham, Richard Carrington Nicholl, eldest son of the rector, to Eveline Anne, daughter of John Beckwith Towse, Esq., of The Avenue, Streatham.

DEATHS.

BARBER—On the 31st May, at 38, Craven-hill-gardens, Eleanor, widow of Captain James Barber, H.E.I.C.S., aged 75.

BROWNE—On the 31st May, at Forest Side-villas, Epping, George Browne, late Commander in the Peninsular and Oriental Company's service, aged 49 years.

MORLEY—On the 27th May, at his residence, Slough, Bucks, John George Morley, late of Ceylon, aged 43.

STRAUBENZEE—On the 2nd June, at Boulevard House, Ryde, I.W., Lieut.-Colonel Frederick van Straubenzee, late of the 13th Regiment (Prince Albert's) Light Infantry, son of the late Captain Charles van Straubenzee, and cousin of Lieut.-General Sir Charles T. Van Straubenzee, K.C.B., Governor of Malta.

LITERATURE.

—o—

Redlands; or, Home Temper. By Harriette Bowra. London: HODDER AND STOUGHTON.—It is evident that the public appetite for the "sensational" style of novel-writing initiated by "Guy Livingstone," "Ouida," and Miss Braddon has been cloyed by the simple process of over-feeding. Readers of romance have had their fill since the authors we have named, with other disciples of the same school, made their *debut* in the literary world of murder, forgery, and breaches of the seventh commandment, heroes, stalwart, muscular, but unintellectual; heroines, golden-haired, fascinating, but immoral. But the novel founded on these delightful themes no longer retains its hold upon the reading public, and even its originators are seeking popularity in other fields—as witness Miss Braddon's last work, a domestic story, embellished with graphic "word-pictures" of Anglo-Indian society and manners. Of a similar character is the two volume *novellette* now before us. As its title implies, it is essentially a story of home, the passions and impulses good or bad which agitate the little world which exists in every household. We regret that the limits of our space prevent our giving an analysis of the plot. The authoress—whose name will not be unfamiliar to our readers—possesses a graceful and fluent style, and her pages, both descriptive or conversational, are pleasant reading, while here and there may be found passages which give evidence of deep thought and strong feeling well directed. On the whole we have no hesitation in saying that the work will be perused with pleasure by all except those whose ideal of an interesting novel is a florid *rechauffe* of the *Newgate Calendar*.

ARRIVAL OF THE BURMESE EMBASSY.

The members of the Burmese Embassy, sixteen in number, arrived at Dover on the 4th inst. in the steam yacht *Tyeska Yeen Byan*, belonging to the King of Burmah. An immense crowd assembled on the Admiralty Pier in the expectation of seeing the distinguished visitors land; but, to the disappointment of everybody, it was found that the yacht, when it had steamed to within 300 or 400 yards of the landing stage, where every preparation short of an official reception had been made for the disembarkation of their Excellencies, instead of steaming alongside, threw out two or three warps, which were straightway made fast to one of the buoys facing the pier. Communication was soon opened between the vessel and the shore, and it was ascertained that the Ambassadors did not intend to land, but would pass the night on shipboard. The yacht is a shapely though not remarkably handsome craft of about 400 tons burden, and she is to take half-a-dozen guns on board in London before she leaves England. She carries at her main the Burmese flag, a crimson peacock on a white ground, and a British ensign at the stern. She is commanded by an Englishman (Capt. Brown), and her other officers are English, but the crew, which number about eighty, are Hindoos and Burmese. The Ambassadors are the bearers of costly presents from the King, and it is said that among them is a magnificent bracelet intended for Queen Victoria, the gold of which weighs no less than seven pounds. The Embassy will, during their three months' visit to England, visit Birmingham, Manchester, Leeds, Sheffield, and other important manufacturing places.

The names of the Ambassadors are Mengyee Maha Saythoo Kenwoon Mengyee, Envoy Extraordinary and Minister Plenipotentiary; Macha Meulah Kyoden Taden Woondonk, Minister of State, second grade, and Attaché to the Embassy; Meulha Zayathoo Seraydangyee, Secretary to the Embassy; and Mr. Edmund Jones, Agent to the King of Burmah.

On the 5th inst. the Ambassadors landed, and were officially received by the Municipality of Dover. The Town Clerk presented an address from the Mayor and the burgesses of the town, welcoming the Ambassadors to England. Afterwards the Embassy left the pier in four carriages drawn by pairs of greys, and were shown over the Castle. The Ambassadors arrived in London yesterday, and will remain at the Grosvenor Hotel during their stay in the metropolis.

H.M.S. *Ocean* arrived on the 5th at Plymouth, from the China station, after an absence of nearly six years from England. She left Singapore Dec. 24 last, and had heavy gales off the Cape, rolling 35 to 40 degs. The health of the ship generally throughout the commission has been remarkably good, only two officers and six men having died of sickness and three men from accident. Of the latter W. Cooper, leading stoker, fell into the engines and was killed on the 12th of April, the other two were seamen, who lost their lives by falling from aloft. One of them very nearly killed Capt. Hewett, having struck him severely on the shoulder in falling. The *Ocean* has on board, including supernumeraries, 691 officers and men. During the voyage home she was 1,387 hours under steam and sail combined, during which she ran 7,644 knots, she was under steam alone 696 hours, making 3,287 knots, and was under sail only 692 hours, when she logged 2,570 knots, giving an average speed per hour of 4·86 knots for the whole voyage; the entire distance traversed by the ship since she was recommissioned being 23,000 miles. The ship, after inspection by the commander-in-chief, will have her powder taken out, and will be removed to the harbour at Devonport to be dismantled and paid off.

The United States Government are about arranging with the American Trading Company of Borneo for a site for a naval station to be located within the company's concession on the north end of Borneo, and a commissioner is shortly to be despatched to select the place and complete the final settlements.

Commander George Parsons has been appointed commander of H.M.S. Rinaldo, on the China Station, in the place of Commander Robinson, promoted.

ROBERT JAMES FOREST, ESQ., late of Shanghai, has been called to the Bar at Lincoln's Inn.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, June 6.

A very painful impression has been made by a telegram, which states that the steamer *Prins van Oranje*, belonging to the Company Nederland, has been towed to Aden, at a cost of £1,000, with a broken screw. This news arrived on the day that the shareholders met in the capital to hear something about the result of the operations of the first year. It is superfluous to state that the report was not satisfactory. In the prospectus a dividend of at least 16 per cent. was anticipated, but for the first year there is no dividend at all, while the balance shows a deficit of about 140,000 guilders. This loss was principally due to the unfortunate burning of the steamer *Willem III.*, but, notwithstanding that the first voyage of the second steamer has resulted in a loss of f.9,104.02½, the managers have reason to believe that the following voyages will be satisfactory—of course, if the steamers do not meet with such casualties as this one now reported. In the course of this year the company will increase their number of steamers by four, viz., one of 966 lasts, and three of 1,134 lasts and engines of 400-horse power. At the meeting a discussion arose upon the revision of the statutes, and there was a difference of opinion as to the advisability of having one director instead of three, but in the end the meeting decided that three directors were necessary. It was further decided that the directors should not be obliged to give up their own private business when they are appointed, although several shareholders were desirous that they should do so and give their whole time to the affairs of the company. It was decided that no dividends shall be paid upon coupons presented for payment more than five years after they fell due. Prince Henry of the Netherlands was elected honorary president. I heartily hope that the second year's operation will give more favourable results. I hear that a pamphlet will shortly be published by a passenger by the steamer *Prins Hendrik*, complaining of bad arrangements and ill-treatment on board that vessel.

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You will remember some months ago I stated that spurious bills were in circulation in Amsterdam to an important extent, but that the assertion was contradicted. Since, however, it has been proved to be quite true, as one of the operators has been arrested and condemned to imprisonment; and I now find from the annual report of the Netherland's Bank that this establishment discounted seventy-seven false bills issued by three persons, by which it lost a sum of f.78,124.18. Upon the whole this year has not been favourable for the Bank. The net profit, exclusive of the 5 per cent. dividend to be paid on the shares, has been f.1,719,151.80, against f.2,885,528.99 in 1870.

EXTRACTS FROM DE BEAUVOIR'S YEDO, PEKING, &c.

THE EXECUTION GROUND AT PEKING.—Here the dust is laid with blood. We turn away hastily from a group of condemned men whose eyes are being bound before a shed, where Monsieur de Peking cuts off heads with one blow of his sword. This officer—the busiest and hardest worked in the Empire—is there now in his official capacity. The passers-by do not seem at all impressed by the sight which makes us fly, but continue their walk quietly. We are told that when there is no official performances under this shed a common butcher replaces the functionary, and exposes joints of beef and mutton for sale on the spot still wet with human blood. A little further on we receive ocular demonstrations of the fact that the heads of the decapitated are exposed in the open street. On the earth, still marked with red stains, we see seven little stands, each supporting a wicker cage; six men's heads, and one woman's, recently cut off, are enclosed in them, with a sentence written on a little bit of paper fastened to the hideous display of bleeding nerves and muscles of the neck. A strong look of suffering is marked on their ghastly faces, with eyes still open, gaping mouths, and red-stained hair. One of our interpreters reads the cause of execution, "Justice has punished theft." Burial is long in coming for these mutilated remains, which are destined to serve as an example to evil-doers. If I had not seen it three several times I could not believe in the wretched fate that befals the head of a criminal; but on the famous bridge known as the "Beggars' Bridge"—a magnificent erection of marble—assemble daily to beg for charity several hundred miserable creatures, half naked, leprous, diseased, and blind. They are in such a state of starvation that they take the decomposing heads from the wicker cages, salt them, and eat them.

VISIT TO PRINCE KUNG.—We rode on horseback, booted and spurred, through a muddy thaw to the Yamen of Foreign Affairs, where a picket of native cavalry salutes the Duc de Penthievre. We give our horses to grooms, dressed in sky blue, wearing black velvet boots, and find ourselves before three red-buttoned dignitaries in fox-skin jackets, with official hats covered with red silk fringe and adorned with a long plume of peacock's feathers, pearl grey silk robes with gold buttons, and white satin boots. It would take a table of logarithms to calculate the number of regular mechanical bows made in the courtyard. We bow, you bow, they bow, till you wonder when etiquette will allow you to raise your head. Besides, in China you must always give a little forced laugh in saying good morning, with oh's and ah's in a crescendo scale. At last the three great mandarins led us by a series of little foot planks and twisted bridges, round kiosks with paper walls, and we find ourselves in the presence of his Imperial Highness, whose face is intelligent and his reception most gracious. We again spend about a quarter of an hour in reception bows, but we kept our hats on our heads—to do otherwise would be a great breach of politeness. A sojourn of ten weeks in China has accustomed us to Celestial good manners. And I assure you that you would have taken us all for descendants of fire, so skilful are we in drawing our closed hands within our sleeves, then with much gravity and ceremony raising them joined together to our foreheads, so well do we know how to make a show of hilarity, and, finally, so cleverly, do we manœuvre our chopsticks. Meanwhile, as Mr. Brown, First Secretary of Legation, was translating the compliments of the Regent to the Duc de Penthievre, and *vice versa*, the tables were being covered as if by enchantment with hundreds of saucers of crackled china and little enamel jars the size of a thimble, all filled with chopped up sticky messes, green, pink, and blue, with red juicy sweetmeats, with fruits, spices, meat, &c. Having regard to the awkwardness of the barbarians, the Celestial potentates had pompously provided knives and forks, but we made it a point of honour to use the chop sticks, which pleased them. The Duc de Penthievre was on the Regent's right hand, Fauvel on his left. I had the happiness of being seated between the Minister of Commerce and the Minister of Public Instruction. You cannot imagine how gracious they were pleased to be; at one moment I had more than twenty different viands at once on my plate, and I confess to having tasted pretty nearly all the hundred and fifty sweet dishes ranged upon the table. All would have gone off admirably if the chaplain had not made a point of trying to make me laugh by murmuring something ridiculous every time that the excellent Minister of Public Instruction, with extreme politeness, put into my very mouth with his chop stick quarters of oranges dipped in sugar, while the Minister of Commerce, rivalling him in good will, insinuated between my teeth on the left side slices of ham preserved in ginger. "That old gentleman will poison you," our amiable companion of the race of Nangkao repeated each time. Without any allusion from us to our disaster, the Minister of the Interior brought the conversation gradually round to the difficulties of travelling, and, seeing that we pretended to ignore the attack made upon us by the people under his jurisdiction, he overwhelmed us with apologies with a courtesy which will make us forget everything.

EXTRACTS FROM LORD ELGIN'S CORRESPONDENCE.

ON THE DEFEAT AT THE PEIHO.—SHANGHAI, JULY 1, 1860.—Frederick (his brother, Sir F. Bruce), partly from generosity of character, and partly from sympathy with the admiral and admiration of his valour, abstained from stating in his own justification all the circumstances of the unfortunate affair at the Peiho last year. Moreover, his policy at the mouth of the Peiho was one which required success to justify it in the eyes of persons at a distance. After the failure, no matter by whose fault, he could not have escaped invidious criticism however clear might have been his demonstration that for that failure he was not directly or indirectly responsible. Therefore I think it probable that the result will prove that in following the dictates of his own generous nature he adopted the course which in the long run will be found to have been the wisest. I do not like to speak too confidently of the future. Of course their victory of last year has increased the self-confidence of the Chinese Government, and rendered it more arrogant in its tone. Nevertheless I am of opinion that the result will prove that I estimated correctly their power of resistance; that we have spent in our armaments against them three times as much as was necessary, and that if we have difficulties to encounter they are likely to be due, not to the strength of the enemy, but to the cumbrous preparation of ourselves and allies, the loss of time, and hazards of climate, and other embarrassments which we are creating for ourselves. My last remark to Lord Palmerston was that I would rather march on Peking with 5,000 men than 25,000.

VISIT TO MANILA.—I have just got rid of my uniform, in which I thought it proper to attire myself, in order to receive all the officers, naval and military, who came at nine o'clock to pay their respects. I had strolled out much earlier, *incognito*, and wandered into several churches. They abound here, as do monks of all orders. The decorations seemed tinselly enough, but there was the Catholic ritual, with its sublime suggestions and trivial forms, repeating itself under the equator in the extreme East as it repeats itself at Paris or Madrid, and under arctic or antarctic circles. And here as there, at those early morning services were a few solitary women assisting, some of them commonplace looking enough, but others no doubt with a load of troubles to deposit at the altar, or in the ear of the monk in the box, heavy enough to furnish the burden of many such romances as those which thrill the public sensibilities in our days. After all, when the horrors which have brought about the result are past and forgotten, there is something gained by that truculent Spanish system which forces the faith upon all who come within its reach. "Faistoi chretiennuer ou jet arra chelame," as Charlemagne (not a Spaniard by the way, so there my illustration halts) said to his heathen enemies. There is something I say gained by it when the origin is forgotten, because the bond of a common creed does do a little towards drawing these different races together. They are not separated from each other by the impassable barrier of mutual contempt, suspicion and antipathy which alienates us from the unhappy natives in those lands where we settle ourselves among inferior orders of men. An administrative net of a not very flexible nature encloses all and keeps each member of the body politic pretty closely to the post allotted to him; but the belief in a common humanity drawn perhaps rather from the traditions of the early than from the practice of the modern Church, run like a silken thread through the iron tissue. One feels a little softened and sublimated when one passes from Hong Kong, where the devil is worshipped in his naked deformity, to this place, where he displays at least some of the feathers which he wore before he fell. So you must pardon me if my letter reflects in some measure the phase through which my mind is passing.

VISIT TO JAVA.—Altogether I was very much interested by Java. As I have said, it is ruled entirely for the interest of the governing race; no attempt is made to raise the natives. I believe that the missionaries are not allowed to visit the interior. I asked about schools, and ascertained that in the province of which the regency of Buitong forms a part, and which contains some 600,000 inhabitants, there were five, not, I suspect, much attended. It was clear from the tone of the officials that there was no wish to educate the natives. There is a kind of forced labour; they pay a tithe of the produce of their rice fields, and are obliged (in certain districts) to plant coffee and to sell the produce at a rate fixed by the Government, in others to work on sugar estates, and in all to make roads. Nevertheless, I am not satisfied that they are unhappy, or that the system can be called a failure. In those districts which I visited there was no appearance of their being overworked, and I was assured that on the sugar estates the proprietors have no power of punishing those who do not work; that rests with the officials exclusively to do so. The tone of the officials on the subject is that no punishment is necessary, because, although they are lazy that if they had the choice they would never do anything, they do not make any difficulty about working when they are told to do so. Economically it is a success; the fertility of the island is very great, so that the labour of the natives leaves a large surplus after their own subsistence is provided for. There are twenty provinces, in each of which the chief officer is the president, a Dutchman, but the native chief regent has the more direct relations with the people, arranges about their labour, &c.; the Dutch officials look after him and see that he does not abuse his power.

RELIGIOUS SERVICES IN SHANGHAI.

(To the Editor of *The London and China Telegraph*.)

SIR,—Twenty-seven years ago—that is, in 1845—Divine services were held on Sunday mornings at the British Consulate, Shanghai (then within the walls of the Chinese city), and also on shipboard, as occasion offered, the missionaries of all denominations taking charge in turn of these services. The Roman Catholics had little chapels for Chinese converts scattered all over the country, generally quite unnoticeable, being constructed as a part of some peasant's dwelling. There was also a rendezvous for the priests and a school in the S.E. suburb of the city; and at Sicawey there was the beginning of an establishment of a more general character.

Dr. Lockhart had a small dispensary also in the S.E. suburb, though nearer the City wall, and here Dr. Medhurst used to preach in Chinese, holding meetings also in his own hired house. Such were the beginnings of public religious work and worship about three years after the signing of the Treaty of Nankin. But progress was rapid—that is, comparatively. Missionaries and teachers came from all quarters, schools were commenced, chapels built, hospitals provided, societies established, and the general outline of religious opera-

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tions filled up very much after the manner to which we have been accustomed at home. It would be impossible to trace this progress with any regard to brevity. I must leap over the interval, and give you the last results as they are now before us.

First in order of time come the Roman Catholics. They have now a very large cathedral near the bank of the river, south of the City; also, within the City walls, an old Temple restored to them by the Chinese Government and now refitted as a church and school with students. The establishment at Sicawey has grown to very large dimensions, including a nunnery, schools, and I know not what departments of their very extensive operations in this Province. Besides these, there is church a for foreigners (chiefly Portuguese) in the French "Concession"—so called; the Lazaristes have an establishment with a resident procureur. The number of Roman Catholic priests hereabouts is large, though constantly varying; and there are ten Sisters of Charity connected with the hospital for foreigners, seamen, and others.

The Church of England is represented by a Consular Chaplain, who officiates in a large, massive red-brick church; and by a missionary of the Church Missionary Society who has a foreign-built chapel within the city, and a preaching-place elsewhere. The Seamens' Church at Pootung is a sort of link between English and American Episcopalians, the original trust-deed providing that the services there might be according to the usage of either the English or American Churches. Our American brethren (Episcopalians) have a large mission church for Chinese exclusively, near the middle of the walled city, also a mission chapel at Hong Kew where, in addition to Chinese services, an American congregation assembles on Sundays, night and morning; one of the missionaries acts as pastor, and is supported in part by his own countrymen, who are residents here in good number.

The American Church mission has also a boys' school (it formerly had one for girls also), and several vernacular day-schools, besides a new chapel some little distance in the country. The American Presbyterians have four missionaries, three churches, two schools, and an admirable printing establishment. The American Baptists, one missionary, one church, a small chapel, and a day-school. The American Methodists have two missionaries, two chapels, and three schools.

Now we return to the English community again—the Presbyterian and Congregational element of which unite with their Nonconformist friends of other nationalities in the maintenance of a union chapel, which supports a minister of its own, and also sustains a female missionary to Chinese women and girls; thus blending their work with the London Missionary Society, which has two missionaries, three Chapels, and several day-schools. Moreover, the general agent for China of the Bible Society has his head-quarters here.

There remain to be noticed some institutions which have become localised now, though all owe their *origin* (as do the Churches) to the efforts first made by those troublesome people who are always getting themselves and others into difficulty, the missionaries.

The dispensary commenced by Dr. Lockhart has grown to be a Hospital for the Chinese, with its own premises, board of trustees, annual meeting, &c. A similar hospital at Hong Kew has sprung up under the shadow of the American Episcopalian Mission, and both are sustained by local contributions. So is also the Shanghai Female School Society, to which has lately been bequeathed a school-house and grounds, outside the west gate of the city.

The Anglo-Chinese school for educating Chinese youths in the English language is supported in part from local funds, and in part by the English Church Missionary Society. There is also an Eurasian school for half-castes, with a good new building provided for it; and there are four small private schools, of different grades, for children of foreign nationalities, chiefly English and American, a few Portuguese mingling with them. Very recently an eye infirmary has been established; the building having been provided from funds left by a blind Chinese girl, who had been taken to England for education by Mrs. Gutzlaff, who afterwards returned here; she supported herself, in good part, for many years, by teaching her own countrymen how to *read English!* I have not mentioned in detail a considerable number of smaller dispensaries and day schools, all of which are doing good in a quiet way; nor yet the fact that every winter a refuge is provided for the poor and destitute who, in an over-populated country like this, are sure to be found in great numbers suffering in a way that Christian people cannot bear to see without making some effort to relieve them; hence the foreigners of Shanghai provide during four winter months a shelter for the homeless, clothes and food for the aged and children, and (especially) work for the able-bodied among the Chinese poor.

Now you need hardly be reminded that Shanghai has two names, "The Model Settlement" and "A Sink of Iniquity." With regard to the latter, whilst it cannot be denied that Shanghai shares, with all large communities called Christian, the opprobium of exhibiting some truly odious features which are disgraceful to any form of civilization, it must be remembered that much of the "iniquity" which flows *to* this place, as to a "*Sink*," flows *from* the countries where enlightenment abounds, and progress is the order of the day, and moral purity should have its home if anywhere on earth. Notwithstanding which it is lamentably true that England, America, France, Australia, California, Germany, Canada, have all sent us here specimens of evil-doers, which it makes one's heart ache to contemplate, but they have also sent us true-hearted men and women who do something to check the evil thus exported hither, and to make matters better than they would be if let alone to the unchecked operation of evil influences, both those which are indigenous here and those which come from abroad.

Let me recapitulate:—3 Roman Catholic Churches, 1 English, 1 American, and 1 Seamen's Church, 1 Union Chapel, 12 Mission Churches and Chapels, 2 Hospitals and many Dispensaries, 1 Eye Infirmary, 1 Anglo-Chinese and 1 Eurasian School, 7 Mission Schools, 4 private ones for European children, and several vernacular for Chinese, 1 Local Bible Society, 1 Refuge for the Chinese Poor, and 1 Branch of the Shipwrecked Mariners' Society, 1 Institution for the Blind.

Now it is idle, and worse than idle, to ignore the importance of such an offshoot of the enterprise of Western nations transplanted to the shores of the Far East; neither ought the good to be "evil spoken of," which the residents themselves are endeavouring to cherish and sustain. When the capital of China is transferred (as it should be and *may* be) from Peking to Chin-kiang, then Shanghai will be appreciated *perforce*.—Yours truly,

E. W. S.

Shanghai, April 2, 1872.

THE P. AND O. COMPANY'S MEETING.

The half-yearly meeting of this Company was held on the 6th inst. P. D. Hadow, Esq., in the chair.

The Chairman, in moving the adoption of the report, said that the policy pursued by the Board in disposing of vessels no longer suited for the altered state of the traffic had proved successful. He was glad to say also that the new ships had proved very satisfactory. He read extracts from a letter from the captain of the *Peshawur*, reporting the admirable qualities of that vessel in the cyclone off Madras. Notwithstanding the additions to the Company's fleet no call for increased capital would be necessary. The increase in the cost of coal and seamen's wages would tend to increase the expenses. In regard to the late strike at Southampton, he was glad to say it had been arranged satisfactorily. Mr. Sutherland had successfully negotiated with the Italian Government for the transfer of the work and the subsidy of the company now running between Brindisi and Alexandria, known as Palmer's line. The subsidy of £19,000 was not so much as the removal of opposition. With the new arrangement of landing goods at Venice they expected great advantages to follow. He could not help noticing the tact and ability shown by Mr. Sutherland in settling this difficult matter. In regard to the Suez Canal he regretted that the large increase proposed by the Canal Company in their tariff would prohibit them from using it at present, except for the passage of vessels requiring repairs, &c. As an illustration of how it would work, he said that last year they paid for transit of goods through Egypt £65,000; the cost by the Canal would have been £80,000, and by the new scale £120,000. He would conclude by moving the adoption of the report.

Admiral Coffin, a shareholder, seconded its adoption, and asked if the Adriatico Orientale Company (Palmer's) would take shares in the P. and O., to which the Chairman replied in the negative.

Mr. Mackenzie, of the firm of Mackenzie, Trinder, and Co., solicitors, said, that although he was a young shareholder, he believed he represented the views of many others; he was not satisfied with the dividend of 6 per cent. per annum, considering that the company had a monopoly. It was very far below the Cunard and other companies, and the reason was partly owing to the expensive management. He disapproved of managing directors; the board of directors should be sufficient, and the various managers of departments should be responsible to them. With the system of managing directors, who were, of course, constantly in the office, the board were too apt to be led by these gentlemen, and pass the measures they recommended. He must oppose the election of Mr. Sutherland as a managing director on principle. He also thought that the coal and building contracts should be put up for public competition. He would advise the payment of the directors on a scale according to the dividends. He was surprised that the directors had not sooner adopted the port of Brindisi and possessed themselves of land and premises while they were to be obtained comparatively cheap; they were daily rising in value.

A Shareholder said that with regard to coals, about which he was well acquainted, he could tell the meeting that the directors had not been asleep, for they had made a large contract for Welsh coal at a price which could not be done to-day under 4s. advance.

Another Shareholder said the directors were acting wisely in electing Mr. Sutherland as a managing director.

The Chairman, in reply, said that so far from the Company enjoying a monopoly they were subject to the most severe competition by the Messageries, Holt's line, and a host of private steamers, and their subsidy bound them to keep time at the different stations, which often prevented them from obtaining cargo, &c. In regard to the system which had been always followed by the Company of having managing directors, he stated that this was provided for in the deed, and they had no choice in the matter; but he could assure the shareholders that the attendance of the board twice a week was not a matter of form, they took nothing for granted, but examined the necessary documents for themselves. In regard to the proposal to elect Mr. Sutherland, this was owing to the altered arrangement with Mr. Allan, so long a managing director. In regard to obtaining coals and ships by asking tenders he did not agree that it was the best mode; the case of coal had just been illustrated by a shareholder, and as to shipbuilding, they took care to have all the competition of competent builders. The proposition to pay the directors according to the dividends he considered very pernicious.

No response being made to the suggestions of Mr. Mackenzie, the Chairman concluded by moving the adoption of the report and the dividend of 3 per cent. for the half-year. This he might say had been earned in spite of lower freights and 20 per cent. reduction in passage money. Carried unanimously.

EXTRAORDINARY MEETING.

The meeting was then made special, and the Chairman proposed, in a complimentary speech, that Thomas Sutherland, Esq., be elected a director. Mr. De Salis seconded the same, alluding to the tried merits and services of Mr. Sutherland. Carried unanimously.

Mr. Sutherland thanked the board and the shareholders, and stated that this promotion would be appreciated and stimulate him to greater efforts on their behalf.

A vote of thanks to the chair and the board concluded the proceedings.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, JUNE 10, 1872.

THE FRENCH IN CHINA.

M. GIQUEL'S article on *La Politique Francaise en Chine*, in the penultimate number of the *Revue des Deux Mondes*, has at least the merit of being candid. He looks the position of his countrymen in China fairly in the face, and neither exaggerates the importance of their commercial relations with that empire nor is blind to the political errors into which they have fallen. "You come to China with your merchandise, we with our ideas," was the remark once made by a French Consul to his English colleague. And such in few words is the substance of the first part of M. GIQUEL'S article. He points out that the whole of the French commerce with China is carried on at Shanghai, and that there out of all the foreign dealers in silk only five are French. At Canton and elsewhere not a single French merchant is found to occupy the concessions of land granted for their use, and he very naturally remarks on this state of things that "Le vrai parti à prendre est de nous "en débarrasser le plus vite possible et de les rendre au "gouvernement Chinois."

By far the most important part of his article is that in which he deals with the "missionary question." As a Frenchman, and as one who has for years been in close relationship with Provincial officials of all grades, and on terms of intimacy with the mercantile and working classes, he is unusually qualified to give an opinion on the policy at present pursued by his Government towards the priests. And this he unhesitatingly condemns. The missionaries now, he tells us, "N'ont plus été regardés que comme des emissaires Français," and hence all the ill-feeling which has lately been shown towards them by the Government and mandarins, culminating in the Tientsin Massacre, which, in his opinion, was directed solely against the missionaries and through them against France. We entirely agree with M. GIQUEL up to this point; but in apportioning the shares of blame which should attach to his Government and the missionaries, we are of opinion that he looks with too friendly an eye on the mistaken conduct of the latter. From the year 1857, when the war was undertaken, to revenge the death of l'Abbé CHAPPEDELAINE, he dates the beginning of all their troubles. Up to that time the missionaries had pursued the even tenour of their way in peace and quietness. The same indulgence which has ever been extended by the Chinese to the followers of BUDDHA, MAHOMET, and MOSES, was shown also to them. But *then* they existed only on sufferance, and they behaved themselves as those who were perfectly aware of the fact. The instant, however, that the French Government interfered forcibly on their behalf, the aspect of things changed. They ceased to be regarded by the mandarins as the harmless fanatics they had hitherto been considered, and were looked upon as the vanguard of the French army. But it is unfair to charge this change entirely to the conduct of the Government. The truth is that the animosity of the mandarins was aroused far more by the pretensions put forward by the missionaries than by the interference exercised on their behalf. This is clearly shown in the circular on the subject recently published by the Tsung-li Yamen. The chief complaints therein advanced are that the Roman Catholic bishops are daily in the habit of usurping the insignia of provincial Governors; of claiming equality of rank with mandarins of the highest grades; and of defending their converts against the lawful native authorities. That these complaints are only too well founded is unfortunately true, and M. GIQUEL admits as much; but at the same time he ignores their importance, and is willing to censure the policy of his Government and the imprudence of zealous converts rather than those who by his own showing are the chief offenders.

But whatever differences of opinion may exist on this point, the main fact that intense animosity is felt by the mandarins towards the Roman Catholic missionaries admits of no doubt. The continued existence of such a state of things is pregnant with danger, and M. GIQUEL calls on his Government to escape from the toils in which by their own deed they have become entangled. He proceeds to show how this may be done, and we would entirely endorse his advice. He urges on his Government the necessity of definitely settling the terms on which the missionaries should be entitled to hold communication with the mandarins, and the etiquette which should be observed between them; and he advocates the throwing open of the missionary establishments for periodical inspections. If some such arrangements as these are not soon arrived at events must shortly arise which will call for armed interference on the part of France, and M. GIQUEL reminds his countrymen that should such a contingency occur the Chinese army will not be found in the same miserable condition in which it was twelve years ago. The soldiers of the present time are not the same as those who ran away at Sin-ho, and were demolished at Palikeaou. The Chinese Government can, at this moment, reckon on 50,000 men, armed with Remington or Enfield rifles, and well versed in European drill, ready to do battle in its cause. Such a force is not to be lightly esteemed, and M. GIQUEL'S countrymen will do well to ponder his concluding words: "La France," he says, . . "doit sortir d'un état de choses qui enchaine sa politique, et l'engagerait dans une voie peut-être funeste."

HONG KONG JUSTICE ONCE MORE.

IT would really appear as if some strange fatality attached to the office of the Chief Justice of Hong Kong. We had hoped that when Chief Justice SMALE—on some of whose acts we felt it our duty to comment with some severity—left the colony there would have been an end, for a season, at least, of the continual squabbles, hesitations, retractations, appeals, and general muddle which characterised the Supreme Court. It would seem, however, that our friends in Hong Kong have, in the substitution of Justice BALL for Justice SMALE, been placed in the unenviable situation commonly described as "out of the frying-pan into the fire." The *Overland China Mail* gives an account of a proceeding, so undignified and self-contradictory—at once so arbitrary, so vacillating, and so unreasonable, on the part of the Acting Chief Justice, as to call, not only for the indignant protest of the residents, but also for the interference of the Secretary of State in Downing-street, if the reputation of English justice and the dignity of the Court are to be reclaimed from the contempt and dislike that recent events have surrounded it with. The facts of the case are startling in their simplicity and contradictoriness. An English merchant—Mr. DAVID WELSH—while performing the thankless duty of a juror, was reprimanded and fined for "not paying attention" to a case which he had to decide. Mr. WELSH, who was an invalid at the time, very courteously apologised to the Judge, who at once remitted the fine; but it appears that, so far from not paying sufficient attention to the cases before him, Mr. WELSH had paid a great deal more attention to them than was palatable to the sensitive nerves of his Acting "Lordship," and he sent a letter to the *Daily Press*, in which he drew attention to what he described, and no doubt believed, to be the "miscarriage in justice" in more than one case before the same "DANIEL come to judgment." Now comes the grossness of the inconsistency. On reading this letter—which no English journalist will contend the editor of the *Daily Press* was not fully justified in publishing—Mr. Acting Chief Justice BALL took proceedings against both writer and publisher, trotting out the worn-out stalking-horse of "Contempt

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of Court," and literally sentencing Mr. WELSH to a fortnight's imprisonment, and holding the powers of the law *in terrorem* over the head of the publisher, unless he chose to retract the very pertinent comments. A more monstrous stretch of authority was never perpetrated in an English court; and, if the English residents in Hong Kong do not cause this stigma to be removed from it, they may bid farewell to the *prestige* of British law, justice, and liberty in the native mind. It is monstrous to pretend that because a fine, which was proved to be undeserved, was remitted, Mr. WELSH forfeited the right of every British citizen to comment on the acts of a public man. But, even if Mr. WELSH had exceeded the limits of fair criticism, which we contend he did not, to subject a gentleman of his position and pursuits, and in his state of health, to imprisonment, without the option of a fine, was an act at once cruel and vindictive. We have full confidence that our friends in Hong Kong will not let the matter drop; and we heartily wish them success in purifying their legal "Augæan stable."

THE P. AND O. COMPANY.

THE directors' report—published in our last issue—was presented to the shareholders at the half-yearly meeting on the 6th instant. The directors seem firmly and resolutely—to use a sporting term—to have put on the gloves, and are prepared to meet all comers. Sixteen new vessels, aggregating 50,000 tons, have been contracted for during the last four years, increasing the fleet of the company to fifty vessels, of 113,208 tons. This is a substantial sign of the counsels which prevail at the board, and it is fortunate for the shareholders that they have directors, capable of adapting themselves to the altered circumstances, which in these days constantly arise. We all know how difficult it is to get out of an old subsidised groove. Carrying mails and passengers with a large subsidy, and taking choice cargoes at £20 to £40 per ton, was the comfortable state of things from which the directors have but lately emerged. Now we find them entering into keen competition with private steamers, and carrying off the first of the new season's tea. Telegrams received last week announce the departure of the *Deccan* from Shanghai, at £7 per ton, the *Malacca* from Foochow, at £5, and the *Sunda*, from Canton, at £4 10s. No doubt these steamers will be the first to arrive from the respective ports, and after discharging will be able to make good defects, and return to the eastern stations. The difficulties which attach to the organisation of the mail service are considerably enhanced, when the company attempt to combine cargo voyages such as this. Again, we have seen that finding they were at a disadvantage in the substitution of Brindisi for Marseilles for the mail service, the directors despatched Mr. SUTHERLAND to treat with the Italian Government, for the transfer of a subsidy, which has been paid to the Adriatico Orientale Company, for the conveyance of mails to Alexandria. Mr. SUTHERLAND has overcome all the thousand and one difficulties which always surround any business negotiations with the officials of that land of *dolce far niente*. By this arrangement the company, in addition to the subsidy of £20,000 per annum, remove the opposition, and they will now be able to land cargo from India, China, &c., at Venice, for distribution to any part of the Continent. We are glad to see that Mr. SUTHERLAND has been elected to a seat on the Board; he is unquestionably the right man in the right place, and it would have been a mistake to have longer deferred this compliment.

WELL acquainted as many of our readers are with the public institutions of Shanghai, they may scarcely be prepared for the startling summary contained in the letter of our correspondent "E. W. S.," which will be found in another column. It is encouraging sometimes to pause awhile, even in good work, in order to ascertain the progress made; and we are indebted to our correspondent for placing before us so vivid and satisfactory an account of the results of the labours of missionaries, and the liberality of foreigners, in what we prefer to call "the model settlement," if we are compelled to choose a name for Shanghai out of the two our correspondent mentions. Nineteen places of Christian worship; three hospitals and many dispensaries; thirteen schools, exclusive of Chinese vernacular ones; and four charitable institutions of the highest order; —all these combine to show an amount of quiet benevolence ever at work to which not many foreign communities so limited as that of Shanghai can lay claim. The thoroughly liberal, unaffected, and unsectarian style of our correspondent's letter will commend his facts and his inferences to far more general attention than is to be obtained by the less modest and less temperate letters which we sometimes observe in our contemporaries.

THE Report of the Acting Harbour Master at Hong Kong for 1871 is a document which is singularly free from any official routine, or—may we use the word?—humbug. Besides the solid facts connected with his department, which are eminently satisfactory—the increase of tonnage being 983,057 over 1870—he deals with the failures in a candid manner. It is singular that his report should confirm so distinctly the remarks we made in our last issue as to the policy pursued by the late Governor, Sir RICHARD MACDONNELL, in regard to Chinese vessels. His comments on the boarding and shipping of seamen are particularly praiseworthy. We congratulate the local Government on possessing such an officer as Captain CAIRNS, and trust that he will have ere this been provided with an efficient steamer. Surely a good workman is worthy of good tools.

THE following letter has appeared in *The Times* with reference to the article—quoted in that journal from our last issue—upon telegraphic communication with Manila. It will be observed that the writer does not allude to the improbability of the Spanish Government being able to pay a subsidy for such a line:—

SIR,—With reference to the paragraph in your City Article of this day, commenting on the necessity of telegraphic communication with Manila, I beg to inform you that the Spanish Government has given a concession for a submarine cable from Manila to the Asiatic coast.

A company for carrying it out is now in course of formation, and by supporting such a useful and at the same time profitable enterprise the mercantile houses connected with Spain and the Spanish bondholders will have an opportunity of giving a practical proof of the personal interest they take in the development of the trade and resources of Spain and her colonies.—I am, Sir, your obedient, THE CONCESSIONAIRE.

WE understand that thirty-four candidates have offered themselves for examination before the Civil Service Commissioners for the vacancies announced in the Consular Service as Student Interpreters, and that several have been "plucked." The successful candidates will be announced in our next.

WE believe that M. LARRIEU, who holds the concession from the French Government, for running steamers on the inland rivers of Cochin China, will be prepared to despatch shortly two steamers from this country, to be followed by two others.

WE have much pleasure in announcing that the honour of knighthood has been conferred upon Mr. DANIEL BROOKE ROBERTSON, C.B., Her MAJESTY'S Consul at Canton.

CHINA AND JAPAN AT THE EXHIBITION.

In our notice written in May of last year, of the first of what is intended to be a series of International Exhibitions, we had occasion to express regret at the almost entire absence of objects representative of the arts or industries of China and Japan. We are glad to find that the hints we then threw out have not been wholly disregarded, and that in the present Exhibition, although the Far East is anything but adequately represented, still there are here and there to be found some of those marvellously complicated specimens of ingenious workmanship for the construction of which the Chinese and Japanese workman has long been famous. There is, however, still one thing wanting. The few objects which as we have said are to be found are scattered over the numerous departments into which the building is divided, are by their isolation completely lost in the mass of other exhibits with which they are surrounded. We have an Indian Court presenting from end to end one continued blaze of Oriental magnificence, and specimens from other countries Foreign and European are collected in special "Annexes," as Her Majesty's Commissioners are pleased to name the various galleries. But China and Japan productions can find no place set apart for their display, and, so far from being brought prominently into notice, are, as we have said, so distributed in holes and corners as to render a search for them a work involving a vast expenditure of time and labour, even though the explorer may have the assistance of the elaborate catalogue—slightly less complicated than *Bradshaw*—to aid his researches. To make "confusion worse

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confounded" many of both the Chinese and Japanese exhibits are not catalogued at all, while many again have no distinguishing label affixed explanatory of their names and uses. We know not upon whose shoulders the weight of blame for these shortcomings is to rest, but we trust they will be remedied in future Exhibitions. Surely a China and Japan collection would prove as interesting as Mr. Bucklands fish-hatching apparatus, or Mr. Walter's exhibition of back volumes of *The Times*, to both of which special departments are afforded.

In proceeding to a brief notice of the Far Eastern productions which are exhibited, it is necessary to record the impossibility —for reasons which we have already stated—to give the precise position of the objects referred to. Of all the "Annexes," however, the one in which the Far East is present to the largest extent is that known as the East Quadrant, reached by a flight of stairs from the jewellery and musical instrument galleries. Chinese porcelain is here shown in the form of a large fish bowl in company with some vases, tea-cups, and tea-pots lent by Messrs. Hewett and Co. Sir Rutherford Alcock is also an exhibitor and sends some charming specimens of Chinese porcelain and jade, amongst which are scent bottles, a bracelet, tea-pots, cups, saucers, and basins. Some of the enamelled work is beautiful, particularly that of a pair of jars and covers. Famous above all for their ivory carving, the skill of the Chinese appears again in a number of boxes and small cabinets, some of which are covered with raised carved figures and landscapes. In particular there is a large ivory basket, pierced everywhere by the knife of the deft workman, whose patient labour has produced a most exquisite work. These boxes, with the carved designs, are in truth amongst the features of the Exhibition, and will amply repay the visitor for his trouble in finding them. Her Majesty's late Minister in China is also the exhibitor of a magnificent robe, the ground of white silk, upon which are embroidered the representation of birds whose plumage is the most beautiful that mortals ever set their eyes upon. It is a garment such as might have covered the veiled Prophet, or its lustrous folds would add dignity to an Emperor. Several pairs of Chinese ladies' shoes, of such minute dimensions as to render it a matter of wonder how any human foot can be compressed into so small a space, are likewise shown, but by whom neither catalogue nor label informs us.

Turning from China to Japan we find that the interests of that country have been well looked after by Sir Harry Parkes, whose collection is unique. This includes some Kioto brocades, marvellous specimens of brilliancy and colouring, of which British looms and British operatives might, we imagine, try in vain to turn out the equal. The Exhibition is also indebted to Sir Harry for several pairs of Japanese slippers, all blue satin and gold ornament, and some Japanese costume figures, one representing a young lady in a very coquettish attitude, and another lady with an open umbrella. The grotesque is largely imported into these figures—the rabbits dressed in red, and the fantastically attired monkey, with a fan in one paw and some bells in the other, being amusing caricatures of humanity. Again in another place is to be found a variety of articles in Japanese lacquer, &c., including a massive sword in gold and lacquer, a landscape in the same beautiful work, small cabinets with birds in lacquer, and some cups and saucers. To these also we find Sir Harry's name attached. What is evidently a Japanese flirtation is depicted on a large tortoise-shell tray exhibited by Messrs Farmer and Rogers. The gentleman, who has a fan in one hand, has evidently failed to make much of an impression on the object of his adoration, who looks more scared than pleased; whilst the ardent lover's attendant is the picture of despair. Messrs. Hewett and Co. lend a Japanese cabinet of silver, gold, and lacquer work, on which are some extraordinary figures. Surmounting it is an ivory box, admirably made, and not unlike a doll's house. Dr. Drocachis exhibits Japanese bronze vases, and a collection of Japanese embroidery, at once artistic and beautiful, shown by Messrs. Joseph and Co., stands out prominently among specimens of similar work from other countries with which it is placed in contiguity.

TEA STATISTICS—1801-1871.

Some economic facts of considerable interest are disclosed by a return from the statistical department of Her Majesty's Customs. In this paper are set out year by year, from 1801 to 1871, the weight, the price in bond, and the rate of duty of the tea consumed in the United Kingdom. This table, therefore, embraces seventy-one years. In the first year when the population of the kingdom was 15,828,000, the average price of tea being 4s. 2¼d. per lb. (market price 3s., duty 1s. 2½d.), the quantity consumed was 23,730,000 lbs., or 1 lb. 8 oz. per head of population. The extreme contrast to this is presented by the last year of the series. In 1871 the population was 31,513,000, or just double that of 1801, the average price of tea 1s. 10½d. per lb. (in bond, 1s. 4½d.; duty, 6d.), the weight consumed 123,402,000 lbs.; the rate per head 3 lbs. 15 oz. The lapse of half a century brought this change to the tea drinkers of the nation—the price to the consumer had fallen 55 per cent.; the average weight consumed by each individual of the community had increased by 166 per cent. The lowest price in the return and the highest rate of consumption are those just quoted for 1871. The decrease in the rate of consumption, with a market rise of price, is obvious enough generally. Tea was rising from 1801 till 1809, when the price was 6s. 10d., or 2s. 7½d. more than in 1801; the rate per head was only 1 lb. 3 oz., or 5 oz. less than at the commencement of the century. During the twenty-five years, 1809 to 1833, the rate of consumption though generally following the fluctuations of price, indicates no increase of permanent demand. Prices varied in that interval between 6s. 10d. and 4s. 2d.; the rate of consumption between 1 lb. 3 oz. and 1 lb. 6 oz. Viewed by the light of subsequent developments, the trade appears to have been stagnant, so much so that in 1834 and 1835, though tea was cheaper than in 1801, the rate per head consumed was rather less. It is not till we reach 1846 that any very marked improvement is established—then the price was 3s. 3½d., the rate per head 1 lb. 11 oz. Thence, with scarcely a check, the rate of consumption has continued to augment up to the present time. The financial history of the last decade will be in the memory of most people. The tea duties have been an important feature in all the budgets of the time. This period can be most succinctly illustrated by abstracting and condensing some of the figures of Mr. Baxter's paper.

The Price and the Rate of Consumption of Tea in the United Kingdom during Ten Years.

	Price of Tea per lb. to consumer. s. d.	Whereof was the duty. s. d.	Yearly Consumption of Tea in lbs. Millions.	Average rate of consumption per head. lb. oz.
1862	3 0¼	1 5	78¾	2 11
1863	2 7½	1 1	85½	2 14
1864	2 6¼	1 0	88⅛	3 0
1865	2 3½	0 7⅞	98	3 5
1866	2 1¼	0 6	102¼	3 7
1867	2 0⅞	0 6	111	3 11
1868	2 1¼	0 6	106¾	3 8
1869	1 11⅝	0 6	111¾	3 10
1870	1 11¼	0 6	117¼	3 12
1871	1 10⅛	0 6	123½	3 15

The law of these figures is simple—with one slight exception the price the consumer had to pay decreased yearly; the rate of consumption increased concurrently with the diminution of price. But the decreased consumption of 1868 is probably due more to the long paralysis of manufacturing and commercial enterprise which followed the credit panic of 1866 than to the very small increase of price in the first-named year. In 1865, when the duty was 1s. 0d., tea brought into the imperial exchequer £5,581,000. In 1871, the duty being 6d., the yield to the revenue was £3,085,000. Hence the reduction of the duty has entailed a clear loss to the Treasury of £2,500,000 a year.

THE INTERNATIONAL CREDIT AND TRADING COMPANY, ROTTERDAM.

The general meeting of shareholders of this company was held on the 3rd inst.

The directors, in submitting the report for the year 1871, had the pleasure of informing the shareholders that since the reconstruction of the company the result of the operations had been satisfactory, as would be seen by the accounts presented. The commission business had increased in extent, the agencies in Java had shipped produce to the amount of f.2,545,000, of which f.1,409,000 was on orders, the remainder being on account of the company. The sales of cotton goods and other merchandise in Java had amounted to f.2,468,000, of which nearly two millions had been received in consignments, and f.290,000 sent out by the head-office at Rotterdam. The gross profit amounts to f.500,355.37, of which f.258,453.13 was realised by commission, f.68 177.74 from interest, f.133.649.92 on sundry operations, and f.40,074.58 were profits on sugar and tobacco plantations. The contra account showed—General expenses, f.174,072 94; on operations, f.23,591.84; bonus to the Java managers, f.45.690.05; dividend taxes, f.3,712; written off, f.60 236.56½, leaving a profit of f.193,051.97½, to which f.8,659.85½ is to be added as balance of profit of last year, bringing the total profit to f.201,711.83. The commissaries of the company recommended that out of the nett profits stated above a dividend of f.7¼ or 11 6-10 per cent. per share should be paid, amounting to f.145,000; that, according to the statutes, 20 per cent., or f.27,500, should be carried over to the reserve fund, by which the reserve would be increased to f.65,926.75, representing 5¼ per cent. on the paid-up capital, the remaining balance (less f.1,711.83, which is brought forward to the new account of profit and loss) to be divided amongst the commissaries and directors.

The motion approving of the balance-sheet and dividend was then put and carried unanimously. On the motion of Mr. I. C. Reepmaker, the Chairman of Commissaries, a cordial vote of thanks was accorded to the directors in Rotterdam, as well as the managers in Java, for their able conduct of the affairs and their attention to the interests of the company.

Monetary and Commercial.

The half-yearly meeting of the P. and O. Company was held on the 6th inst., and the proceedings are reported in another column. The directors' report was adopted, a dividend of 3 per cent. for the half-year was declared, and Mr. Thomas Sutherland was elected to the board of directors.

A meeting of the International Credit and Trading Company, "Rotterdam," has been held, at which the directors' report and accounts for the year 1871 were presented, and were unanimously passed. The operations for the year had yielded a profit of f.500,355, out of which a dividend of f.7¼ or 11 per cent. was declared, and f.27,500 were carried to the reserve fund.

The National Provincial Bank of England has declared the usual dividend of 8 per cent. per annum, with a bonus of 7 per

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cent. for the half-year; the London and River Plate Bank (Limited) an interim dividend of 5 per cent. for the half-year ended 31st March; the Bank of British North America a dividend for the six months at the rate of 8 per cent. per annum; and the London Chartered Bank of Australia a dividend for the half-year at the rate of 8 per cent. per annum.

The directors of the London and Provincial Marine Insurance Company have decided on the payment to the shareholders of the usual interest, at the rate of 10 per cent. per annum, free of income-tax, for the half-year ending 30th June. The Thetis Marine Insurance Company (Limited) notify the payment on the 1st of July of the half-yearly interest to the 30th of June of 2s. 6d. per share, free of income-tax. The directors of the Universal Marine Insurance Company have decided to pay on the 1st July next an interim dividend of 5s. per share, being at the rate of 10 per cent. per annum.

The receipts of the Great Northern Telegraph Company for the month of May have been as follows:—On the European lines, 114,366 francs; China and Japan section, 94,485 francs; total receipts, 208,851 francs. In May, 1871:—On the European lines, 103,749 francs; China and Japan section, 32,110 francs; total receipts, 135,859 francs.

We believe that the orders for the entire pumping machinery for the new docks at Dundee have been placed by the commissioners in the hands of Messrs. Gwynne and Co., engineers London. This is the thirtieth dock this firm has supplied with pumping engines. They are also constructing a large number of gas exhausters, with engines for driving them—and including two of the largest in the world. These works are filled with turbines, hydraulic pumps, steam pumping engines, steam engines, boilers, &c.

Bar Silver is firm, and the price has slightly advanced to 60½d. per oz. standard, at which rate there are buyers to a considerable extent. Mexican Dollars are quiet; the arrivals have been but small, and the prices for the old and new coinage remain without alteration, the old at 62d. the new at 59½d.

The amount of bullion by the P. and O. Company's steamer *Australia*, which left Southampton on the 6th inst., was in silver—to Singapore, £1,250; to Hong Kong, £3,710; to Shanghai, £6,870; to Yokohama, £6,500; total, £18,330.

The Mansion-house Police-court has been occupied for several days with the hearing of a charge against Sir Rowland Macdonald Stephenson, the chairman, and George William Brown, the former secretary, of the Ottoman Railway Company (from Smyrna to Aidin), of unlawfully conspiring to procure a quotation of the shares of the company in the official list of the Stock Exchange, by means of false representations, with intent to defraud. The evidence was concluded on Saturday, but the Lord Mayor postponed his decision until Wednesday next.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SINGAPORE to LONDON, per Theresa Behn, entered June 5.—107 baskets gutta-percha, 3030 bales 2459 bags gambier, 227 bags tapioca, 1212 bags pepper, 117 bundles 2663 cow hides, 317 bags cloves, 21 bags coffee, 87 boxes shells, 120 bundles Malacca canes, 6897 bundles rattans—Order.

From SHANGHAI, HONG KONG, FOOCHOW, A SINGPORE, PENANG &c. (via S.C.), to LONDON, per Ajax (str.), entered May 25.—From Shanghai: 1 package merchandise—T. Richards; 1 package merchandise—McInroy, Ross, and Co.; 4 packages merchandise—B. Pratt and Co.; 2 packages merchandise—C. H. F. Schutze; 16 packages merchandise, in transit—Rehder and Co.; 1 package merchandise—M. Lepper; 3 packages merchandise—J. C. McPhee; 87 bales bronze, 79 bales tobacco—Blow and Raecke; 12 bales silk—C. Shaw and Co.; 26 bales waste silk—Kleinwort and Co.; 50 bales silk—D. Sassoon and Co.; 500 packages tobacco—Howard and Co.; 1500 half-chests tea—Lake, Brown, and Co.; 148 chests tea—Forbes, Forbes, and Co.; 12 chests tea, 5 packages preserves—W. M. Maitland; 120 bundles mother-o'-pearl shells—J. W. Morice; 714 half-chests tea, 20 cases gall nuts, 41 bales yellow silk, 23 bales silk—Thorne and Co.; 17 bells, 2 pans, 14 pieces 8 cases metal, 61 boxes copper, 13 packages 69 cases curiosities, 1 case flowers, 108 packages merchandise, 300 cases gall nuts, 96 bales wool, 216 bales silk, 19 cases wine, 186 bales tobacco, 8 bales pongees, 10 bales brown silk, 13 casks oil, 119 boxes gall nuts, 9 cases hair, 2 cases paper, 235 bales shells, 2000 boxes 1420 packages copper, 40 cases rhubarb, 1 butt wine, 1 case cheroots, 713 half-chests 108 packages tea—Order. From Hong Kong: 2 packages merchandise—J. B. Taylor; 2 packages merchandise—H. S. King and Co.; 1 package merchandise in transit—Benecke; 6 packages merchandise—J. K. Davis; 2 packages merchandise—J. Morrison and Co.; 5 packages merchandise—W. K. Hughes; 2 packages merchandise—C. Saunders and Co.; 2 packages merchandise—China Gas Co.; 1 package merchandise—G. I. Murrow; 20 cases silk in transit—Low Bros.; 1 case tea, 1 case cigars—J. Morrison and Co.; 5 case cigars—M. Turner and Co.; 1574 boxes tea, 100 cases cassia buds, 50 cases galls, 100 cases anniseed, 300 boxes cassia, 100 boxes 3 casks ginger, 100 bales waste silk, 336 packages merchandise, 1 package tea, 13 cases preserves, 8 cases cigars—Order. From Foochow: 43 boxes tea—Lloyd and Co.; 4 boxes tea—G. Hughes; 1582 chests 6727 half-chests 519 boxes tea, 1 package merchandise—Order; 2 packages merchandise—Sanderson and Co. From Singapore: 28 packages merchandise—J. Batt and Co.; 5 cases plants—Jackson; 3 packages merchandise—Levison, Lewis, and Co.; 27 packages merchandise, 4042 slabs tin, 150 boxes tea, 1 case tortoiseshell, 143 cases gum benjamin, 17 cases cigars, 51 boxes citronella oil, 1657 slabs gutta-percha, 835 bags seed, 750 bags pepper, 2 cases shells, 359 boxes 44 cases gutta susa, 227 bags copal, 1 package canes, 1 case fruits, 2 cases tobacco, 50 cases nutmegs, 5 baskets india-rubber, 20 boxes tin ore, 5 cases gamboge—Order; 1 case tobacco in transit—Order. From Penang: 4 cases merchandise, 1 bundle sticks—H. S. King and Co.; 386 bales tobacco in transit, 5 cases spices, 95 cases fish maws, 8 cases mace, 13 cases merchandise, 3786 slabs tin, 7 cases benjumea, 121 bales tobacco, 11 cases cloves, 1939 bags pepper, 105 cases nutmegs, 25 cases india-rubber, 14 cases gutta-percha, 24 bales tobacco—Order. Remainder of cargo from Port Said and Suez.

ARTICLES OF IMPORT.

TEA.

There has been no improvement in the tone of the market; the demand both for export and home consumption has been unusually small; whilst the earlier opening and large settlement of new Teas at Hankow and Canton have induced importers to endeavour to close old season's accounts before the arrival of new Teas. Large quantities have been offered, at public sale, without reserve, and sales also made privately for this purpose; and the result shows a declining tendency in nearly all kinds of Congou, Souchong, and Scented Teas. The public sales of the week have comprised 67,029 packages, of which 63,630 packages have been printed without reserve. The stock in the United Kingdom on the 31st ultimo was estimated at 90,064,300 lbs., against 86,819,802 lbs., and the quantity afloat at 1,951,000 lbs., against 6,370,870 lbs. last year. Deliveries have been on a large scale, amounting to 14,350,000 lbs. for last month, making the total for the year so far as follows, viz.:—

	1872.	1871.
Home consumption for London from Jan. 1 to May 31.	... 38,670,000 lbs.	38,499,000 lbs.
Sent coastwise do.	... 16,654,000 ,,	15,210,000 ,,
Export do. do.	... 15,200,000 ,,	14,022,000 ,,
Total delivered ...	70,524,000 lbs.	67,731,000 lbs.

Black.—Red-leaf kinds: Siftings and broken-leaf kinds have sold at a decline of ½d. to 1d. per lb. Fair to good common have been better supported, but have given way ½d. to ¾d. per lb. Fair to good Kaisows show a reduction of 1d. to 1½d. per lb.; fine also a similar decline; in finest but little has been done. Pak Lin kinds have been sold at rather lower prices. Black-leaf kinds: The low qualities continue in over supply and difficult of sale, prices ruling about ½d. per lb. lower. Fair to good common have been dull of sale, and prices must be quoted fully ½d. per lb. lower. Fair to good medium have been taken to a fair extent, but at a decline of ½d. to 1d. per lb.; good to fine kinds show a reduction of 1½d. to 2d. per lb. In finest sales have been small at former rates. Amoy kinds: The low qualities have sold from 4½d. to 5d. per lb.; fair to good have been steady. New-make Canton kinds: Siftings have been difficult of sale at 3d. per lb.; low kinds in half-chests sold at 7d. to 9d. per lb.; fair 10d. to 1s. 0½d., showing a decline of 1½d. to 2d. per lb. New season's have arrived to some extent, and have been readily saleable, but the later sales show a reduction of 1d. to 2d. per lb. on the opening prices; further supplies are close at hand. Oolongs: Common to good kinds, free from dust, have been taken for Export, and prices show an advance of 1d. to 2d. per lb. Finest are in limited request at full prices. Souchongs have been difficult of sale at lower prices. In Flowery Pekoes but little has been done. Scented Teas—Capers: Common to fair Canton kinds have sold at a decline of 1d. per lb., good to fine have been better supported. Foo Chow kinds have sold rather lower. Orange Pekoes: Canton kinds have been steady, with a moderate demand. Foo Chow kinds: Fair to good quality has sold rather easier. Uncoloured Japans have been taken for export at improved prices for fair to good and fine kinds; the low descriptions show no improvement. *Green*: The demand for Export continues, and Young Hysons, Imperials, and Hysons have been sold at advanced prices; fine to finest lines of Gunpowder being very firm at former rates. Canton kinds have been heavy of sale at a decline of ½d. to 1d. per lb. for common to fair quality.

SILK.

Messrs. Kilburn, Kershaw, and Co. report as follows:—The general tone of the Silk market has altogether changed for the better since our last report, and considerable business has been done; this improvement in demand commenced when it became evident that the advancing prices of European Silk on the continent must benefit Asiatic, and the first Silk to feel the movement was Japan, in which there has been a very large business done, chiefly in Mybash, at fully 2s. advance from the most depressed moment. The accounts of the European crops have been followed with the usual anxiety, and their generally indifferent character from the first has stimulated business, so that there has been much activity. Bengal Silk has also sensibly improved, and fine filatures have been readily taken at advanced rates, the medium classes also having in like manner felt the upward tendency, though in a less degree. Chinas, which seemed disposed rather to be losing favour, have within the last few days improved likewise, and a good 6d. recovery has been established, "Red Peacocks" being in request at 25s., and Chop, 3rd Tsatlees, at 28s. to 28s. 3d. Canton Silk has continued in steady demand, good market Tsatlee becoming scarcer ever day and command-

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ing 18s. 6d. Deliveries during May were fairly good in the aggregate. Cantons and Japans showing comparatively the best figures. From Shanghai the latest accounts seem to agree in an estimated export for the new season of 55,000 bales, but notwithstanding this ample quantity prices have opened on a high scale, and have further advanced, being now decidedly over our present London quotations.

COFFEE.

The market has shown no material change during the week. There has been a steady demand both for Plantation and Native Ceylon at the recent advance, and a good business has been done. The prices paid at the sales have been *Plantation* triage and ordinary 68s. to 74s., small 72s. 6d. to 77s., fine ordinary mixed and Demerara grey 75s. 6d. to 76s. 6d., low middling 77s. to 79s., middling 79s. 6d. to 83s., good middling 84s to 86s, fine bold 93s. 6d. to 94s., pea-berry 90s. to 93s. 6d. *Native* small 65s., ordinary 69s., good ordinary 70s. 6d., fine ordinary 71s. 6d., pea-berry 74s. to 74s. 6d. Business has been done to some extent in Native, afloat at 72s. per cwt., and in Manila to arrive at the same figure.

SUGAR.

The market has exhibited increased activity for all descriptions, and relatively large sales have been effected both on the spot and for arrival at a further slight advance, but the business effected is not wholly reported. There has been an unusually active demand for floating cargoes, from the trade as speculators, and extensive transactions, consisting chiefly of distant shipments, have been effected at advanced prices. The following are the details of the business done:—

Manila: In public sale on the spot 2,800 bags unclayed Zebu at 36s., 12,500 bags Ilo Ilo at 26s., 700 bags clayed (duty 4s.) at 30s. Privately on the spot 5,121 bags unclayed from St. Helena at 26s. 6d. to 26s. 9d., low 25s. 6d. to 26s., 1,800 bags low clayed at 29s., 16,000 bags clayed (duty 4s.) at 30s. 6d., 4,000 bags ditto at 30s., 6,500 bags unclayed Taal at 26s. 3d. to 26s. 6d. For arrival 300 tons clayed at 30s. 9d. to 31s., 100 tons at 32s., landed terms; 150 tons unclayed at about 26s., 400 tons Ilo Ilo per James Lister at 26s. 6d., 1,600 tons ditto July-August shipment at about 26s. 6d., and 500 tons unclayed Taal at 26s. landed terms. A floating cargo at 1,200 tons unclayed Ilo Ilo June shipment has been sold at 26s. 6d. landed terms.

China: For arrival 1,000 tons low quality July shipment at 25s., 900 tons ditto at 25s. 9d. to 26s.

Penang: 1,000 baskets Date at 24s. 6d.

COCOA-NUT OIL.—Ceylon on the spot is quoted £35 to £35 10s., although some business is reported to have been done at £34 15s, and to arrive at £35 to £35 10s. At auction 273 casks were bought in at £36 per ton.

CUTCH.—Very quiet; about 200 boxes fine Pegue have been sold at 25s. 6d.

GAMBIER is also quiet; small sales reported at 21s. for block, and 23s. 6d. for Cubes.

HEMP.—Manila without change; fair and good fair roping £50 to £50 10s. per ton.

JAPAN WAX.—92 boxes good hard saucers have been sold at £4 6s. per cwt.

PEPPER.—*Black:* Only 110 bags offered by auction, and 20 bags Penang sold at 6d., the remainder, Singapore, being bought in at 7d. *White:* 456 bags Singapore in auction met only a limited demand, and 60 bags sold at easier rates at 13d. to 13½d., the remainder being bought in at 13¼d. to 13⅜d.; also 10 bags Penang 12⅛d. For delivery at the end of the year 500 bags Singapore have been sold at 11d.

RICE.—Very quiet, and scarcely any business has been done during the week. The arrived cargo per Egeria, 15,000 bags Bassein, has been sold at 8s. 9d. ex ship. A floating cargo of about 1,800 tons Necransie, July shipment, per steamer, has been sold at 9s. 3d. ex ship London. On the spot 3,000 bags Rangoon have been sold at 8s. 9d. to 9s. 3d., and 5,000 bags Necransie at 9s. to 9s. 3d.

SAGO.—In auction 527 bags small pearl met few offers and were all bought in at 17s. to 17s. 6d. *Flour:* 805 bags Singapore bought in at 16s.

SHELLS.—The periodical sales were held on the 4th inst. with the following result:—*Tortoise:* A total of about 4,400 lbs. offered met a good demand, and brought full rates; 4 cases (734 lbs. Manila sold at 19s. 6d. to 25s. 6d. *Mother-o'-Pearl:* Small supplies offered and partly sold at previous rates: 1 case good Macassar sold at £11 15s. *Other Shells*: 38 baskets and 11,232 loose Green Snail withdrawn, 120 mats Zanzibar Bull Mouth bought in at 2s. each, 9 packages New Zealand Ear Shells chiefly sold at 6½d. to 9d. per dozen, 125 cases Singapore Fancy sold, Trocas 5s. 6d., Spider 6s., gold mouth 10s.

SPICES.—*Cassia Lignea:* 600 boxes good unsorted of fresh import per Enterprise sold at 94s. to 95s. *Vera*: 124 bundles ordinary Singapore sold at 37s. *Buds*: 50 boxes sold at £6 10s. *Cinnamon*: Of 51 bales Ceylon, only 9 bales spurious sold at 9d. to 10d., the remainder being bought in. *Cloves*: Of 20 cases Penang, 6 cases sold, fine bold bright, 1s. 5½d.; good, 1s. 4d. to 1s. 4½d.; low bought in at 10d. *Nutmegs*: 31 cases Penang met a good steady demand and sold at firmer prices, average 73 nuts to the lb. at 3s. 5d., 86's at 3s. 4d., 107 to 104's at 3s. to 3s. 1d., 157 to 160's limed wormy at 1s. 6d. to 2s., 32 boxes defective limed ditto sold, 125's at 2s. 2d., 155's at 2s., 8 cases limed Java sold at 1s. 9d., 18 cases wild bought in at 3d. *Mace* has again met a better demand, and has sold at dearer rates: 5 cases Penang sold, low broken and dark, 3s. 1d.; middling, 3s. 9d.; good polish, 4s. 3d.; 24 cases ordinary Java bought in at 3s. 6d.

TAPIOCA.—Of 871 bags Singapore offered only 150 bags sold—fine white at 2½d. to 2⅝d., middling 2¼d.; the remainder bought in—good to fine 2⅜d. to 2⅞d., Malacca 2¼d.; also 576 bags Penang at 2⅝d., except 135 bags sea damaged, which sold at 1⅝d. to 2d. for first class. *Flour*: 50 bags Singapore sold at 1⅜d.

TIN.—In the absence of demand—consumers keeping their stocks low—prices have given way, and are £1 to £2 lower than those quoted for last mail. The current rates are—Straits, on the spot, £151 to £152; afloat, £148 to £150; Banca, £158; Billiton, £156.

Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
May31	Glenlora	Edwards	Colombo	London
31	Flevo	Sprootman	Batavia	Texel
7	China	San Pedro	Macao	Havana
16	Corinna	Watson	Padang	New York
17	Puritan	Doane	Hong Kong	Do.
17	Gemsbok	Bunker	Manila	Do.
31	D. Malcolmson	Cummins	Rangoon	Liverpool
29	Maasluis	Kuchler	Sourabaya	Brouwershaven
28	Fosca Helena	Pronker	Pasaroeang	Texel
30	Anna Lucretia	Rynsaardt	Bezoekie	Do.
31	Hightlyer	Cook	Batavia, for Bremen	Off Torbay
June 2	Hawarden Castle	Jones	Rangoon	Liverpool
May19	Highlander	Foster	Manila	New York
21	Katarina Maria	Brandt	Singapore	Do.
22	Coulnakyle	Japp	Yokohama	Do.
21	Borneo	Procter	Batavia	Boston
21	Dronning Louise	Grove	Banjoewangie	Do.
13	Salvadora	Hormachea	Macao	Havana
June 5	Dallam Tower	Rhind	Colombo	London
3	Talisman (barq.)	—	Hg. Kg., for Hmburg	Off Dover
2	Laurel	—	Shanghai	New York
5	Theresa Belin	Steffens	Singapore	London
2	Hermann	Thede	Do.	Cuxhaven

DEPARTURES.

Date.	Ship.	Captain.	For	From
May29	Fair Leader	Fookes	Anjer	Cardiff
28	Stanley	Littlehailes	Singapore	Sunderland
16	Walton	Mercer	Yokohama	New York
17	Endeavour	Warland	Hong Kong	Do.
31	Aral (s.)	Oxley	Colombo, &c., via S.C.	London
31	Trafalgar (s.)	Watson	Sing., China, &c., S.C	Do.
31	Elizabeth Graham	Bragg	Shanghai	Do.
31	Empress of India	Cather	Singapore	Do.
31	Sebastian Bach	—	Hong Kg. via Cardiff	Liverpool
31	Josephine	Hurton	Singapore	Cardiff
31	Golden Spur	Farrel	Hong Kong	Do.
June 3	Carricks	Glover	Do.	London
	Prins Hendrik (s.)	Hendrik	Batavia	Nieuwe Diep
May21	Galatea	Gardner	Hong Kong	New York
25	Taffarette	Rocher	Saigon	Lisbon
June 4	Scindia	Carr	Shanghai	London
	Gebroeders	Vanderminde	Batavia	Texel
May23	Enoch Train	Thompson	Hong Kong	New York
23	Game Cock	Sherburn	Anjer	Boston
31	Alejandro	Laviduria	Manila	Liverpool
June 4	Maas Nymph	Vogelsang	Hong Kong	Cardiff
4	Anne	Morrison	Shanghai	Swansea
4	Mangalore	Thomas	Galle	Dundee
2	Ferdinand	Lorenzen	Hong Kong	Hamburg

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
May 21—June 4	Glenroy	Manila, Sing., &c.	London
	Priam	China	Do.
	Commander	—	China
	Glensannox	London	Sing., China, &c.
	La Creuse	Toulon	Saigon
	City of Exeter	Cardiff	Hong Kong
	Woquois	U.S.	China

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Teviot. For Colombo, &c.: Russia.

SAILING VESSELS.—For Yokohama and Hiogo: Glamorganshire. For Yokohama: Cleta. For Shanghai: Black Prince, Tonbridge, Albert Victor, Omba. For Hong Kong: Cairnsmore. For Manila: Maria. For Singapore: Kate Carnie, Belle of Southesk. For Penang: Alice. For Batavia and Sourabaya: Dora. For Batavia, Sourabaya, and Samarang: Peter Dickson, Union. For Bangkok, &c.: Latona. For Colombo: Ann Millicent, Constancia. For Colombo, &c.: Speedwell, Strata Florida.

At LIVERPOOL.—For Yokohama and Hiogo: Mary Moore. For Hong Kong (via Cardiff): Imperieuse. For Batavia: Laurens Costa. For Batavia and Sourabaya: Jorgen Bruhn. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Ajax (str.), Deucalion (str.). For Colombo, &c. (via S.C.): Azalea (str.). For Galle, &c.: Lady Douglas.

At GLASGOW.—For Hong Kong: Cartvale. For Batavia and Sourabaya: County of Lancaster. For Singapore: Min. For Galle and Penang (via S.C.): Fitzpatrick (str.).

SPOKEN.

ANNE MARIE, Penang to London, May 12, 18 N., 28 W.
LANCASTER, Cardiff to Japan, April 27, 17 S, 26 W.
CANANORE (Fr. ship), Madeira to Batavia, April 6, 32 N., 21 W.
BENEFACTOR (Amr. brq.), New York to H. K., April 6, 23 S., 28 W.
METEOR (brq.), Hong Kong to London, April 25, 25 S., 4 E.
SARAWAK, Sunderland to Singapore.
TYCOON, London to Singapore, April 16, 9 S., 28 W.
HELEN, Sunderland to Hong Kong, April 17, 9 S., 29 W.
HUDDERSFIELD, Liverpool to Singapore, May 28, 46 N., 10 W.
PRINSES AMALIA, Rotterdam to Batavia, March 22, 3 S., 19 W.
DOUGLAS CASTLE, Cardiff to Hong Kong, March 28.
JANE SPROTT, Cardiff to China, April 14, 20 S., 30 W.

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4 d.p. 4,058, London to Hong Kong, April 11, 18 S., 33 W.
FANNY (barq.), London to China, 41 days out, April 29, 1 S., 23 W.
OXFORD, Cardiff to Singapore, May 2, 2 N., 25 W.
HARRIET (barq.), Cardiff to Singapore, April 6, 17 S., 24 W.
BACCHUS (ship), Cardiff to Galle, April 16, 5 S., 28 W.
GLANCE, London to Hong Kong, May 31, 47 N., 9 W.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern Ports remain firm at the current quotations. Coal freights are quiet, and there is but little change to report. In homeward business from Java and the rice ports there is a fair amount doing.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 95s. meast. To Hiogo: 95s. meast. To Nagasaki: 95s. meast. To Hankow: 100s. meast. To Shanghai: 60s. weight or meast. To Foochow: 100s. meast. To Hong Kong: 60s. weight or meast. To Manila: 100s. meast. To Singapore and Penang: 60s. weight or meast. To Sourabaya and Samarang: 95s. meast. To Batavia: 90s. meast. To Padang: 100s. meast. To Saigon: 100s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Yokohama: 35s. weight, 30s. meast. To Shanghai: 35s. weight, 30s. meast. To Manila: 35s. meast. To Batavia and Sourabaya: 20s. weight, 25s. meast. To Samarang: 25s. weight, 27s. 6d. meast. To Singapore: 20s. weight, 25s. meast. To Penang: 20s. weight, 25s. meast. To Ceylon: 20s. weight or meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £33. To Penang: £25. To Singapore: £23 10s. To Galle: £20. From Newport, Cardiff, or Swansea, per ton, —. To Yokohama or Nagasaki: 40s. To Chefoo: 47s. 6d. To Shanghai: 42s. 6d. To Hong Kong: 35s. to 37s. 6d. To Manila: 23s. To Singapore: 24s. To Cheriben, 21s. To Colombo: 22s. 6d. To Galle: 21s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Singapore, 21s. To Colombo: 15s. to 16s. To Galle: 16s.

The Admiralty have invited tenders for the conveyance of 176 tons of stores to Hong Kong.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

MISCELLANEOUS.

The report that the Mallard, Young, from Pasaroeang, to Boston, was derelict when towed into Halifax, N.S., by the Nebraska (str.), was unfounded.

At PORT SAID.—June 3, Red Gauntlet (str.), from London, to Colombo, &c.

CASUALTIES.

A telegram from New York states as follows:—The Mallard, from Pasaroeang to Boston, which was towed into Halifax, dismasted, is refitting there.

Advices from Havre, dated June 3, state that 1,370 bags of sesame were sold 8th and 11th April, ex C. J., Lefebvre, from Bangkok, to Marseilles, which vessel put into Mauritius, March 15, leaky.

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED),

IN CONNECTION WITH THE

FALMOUTH, GIBRALTAR, & MALTA TELEGRAPH COMPANY, LIMITED.

REDUCTION OF TARIFF TO CHINA AND JAPAN.

On and after 1st MARCH next the following Reduced Rates for Telegrams of Twenty Words will come into force:—

	FROM LONDON.	FROM PROVINCIAL STATIONS.
TO HONG KONG }	£4 6 0	... ... £4 7 0
„ SHANGHAI }		
„ JAPAN	5 6 0	... ... 5 7 0

Half the above Rates for every additional Ten Words beyond Twenty Words.

No charge for Postage will be made on Messages to China and Japan, which are posted at Hong Kong, Shanghai, or Nagasaki.

Messages should be given in at the Falmouth Company's Office,

No. 74, OLD BROAD-STREET, LONDON.

Messages sent from Postal Stations should be ordered

VIA FALMOUTH

these words being signalled as an instruction by the Postal authorities free of charge.

(By Order)

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
15th February, 1872.

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AMALGAMATED BALANCES OF PROFIT AND LOSS

OF THE

INTERNATIONAL CREDIT AND TRADING COMPANY, ROTTERDAM.

DR.			CR.		
Sundry Merchandise:—			Sundry Merchandise—		
Batavia		f.23,591.84	Rotterdam	f.22,303.40	
General Expenses:—			Samarang	82,166.67	
Rotterdam	f.39,168.26		Sourabaya	29,179.85	
Batavia	63,443.96				f.133,649.92
Samarang	36,654.73		Commission and Delcredere—		
Sourabaya	34,805.99		Rotterdam	f.40,173.99	
		174,072.94	Batavia	76,259.35	
Discharges of Debtors:—			Samarang	75,920.36	
Rotterdam	f.7,811.19½		Sourabaya	66,099.43	
Batavia	12,977.55				f.256,453.13
Samarang	29,966.04		Interest—		
Sourabaya	9,481.78		Rotterdam	f.56,078.44	
		60,236.56½	Samarang	8,945.12	
Bonus to the Java Directors		45,690.05	Sourabaya	3,154.18	
Dividend-tax 2 per cent., and 28 per cent. additional on f.145,000		3,712.00			68,177.74
Nett Profit:—			Sugar and tobacco estates		40,074.58
Five per cent. to shareholders on f.1,250.00	f.62,500.00				
Sixty per cent. on the balance f.139,211.83, taken up f.137,500	82,500.00				
(f.7,25 each Share), or 11 per cent.		145,000 00			
Twenty per cent. reserve account ...		27,500.00			
Five per cent. commissaries'		6,875.00			
Fifteen per cent. directors		20,625.00			
Balance on new account		1,711.83			
		201,711.83			
		f.509,015.22½			f.509,015.22½

Examined and found correct.

I. C. REEPMAKER, President.
W. BUNGE FZN, Vice-President.
Commissaries of the International Credit and Trading Company, Rotterdam.

Rotterdam, May 10, 1872.

Directors.

A. L. TEIXEIRA DE MATTOS. | I. W. MUNTZ.

Rotterdam, April 30, 1872.

Compared on behalf of the Shareholders with the books, and found correct.

I. MEES.
I. H. A. LIPPMANN.
M. MEES.

Rotterdam, May 17, 1872.

BALANCE SHEET, 31st December, 1871.

DR.			CR.	
Cash		f,14,074.00	Paid-up capital	f.1,250,000.00
Bills receivable		181,583.98	Bills payable	857,019.86½
Produces from Java and goods on the spot		46,062.35	Creditors	252,628.96½
Produces consigned...		77,306.04	General expenses	19,640.10
Cotton and other goods at Java or floating		293,500.75	Reserve account...	65,926.75
Cotton and other goods elsewhere...		201.00	Dividend	145,000.00
International Credit and Trading Company, Rotterdam	at Batavia...	520,031.89	Balance of profit	1,711.83
	at Samarang	497,092.92		
	at Sourabaya	450,559.81		
Debtors (advances on securities)		382,217.44		
Interest		30,969.76		
Premises	f.95,962.50			
Furniture	2,365.07			
		98,327.57		
		f.2,591,927.51		f.2,591,927.51

Examined and found correct.

I. C. REEPMAKER, President.
W. BUNGE FZN, Vice-President.
Commissaries of the International Credit and Trading Company, Rotterdam.

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M. MEES

Rotterdam, May 17, 1872.

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COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France) Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two Threadneedle-street, London, 1871.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.

Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Ingapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutt

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130. 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shares holders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

LONDON AGENTS—FEARON AND CO.,

34, GREAT ST. HELENS, E.C.,

By whom risks to all Eastern ports are taken at current rates.

SUCCESS IN INDIA,

AND HOW TO ATTAIN IT.

EFFINGHAM WILSON, Royal Exchange.

The writer is evidently well acquainted with the East, and the information afforded by him is both useful and interesting.—*Daily News.*

The honest yet hopeful way in which practical information is communicated in these pages concerning actual life in India will awaken the dormant enterprise of young men of education and ability, whose prospects may be somewhat indifferent at home.—*Globe.*

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The author of this very sensible work appears quite at home in his subject.—*Financier.*

We leave the little book with much the same impression as would be derived from the conversation of an intelligent and observant man of the world.—*Bullionist.*

A real and practical knowledge has been brought to bear upon the subject.—*Money Market Review.*

The author of the above-named pamphlet formerly editor of the *Indian Examiner*, and since on the staff of daily and weekly journals in London, seeks a re-engagement as editor in China, Japan, or Ceylon. The advertiser has a thorough knowledge of the practical working of a newspaper, and could undertake the business department also.

Address, J. D. B., care of the Editor of the *London and China Telegraph*, 2, Cowper's-court, Cornhill, to whom references are kindly permitted.

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NAVAL AND MILITARY GAZETTE

East India and Colonial Chronicle.

A SATURDAY MORNING PAPER,

ESTABLISHED 1833,

Now under new Editorship, gives all the Naval and Military News of the Week, from both Home and Foreign Stations, interesting alike to those in the Services and to their Friends.

Price THREEPENCE.

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THE MANAGER,

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WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

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MODERATOR LAMPS AND LAMPS FOR INDIA.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN.

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ESTABLISHED 1807.

TO LET, a GENTLEMAN'S RESIDENCE, well furnished, for the Summer Months, with Stabling for four horses, Groom's apartments, pretty Lawns, Conservatory, and good gardens. Five miles from Railway Station. Stands very high. Commands excellent views of the beautiful country of Mid-Sussex.

For rent and particulars apply to CHALLEN AND SON, estate agents, Storrington, Pulborough.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS residing abroad would find this a most desirable home. References can be given for England, India, China, and Japan.

For terms, &c., address M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

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AN AYAH, lately arrived in Charge of a Child, wishes to return by the P. and O. or Messageries Service. Terms very moderate. If by Messageries, the half-passage money will be accepted in return for services.

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ESTATE AND GENERAL AGENT,

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COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 1,500 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

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Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

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SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every acility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron Ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, an at average spring tides can receive vesse's of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and ools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resid nt Europeans.

Their two smaller GRANITE DOCKS can receive at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

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	From Southampton.	From Brindisi.
GIBRALTAR	Every Thursday at 2 P.M.	—
MALTA		
ALEXANDRIA.		
ADEN	" "	Every Monday at 5 A.M.
BOMBAY		
GALLE		
MADRAS	Thursday, June 6, at 2 P.M. And every alternate Thursday thereafter.	Monday, June 17, at 5 A.M. And every alternate Monday thereafter.
CALCUTTA		
PENANG		
SINGAPORE		
CHINA		
JAPAN		
AUSTRALIA	Thursday, June 6, at 2 P.M. And every fourth Thursday thereafter.	Monday, June 17, at 5 A.M. And every fourth Monday thereafter.
NW. ZEALAND (Cargo only.)		

And all Ports at which the British India Company's Steamers call.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arriva, and 10 per cent. to those re-embarking within twe ve months.

Through Tickets to Brindisi can e obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

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Domai	... June 23	For Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Ava ...	... July 7	
Cambodge	... July 21	
Peiho ...	... Aug. 4	
Mei Kong	... Aug. 18	
Alphee	... Sept. 1	

The steamers of the 7th July, 4th Aug., and 1st Sept. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 23rd June, 21st July, and 18th Aug. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
" Constantinople ... " Saturday, 5 P.M.
" Algiers ... ... " " "

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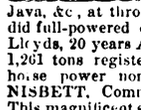
*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

Steam via S.C. to China, Japan, and Java. Last Shipping day, 12th June, unless previously full.



FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI (taking cargo for transhipment to Manila, Saigon, Japan, Java, &c, at through rates at shippers' risk) the splendid full-powered ocean steam ship TEVIOT, 100 A1 Lloyds, 20 years A1 in Liverpool book. Built in 1871, 1,261 tons register, 1,200-horse power effective, 250-horse power nominal; compound engines; W. C. NISBETT, Commander; South West India Docks. This magnificent steamer, built expressly for the China trade by James Laing, Esq., of Sunderland, is most confidently recommended to shippers. She has recently returned from her first voyage, having made the outward passage to Shanghai in 57 days, and homeward from Foochow in 49 days, including all stoppages. Has very superior accommodation for first and second-class passengers.

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THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month or SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st and 16th of every month Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Extra steamers will be despatched from San Francisco on the 16th, and from Hong Kong on the 27th of every month, until further notice.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, 18 days from England.
Japan ..... in 38 " "
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New Zealand in 42 " "
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Passengers for California and intermediate points on this road are now booked hrough from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Steamship Company and United States, New Zealand, and Australian Mail Steamship Company.

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AROUND the WORLD in NINETY DAYS, by Steam and Rail, by Land and Sea, via North America, Japan, China, Sandwich Islands, New Zealand, Australia, Ceylon, India, Egypt, and Continent of Europe.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, either by way of Japan and China or New Zealand and Australia, at one reduced and inclusive fare.

The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, or to New Zealand and Australia, by the United States, New Zealand, and Australia Mail Steamship Line, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

The journey may be broken at any point, and resumed at pleasure.

Fare, via China, £221; via New Zealand and Australia, £197.

For further particulars apply to H. STARR and Co., 22, Moorgate street, London. Agents Union and Central Pacific Railway, &c.

SINGAPORE, CHINA, AND JAPAN.

THE following SPLENDID First-class SHIPS will be despatched as under:—

Destination	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Ombs.....	A1 16 yr	E.I.D.	With des.
Hong Kong	Cairnsmore	AA1	E.I.D.	With des.
Singapore ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.
Yokohama...	Cleta	A1 16 yr.	E.I.D.	With des.

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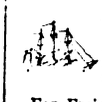

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THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January 1872. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

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FRENCH MAIL EDITION.]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. ME SAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 459.] LONDON, MONDAY, JUNE 17, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received June 14.
JAPAN — Yokohama	March 1	April 20	April 24
Yedo			
Osaka and Hiogo	Feb. 23	„ 17	„ 18
Hakodadi			
Nagasaki	„ 23	„ 13	„ 17
CHINA — Peking	—	—	„ 17
Tien-tsin	—	—	„ 23
Chefoo	—	—	„ 24
New-chwang	—	—	„ 20
Hankow	„ 23	„ 13	„ 21
Kiu-kiang	—	—	„ 19
Chin-kiang			
Shanghai	March 8	„ 21	„ 29
Ningpo	—	—	„ 25
Foochow			
Formosa			
Amoy	—	—	„ 30
Swatow	—	—	„ 30
Hong Kong	March 22	„ 29	May 4
Canton	—	—	„ 3
Macao	—	—	„ 1
PHILIPPINES— Manilla	„ 8	„ 17	April 24
COCHIN-CHINA— Saigon	„ 29	May 4	May 9
SIAM — Bangkok	—	—	„ 5
BORNEO—Labuan	—	—	„ 7
Sarawak	—	—	„ 6
JAVA — Batavia	„ 29	„ 8	„ 9
Samarang	—	—	„ 8
Sourabaya	—	—	„ 7
MALACCA STRAITS— Singapore	April 12	„ 10	„ 18
Penang			
CEYLON—Galle	„ 19	„ 11	„ 21
Colombo	„ 19	„ 12	„ 19

THE MAILS, &c.

The French mail, bringing dates as above, was delivered on Friday last, the 14th inst., three days in advance of its due date. The mails and passengers by the steamer—the *Ava*—were landed at Toulon, probably to avoid the possibility of a detention in quarantine at Marseilles, with reference to which a communication appears in another column. The next inward mail (P. and O.), with dates, Yokohama May 1, Shanghai May 5, Hong Kong May 11, Singapore May 19, is due, *via* Brindisi, on Monday next, the 24th inst.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, four to five hours in transmission.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer *Australia*, from Southampton *via* S.C., June 6.—To Yokohama: Miss Mary Proctor, Mr. and Mrs. Herdman and child. To Hong Kong: Two second-class passengers. To Singapore: Mr. and Mrs. Masins. To Penang: Capt. Nicholls. To Ceylon: Lieutenant Quarry, Mr. A. Mearns, Mr. and Mrs. C. Forbes, Mrs. R. O. S. Morgan, Capt. Sir J. W. Campbell, Bart., R.A., Lady Campbell and child, Mrs. Fraser, child, servant, and one second-class passenger.

Per P. and O. steamer *Poonah*, from Brindisi, June 17.—To Yokohama: Mr. T. Hackett. To Hong Kong: Mr. Watson, Mr. Harvey Dunne. To Singapore: Mr. J. Neave.

Per P. and O. steamer *Candia*, from Southampton, June 20.—To Hong Kong: Mr. H. F. Holt. To Singapore: Mr. W. S. Kymersley. To Penang: Mr. Friedericks, Mrs. Arnold. To Ceylon: Mr. C. Lavie, Mr. and Mrs. G. Armitage, Mr. C. Bischoff, jun.

Per P. and O. steamer *Poonah*, from Brindisi, July 1.—To Hong Kong: Mr. A. Cheyne.

Per steamer *Glaucus* (Holt's line), from Liverpool, May 25.—For Hong Kong: Messrs. G. Ball, J. T. H. Denny, G. Rigler, C. J. North, W. H. Grieve, S. T. Bond, of the Engineers, Sub-Lieuts. H. Donegan, H. C. Roche, F. E. Greaves, R.N., Miss Minna Westphal, Mrs. Tomlin and three children. For Shanghai: Messrs. W. Christie, Ricke, and F. Claus.

Per steamer *Teviot*, to sail from Gravesend June 17.—For Hong Kong: Mr. John Baird, Mr. Boffie. For Shanghai: Mr. Frederick I. Townend, Mr. John Symons.

Summary of News from the Far East.

CHINA.

SHANGHAI.

Our advices extend to the 29th April; the P. and O. mail from London March 8 arrived out April 21—before the previous French mail of March 1, which, being delayed by the accident to the Messageries steamer *Ava*, was not delivered until the 25th April. The following French mail of 15th March was due the day this mail left. We take the following from the *North China Herald*:—

The *Peking Gazette* of the 31st March gives the following details of the last illness of Tseng Kwo-fan, whose death we lately noticed:—Mei Chi-chao, treasurer of Nanking, reports the death of Tseng Kwo-fan. The latter, after his re-appointment to the vice-royalty of the Two Kiang gave his earnest and unwearied attention to all matters affecting the welfare of those provinces. Last autumn, while performing the triennial tour of inspection, he became troubled with dizziness in the head and swelling in the lower extremities. But he persistently refused to allow himself even temporary rest. On the 5th March his hands suddenly began to shake and his tongue became so enlarged that he could not articulate, and there were all the symptoms of paralysis Medical aid was immediately called in, and the following day he had so far recovered as to be able to hold the official levee and to discharge his other public duties. With these he was engaged without cessation from morning to night. On the 8th he held the ordinary levee and examined an unusual number of despatches; the pen was never out of his and, and his mind was incessantly occupied devising this plan and that; and in consequence of this excessive fatigue, the old trembling of the hands came on again. His medical adviser then informed him that only long rest and nutritive medicines could possibly restore him; but, notwithstanding this, he attended to his duties as usual the following day. On the 10th, observing how feeble he was, the memorialist earnestly entreated him to request a month's sick leave, but he replied, "I have received much favour and have been entrusted with such important duties that while I have breath left I dare not think of my own ease or comfort, &c, &c." The whole of the following day, until late in the evening, he spent attending to public business. About eight o'clock on the morning of the 12th the memorialist went to see him and found him engaged with his ordinary duties. That afternoon, about four o'clock, while looking over the drafts of some despatches, with which work he had already been occupied for several hours, there were symptoms of his being about to have another stroke. His two eldest sons observing this, entreated him to lay down his pen and rest for a little while. He listened to their advice. But he still felt sufficiently strong to be able to walk alone; he had not walked, however, many steps, when both legs suddenly became dead and powerless. He was at once assisted to his bed, from which he knew he should never rise again. He then dictated to his eldest son a memorial for transmission to the Throne after his death. He never uttered a single word about his domestic affairs. His last thoughts and words were alike occupied with the concerns of the Empire. That night at eight o'clock he breathed his last. The tidings of his death will be received with universal lamentations throughout the Two Kiang. The memorialist observed, when looking through his wardrobe, that it did not contain a single new article, which is a sufficient proof of the severe economy which he practised in his home.

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A correspondence relative to a despatch on the subject of transit passes and drawbacks, &c., &c., has been handed in by the American Consul-General to the Chairman of the Chamber of Commerce. We have seldom come across a more cunningly devised scheme than that which is set forth in the proposed certain (uncertain ?) rules which are designed to govern and regulate the issue of transit passes and drawback certificates. The necessary government of these questions is pretty clearly defined in the Treaty of Tientsin, and why "Prince Kung and the Ministers, whose cards are enclosed," should attempt to gain by a side wind [illegible] we do quite see—that is to say we do quite see; and seeing do not understand why any such rules should either have been submitted or received on this question. The clauses relative to transit passes, &c., can be considered at the period when the entire Treaty is revised, and we hope when such revision does take place we may have a representative who will be thoroughly master of the subject, and as thoroughly determined to permit no evasion of the stipulations agreed to.

The Customs Returns for the first quarter of 1872 were issued on the 19th May. The import of all kinds of Shirtings is about the same as last year, varying only as to particular classes. T-Cloths are 250,000 pieces in excess of 1871, but still lower than in 1869 or 1870. English Drills are more than doubled, while American have fallen off from 30,550 in 1869 and 17,175 in 1871 to 1,032 in 1872. Sheetings and Jeans are much over the same quarter in 1871, and Dyed Cotton fabrics are generally considerably less. Woollens do not show much variation, except in Lustres, which are 78,584 pieces, against 31,237. Metals generally exhibit an increased import, iron being 56,627 piculs, against 36,958, and lead 40,576, against 13,572. The most remarkable export, of course, is Rice, which is 1,642,874 piculs, or about six times the export of 1871. Raw Cotton is only one-half for the corresponding period. The re-export of Shirtings, all kinds, is 1,057,355 pieces, against 1,247,922, being 190,567 less, but of T-Cloths the export has doubled, being 714,403. Woollen goods show generally a falling off. There is an enormous comparitive increase in the quality of goods sent into the Interior under Transit Pass, Cotton staples being so treated to five times the extent they were in 1871; conclusive proof that the broad and true interpretation of the clause, recently given effect to—that foreign goods in whatever hands may be conveyed inland under the protection of these passes,—was all that was wanted to show the real value of the system. Transit dues have jumped from Tls. 2,312 to Tls. 8,511. The revenue on imports shows a slight decrease, but there is an increase on opium and export duties, and the whole revenue of the quarter is Tls. 750,554, against Tls. 681,836; increase Tls. 68,718.

In our last issue we noticed that a boat and some wreck, identified as belonging to the U.S.N. Co.'s steamer *Rona*, had been passed near Ockseu. On April 22 the U.S.S. *Benicia* arrived, bringing from Amoy Captain Kofod, who was on board the *Rona* in the capacity of pilot at the time she was lost. We then learned that the collision occurred about eight o'clock on the evening of the 14th. The *Rona* was proceeding on her voyage with a good stern breeze, partly under sail and partly by steam. The night is stated to have been moonlight. The *Ava* struck the *Rona* in front of the starboard paddle-box, tearing it away and cutting into the vessel to the extent of fifteen feet. After striking, the steamers recoiled, but again came together, the *Ava* striking the other on the quarter with great force, when the captain of the *Rona* was thrown from the bridge to the deck of the *Ava*, and informed those on board of the fatal damage done to his vessel. Several of the *Rona's* boats were lowered, and a number of people succeeded in reaching the *Ava*, where, however, they appear to have had great difficulty in getting on board, only a single rope being put over the side for their accommodation. One gentleman, Dr. Thompson of Swatow, after two efforts to get up this rope, unfortunately lost his life by falling back and striking his head on the boat below. It is stated that there was an interval of forty minutes between the time of the collision and the sinking of the *Rona*. The saved are the captain and 2nd officer; 1st and 4th engineers, Captain Kofod, and about twenty Chinese; and those who went down: Mr. Hoole, 1st officer, Mr. Boyle, 3rd officer, Mr. McMeekin, 2nd engineer, Mr. McWade, 3rd engineer, Dr. Thompson, and fifty-five Chinese. On the 25th the *Peiho* arrived from Amoy with the *Ava's* mails and two passengers, besides the survivors from the *Rona*. The remaining passengers elected to come home in the *Ava*, which left on the 23rd, after being thoroughly repaired, and reached here on the 26th. A Court of Inquiry will be held to investigate the occurrence.

A short time ago we commented on an edict hanging over General Liu Mingchuen, commander of Li Hung-chang's foreign-drilled troops in Kansuh, to the Board of War for punishment. His offence was that, having been granted three months' leave, with instructions to await the arrival of his relieving officer, Tsao-ke-chung, he left his command at once, without waiting to consult with his successor, and after having disbanded portions of his troops. We connected this with the jealousy existing between Li and Tso-tsung-tang, and suspected that Li's strength and influence was such that the punishment of one of his generals for checkmating a military rival would be merely nominal. The *Gazette* of March 21, however, has an edict dismissing Liu Mingchuen from office, and stripping him of all his honours save his baronetcy. This is pretty good evidence of the power of the Manchu party.

We are glad to see, by a prospectus sent us, that an effort is about to be made to supply the place held a few years ago by the little serial called *Notes and Queries on China and Japan*. The new periodical is to be styled the *China Review; or, Notes and Queries on the Far East*, to contain sixty pages octavo, to be published at intervals of two months, and occasionally illustrated with lithographs, photographs, or woodcuts. The editorship is to be in the hands of Mr. N. B. Dennys, of the *China Mail*, originator and editor of the old *Notes and Queries*, whose experience in the work and knowledge of the Far East are a guarantee that the magazine will be interesting and valuable.

The Shanghai Yacht Club regatta for the challenge cup came off on the 22nd. The day was pleasant, but too calm for sailing, and the race was rather a slow one. The winning yacht was Mr. C. J. Ashley's *Charm*, *Lucy* second. A ship's boat race was postponed till Tuesday, when it was won by H.M.S. *Juno's* boat *Eurydice*, the U.S. *Monocacy's* boat *Arrow* being second.

The Spring Rifle Meeting was brought to a close on the 23rd, when the Champion Sweepstakes were shot for. The winner was Sergt. L. Cameron. A tie for second in the Municipal Council's prize, between Privates Cullen and Hall, was shot off at the same time and resulted in favour of the latter. From an analysis of the shooting we find that there are 20 complete scores of 40 shots each, giving a total of 1,861 points, or an average of 2·02 per shot.

In pursuance of a challenge offered by Capt. Mooney, of the *Norna*, a match for $30 came off on the 24th, between the gig *Harp of Erin*, of that vessel, and the gig *Girl of the Period*, attached to the Harbour-master's hulk. The course was from the Police-hulk to the Harbour-master's hulk, and the *Norna's* boat won by several lengths. Another match was immediately made up between the boats, with transference of the crews from one boat to the other.

A Kinkiang correspondent sends us a table showing the quantity of goods imported, and those sent inland under transit pass during the first three months of 1872. It is shown that transit passes have been largely availed of, but yet not nearly to the extent of the imports. It is evident, therefore, that the difficulties of the lake voyage still deter dealers, for it must be inferred that a large proportion of the surplus imports, over those for which transit passes have been issued, find their way inland by land. The opening of the Poyang lake to steamers is the next thing needed.

From the report given by the Viceroy of Szechuen in the *Peking Gazette* of the 30th March, distress from failure of the crops in that province would appear to be very great, extending more or less all over it. Food is selling at famine prices. In Shanghai the best rice costs only $2.80 a picul; in Szechuen, ordinary kinds fetch $13 a picul.

The repairs of the embankments of the rivers and canals in Chili, which were destroyed by the floods last year, appear to be costing frightful sums. The Yung-ting alone has absorbed Tls. 295,000.

The *Peking Gazette* of the 24th March fixes the 16th Oct. as the day for the celebration of the Emperor's marriage.

The following items are from the *Courier*:—

The *Ulysses* has gone into dock to repair the damages to her rudder, said to have been caused by coming in contact with the *Rona's* wreckage.

A new Catholic chapel is, according to the *Courier*, shortly to be erected in Hongkew, for the benefit of foreigners of that persuasion residing in that quarter of the settlement. Subscription lists are being sent round to secure contributions towards the expense, and we are informed that several Protestants have subscribed.

The steamship *Norna* has been safely floated out of Old Dock, Shanghai, where she has been undergoing repairs and general overhaul for the past three weeks. She comes out, we believe, almost "as good as new," and the promptitude and thoroughness of the work is said to reflect credit on the several parties employed.

The income of the Shanghai Municipal Council from April 1 1871, to March 31, 1872, exceeded the expenditure by Tls. 8,619.52.

HONG KONG.

Dates by this mail are to the 4th May. The outward P. and O. mail of 22nd March arrived on the 29th April. The following items are from the *China Mail*:—The tea market has opened in Canton, and several considerable settlements are reported as having been made. The prices are reported as being much higher than last year, and experienced hands are fighting rather shy. The opening thus early—earlier than we believe has ever been the case before in Canton—will possibly have a disastrous effect on trade. Teamen and native hongs seeing the indiscreet and eager haste with which the numerous—almost innumerable—tea-tasters and buyers outbid each other, are too astute not to take advantage. Hence present high rates, and hence too, unless we are mistaken, heavy losses as soon as the Teas are placed on the London market. The *Hector* is loading [will probably arrive in London on the 24th inst.].

The opponents of gambling will note with very considerable satisfaction the tone assumed by H.E. Sir Arthur Kennedy on that

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subject. Untrammelled by the responsibility of having initiated experiments of any nature, and, yet more fortunately, disposed to form his own opinions in place of accepting those of anybody else, however able and authoritative, Sir Arthur has foreshadowed his intentions in a manner calculated to win the heartiest good feeling and support of the community. He avoids all questions of expediency. There is no such choice presented as that between a large revenue with regulation and no revenue with unchecked indulgence. Gambling is to be dealt with on the same principle as obtains respecting thieving or any other vice. It is wrong, that is, a municipal wrong, and has to be put a stop to in precisely the same manner.

The memorial regarding the swimming bath is now in course of signature at the club. Odd fishes, queer fishes, and all sorts of swimmers have already affixed their names. Those who want to "go to Bath" habitually, but have not yet signed, had better do so.

With reference to a recent paragraph copied by us from an Indian contemporary, respecting the loss of the *Montano* ice-ship, bound to Hong Kong, we learn that, even should the report be true, the local ice company has an ample supply on hand for the coming summer, so no fear need be entertained that cold cocktail will become impossible.

Yesterday being the anniversary of the birthday of Tien-how (the Queen of Heaven), an unusually large number of pigs were roasted for dedication to this goddess, and throughout the morning roasted pigs were seen carried along eastward to the Joss-house, which is situated at the extreme end of East Point.

An alarm of fire was raised, and was found to proceed from the godown of Messrs. Vogel, Hagedorn and Co., which was situated at Praya Central, near Gilman-street. The cause of alarm seemed to have arisen from the rough handling of a package of matches, which became ignited and set another on fire. Energetic steps were taken, and the burning mass was at once put out.

The usual May festival in honour of the Virgin Mary was commenced here at the Roman Catholic Cathedral, as well as at nearly all the churches at Macao. The festival will be continued during the whole month. In the latter place it is, however, celebrated with much more pomp, and is far better attended than in Hong Kong.

We are glad to note that the new chancel to the Cathedral promises to be a very useful and elegant addition to the building. Whether it was wise to build it was one thing—we opposed it. But now the project is partially carried out, it is satisfactory to find that it, if extravagant, will not also be useless and unsightly.

The members of the Chamber of Commerce held their half-yearly meeting on the 30th April. The chairman, Mr. Greig, commenced the proceedings with some observations regarding the report for the half-year. One of the most important subjects dealt with was the subject of local commissions and brokerages, which, in accordance with an understanding arrived at at the last meeting, had been taken in hand by the committee, who had drawn up a scale which was laid before the members. The committee deemed the figures there shown to be fair and equitable, but of course it was open to members to suggest amendments. The chief alteration was the brokerage on shares, which might not please all the brokers, but which seemed to the committee a just rate. With regard to the second heading of the report—the blockade of the port by Chinese Customs' Cruisers—he was sorry to say that the labours of the committee had had no very satisfactory result, though the gentlemen composing it had done all in their power. The next subject was that of the memorial to the Earl of Kimberley on the Police Force. They must all be grateful to Mr. Magniac for the attentive way in which he had responded to their letter. In the matter of the Chamber's telegrams, the committee had arrived at a very satisfactory state of affairs; they now received full and correct telegrams almost daily from London on the state of the markets.

After the chairman had concluded his comments several resolutions were proposed and carried, including a vote of thanks to Mr. Chas. Magniac, and a motion to present a sum of $200 to Mr. Blakeman for his trouble in arranging for the transmission of telegrams to the Chamber, and the efficient manner in which he had carried out the affair. The following resolution was also passed:—"That the unofficial members of the council be requested to urge upon the Local Government the importance of properly lighting the entrances to the harbour of Hong Kong, and that they be further requested to ascertain whether such portion of the Special Fund as may be necessary cannot be applied to that purpose."

On the 1st May the action Liebert *v.* the Chartered Bank of India, Australia, and China came on for trial in the Supreme Court, before the Acting Chief Justice. The case arose out of the bankruptcy of the firm of Lyall, Still, and Co., and the action was to recover the proceeds of certain bales of goods which had been consigned to Messrs. Lyall, Still, and Co., who had placed bills of lading for the same in the bank as security for an advance of £15,000. The Acting Attorney-General for the plaintiffs briefly argued that the case was similar to the former ones arising out of the bankruptcy of Messrs. Lyall, Still, and Co., in which his Lordship Chief Justice Smale had given judgment for the plaintiffs. That judgment sets out that under the circumstances of the case the goods were not given for valuable consideration, no actual advance having been made on them. In the present case the bills of lading were transferred to the Bank when the security of 30 bales of silk was withdrawn. Mr. Drummond, for the defendants, replied that in this case the whole question was based upon two previous decisions. The facts in the *Min* case were not similar to the present one, the ruling in the former was not applicable to the latter. As the judgment in Henderson *v.* the Bank of India, Australia and China, was based on the decision of the *Min* case, the ruling in it was likewise not applicable. The Acting Chief Justice gave judgment in favour of the plaintiffs, saying he adhered to the previous decision of the Chief Justice.

In the Bankruptcy Court, on the 3rd May, Hadjee Abdool Rahim Elias appeared to undergo his final examination and to apply for his dischage. Mr. Francis appeared for the bankrupt, and the Acting Attorney General on behalf of the creditors to oppose. The case was adjourned to allow of time for the production and translation of certain letters which were required in evidence.

The P. and O. steamer *Behar*, to leave on the 5th May, has been chartered to convey about 400 Indian troops to Madras, calling at Singapore and Malacca to pick up a few. The terms have not transpired. The *Adventure*, troop ship, is also starting on the same service.

SIAM.

—o—

BANGKOK.

The *Siam Advertiser* has the following items:—

The Italian corvette *Vettor Pisani*, 2,000 tons, Conte Joseph Levero, commander, anchored in the roads, and some of her officers have been on shore, sight seeing. She left for Singapore on April 23. Her presence is simply the friendly visit of a treaty Power. H.B.M.'s Consul General of Bangkok is Acting Italian Consul. The fact that a Treaty of Amity and Commerce exists between the kingdom of Italy and the kingdom of Siam, and that the road to the two countries is made very direct by the Suez Canal, renders it possible than extensive and profitable commerce may grow up between the two nations.

The Austrian frigate *Fasana*, 1,800 tons, has arrived with Le Chevalier Calice, the Austro-Hungarian Consul-General for China and Japan. We are happy to learn that he visits Siam at the present time as Austrian Ambassador to the Court of Siam, to exchange the ratifications of the treaty which was negotiated by his Excellency Rear Admiral Baron de Petz, Envoy Extraordinary and Minister Plenipotentiary, May 17th, 1869. His Excellency Chevalier Chalice had an audience with his Majesty the First King. He was honoured with the usual salute as he landed at the Santang Prat'ate Court House, and was subsequently conveyed to the palace with the usual ceremonies accorded to visitors of his distinction.

Siamese princes, nobles, and even the King may now be seen on the New Road, taking afternoon drives in elegant carriages, drawn by noble-looking horses. This love for carriage and horseback riding by the great people will guarantee the keeping of the roads and bridges of Eastern Bangkok in good condition.

There are now in port four merchant steamers, two British and two Siamese. Two of these are from China and one has been drawn here, doubtless, by the ruling high freights. The other two are bound for Singapore.

The long wished for result seems about to be realised, and we hope soon to be able to announce that it is an accomplished fact that a line of steamers runs regularly between Bangkok and Hong Kong and between Bangkok and Singapore. The business between this port and Hong Kong is so much greater than between this and Singapore, that if it will pay to have a regular line between this and Singapore, it will pay better to have a regular line between this and Hong Kong.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates by this mail extend to the 13th May. The outward mail (French) of 12th April arrived on 10th May. The *Daily Times* has the following items:—

The two new members of the Legislative Council, vice Messrs. Adamson and Ramsay Scott, resigned, we learn, are Dr. Little and Mr. Thomas Shelford, of Messrs. Paterson, Simons and Co. In this selection his Excellency may be said to have displayed the judiciousness of a Hooker—we do not mean the American General, Fighting Joe—and to have aimed at the happy mean wherein consists virtue, according to the old heathen philosopher. For we have the fire and rashness of youth tempered by the wisdom and moderation of middle age—the experience acquired by long residence under the old Indian *regime* and under the new, coupled with the fresh ideas and go-ahead tendencies of the rising generation. Then the professional classes are equally represented with the commercial—Tanjong Pagar interests with the New Harbour potentates; so that altogether Sir Harry Ord seems to have made a happy choice; if there might have been a better made, so also there might have been a worse. We have only further to add a word or two of counsel to our new senators, and especially to the younger one—who,

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we suppose, will be styled the honourable member for Telloh Blangah and Johore. Dr. Little having already had experience in the Council, there is not so much occasion to caution him. Although they are nominated by the Governor they are not on that account to consider themselves his supporters in everything. With the other unofficial members they constitute the very homœopathic dose of representation allowed by the paternal wisdom of the Home Government to Crown Colonists, and, as such, it is their first duty to represent thoroughly and consistently the wishes of the community, and fight its battles against officialism when necessary. The community expect them to be thoroughly independent—to beware of the seductive blandishments of Government House—to look narrowly into the revenue and expenditure—and in Council to put aside altogether their own private views and interests and to vote upon any question solely with a view to the general good. With these few remarks we leave them to contemplate with complacency their newly acquired honours and to prepare for their coming legislative labours.

It is the complaint of all visitors, and a good many residents, that the place is unbearable for want of something to enliven it. We always hail with pleasure the prospect of anything likely to entertain and amuse, and we know of nothing which can produce more pleasure, and perhaps instruction, than a good flower show. We have always here been known to have a taste for horticulture, and the many pretty gardens and crowds of flower-stands to be seen about the houses of our residents lead us to believe that the taste remains in spite of all the extra labour and thought required in the Square in these wire-canal days. We anticipate something very gay and bright on the 31st of July next, which, from the minutes of a meeting held yesterday, is the day fixed for the next show at the Agri-Horticultural Society's gardens. We very gladly draw the attention of subscribers to the show and its date. The more exhibitors, the better and more interesting the show will be. There is ample time to prepare between this and the end of July, and we hope the expectations of the committee will be fully realised.

BATANGAS.

Few of our readers may know where this place is,—indeed, may never have heard of it. Yet it is perhaps the most flourishing province inhabited by Malays. It is under Spanish rule, and by turning to a map may be found about the centre of the large island of Luzon. Lying 124·15' and 125·9' E. longitude, and 13·34' and 14·11' N. latitude, it has a very irregular form, and extends about thirty-six miles north to south, and sixty miles east to west. It is, with exception of the northern tobacco province of Luzon, the most flourishing of the Philippines. With a view of throwing a little light on the state of the neighbouring Colony, we propose to give a few notes on this province. Very little correct information is obtainable about any part of the Philippines, and any small contribution is always acceptable. We owe the chief part of our data to a report lately published by the statistical committee of the Colony, and should like to see each province in the Philippines similarly reported on.

The appointment of Dr. Little and Thomas Shelford, Esq., as members of the Legislative Council, is gazetted.

The average amount of notes in circulation at the Penang branch of the Chartered Mercantile Bank of India, London and China during the month of April was $233,120.

We learn that the P. and O. steamer *Behar* has been chartered to convey native troops to Madras, the *Adventure* having been unable to take them all. The *Behar* left Hong Kong on the 5th May.

The following Bills were passed by the Municipal Council for payment :—

Conservancy establishment and contingent for March	$320.50
Maintenance of roads for March	5,222.90
Do. bridges	554.86
Tools for use on roads	166.12
Watering streets	59.89
Breaking laterite	21.40
New drain North Bridge-road	259.00
Repairing drain South Bridge-road...	7.35
Cemetery establishment and contingent	517.44
Cesspit covers...	10.50
Town-hall insurance	232.50
Commissioners establishment and contingent ...	874.64
Hackney carriages, clerk's pay, and contingent ...	47.65
Town clock February and March	20.00
Lighting oil	12.30
Cleansing town and burying sweepings	682.50
Police for March	4,295.00
	$13,304.55

Secretary to the Municipal Commissioners, Singapore.

Sir,—Although I have on two occasions addressed the Hon. the Colonial Secretary respecting the state of the markets, from which Government derives considerable revenue, no notice appears to have been taken of my letters.

I have therefore to request that you will send for the renters of the said markets and remonstrate with them respecting the filthy state thereof, and give them notice such cannot be allowed to continue.

Ellenborough Market is particularly filthy, the fish market in a disgraceful state, and the shed between it and the market should be removed altogether or rebuilt. It is now a dark and offensive sort of covered way, where bad meat and rotten vegetables may be disposed of with great facility, and therefore should not be allowed.

It appears to me to be desirable that all boarded or plank partitions, and attap or cadjang screens, should be removed, and if looking places are allowed they should be placed under certain regulations.

I have further to request that you will lay this letter before the Municipal Committee at its first meeting, in order to solicit its opinion as to the parties who should frame rules for the markets, and enforce them. At present it would appear that none exist, or if they do they have fallen into desuetude.—I am, &c. (Signed), W. H. READ, Municipal Commissioner. Singapore, April 15.

Commercial Report.

(*For dates see first page.*)

IMPORTS.

SHANGHAI.—The market for imports had been very quiet; sales had been small, and for some goods prices were weaker. With regard to Piece Goods there is very little to be said. Inactivity had been the ruling feature of the market throughout the week, and, although at the close the dealers were beginning to move, there was little probability of much business resulting at the prices offered by intending buyers. A very small quantity of Shirtings had been sold, and these had consisted chiefly of mildewed 8¼ lbs. on which purchasers had gone, finding difficulty in obtaining sound goods on such advantageous terms. Of White Shirtings and T-Cloths sales were not worth recording, but established a slight decline in value. The same remark applied to Drills, Jeans and Sheetings, with this variation, that the fall in the price of Drills was heavier. Dutch sold at Tls. 2.88 to 2.90, and English 15 lbs. fair quality at Tls. 2.97½. Best Drills English 15 lbs. Tls. 3.04 to 3.06. In Fancy Cottons or Woollen goods there was no movement of consequence to notice. 500 pieces of CPH Scarlet Long Ells, and 500 pieces Camlets, and 2,000 pieces Figured Lustres at Tls. 6.40, Tls. 15½ and Tls. 4.05 per piece, respectively, were the most prominent settlements recorded. Metals: No business in Iron; Lead offering at Tls. 4.50. Coals: Nothing doing; prices nominal.

HONG KONG.—There had been no change in the market, which remained in a stagnant condition.

SAIGON.—A moderate business was doing at previously ruling rates, quotations being as follows:—Grey Shirtings, 8¼ lbs., $2.73; 7 lbs., $2.30; Supers, No. 1, $2.20; No. 2, $2.25; T-Cloth, 7 lbs., $1.95; 6 lbs., $1.75; T-Cloths, 5 lbs., $1.52; 4½ lbs., $1.30; 4 lbs., $1.20; Irish Linen, No. 150, $1.85; No. 120, $1.72.

SINGAPORE.—Little or no change had occurred in the market. Prices ruled as follows:—40s Mule twist $1.35; 8½ lbs. Shirtings $2.62½; 7 do. $2.22½; 5 do. T-Cloths $1.40 to 1.42½; 6 do. $1.70; 7 do. $1.90; Cambrics 15 and 16s $34.

EXPORTS.

TEA.

SHANGHAI, HANKOW, and FOOCHOW.—There was no business doing in these markets, in anticipation of the opening of the new season

CANTON.—We have nothing to add to the remarks which appeared in our last issue with reference to this market.

EXCHANGES, &c.

[*For date see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 7½d.	4s. 7¾d.	4s. 7½d.
Shanghai ,, ,, ...	6s. 0½d. to 6s. 0¾d.	6s. 1d.	6s. 1½d.
Canton ,, ,,	4s. 5d.	4s. 5½d.	4s. 5½d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6d.	4s. 6½d. to 4s 6¾d.	4s. 6½d.
Manila ,, ,, ...			

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	310½	226½
,, Hong Kong...	27 to 27¼ dis.	—
Bar silver...	111.2.5.	9½ prem.
Mexican dollars	77.0.0	4½ per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 61; Old, 63 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 32½ per cent. discount.
China Traders' Insurance, $1,450 premium.
Hotel shares, 47 per cent. discount.
Hong Kong and Macao Steamboat Company, $33 premium.
Hong Kong Fire Insurance Company, $317½ prem.
Union Insurance Company, $1,400 premium.
China and Japan Marine Insurance Company, Tls. 46 premium.
China Fire Insurance Company, $56 premium.
Victoria Fire Insurance Company, $61 premium.
Indo-Chinese Sugar Company, $40 dis.
Shanghai Steam Navigation Company, Tls. 36 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $15 dis.

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SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company ...	500 ...	500 ..	195 ...	4 p.c
Shanghai Gas Company ...	100 ...	100 ..	147 ...	12 p.c
Shanghai S.N. Company ...	100 ...	100 ...	148 ...	12 p.c
S. Tug and Lighter Company ...	850 ...	850 ...	400 ...	7 p.c
French Gas Company	50 ...	50 ...	63 ...	10 p.c
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$510 ...	12 p.c
North China Insurance Co. ...	Tls.1,000	Tls.300 ...	Tls.410 ...	trien.
Do. do. new ...	1,000 ...	300 ...	475 ...	trien.
North China Steamer Company	100 ...	100 ...	67 ...	
Union S.N. Company	100 ...	100 ...	105 ...	12 p.c
Yangtsze Ins. Association ...	500 ...	500 ...	820 ...	15 p.c
Union Insurance Society ...	$5,000 ...	$1,000 ...	$2,400 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	2,500	$475p.s
Hong Kong and China Gas Co.	£10 ...	£10 ...	65 ...	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100 ...	Tls.146 ...	12 p.c
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$164 ...	12 p.c
China Fire Insurance Co. ...	500 ...	100 ...	156 ...	12 p.c
Hongkew Wharf Co.	Tls. 100	Tls. 100 ...	Tls.155 ...	

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, April 23, Lahloo; from Liverpool, June 8, Menelaus.

At HONG KONG and CANTON.—From Liverpool, May 1, Abbotsford (str.); from Hamburg, 2, Courage; from Callao, 2, Aracicoa, Providence.

At SINGAPORE.—From London, May 8, Chih-Li (str.); from Cardiff, May 9, Chieftain, Palm Tree; 11, Evening Star; from Sunderland, 10, Cragie Lee; from Bordeaux, Norodum (str.); from London, June —, Deccan (str.).

At BANGKOK.—From London, March 23, August Friedrich; from Hamburg, 17, Esther.

DEPARTURES.

From SHANGHAI.—For London, April 20, Hector (str.).

From HONG KONG and CANTON.—For London, May 2, Hector (str.).

From FOOCHOW.—For London, June 5, Glengyle.

From SINGAPORE.—For London, May 9, Europa, Hector (str.); June 9, Malacca (str.), Agamemnon (str.); 13, Hong Kong (str), Canton (str.).

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ARTHUR—On the 30th April, at Bangkok, Mrs. Arthur, wife of Rev. R. Arthur, of the Presbyterian Mission, of a son.

BIDWELL—On the 19th April, at Shanghai, the wife of Henry Smith Bidwell, Esq., of a son.

BRADSHAW—On the 3rd April, at Singapore, the wife of Capt. Bradshaw, 30th Regiment, of a daughter.

COPE—On the 3rd June, at Albion-house, Eastbourne, the wife of Herbert Cope, Esq., Hong Kong and Shanghai Banking Corporation, of a daughter, stillborn.

D'ERLANGER—On the 7th May, at 20, Rue Taitbout, Paris, the wife of Baron Emile d'Erlanger, of a son.

MOULE—On the 15th April, at Ningpo, the wife of the Rev. A. E. Moule, of a daughter.

SAMS—On the 8th June, at 7, Waverley-place, Aberdeen, the wife of J. H. Sams, of a son.

WIESE—On the 10th June, at Berkeley Lodge, Sydenham-hill, Mrs. Ludwig Wiese, of a daughter.

MARRIAGES.

MACFARLANE—BELL.—On the 11th June, at Craigview, Prestwick, Ayr, N.B., by the Rev. Dr. Lawrie and the Rev. Mr. Wilson St. Quivox, Robert R. Macfarlane, Glasgow, to Fanny Elizabeth, daughter of Captain John Bell.

OGLE—LEICESTER.—On the 9th May, at St. Andrew's Cathedral, Singapore, by the Rev. Canon Beckles, Mr. Andrew Alfred Ogle to Emma Henrietta, eldest daughter of Mr. W. S. Leicester.

OLIPHANT—LE STRANGE.—On the 8th June, at St. George's, Hanover-square, by the Rev. H. R. Hawels, Laurence Oliphant, only son of the late Sir Anthony Oliphant, C.B., to Alice, second daughter of the late Henry Styleman Le Strange, of Hunstanton, Norfolk.

DEATHS.

ATTRILL—On the 16th April, at the Shanghai General Hospital, of dropsy, Henry Attrill, late chief officer of tug *Bunker Hill*.

ELLIS—On the 9th June, at Rose-hill, Hoddesdon, Herts, after a few days' illness, the Rev. William Ellis, formerly missionary in the South Sea Islands, latterly in Madagascar, aged 77.

FRY—On the 11th June, at Southend, John Gurney Fry, Esq., eldest son of the late Elizabeth Fry, aged 67.

MEADE—On the 21st April, at Shanghai, Henry Bryson Meade, infant son of H. J. Meade, Esq., Customs Service.

PARKES—On the 14th June, at 1, Lancaster-street, Lancaster-gate, after a few days' illness, Ellen Mary, the dearly-beloved daughter of Sir Harry Smith Parkes, K.C.B., aged 15 years.

ROBINSON—On the 19th April, at Hongkew, Shanghai, Charles Robinson.

SIMONS—On the 3rd May, at the Oriental Hotel, Hong Kong, Mr. Frederick Simons, of dysentery.

TWIGG—On the 16th April, at Rue de Montauban, Shanghai, P. O'B. Twigg.

VYSE—On the 12th June, at Stoke-place, Colonel Richard Henry Richard Howard Vyse, aged 59.

YOUNG—On the 24th April, at the Shanghai General Hospital, William Hingston Young, of H.B.M. Consular Service, aged 22.

YULE—On the 9th June, at 10, St. George's-terrace, Gloster-road, Kensington, Susan, wife of A. H. Yule, Peterhead, only daughter of William Alexander, of Springhill, Peterhead.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 6, off Deal, from Foochow, Ocean; off Salcombe, from Colombo, Alvington; at Queenstown, from Ilo Ilo, Moss Glen; 14, off Deal, from Colombo, Seawfell; at Liverpool, from Singapore, Nydia; off Queenstown, from Singapore, Moorhill; 12, at Brouwershaven, from Macassar, Vrachtzoeker; 14, off Deal, from Hong Kong, Meteor; off the Goodwins, from Batavia, for Rotterdam, Kosmopoliet III.

DEPARTURES.—June 13, from London, for Shanghai, Black Prince; for Java, Peter Dickson; for Singapore, Kate Carnie; June 14, from Batavia and Sourabaya, Dora; for Bangkok, Latona; for Singapore, Belle of Southesk; for Singapore, China, &c. (via S.C.), Teviot (str.); 13, from Cardiff, for Hong Kong, Antipodes; from Belfast, for Newport and Galle, Lady Ann.

LAID ON.—At London, for Yokohama and Hiogo, F. C. Clarke.

CASUALTIES.—A telegram from Suez announces the Surprise (str.) has lost blades of propeller, and will have to ship others.

LATEST TELEGRAMS.

NEW SEASON'S TEAS.

SHANGHAI, JUNE 10.—The steamers Erl King, Parnassus, and Gordon Castle passed Woosung from Hankow, direct for London, previous to June 6.

SHANGHAI, JUNE 13.—The market for Black Leaf Teas is active at previous rates, but there is only a limited business doing in Greens. Rate of freights for steamers £3 10s. The Cutty Sark and Lahloo are engaged full at £3 10s., and will sail for London on June 17.

SHANGHAI, JUNE 14.—The market for imports, both Cotton and Woollen Goods continues weak; Grey Shirtings, 6½ catties, 8½ lbs., Tls. 1.9.0; T-Cloths, 6 lbs. ordinary, Tls. 1.1.7; 7 lbs. Mexicans, Tls. 1.5.5. Exchange on London Bank bills, six m.s., 6s. 3¾d.; Mexican dollars, Tls. 78¾. Silk: Market firm; Tsatlee No. 3, Tls. 565; No. 4, Tls. 520. Hankow Tea market, quiet.

FOOCHOW, JUNE 10.—Tea: Market strong; freight by steamers, £4. Glengyle (str.), sailed for London June 5.

HONG KONG, JUNE 15.—Canton Tea Market steady. Market for Cotton and Woollen Goods very dull, prices lower; Grey Shirtings, 6½ catties, 8½ lbs., $2.55, Cotton Yarn (Water Twist), 16-24, $120 to $125; T-Cloths, 6 lbs. (ordinary), $1.65; 7 lbs. (Mexican), $2.15. Exchange on London: Bank bills, six m.s., 4s. 6¼d.

SINGAPORE, JUNE 15.—The following steamers with new season's Teas have arrived from China and proceeded for London:—June 6th, Deccan, from Shanghai; 9, Malacca, from Canton; Agamemnon, from Shanghai; 13, Hong Kong, from Hankow; Canton, from Foochow.

PARLIAMENT.

HOUSE OF COMMONS.

THE DIPLOMATIC SERVICE.

On Monday last in reply to questions from Mr. CARTWRIGHT Lord ENFIELD (Under Secretary for Foreign Affairs) said,—As regards the first question—"What change will be made in the system of examinations for admission to the junior grades of the Diplomatic Service?"—I beg to state that candidates who have taken a University degree, or who have been at a public school up to their eighteenth year, will be required to pass only such examination as will prove that they have a correct knowledge of French grammar, can converse fluently in that language on ordinary topics, can translate accurately from English into French, and *vice versa*, and can satisfy the examiner of their proficiency in handwriting and *précis* writing. With respect to the second branch of inquiry—"Will the scale of remuneration of the junior members of the service be altered, and will certain pecuniary advantages be secured to them on special proof of specified qualifications?"—I have to state that the period of unpaid duty will be reduced to two years, whereof six months will be spent in the Foreign-office and eighteen months abroad. At the end of two years they will receive commissions as Third Secretaries, with a salary of £150 a-year; and if, on examination, they show a competent knowledge of public law, they will, as Third Secretaries, receive an additional £100 per annum; on promotion to be Second Secretary they will receive a minimum salary of £300 a-year, increasing by £15 a-year till it reaches £450 a year. The minimum salary of a Secretary of Legation will be £500 a year. Any Secretary of Legation or of Embassy, Second or Third Secretary or *attaché*, who shall possess a competent knowledge, colloquial or otherwise, of the Russian, Turkish, Persian, Japanese, or Chinese language while serving at any mission where such language is vernacular, will receive a special allowance of £100 a-year over and above any other allowance he may be in receipt of. The third question is:—"Will those who entered the service before the present arrangements for giving commissions to Second and Third Secretaries took effect be allowed to reckon towards their pensions the period of their service as *attaches* with four years' deduction?" No, Sir, they will not be allowed to count such time, as no such benefit was promised on their entrance into the service. In reply to the fourth question:—"Will chiefs of missions be allowed, subject to the approval of the Secretary of State, to unite the leave one year with that of the next without incurring a deduction of salary?"—I have to observe that the Secretary of State is not prepared to allow this, as it is not considered advisable to establish a system which would sanction the absence of heads of missions for four consecutive months from their posts every second year, thus depriving the country for so long a time of the advantage which British interests would derive from the weight and authority attaching to heads of missions.

THE SUEZ CANAL.

Mr. NORWOOD asked the President of the Board of Trade whether

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his attention had been directed to a notification of the Suez Canal Company that, on and after the 1st July next, the toll of ten francs per ton now levied on the net tonnage (or cargo capacity) of steamers will be charged on the gross tonnage; and whether the opinion of the law officers of the Crown has been taken as to the power of the company, consistently with the terms of its concession, to levy dues on that portion of the tonnage of a merchant steam vessel occupied by its machinery and fuel. Mr. CHICHESTER FORTESCUE said no opinion of the law officers of the Crown had been taken on the subject, and he doubted whether the Government would think it right to take it as to the terms of a concession made by a foreign Government to a foreign company. As to the facts, he believed that a notification had been given by the Suez Canal Company. Mr. NORWOOD: Is the right hon. gentleman aware that the Italian Government have taken diplomatic action in the matter? Mr. CHICHESTER FORTESCUE: The information at the Foreign-office does not include that.

LEGAL.

COURT OF COMMON PLEAS.

SUGAR FREIGHTS—STANTON V. RICHARDSON—RICHARDSON V. STANTON.

In these cross actions Stanton was the owner and Richardson the charterer of a large American-built vessel, the *Isle of Wight*, under a charter of the 24th of June, 1868, for Hong Kong to Manila for orders, and thence to one of the Philippine Islands for a cargo of lawful merchandise, to include "sugar in bags." The vessel duly proceeded to Ilo Ilo, Philippine Islands, and there took on board the greater part of a cargo of "wet sugar," admitted to be within the description in the charter party, when it was found that water and fluid was collecting in the bottom of the vessel which the pumps were incapable of keeping down, and it became necessary to unload that part of the cargo which had been put on board. It was at first thought that the ship had strained herself while lying at the jetty and was leaking, but it turned out that the drainage from the sugar had collected in large quantities in the hold, and, being thick and sticky, was difficult to deal with in pumping, and mastered the pumps. It appeared that the vessel could have been made fit by the adoption of fresh pumps and other means to carry the cargo home in eight months; but the sugar was, in fact, brought home sooner in a ship of very similar construction, in which, however, different pumps and further precautions with regard to pumping were used. At the trial the jury found that the vessel was not fit to carry the cargo, and could not be made so within a reasonable time, and found all other material issues in favour of the charterer, Richardson, whereupon verdicts were entered for him (the damages, which will be of large amount, to be referred), and a rule was subsequently obtained to enter verdicts for Stanton, or for a new trial, against which cause was now shown. The arguments were very protracted, it being contended for the charterer that it was a condition precedent of the contract that the shipowner should tender a ship fit to carry this cargo within a reasonable time, or such a time as would save the object of the charter from being frustrated, which he did not do, and, therefore, that the charterer was justified in throwing up the contract, and refusing to wait for the ship; and for the shipowner, that the charterers were under an obligation to tender a cargo reasonably suitable for the particular ship chartered and its construction.

The Court (Chief Justice Bovill and Justices Brett and Byles) held that there is no doctrine of law prevailing that the cargo offered should be reasonably suited to the particular ship, if it be a reasonable cargo within the description in the charterparty, and that the shipowner is bound to supply a ship not only seaworthy, but also reasonably fit for the purpose for which it is chartered within a time within which the object of the charter can be carried out. In this case he did not do so; in short, the ship was in fault, and not the sugar, and therefore the rule must be discharged.

COURT OF DIVORCE.

BEAVER *v.* BEAVER.

This was a petition by the wife against her husband. The parties were married in July, 1864, and they have since lived together in St. John's-wood, and elsewhere in London, and at Brighton and Cowes. The husband was a partner in a firm of commission merchants at Singapore. In 1869 Mrs. Beaver presented a petition to this Court for dissolution of marriage, and it was admitted that the allegations contained in that petition were true. But Mrs. Beaver had resumed cohabitation subsequent to the date of that petition, and had condoned the charges contained in it. She now prayed for a dissolution of marriage, on the ground that since the cohabitation had been resumed her husband had treated her with cruelty, and had thereby revived his condoned misconduct. The husband denied the charge of cruelty, and prayed for restitution of conjugal rights.

The Judge (Lord Penzance) decided that Mrs. Beaver had not established the charge of cruelty. Her petition for dissolution was, therefore, dismissed, and a decree of restitution of conjugal rights was pronounced.

MISCELLANEOUS.

THE ALTAI REGION.

Herr Bernhard von Cotta, an eminent German professor, has just published a very interesting work on the geology and mineralogy of the Altai. The Altai region comprises 7,800 German square miles, and is somewhat larger, therefore, than Great Britain and Ireland together. It forms part of the private possessions of the Imperial family of Russia; and its gold, silver, and copper mines are estimated to have yielded an annual income of about a million roubles. Of late, however, its silver mines have shown signs of exhaustion, and the new mines opened have not turned out nearly so remunerative as the old ones. Under these circumstances the Russian Government in the spring of 1868 commissioned Herr von Cotta to visit the region and examine its mineral resources. The work he has now given to the world is the fruit of his journey. In it he has not confined himself, however, to the mere object for which he was sent by the Russian Government. The first part of the work gives an interesting account of his travels; the second is devoted to the geology and geography of the Altai, and its present and early inhabitants. The Altai rises almost in the centre of the Asiatic continent, forming the western end of that great chain of mountains which stretches thence away to the mouth of the Amour, and separates Eastern Siberia from China. Almost in the centre this giant chain is breached by Lake Baikal and its southern feeders. In its ridges also are the sources of the Yenisei and the Irtish. The Obi takes its rise in the Altai. The name "Altai," we are told, is interpreted in four different ways. The first derives it from Alatun, that is, golden mountain; the second from Alin-tau, which means parti-coloured mountain; the third from Altaiya, or high-lying primæval forest; and the fourth from Alty-ai, six months. Herr von Cotta directs attention to the remarkable fact that not only are the rocks of the Altai and their relative position such as are found in Central Europe, but also the organic remains of the different geological periods are the same: even the plants of the coal formation of countries so widely separated in space are essentially similar, while the living flora are characteristically different. Still more singular is it that the coal formation of the Altai region appears to belong to the same geological period as those of Central Europe and Northern America; whereas in the whole of European Russia not a single district is known in which the coal formation belongs to the coal era of Western Europe. The coal beds of European Russia are all older than those of Central Europe. On the other hand, it is found that in a part, at least, of China the coal formation is later. It would thus appear that the coal region of the Altai was formed intermediately between those of European Russia and China, and are contemporary with those of Western Europe and Northern America. The present climate of the Altai is marked by a cold winter and very rapid alternations of temperature, which are extremely injurious to the development of plants. Germany and the Altai lie in the same latitude, but the number of plants growing wild in Germany compared with those peculiar to the Altai is as seven to four. While again in the very warm and dry summers sugar and water melons thrive in the open fields, in the course of every winter the temperature frequently falls so low that quicksilver is frozen. And to this must be added violent snow-storms, which make even short trips dangerous.

OCEAN RACING.

The *Pall Mall Gazette* comments upon the fact that the proprietors of the White Star Company have triumphantly established the assertion disputed by their rivals of the Inman line—namely, that their steamship the *Adriatic* has accomplished the swiftest passage on record between England and America. The time occupied between the Mersey and Sandy Hook was 7 days 18 hours 55 minutes. The *Adriatic's* log-book establishes the fact, and, as Captain Cuttle remarks, the log-book is the most veracious of human writings. We presume that, independently of honour, the competing proprietors consider that substantial profit as well is involved in the reputation of running the quickest steamer. They may be right, and their experience should inform them of what is most likely to advertise them with the travelling and emigrating public. We dare say pace may recommend itself primarily to their go ahead American customers, and men used to high pressure navigation in the Mississippi may make light of the relatively trivial risks of steaming express across the Atlantic. But we should fancy the more stolid and steady-going Englishman might object to the hazards incurred in economising a few hours in a long lifetime. A man used to take life easily; an emigrant who has been idly kicking his heels for years, while meditating when he should repair his dilapidated fortunes, need scarcely care to subordinate safety to celerity and excitement. Ocean racing is very perilous at best, and we have expressed our views before now as to those ocean matches between the tea clippers employed in the China trade. In their case, however, the seas they sail are for great part of the way relatively safe. Once in the trade winds, they may fly comfortably before them. Their crews, it is to be hoped, are adequately paid, and their cargoes, no doubt, are amply insured. It is very different with American packets. They are driven at extreme speed along a highway of international traffic, perpetually encumbered with craft of all kinds. They must run a constant risk of collision to themselves and to the vessels which may fall foul of their headlong course.

CEYLON AT THE INTERNATIONAL EXHIBITION.—A case of jewellery has lately been transmitted through the Colonial-office from the Government of Ceylon to the International Exhibition, and its contents have been arranged in the jewellery gallery. The ornaments are such as are worn by the natives of Ceylon, and are characteristic of the native instinct for certain peculiar forms of decorative ornament which have been handed down through many generations, and thus retain an unusual purity of style. The collection embraces, firstly, Cingalese jewellery as worn by the peasants of the low country; secondly, Kandyan jewellery worn by women; thirdly, Tamil jewellery, such as is commonly used by the peasantry of the west and north-west provinces; and fourthly, Tamil jewellery worn by the peasants of the north provinces.

AN influential meeting has been held of ladies and gentlemen interested in promoting friendly and social meetings with Indians and Orientals temporarily resident in London. Sir Roundell Palmer pointed out the great advantages to be anticipated from the establishment of such a society as the one proposed, both to Europeans and Orientals. He concluded by proposing the appointment of a provisional committee to carry the project into effect, consisting of the following ladies and gentlemen:—Mr. Chesson, the Master of the Temple and Mrs. Vaughan, Mrs. Deane, Professor and Mrs. Amos, Major-General Vaughan, and Mr. Bunting.

THE BURMESE EMBASSY.—The Burmese Ambassador and his suite has been officially received by the Duke of Argyll, Secretary of State for India.

THE steamer *Fitzpatrick*, now loading at Glasgow for the Straits, is engaged for local employment there.

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Foreign Intelligence.

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GERMANY.

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(FROM OUR OWN CORRESPONDENT.)

HAMBURG, June 11.

The German Parliament is still sitting, and it is now arranged that the close of the session shall take place at the end of next week. The business has been chiefly confined to home legislation with but little or no interest for foreigners, the only subject of some importance being the first and second reading of a motion made by Herr Grumbrecht, the Burgermeister of Harburg, for so far extending the competency of the Empire as to place the lighthouses, beacons, buoys, and other landmarks for the benefit and safety of mariners, as well as the sea-pilots, under the direct orders and control of the Central Government. Herr Mosle, the member for Bremen, in supporting the motion, complained of the inefficiency and wretched state of these institutions, the only hope of improvement being in their transfer from the separate States to the Imperial Government. Herr Busing pointed out the imperfect lighting of the coast of Mecklenburg, a stretch of 350 miles, which, notwithstanding the great danger and the total loss of thirteen vessels in the last four years, was left totally dark at night. Herr Schmidt, member for Stettin, whilst expressing himself fully in favour of the motion, protested against reproaching all the coast States with neglect, as nothing could be better than the way in which the Prussian part of the Baltic coast was cared for. Grumbrecht admitted the correctness of the foregoing statement, but, on the other hand, the Prussian coast of the North Sea was in a most neglected and inefficient condition. The motion was then passed by a large majority.

The debate then took a more lively and even amusing turn. A Miss Jenny Hirsch, in the name of the United Associations for the Education of Women, had petitioned the House for the employment of females in the service of the Railway, Post-office, and Telegraph Departments of the State. The committee for petitions brought up their report, recommending the House, after the declaration already made by the Federal Commissioners, to proceed with the order of the day. Herr Dernberg proposed to send the petition to the Chancellor for his consideration and decision. Dr. Blum (the son of the notorious Robert Blum, executed as a rebel at Vienna in November, 1848), pointed out the examples of Sweden, Russia, and the United States, where the system had been tried and found to work well, as was also the case in Baden. The Postmaster-General said:—"It is by no means an agreeable feeling to combat the philanthropic views expressed by the different members, but the interests of the public service require the Government to object to the motion. I am not opposed to the employment of women in positions for which they are adapted, such as book-keeping, in shops, and perhaps in the communal service—(laughter); but there are several good reasons for objecting to their employment in public offices. Reference has been made to other countries, but those Governments have been forced to employ females as they cannot obtain a sufficient number of men at the same low rate of pay. Experience has moreover proved that in those countries the public service is not conducted in so satisfactory and punctual a manner as it is, for instance, in Prussia. I have long since laid aside as a delusion the statement frequently made that women are deficient in the organs of orthography and geography, but there are other reasons on which I base my judgment. In the service of the State a woman would have to stand out in publicity; this is of itself a disadvantage for modesty; but in the public service they would be exposed to many unpleasancies from which out of delicacy I wish to spare them. The impertinences of the *commis voyageur* at the window of the post-office, the fighting and squabbling for precedence among rough porters and the letter-carriers, these are scenes by no means of a delectable nature for females to witness. To this must be added that the exigencies of the service frequently require bodily exertions for which women are physically unfitted, and the officials are often obliged to be up and at their post all night. Another and still more important element is female curiosity. I believe that in many of the cases where the inviolability of letters has been tampered with, it was shown to have been done in those offices where women were employed; and I very much agree with the opinion lately expressed by one of the members of this House, that it would become needful to frame penal laws on a new basis, as it lies in the nature of women to be curious, and that they would escape punishment for the offence, as no one can be expected to act against his nature. Besides all this the service must necessarily suffer from the want of efficient discipline, which could not be so rigidly enforced by former sergeants and other non-commissioned officers formerly in the army, towards young ladies who may be placed under their orders. And finally—and I may say this is the chief objection I have to make—the service could not be carried on advantageously in the face of the continual changes that must naturally take place if females are admitted into the public offices. Persistence and perseverance in the performance of their duties are quite out of the question; marriage and other circumstances interfere to prevent it—(laughter); or the only alternative would be to fix the age of aspirants so high as to render them ineligible in other respects, for to forbid them to marry at all is acting in opposition to the laws of nature. I freely confess that the associations for raising the *status* and improving the condition of the female sex have done much good, and deserve public support; but in my opinion the best and safest means of bettering their condition is to place the men in a position to marry. The best provision I could make for a woman would be to give her in marriage to a steady and trustworthy official of the Post-office." (Laughter and approval).

Dr. Loewe could not agree with all that had fallen from the Postmaster-General, and contended that the danger to which women would be exposed by having to speak with the public outside the window, was not to be compared with that in the performance of other duties when employed, for instance, as waitresses in places of public amusement. It has been asserted that women are constitutionally disabled from doing hard work, but his experience in the course of a long medical practice led him to a different result, which also made him differ from those who would fasten vanity and curiosity exclusively on the females, whilst these organs were quite as fully developed in the opposite sex. There was more tattling, gossip, backbiting, and scandal carried from house to house by his colleagues in the medical profession than was done by his female colleagues, the midwives. (Great laughter.) There could be no doubt that women, with their nimble little fingers, were much better adapted as telegraphic operators than men; and, with regard to their intellectual capacity, they would, as a matter of course, have to undergo the same examination in the different branches of knowledge as the men. And if it was found that they gave as much, and perhaps greater satisfaction, it would be nothing more than just and right to give them the same rate of pay. There was nothing to justify the fear that women would by marriage be led to neglect their official duties; and, if they did, they would be subject to the same rules of discipline, and would be discharged. (Cheers.) The motion of Herr Dernburg for sending the petition to the Chancellor for his decision was then agreed to.

The Federal Council have agreed to the proposal made by the Parliament to alter paragraph 3 of the new law for weights and measures, as far as regards the tonnage of ships; and it is now ordered that the registers of all German vessels be made out in tons of measurement containing a cubic metre each,—instead of the last of 2,500 lbs. weight in Schleswig-Holstein, 4,000 lbs. at Bremen, and 6,000 lbs. at Hamburg, hitherto in use—but that in every case the corresponding measurement of the vessel in British register tons be added in parenthesis. This simplification and uniformity of the system has given great satisfaction to the shipowners in all the maritime States of Germany.

Another great desideratum for all connected with the shipping interest will be the new Seemann's Ordnung, or uniform regulations for engaging, discharging, and treatment of sailors, as well as defending the relations between the officers and men. In fulfilment of orders issued by the Bundesrath some months ago, a special commission was appointed to draw up a plan, and composed of thirteen members, five of whom were superior functionaries of the Government, three shipowners, three captains of the Merchant Service, an officer of the Imperial Navy, and a *Wasserschout*, or Registrar of Seamen. All the maritime States are represented in this arrangement, the Commissioners for Bremen being the Wasserschout von Hunteln and the shipowner Herr Reck; and those for Hamburg the shipowner Herr A. F. Hertz, and Mr. Hargreaves, the accomplished Secretary to the Department for Trade and Navigation. The navy is represented by Commander Knorr. These gentlemen, who held their first sitting on the 5th of March, have now completed their labours and drawn up a plan in the shape of a law, which has obtained the approbation of the Federal Council, who will lay it before Parliament, but it is uncertain whether it can be passed before the close of this session.

A most surprising increase in the number of vessels visiting this port, as well as in their tonnage, is shown by the latest returns published by the Department for Mercantile Statistics. In the first five months of 1871, 1,663 vessels, of 384,790 lasts, arrived here, and 1,698, of 390,310 lasts, had sailed. During the corresponding period of this year 2,244 vessels, of 534,120 lasts, arrived, and 2,245, of 536,100 lasts, had sailed. A remarkable feature in these returns is the increase in the number of steamers; the average of the last five years—I am still referring to the five first months—was 778, whilst this year they amounted to 1,032.

In the same way that Herr W. Pustau distinguished himself at the Altona Exhibition a few years ago by his splendid and most interesting assortment of China silk in every stage, from the unhatched egg to the most beautiful shawls and other manufactured articles, I now learn that Messrs. Siemssen and Co., of Shanghai, are preparing a complete assortment of all the different descriptions of teas brought to that market for show at the Exhibition at Vienna next year. A letter has been received here from Yokohama, stating that Japan requires twice as much space in the Exhibition as they asked for at the Paris Exhibition in 1867.

The German Consuls at Canton, Shanghai, Tientsin, and Bangkok, have received permission and instructions to perform the marriage ceremony, and to keep registers and give certificates of birth, deaths, and marriages among the Germans in their respective Consular jurisdictions.

From Copenhagen we learn that the receipts of the Great Northern Telegraph Company were last month as follows:—On the European lines 40,546 messages, producing 114,366f., and in Eastern Asia 2818 telegrams, with 94,485f., making a total of 43,464 messages and 208,851f., against 135,859f. in the month of May last year.

COMMERCIAL.

Fresh supplies of Tea have arrived direct from China per Hohenzollern, consisting of 2670/8, 1514/8 chests Congou, and 5,481 do. Imperial. The market is calm, and the dealings were confined to the execution of consumptive orders, but prices are steady. In cleaned Rice a good deal of business has been done for the interior of Germany at former quotations; nothing done in rough. Terra Japonica firm; 1,300 packages just arrived per Hermann from Singapore have been taken at 14½ and 14¾ mks. bco. per centner. There is no alteration to notice in Cassia Lignea, but 90 chests of Flores have been sold a trifle below the last quotations. Pepper dull of sale, but no lower. Spelter nominally 15 mks. bco., but no sales reported.

SHIPPING.

ARRIVALS.—Hohenzollern, from Hong Kong; Hermann, from Singapore.

SAILED.—Ferdinand, to Hong Kong; Haminonia, to Singapore.

LOADING.—Olympia (str.), for Singapore and China; Oscar Vidal Christoph, for Shanghai; Martha, for Singapore.

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HOLLAND.

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(FROM AN OCCASIONAL CORRESPONDENT.*)

ROTTERDAM, June 12.

Holland has lost a great man in the Liberal statesman Thorbecke, who has passed away while still engaged in the promotion of the welfare of his country. Great dejection pervades the whole Liberal party. Indeed, the country is displaying a sort of Thorbecke-mania. The statesman who was so much thwarted in his life—even in his last days—is now lauded to the skies, and the greatest indignation prevails amongst the Liberal newspapers because the Conservative and Clerical journals do not join in their panegyrics upon the merits of the defunct, who, though certainly the most able statesman we have had since the times of de Witt, nevertheless had his faults. The Liberals are somewhat too demonstrative in their sorrow. The newspaper articles—the number of which is indefinite—sum up the great merits of the ex-Premier. The speeches delivered everywhere throughout the country are to the same effect, and at the public meetings nothing is talked of except his eminent talents. That the nation honour him much is quite right, for he deserves it. He was for Holland the man who re-established the Constitution, who inaugurated a new era of Liberalism, when he succeeded in effecting his revision of the Constitutional Law in 1848. Many other important measures are due to him and to his influence—the Election Law, the Provincial and Communal Laws, the Middle-class Education Law, the Medical Law, and numerous other measures. Important public works have been undertaken at his instigation, and, in one word, Thorbecke has shown himself in every way worthy of the high position which he filled. And the nation is grateful. Thousands and thousands from west and east, from north and south, came together to the place where his remains were interred with the utmost simplicity of ceremony, in obedience to his expressed desire. The solemnity was very striking, just because it was so very simple. The manner in which he was buried was in true keeping with his whole life. Endeavours are being made now to collect contributions to erect a monument to his memory, and, of course, a very large amount will be forthcoming. The inhabitants of the town of Zwolle intend to furnish the house in which he was born, in 1798, with a stone tablet, mentioning the fact. Mr. Thorbecke married in 1836 the daughter of a Dresden professor, and he leaves one son and two daughters. The ex-Premier was anything but a rich man, and it is the wish of the King that a Bill should be introduced securing to the two daughters an annual income. The son is a lawyer of much talent.

As I have already said, the death of Mr. Thorbecke is the only topic of the day, and will probably so remain for some time to come. About the Ministerial crisis we do not hear anything, except that the Presidents of both the Chambers of the States General have had a conference with the King, and the liberal papers state that the crisis will be solved by the constitution of a Liberal Ministry. The Members of the Upper House, who met some days ago in order to confirm some Bills approved of by the Lower House, have since dispersed, to enjoy the very wintry summer weather which now prevails.

The King has accepted the resignation of Mr. O. Van Rees, Member of the Council of India. The last mail from Java brought news that the Commander-in-Chief of the East India Army had ordered that only two trading marks of Dutch gin should be used in the camps. Several distillers are protesting against this monopolising measure.

The King has approved of Mr. H. F. Ankersmit as American Consul at Batavia. His Majesty has conferred the Grand Cross of the Crown of Oaks upon M. Thiers, President of the French Republic.

PRODUCE MARKETS.

The position of the market remains very firm for Coffee and Sugar, especially the latter, in which business has been doing at advanced rates. Transactions in Coffee on the other hand have been limited, and the June sales of the Netherlands Trading Company being announced to take place next week, not much activity will be likely to develop itself until then. Hardly any alteration is reported in other articles of produce. Prices of Tin have been unsettled, but the decline has been nearly recovered towards the close of the week.

COFFEE.—A firm tone has continued to prevail, with ready buyers of Java at the current range of 45c. for good ordinary Trading Company's imports, whilst pale has been selling at 46c. to 46½c. Owing to the reservedness of holders, the sales have been small in extent, and upon private account. To close the series of their spring sales this year, the Netherlands Trading Company will offer by public auction, on the 19th inst., about 80,500 bags Java and Santos, stored in different ports, which, according to the preliminary details, comprise the following assortments, viz.:—

Bags.		Bags.
1,000	Preanger brown and light brown	5,300 pale greenish
7,100	do. pale	15,600 Malang, Tenger and Bangil
4,000	yellowish to pale yellowish	3,800 foxy green
4,900	pale	1,300 W. I. cured
13,700	pallish to low pale	1,600 greyish green and greenish
2,000	Cheribon greenish	5,600 ordinary
4,550	Tagal greenish	3,900 Santos
6,150	green to pale greenish W. I. kind	80,500

TIN has been unsettled, a rapid decline having resulted from some forced sales, which, however, has since been nearly recovered. Banca sold for public sales' prompt at f.94½, f.93½, 93, f.93½, and f.94, whilst some contracts were concluded for delivery ex the coming autumn sale at f.91½, f.91¼, and f.91. Billiton on the spot changed hands at f.92, and afloat, per steamer Conrad, at f.91½.

RICE keeps firm, with little doing; 645 bags Java, ex Cornelia, changed hands at Amsterdam at f.10.

SILK.—Sales have been closed at Amsterdam of 55 bales Japan, at prices kept secret.

SPICES.—Some demand has continued to be manifested for Cloves, prices of which have been raised to 40c. for No. 2, and 39c. for No. 3. Other articles under this head without any alteration of note. Sales have been closed at Amsterdam of 16 casks Nutmegs and 2 cases Mace, 99 cases Nutmegs, and 4 cases Java Cinnamon, ex Cornelia.

SUGAR has been in brisk demand. For want of any floating shipments being offered in the market, transactions have been mainly confined to shipments to come forward out of the new crop, of which sales have been closed to an extent of about 100,000 piculs here and at Amsterdam, all of medium numbers, No. 9-14 at f.¼ to f.½ above the currency of the March sale. There are but few parcels still available for sale, and on being placed on the market, the same meet ready buyers at high prices.

TEA is firm but quiet, in anticipation of the public sales of Java, to be held at Amsterdam on the 20th inst.

* We regret that our own correspondent is prevented by illness from forwarding his usual letter.—Ed. *L. & C. T.*

CRITIQUES UPON "CHINA'S PLACE IN PHILOLOGY."

(To the Editor of *The London and China Telegraph.*)

SIR,—Any one who has watched the manner in which this work has been treated by the *Saturday Review* and the *Athenæum* must have felt some surprise that in those literary organs so inadequate a mode of criticism should readily obtain admission. The theory of the work is highly probable. Authorities all agree in placing the first seats of the European races in Central Asia. They would naturally be expected, therefore, to be connected in traditions and language with adjacent peoples. The comparison of European languages and of Sanscrit with Mongol and Turkish, Chinese and Tibetan is fair ground for philological research. The refusal to allow the possibility of ancient connection in race between these peoples is not like the modesty of true science. The attempt on *a priori* grounds to shut the door on such inquiries as are entered on by the author of this book is absurd. In these days if the *Saturday* Reviewer is to be accepted as a guide, all philological research must be conducted in humiliating dependence on Germany. If the profound German philologists have said a thing there must be good reasons for it, and if they have doubted anything, it is becoming in an English philologist to doubt too. Such is the principle of criticism in philology boldly and firmly assumed by the *Saturday* Reviewer.

He does not seem to have had any suspicion that the theory advocated in the work he was criticising deserves a careful examination, and may possibly be right. The author of that work has attempted to get round at the back of the Indo European languages and to transfer the battle field of philology to Eastern Asia. The Sanscrit language for nearly a century has been as much honoured in linguistic science as if she were the mother tongue of the world. It is time to commence a new plan in the war. Nothing more of importance or very little can ever be discovered in Sanscrit. It is an exhausted gold mine. It can only be useful to philology in future as a stepping stone to older linguistic types. The grammar and lexicology of Sanscrit are complete. Philology has done her best in that region; she must now seek other fields, and if literary journals of repute would keep pace with the progress of inquiry, they must learn to believe that the philology of Bopp and Grimm is rapidly becoming a thing of the past, very valuable and useful in its day, but in many points incomplete and failing altogether to furnish even in outline the true field of future linguistic research. As surely as Wallace and Darwin have succeeded in fixing the eye of geologists upon the lost continent of the Indian and South Pacific Oceans by personal observation in that part of the world, so surely may the linguistic inquirer who pursues his researches in Eastern Asia expect to see results yielding themselves to his questionings such as cannot fail, if he be ordinarily prudent, to be of the most interesting nature. Many a critic wants the illumination of true science, and may utterly fail to see the importance of a new philological theory in that field. It is a pity that such men do not study a new hypothesis more deeply, so that they might be able to afford better guidance to the public for whom they write.

The *Saturday* Reviewer asserts with decision, and the air of complete conviction, that it is impossible to reduce Semitic roots to one, or even two syllables, and that the same is true in a less degree of many European roots. Just so water and atmospheric air were believed to be simple till science analysed them. The reviewer's philology is like the chemistry of the days before Watt and Cavendish. All these unsolved dissyllabic roots may be expected to yield their secret to the patient inquirer. The reduction of the whole body of Sanscrit words to monosyllabic roots might have taught the critic the uncertainty attending his hypothesis. But he is welcome to regard as unsolvable words like *cuckoo* and *peewit*. The advocates of the theory of the monosyllabism of roots would not wish to disturb him in his possession of these and such like imitations of double natural sounds.

The want of careful reflection on the part of the reviewers who have given to the public their estimate of the book in question may be judged of by their alike failing to notice the most important results of the author's inquiries. He states that when *s* is prefixed to *k*, *t*, or *p* in Indo-European words it is never radical. When these words occur in thousands in the various vocabularies, hostile reviewers might have given some instances in proof of the contrary. He states that Grimm's law is not circular, but progressive, and that sonant letters precede in order of time both aspirates and surds. The assertion might have been noticed. He declares that Sanscrit syntax is based on that of Tartar languages.

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The reviewers might have attempted to disprove this. He has laid great stress on syntax, and has said that the neglect of syntax is one of the chief faults in the German school of Sanscrit philology associated with the name of Bopp. The reviewers take no notice of this. The adverbial case suffices in Homeric Greek, in Sanscrit, and in the Teutonic languages are traced to a Tartar origin. A remark on this subject, whether expressing assent or dissent, might have been vouchsafed. He expresses his belief that the auxiliary syllables in the European grammatical forms occur as roots in the Chinese vocabulary. The reviewers do not notice the proofs he adduces. He also declares his belief that the letters *r* and *l* coming after *k, t, p* in the initial of roots are invariably inserted and not radical. This might have been alluded to. The derivation of the Latin, Greek, and Sanscrit tenses from an older Turanian verb is shown by examples; the reviewers take no notice of this. The same pronouns and the same substantive verbs are shown to exist in the Indo-European and in the Tartar families; nothing has been said by the reviewers on this point.

The reviewers have dealt in expressions of extreme censure. They represent it as an offence of the first magnitude to believe that the earth was of one language and of one speech. The fact that the Bible says so is to the reviewers evidence sufficient to condemn the doctrine as unscientific. They grow violent at any attempt to prove that languages were originally one. They ridicule the author for not knowing that the root of the Sanscrit *bheda* was *bhid*, when the book shows that he did know it and would have mentioned it if it had been required. They roundly assert, without any fair ground, that he is ready to take any word of any language which has some resemblance to words of other lands and to class them together without troubling himself to inquire into their original forms. They say that his statement in regard to a change from *m* to *b* in Turkish and Mongolian is a fiction of his own imagination. That it is not so any one can learn for himself by looking at the chapter on pronouns in a Turkish or Mongol grammar. They represent his reasoning as wildly conjectural and childish, and his proofs as unscientific and incorrect, but they fail signally in the proof of this statement.

The reviewers show themselves very hard to convince. Most men would think it likely that the Chinese *mid*, honey, and the Sanscrit *madhu* must be one word. Not so the reviewers; they will not hear of the Sanscrit borrowing a word from the Tamul, although the Tamul-speaking people were certainly first in India, as shown by their geographical position. The *Athenæum* will have it that the Tamul people borrowed the word for honey from the speakers of Sanscrit. Yet honey is native to India, and must have had a name among the Turanian population. The *Saturday* Reviewer will not admit that the Chinese *bit*, to separate, can be the same with the Hebrew *bad*, separation, and the Sanscrit *bhid*, to separate. Such a critic is wedded to a theory of his own, and cannot give a fair consideration to a novel hypothesis. But more reflecting and careful minds will think on the resemblance and gather a result which a flippant criticism can neither imagine nor accept. The *Saturday* Reviewer cannot see how the Chinese *bid*, to spread out, can be the same with the Latin *pateo*, and the English *broad* and *spread*. All he can say, however, will not prevent discerning eyes from seeing that these resemblances mean something, that they point to an identity of roots and demand careful attention from a really enlightened philology. He does not perceive that the Tamul word *para*, to spread, is the same with the Chinese *pit* or *bid*, spread, the *d* being changed to *r*, and that his objection that the English *broad* is the Sanscrit *prath*, is all in favour of the author's hypothesis. If he would direct his attention to the fact that the English and Sanscrit *r* is inserted, and that the Tamul *r* is in this case a transformed *d*, he might come, though reluctantly, to agree with his author. Minds of a mould more open to the reception of new ideas will not refuse to admit the light thus thrown on etymology, while they condemn the critic for his indiscriminating censures. The *Athenæum* is offended at the identification of the Hebrew *mathak* with the Sanscrit *madhu*, forgetting that the Greek is strong evidence of connection. The *Saturday* Reviewer is shocked at the statement that there has been any Semitic influence on Sanscrit. But unless the *Saturday* Reviewer would maintain that the distinctions of genders in nouns by particular suffixes, and of the dual number, alike peculiar to both grammars, are of independent origin, he will find himself driven to admit that Semitic principles of grammar pervade the Sanscrit as they do the Greek, though in a less degree.

What are the causes of the reluctance of English literary journals to encourage any attempted extension of linguistic science? One is an undistinguishing admiration of the German school. Another is the striking limitations of the scope of that school. Bopp was unwilling to study the Celtic languages, as he was the Semitic and the Turanian. While he accomplished much for the exact philology of the languages into which he inquired, he failed to see that comparison with other and somewhat different stocks is a most fruitful and legitimate field for scientific research. What he did not see his blind followers fail to see also. So exact a scholar, so minute an analyst of word-forms, was not likely to obtain the same high success in philological speculation and theory that in the special criticism which he loved he undoubtedly acquired. Another cause is a powerful prejudice against the identification of the words of one family of languages with those of another. When suggested, such resemblances are immediately set down by the philological reviewer to casual coincidence. Whatever identities his linguistic method is too narrow to embrace he attributes to accident. His method being at fault, he not only refuses to modify it, but looks with supreme contempt on the new speculator, who demands the application of an extended method to the facts which require it. To attempt to prove with the Boppian method that the Chinese and European languages are one, must be useless, but when once the principles of investigation are so extended and adapted as to embrace this wider inquiry, the most remarkable results may be expected. Ordinary reviewers will perhaps continue to doubt that Chinese, Mongol and Sanscrit words are all radically one, till they become schooled in the new method of linguistic research required for their comparison.—Your obedient servant,

Shanghai, April 15, 1872. SCRUTATOR.

QUARANTINE AT MARSEILLES.

(To the Editor of the *London and China Telegraph.*)

SIR,—As one of the unfortunate passengers from China by the French mail steamer which arrived on the 20th May, I thought it might be interesting to those who may think of travelling by that route to describe the extremely unpleasant termination, by quarantine at Marseilles, of an otherwise agreeable trip. During the voyage four deaths occurred on board (one I believe from rupture of a vein, two from consumption, and one from dysentery). The health of all on board, some 360 persons, was otherwise excellent, and there was no infection of any kind on board, so far as could be ascertained. On our arrival at Marseilles the steamer was not officially boarded or examined by any one, but allowed to go to the wharf and to be made fast there; the captain and doctor went on shore to report, and we were expecting to be permitted to land at any moment. But to our disgust they returned, saying that no one could go on shore until the Board of Health (Direction de la Santé) had decided whether we should go into quarantine or not! The outbreak of cholera in India, which occurred *after* our passengers thence had left, but news of which had been conveyed by telegraph, was the presumed reason for such caution, which would have been fair enough had any sickness appeared on board our steamer of course. At about four P.M., when we had been waiting alongside for six hours, conversing with people on shore, without any sanitary precautions we received news that we were to have three days' quarantine. However, we still lay by the wharf until nine P.M., when we left for the *frioul*. Passing over the point whether ship bearing the presumed germs of illness, which a month at sea had not dispersed, would be purified by lying three days in Marseilles, I proceed to describe our situation. We were anchored quite close to the public latrine, the openings of which were but a few yards from our cabin windows, and the inlet of the sea being closed by a breakwater, the tide, if there had been any, could not have carried away the refuse of the ship; this nuisance was, however, mitigated by shoals of lively and voracious fish, but those of us who had qualmish stomach eschewed fish from thenceforth.

Our companions in misfortune were two brigs and two steamers, under suspicion of yellow fever. We were not allowed to go on land at first, being what is termed "quarantine d'observation," but on the second day the second-class passengers were bundled off into the lazarettos with short shrift, and we were allowed to walk on shore to a limit of five kilometres. Doubtless you think we were comfortable enough on board; perhaps so, from a Board of Health point of view, but not from a cleanly English one. The deck was no longer washed at morning, the water supply of the "lieux" ceased entirely, and the stench from them was simply disgusting, while our only way of getting a bath was to take a jugful of water in with us, and indulge in an unsatisfactory smear. The sanitary regulations (?) were altogether so admirably adapted to breed sickness that we may congratulate ourselves on none breaking out. On the evening prior to our being admitted to pratique an individual styled "doctor" informed us at the last moment that no one could go on shore without his or her linen being steeped in salt or fresh water for two hours, and that it must be exhibited to him in a moist state. You can judge, perhaps, of the annoyance and inconvenience caused by this, ladies who were not brought up as washerwomen having no choice but to tackle to at the tub. The conclusion of the farce was played early next morning, when the great "doctor" came on board, did *not* inspect anything, and declared the quarantine over, permitting us to go on shore, carrying our bags full of dripping wet linen with us, and uttering blessings in many tongues.

I think I have said enough to show the monstrous annoyance to which we were subjected, without any reason that we could ascertain. I wish to "nothing extenuate, nor set down aught in malice," but we were treated, as one of the officers of the steamer told the great "doctor," "comme des chiens ou des coolies." The whole affair was simply disgraceful, and a gross injustice to the passengers, and I trust the directors of the Messageries Company will see to it.—I am, Sir, yours obediently, H. C.

Eastbourne, 10th June, 1872.

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The London & China Telegraph.

LONDON: MONDAY, JUNE 17, 1872.

CHINA'S PLACE IN PHILOLOGY.

A CORRESPONDENT'S letter will be found in another column on the "Critiques on China's Place in Philology." We certainly admire the vigorous and sensible defence of Mr. EDKINS's theory, but we cannot hide from ourselves the fact that the mode in which that gentleman's speculations have been presented to the public are lacking in simplicity, and wanting in lucid arrangement. Whatever may be said about the theories of BOPP and GRIMM, and of Germans in general, there can be no question about the scientific ability with which the German mind arranges its matter. Anybody may pick up resemblances in language and upon these base philological essays, but the scientific inquirer does not rest in first conclusions, he goes on to establish laws which shall be incontrovertible. That Mr. EDKINS has all the materials, or at least sufficient for his purpose, we believe, and he may yet enlarge them indefinitely. Every great and important discovery in science has had its bitter opponents in its early stages, and it will not do to pin our faith to the conclusions of writers of racy articles in the *Saturday* or any other Review. Neither can it be right to take the *dictum* of philologists who deal merely with the Aryan and Semitic languages. Mr. EDKINS has devoted himself to the ancient as well as the modern forms of Chinese, in which he has made many useful discoveries, and the results of Aryan Philology are before him; he must therefore be better able to form correct theories of the unity of these different languages than a Reviewer who looks at them only from one standpoint.

THE PANTHAY EMBASSY.

IT is a matter of surprise to those interested in Asiatic politics that the members of the Panthay Mission from South-Western China have not been heard of as arriving in Egypt or on the Continent. Indeed not since their passage through Calcutta in the end of April, the account of which was published in London on the 21st May, have we had any information as to their movements. This silence has not unnaturally given rise to a suspicion that our Government may have blocked them off at Aden, or some other intermediate port, as they lately did the Abyssinian Envoys on their arrival in Egypt. It is much to be hoped that this will not prove to be the case. It would be, to say the least, unwise to neglect the opportunity which would be afforded by their arrival of making ourselves acquainted with the aims and objects of the great Mahommedan powers which are wrestling for supremacy with the armies of the Emperor of China. Neither would it be politic to refuse a hearing to the emissaries of a man who claims to have established for himself an independant kingdom even though we may be on friendly terms with the potentate to whom sixteen years ago he owned allegiance. Since 1856 the Sultan SULEIMAN has exercised supreme sway over the greater part of the Province of Yunnan in spite of all the efforts of the Chinese Government to overthrow his authority; he has established a settled form of government, and has adopted all the insignia of Imperial power. He is thus no upstart rebel, for he has shown that he is not only able to lead his followers to victories, but that he is able to reap the fruits of his successes, and to set up a firm administration in place of the corrupt government of the mandarins. Nor can the movement of which he is the leader be looked upon as purely local, since, although in the first instance it arose out of a quarrel with the provincial authorities, it may now be said to form part of the great Mahommedan revival which is agitating the whole of Central Asia. The wave of Mahommedan insurrection which was stirred up against the Chinese by Yakoob Khan in Turkestan, and which has since swept over the whole track of country eastward to the boundaries of China, has now broken with violence over the provinces of Kansuh and Szechuen. If the Sultan SULEIMAN were to ally his forces with those of his co-religionists in these neighbouring provinces—and this coalition will soon inevitably take place—no armies which the Chinese could bring into the field would be able to stand against them. In holding communication, therefore, with the members of the Panthay Embassy it will be as well for our Government to remember that they are not dealing with the emissaries of a man of straw, but of a powerful chieftain, and to beware lest, by treating his representatives with neglect or contempt, they incur an enmity which may possibly at a future time bear bitter fruit.

THE DIPLOMATIC SERVICE.

LORD ENFIELD'S reply to Mr. CARTWRIGHT'S questions on the adoption of the recommendations of the Diplomatic Committee by the Foreign-office, makes us wonder what manner of men those must be who will for the future enter on diplomatic careers. Formerly the service was open only to members of a small circle of aristocratic families who were willing to perform for a few years the duties of the lower ranks of the profession on ridiculously small pay, in exchange for the social position they enjoyed and the certain hope of rapidly rising to the higher and well paid posts. Now we have changed all that; every day the doors of admittance to the service are opened wider and wider, the prizes of the profession are fewer and less worth having, and the term of service in the junior ranks grows longer. Under these altered circumstances, and with the recommendations of the Committee before them, it might have been expected that the Government would at least have raised the scale of remuneration of the junior members of the service. But Lord ENFIELD checks all such wild hopes, unless, in a spirit of thankfulness for small mercies, we accept the reduction of the period of unpaid duty to two years as an inestimable boon. After six months' service in the Foreign-office, and eighteen months abroad, the fortunate aspirant to diplomatic honours will be entitled to £150 a-year! and should he ever arrive at the rank of Secretary of Legation, he will, on first reaching that lofty estate, receive just £500 per annum. When the number of years of hard, underpaid work which the attainment of this higher rank represents is taken into account, the remuneration thus offered is simply absurd, and the wilful determination of the Government, to ride roughshod over the recommendations of the committee, will give rise to an additional cause for discontent among men already smarting under injustice.

THE SUEZ CANAL.

CONSIDERABLE dissatisfaction exists amongst steamship owners at the increase in the tonnage dues to be enforced, on the 1st prox., by the directors of the Suez Canal Company. The hardship bears with undue severity on companies like the P. and O., whose ships have a large capacity devoted to passengers, and which, by the new regulations, will have to be paid for in the tonnage, besides the impost of ten francs per head for each passenger, which has also to be paid by the company. Now in ordinary business operations, care is generally taken, that no incongruous or manifestly absurd, or unjust impost, is inflicted on any class. Such conduct we expect only from Government functionaries, bound up with "red tape." That so eminently a commercial undertaking as the Suez Canal Company should attempt such a course, which must prohibit the use of their Canal, is simply incomprehensible, and discreditable to both the directors and the shareholders. A question asked in the House of Commons on the 13th inst. shows that our Government have made no remonstrance on the subject, at which shipowners are very indignant.

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WE understand that the new contract lately concluded by the United States Government, with the Pacific Mail Steam Company, for a fortnightly service between San Francisco, Japan, and China, is for ten years, at a subsidy of $1,000,000 per annum. Six new screw steamers have been contracted for by the company in New York, &c. The machinery will be supplied from this country.

A TELEGRAM has been received from Hong Kong announcing that the decision of the Judge of the Vice-Admiralty Court in the case of "the steamer *Ava versus Rona*" has been given in favour of the *Ava*. The owners of the *Rona* (the Union Steam Company of Shanghai) were condemned to pay the damages and costs of suit.

THE BRINDISI ROUTE HOMEWARD.

Six months have already elapsed since the opening of the Mont Cenis Tunnel brought into renewed prominence the Brindisi Route as a principal line of communication between England and the East, and our columns have already contained many details with reference to the journey from London to the new port of embarkation; but we are now enabled to render a further service to our readers beyond the Isthmus of Suez by laying before them a short account of the journey homeward, respecting which travellers from the Far East are usually desirous of obtaining information. It is almost needless to preface our remarks by stating that the steamers of the P. and O. Company, leaving Alexandria immediately after the arrival there of the mails and passengers from Suez (the railway journey usually occupying about twelve hours, from 8 P.M. to 8 o'clock on the following morning), make the voyage to Brindisi, as a rule, in seventy-five hours, sighting on the way the Island of Candia, the south coast of Greece, and the Ionian Islands. Before the mountainous outline of Corfu is lost from sight on the east the flat shores of Southern Italy are descried, forming the opposite coast of the Adriatic, and shortly after making the land the mail steamer enters, between two diminutive but serviceable lighthouses, the sheltered haven which forms the port of Brindisi. Before arrival all luggage belonging to passengers is placed on the deck, and they are informed that it will be necessary for them to see to its transference on shore themselves. Very little time is available for a glance at the surroundings of the harbour, though the quaint cluster of buildings forming the town of Brindisi, above which towers to a great altitude a Corinthian pillar erected in the highest part of the town—a relic of Roman antiquity—would at another time be of interest, doubtless, to travellers on their first landing from so long a journey. No sooner is the steamer moored alongside the quay, or (if unable to find a berth) anchored a few yards from the shore, than the vessel is invaded by *facchini*, or licensed porters, by whom the passengers' baggage is to be carried to the Custom-house—a long, narrow-room in a building immediately facing the steamer. If not moored alongside the quay, the vessel will be surrounded by small rowboats, and it will be well for passengers to engage one of these to take them on shore as quickly as possible with their luggage, which on landing will be carried to the Custom-house by the licensed porters. For the boats, half a franc per package is the charge demanded, but an agreement may be made for a lower sum for the trip. The porters are not entitled to payment for conveying luggage to the Custom-house. Arrived at this place, two operations remain to be executed as speedily as possible.

In their laudable anxiety to accelerate as much as lies in their power the transit of the mails, the South Italian Railway Company have of late put on a special train, to leave Brindisi as soon as the mails and passengers are ready to depart, and this is usually the case in from one to two hours after the steamer's arrival. The arrangements made by the Italian Government, however, for Custom-house inspection are sadly deficient, as regards the room available and the staff employed for the purpose, so that when the number of passengers is considerable great confusion necessarily results. The Custom-house officer on duty is, as a rule, found courteous and obliging, and an interpreter is stationed in the Custom-house to give all needful assistance. The baggage once passed, the traveller is required to take his railway-ticket before his trunks can be registered, and he proceeds for this purpose to a desk at the extremity of the Custom-house, where a railway clerk—speaking English—is stationed. It should be borne in mind that, contrary to the impression usually prevailing, tickets through to London, and even to Paris, are not issued at Brindisi, nor (we speak of the state of affairs as prevailing in May, 1872), are second-class tickets issued for the express train made up on the arrival of the mail. The fare from Brindisi to Turin, first class, is one hundred and twenty-four francs, but it is usually stated to passengers arriving from the East as "five pounds less one franc," and payment is in most cases made in English gold, the sovereign being taken at twenty-five francs (or *lire* in the Italian currency). A considerable profit accrues by this process to some person or persons other than the traveller, as the railway fare is of course properly payable in the paper currency of the kingdom, which is at a discount of from 7 to 10 per cent. Persons intending to take the express train will, however, in few cases find time to exchange their English gold in the short interval of their stay at Brindisi, but those who remain any length of time at the place will, of course, benefit by doing so. The railway ticket taken, the traveller should see his trunks brought by a porter to the weighing-machine, and he will make the unpleasant discovery that every pound of his luggage must be paid for, with the exception of the valises, &c, he intends taking with him in the carriage, no allowance for luggage being made on any of the Italian railways. The charge for luggage is *lire* 0.033 per quintal for every kilometre (⅝ of a mile) of distance, or about three halfpence per pound for the journey from Brindisi to Turin, occupying twenty-five to twenty-six hours. For persons with any considerable amount of luggage this will be found to add at least one-sixth of the personal fare to the cost of the journey. A receipt, specifying the number and weight of the packages, is given by a booking clerk to the passenger on payment of the charge for luggage, and the packages thenceforth pass into the hands of the railway employés until claimed at the point of destination. A railway omnibus conveys passengers gratuitously to the end of the quay, where, by means of a line of rail extended from Brindisi station expressly for this purpose, the mail train is found drawn up. With as much despatch as possible passengers are accommodated with seats under the eyes of an admiring crowd of smart Italian officers, a priest or two, and a host of loungers; the guard at length blows his horn and shouts his warning *partenza* once or twice, and the Overland Mail is off.

Before continuing our description of the homeward route, it may be useful to mention that a good-sized and apparently clean hotel—the Great East India Hotel, under the control of the South Italian Railway—is now open in immediate proximity to the Custom-house; but the experience of one of our correspondents at this place is such as to justify us in warning our readers against overcharge. Two routes for the homeward journey will suggest themselves to the traveller on arriving at Brindisi. The direct journey northward to Turin has already been adverted to; but many passengers will doubtless choose to avail themselves of the opportunity of visiting Rome and Naples, passing northwards subsequently by the way of Florence. For the benefit of this class we may mention that ordinary trains leave Brindisi once or twice daily for Foggia—distant about 146 miles—where a junction exists with the Naples line; or passengers taking the overland mail express can leave the train at Foggia and proceed by the ordinary trains from that point. Fares, first-class, from Brindisi to Foggia, *lire* 25.75; from Foggia to Naples (six hours by express), *lire* 21.80. The South Italian Railway conducts the passenger only as far as Bologna—a journey of eighteen hours from Brindisi—where connection is made with the Upper Italian Railway lines, by which either Florence, Milan, or Turin may be reached. The country between Ancona and Bologna is highly interesting, with charming views of the Appennines, and a richly cultivated country extending between their base and the sea. The railway service is admirably conducted, and at all the principal stations excellent refreshment rooms are found. The charge for an abundant and well-cooked meal is ordinarily four francs, including a bottle of wine; for coffee, rolls, and butter, one franc. From Bologna to Turin the journey occupies between six and seven hours, the entire distance lying through scenery of the most charming description, the fertile plains of the Duchies and of Lombardy stretching on either side of the line throughout its entire course, save where interrupted by stately cities and historic fortresses, which are passed in rapid succession.

On arriving at Turin, where passengers who have come straight from Brindisi will invariably require to pass the night, the Grand Hotel, a fine and well-conducted establishment, will be found immediately opposite the railway station, where also omnibuses for other hotels stand in waiting on the arrival of the trains. The luggage will be delivered up on presentation of the ticket issued at Brindisi, or the whole or part of it may be left in deposit at the station, a charge of 10 *centesimi* (one penny) being made for each package *per diem*. Two lines of travel homewards from Turin next present themselves. The route across the Brenner Pass and Cologne may be chosen, but the majority of passengers will doubtless prefer the more direct and expeditious line *via* Mont Cenis and Paris. According to present arrangements, there is but one express train daily from Turin to Paris, taking its departure at 9 A.M., and reaching Paris at 6.55 A.M. on the following day. The fare, first class only, is *francs* 102.25, or about £4 2s., and gold only is accepted in payment for railway tickets on this line, the transit being in the hands of a French company. For luggage, all weight must be paid for as far as the French frontier, from which point to Paris the French allowance of 30 *kilogrammes* (66 pounds), is made for every first-class passenger. Excess weight is charged for at about the same rate as in Italy.

It does not enter into the scope of our present intentions to dilate upon the character of the scenery passed through during the delightful journey from Turin to the Mont Cenis Tunnel, this having been already sufficiently dwelt upon in our columns, and we confine, ourselves, therefore, to giving some detailed particulars concerning the line of travel. It will be well for passengers, especially those with much baggage, to repair in good time to the railway station at Turin, the departure side of which is on the opposite face of the vast block of buildings constituting the terminus. Here, if luggage has been left in deposit, the passenger should entrust his baggage-ticket to one of the railway porters, each of whom has his number legibly displayed on his cap, and at once proceed to take his railway ticket for Paris. This being secured, he will be rejoined by the porter, who will

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attend with him to the weighing and registration of his luggage for Paris, paying for excess weight, &c. All Italian paper money should be got rid of before leaving Turin. We would strongly recommend travellers to encumber themselves with as few packages to be carried by hand as possible, in view of the difficulty encountered in changing carriages at Modane on leaving the Tunnel. The train arrives at Bardonnechia at 12 3 noon, and occupies some twenty-eight minutes in its passage through the great Tunnel (the course being downhill). A short run after reaching the opposite mouth of the Tunnel (the passage through which is unattended with the slightest inconvenience) brings the train to the station of Modane, where the Italian carriages stop. Passengers are required to produce their portable articles for inspection by French Custom-house officers, and passports are demanded from all except British subjects, who, at the same time, will do well to be prepared with some proof of their identity in case of need. Ample time is allowed for refreshment before the French train takes its departure, about three quarters of an hour after the arrival at Modane, although, owing to the change from Roman to Paris time, the hour of departure (12.45) is apparently the same as that of arrival.

Leaving Modane, as above stated, the train passes through the mountain defiles of Savoy, by Chambery, Aix-les-Bains, and Culoz, into the vine clad hills of Burgundy, arriving at Macon at 8.15 P.M. A stoppage of nearly forty-five minutes here gives time for an excellent supper in one of the best refreshment stations in Europe, after which passengers will settle themselves as best they can for a comfortable night's repose. On reaching the Lyon et Mediterranée terminus at Paris on the following morning at 6 55, passengers will be required as usual to wait in the Salle d'Attente until the luggage has been marshalled in the examination room, and after passing the Customs' inspection, trunks are given up on production of the luggage ticket.

To sum up, we may state that, in round figures, the railway fares from Brindisi to Paris amount to about £9, to which from £2 to £3 must be added for the first-class fare from Paris to London. Hotel expenses may be estimated at from f.16 to f.20 per diem, and the same allowance should be made while travelling for refreshments, vehicles gratuities, &c. Persons requiring a *coupé* carriage, containing four seats, can procure the same (unless forestalled) by application to the station master at any principal station. For this privilege between Brindisi and Bologna ten francs per seat extra is charged in excess of the first-class fare. For particulars on this and many other subjects we would refer our readers to the *Indicatore Ufficiale delle strade ferrate, etc, del Regno d'Italia*—the "Bradshaw" of Italy—a monthly publication, to be had (price one *lira*, or franc) at all the principal stations. This, with the "Continental Bradshaw" (imperfect as the latter publication decidedly is), will be found almost indispensable by travellers over the routes we have traced.

Monetary and Commercial.

The report of the Ceylon Company (Limited), to be presented at the meeting on the 18th inst., states that the net profit for the year, including £4,267 brought forward, amounted to £51,062, and recommends a dividend at the rate of 6 per cent. per annum, free of income-tax. This, with the interim dividend paid in December, the interest on debentures, and £5,000 carried to reserve, will absorb £50,007, and leave £1,055 to be carried forward. The crop of coffee from Ceylon, season 1871-72, now in course of realisation, of which the result will appear in next year's accounts is exceedingly small; but that which is now ripening (1872-73) promises to be far above the average. The sugar crop in Mauritius for the past year, although not so large as was at one time expected, has been a fair one, and the result is satisfactory. That for the present year will, it is anticipated, be even more so.

The annual report of the Colonial Company states the net profit for the year at £75,205. From this two *ad interim* dividends of 10s. per share have been declared, and it is now proposed to pay a further dividend of 12s. per share, making 32s. for the year, being at the rate of 8 per cent. per annum, free of income-tax; £5,000 has been transferred to the reserve fund, making it £95,000—the balance of undivided profits carried forward being £21,888.

The directors of the Maritime Insurance Company (Limited) of Liverpool have declared an interim dividend for the current half-year at the rate of 15 per cent. per annum. The directors of the Merchants' Marine Insurance Company (Limited) announce that interest at the rate of 5 per cent. per annum for the half-year ending 30th June will be payable, free of income-tax, on and after 1st July.

Mr. Augustus Sillem, of Messrs. Anthony Gibbs and Sons, has joined the board of the Ocean Marine Insurance Company.

The Canadian Parliament has imposed a discriminating duty of 10 per cent. on tea and coffee imported from the United States, in consequence of the late action of the United States Congress in regard to those articles.

Sir Rowland Macdonald Stephenson, the chairman, and George William Brown, the former secretary, of the Ottoman Railway Company, have been committed for trial on the charge of conspiring to procure a quotation of the shares of the company in the official list of the Stock Exchange, by means of false representations.

Subjoined is an account of the quantities of the principal articles of imported merchandise subject to Customs' duties remaining in the bonded warehouses of the United Kingdom on the 31st of May, 1872, compared with the quantities in warehouse on the 31st of May, 1870 and 1871 :—

	1870.	1871.	1872.
Coffee (lbs.)	48,875,178 ..	55,296,191 ..	68,989,280
Sugar, refined (cwts.) ..	109,658 ..	165,210 ..	175,886
Ditto, unrefined (cwts.) ..	2,265,793 ..	2,128,551 ..	1,225,801
Tea (lbs.)	100,684,600 ..	90,413,460 ..	89,773,733

Bar Silver has again become flat, and the price has receded; the nearest quotation we can give is 60d. per oz., although transactions have taken place during the week at 60⅛d. per oz. standard. Of Mexican dollars the arrivals have been very small, comprising only about 9,000 from New York. Prices are firm, with an upward tendency, the last rates for old coin being 62¼d. per oz.

THE BOARD OF TRADE RETURNS.

The Board of Trade returns for May again show favourable results, though not of so remarkable a character as in some of the preceding months. The total declared value of exports was £20,771,303, against £19,099,880 in May, 1871, and £16,786,940 in May, 1870. The principal changes are again in metals, though there is also a very fair increase under some of the other heads. Among the leading items of improvement are the following :—Alkali, apparel, beer and ale, chemical products, coal, copper, haberdashery, hardware, iron and steel, linen manufactures, jute manufactures, machinery, silk manufactures, woollen manufactures, and "unenumerated articles." A decrease is shown in arms and ammunition; cotton yarn, 2½ per cent.; cotton manufactures, 1½ per cent.; earthenware, linen yarn, telegraphic wire, wool, and woollen yarn. The declared value of exports for the five months is £98,980,183 this year, against £82,379,737 in the corresponding period of last year, and £79,801,184 in 1870. In the list of imports wheat shows a falling off for the month of nearly 25 per cent., and cotton of 5 per cent., the reduction in the latter case being entirely due to diminished receipts from the United States.

The following is an extract from these returns of the figures which refer to our Export trade with China and the Far East:—

COTTON YARN.

To		For the Month ended 31st May. 1870.	1871.	1872.
China and Hong Kong	lbs.	1,233,250 ...	766,300 ...	459,500
Japan	,,	1,639,950 ...	1,223,700 ...	1,112,230
Straits Settlements ...	,,	219,400 ...	288,000 ...	117,800
Ceylon	,,	20,000 ...	19,750 ..	—
		For the Five Months ended 31st May.		
China and Hong Kong	lbs.	3,568,129 ...	3,670,430 ...	3,488,530
Japan	,,	4,557,280 ...	3,784,330 ...	2,993,860
Straits Settlements ...	,,	1,193,750 ...	1,294,130 ...	608,010
Ceylon	,,	83,156 ...	167,650 ...	40,850

COTTON MANUFACTURES.

To		For the Month ended 31st May. 1870.	1871.	1872.
China and Hong Kong	yds.	31,862,799 ...	43,284,670 ...	33,189,200
Japan	,,	3,927,402 ...	5,573,264 ...	3,183,100
Philippine Islands ...	,,	2,719,900 ...	2,216,516 ...	1,230,500
Java	,,	4,266,984 ...	4,337,740 ...	2,652,600
Straits Settlements ...	,,	6,658,256 ...	6,332,300 ...	8,903,100
Ceylon	,,	1,632,120 ...	624,900 ...	2,463,500
		For the Five Months ended 31st May.		
China and Hong Kong	yds.	137,726,065 ...	232,523,090 ...	175,545,000
Japan	,,	13,097,212 ...	22,707,064 ...	8,368,100
Philippine Islands ...	,,	12,102,840 ...	5,462,616 ...	6,179,200
Java	,,	11,753,054 ...	17,217,880 ...	10,502,200
Straits Settlements ...	,,	35,324,374 ...	32,348,900 ...	37,275,100
Ceylon	,,	10,800,366 ...	12,032,000 ...	14,982,900

WORSTED STUFFS.

To		For the Month ended 31st May. 1870.	1871.	1872.
China and Hong Kong	yds.	1,438,558 ...	1,417,707 ...	1,204,730
Japan	,,	297,537 ...	321,347 ...	478,060
		For the Five Months ended 31st May.		
China and Hong Kong	yds.	8,046,313 ...	5,592,911 ...	5,807,440
Japan...	,,	698,019 ...	900,064 ...	942,600

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1870.	1871.	1872.
For the month ...	yds.	338,737 ...	147,060 ...	139,020
For the five months ...	,,	1,063,525 ...	794,992 ...	886,730

LEAD TO CHINA AND HONG KONG.

		1870.	1871.	1872.
For the month ...	tons	828 ...	714 ...	170
For the five months	,,	8,148 ...	3,761 ...	6,009

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketting.	Thread, Twist and Yarn.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Gunpowder.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tns.	Tons.	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	lbs.	£	Cwt.	Cwt.	£	£	£
Magellan	Batavia	London.	May 6	100	61	14	14	...	...	1369	90 000	...	...	15	15	...	800	12	47	...	...	146	184	...	70	236	...	...	3000	1457	1420	...	85	...	...
Do.	Sourabaya	,,	,, 6	34	...	...	...	...	...	431	20000	...	...	...	...	...	5170	...	...	...	...	...	...	...	16	75	...	...	19600	1628	710	...	150	...	...
Alchymist	Colombo	,,	,, 6	195	7	2	1	2	209	2551	...	6489	...	...	649	...	...	726	457	1647	1614	1433	1092	315	225	5	12	29598	537	82	9	282	97	250
Columbus	Yokohama	,,	,, 10	400	...	...	14	...	...	297	509130	14000	1163	115	6690	142	9430	15	74	323	212	257	242	530	267	1122	139	...	...	511	304	...	526	291	...
Florence Nightingale	Do.	,,	,, 15	50	...	...	61	...	...	334	...	...	...	...	3843	3760	72440	19	161	23	...	214	843	...	355	163	...	...	...	222	2	...	8	82	...
Velocity	Do.	,,	,, 17	150	3	15	180c	...	...	683	856000	...	...	...	5563	1930	174020	15	71	2	687	6	1038	1435	290	850	133	8	109	851	248	5	115	90	...
Mikado	Shanghai	,,	,, 17	25	10	7	100	25	...	819	1035205	...	30	...	4345	519	19200	82	67	759	172	171	1158	1227	163	7	...	...	150	284	411	...	334	90	...
Glance	Hong Kong	,,	,, 18	125	...	...	...	...	...	1016	...	...	...	...	...	450	...	...	113	86	286	866	700	1500	280	50	...	...	...	279	88	...	160	40	...
Ilissus, str.	Singapore	,,	,, 24	...	...	...	...	..	...	18	...	...	...	...	275	...	...	...	...	...	...	...	...	...	...	530	...	...	...	...	...	...	...	146	...
Do.	Batavia	,,	,, 24	...	...	...	...	...	...	41	4000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do.	Hong Kong	,,	,, 24	...	...	...	...	...	...	17	12050	11446	330	280	2359	...	...	...	...	...	...	10	...	45	...	...	...	...	1319	...	40	...	...	...	76
Do.	Shanghai	,,	,, 24	...	...	...	...	...	25	736	238549	39200	1335	...	16454	...	£ 35	...	...	...	...	3	...	...	...	...	...	...	1855	...	112	...	...	36	16	100
Do.	Yokohama	,,	,, 24	...	...	...	12	...	702	1443	29393	3300	54	445	6195	...	34000	...	...	20	44	...	140	650	897	1373	80	4	...	79	29	...	15	...	15
Do.	Eastern Ports	,,	,, 24	...	12	...	...	...	2cs.	...	...	...	...	1cs.	1cs.	...	...	...	11	...	...	56	277	£170	...	...	...	...	...	...	...	...	...	240	26	...
Eleanor	Penang	,,	,, 25	...	...	7	...	...	...	231	...	...	...	...	42	...	...	47	...	692	54	490	1226	500	...	...	140	...	10000	477	144	...	22	11	...
Trafalgar, str., via S.C.	Singapore, &c	,,	,, 31	4	4	1	...	...	353	1265	623463	59172	...	...	362	30	38340	30	...	280	5	...	24	300	31	173	...	22	...	...	2	...	63	111	5
Do. do.	Hong Kong	,,	,, 31	8	4	14	...	10cs	...	907	253300	...	...	1030	4415	...	61000	...	...	214	524	190	1053	450	17	...	...	...	266	146	29	210	190	...
Do. do.	Shanghai	,,	,, 31	6	43	4	54	30	413	641	1469959	...	...	900	...	...	11405	...	2	...	224	70	...	548	250	204	240	...	...	...	604	...	33	30	76	60
Do. do.	Yokohama	,,	,, 31	...	...	...	...	...	...	57	...	...	...	230	11157	460	...	...	...	...	...	...	...	...	105	110	...	...	...	...	...	...	...	...	...
Aral, str., via S.C.	Colombo	,,	,, 31	22	77	...	...	3	25	1643	31903	...	...	160	...	...	...	...	...	...	...	...	...	15	11	830	...	...	...	50	11	33	39	219	...
Glaucus, str., via S.C.	Singapore	Liverpool	,, 24	...	...	...	...	...	...	215	2213349	218990	...	691	691	...	5730	...	...	...	...	...	...	250	...	510	...	66	...	...	...	13	1cs.	13	...
Do. do.	Java	,,	,, 24	...	...	...	...	...	...	...	739414	200763	...	619	320	...	2400	...	...	...	...	...	...	...	...	58	...	...	...	...	...	...	...	...	...
Do. do.	Manila	,,	,, 24	...	...	...	...	...	...	...	531216	250379	...	...	...	...	13500	...	...	...	...	...	...	...	...	100	...	...	...	...	...	...	...	...	...
Do. do.	Hong Kong	,,	,, 24	...	...	8	...	...	...	491	2042372	268150	...	1cs.	2920	300	90000	...	...	24	...	...	193	30	6	195	...	...	...	...	5	4	80	...	55
Do. do.	Shanghai	,,	,, 24	...	10	...	...	...	...	278	3653735	323406	...	...	7816	...	8000	...	20	...	132	...	57	...	2cs.	30	...	...	...	...	...	4	...	15	280
Do. do.	Japan	,,	,, 24	...	1	...	8	...	112	243	92800	51430	...	149	4523	...	21240	...	...	...	20	...	44	54	...	25	...	...	...	30	...	3	...	25	...
Buenaventura, str., via S.C.	Manila	,,	,, 25	4	116	...	...	...	949	1355	427877	418874	...	4910	823	...	14500	...	...	...	...	...	...	25cs.	238	1795	...	...	...	269	£420	62	156	412	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Magellan	Batavia	65	10	...	...	80	32	38	125	621	21	...	...	...
Do.	Sourayaba	...	...	...	...	...	69	137	...	...	22	52	...	...
Alchymist	Colombo	293	12	232	45	...	60	83	81	103	88	39	2043	10
Columbus	Yokohama	289	...	99	250	100	...	...	265	...	678	...	...	100
Florence Nightingale	Do.	12	...	527	170	...	...	963	12	...	...	...	147	...
Velocity	Do.	129	...	204	770	87	...	...	2554	60	27	...	164	...
Mikado	Shanghai	320	...	...	...	...	...	141	610	...	331	...	...	...
Glance	Hong Kong	27	20	55	...	...	...	5	60	50cs.	...	...	...	65
Ilissus, str.	Singapore	10	...	...	...	34	...	...	...	...	...	...	...	...
Do. do.	Batavia	...	...	...	...	3	...	...	...	...	...	250	...	...
Do. do.	Hong Kong	191	30	...	...	469	...	40	250	...	144	...	...	...
Do. do.	Shanghai	187	19	371	62	340	...	130	35	...	...	...	...	...
Do. do.	Yokohama	176	97	877	820	817	40	188	86	...	...	166	...	...
Do. do.	Eastn. Ports	80	4cs.	749	3cs.	...	...	...	...	67	10cs.	30	...	...
Eleanor	Penang	29	14	35	20	...	...	...	...	49	1150	...	...	...
Trafalgar, str., via S.C.	Singpre., &c.	703	...	1088	121	...	...	50	...	224	145	120	...	539
Do. do.	Hong Kong	153	102	800	148	160	20	65	65	19	108	180	1cs.	...
Do. do.	Shanghai	170	...	75	...	...	16	...	365	45	10	...	84	40
Do. do.	Yokohama	247	18	150	147	...	...	21	...	...	4	...	...	...
Aral, str., via S.C.	Colombo	352	16	273	93	39	...	69	...	2	10	207	...	20
Glaucus, str., via S.C.	Singapore	90	...	14	1cs.	70	60	...	...	...	90	600	...	...
Do. do.	Java	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. do.	Manila	...	...	...	...	19	...	...	174	...	...	65	...	...
Do. do.	Hong Kong	75	...	...	5	...	...	120	...	...	300	164	220	...
Do. do.	Shanghai	99	...	35	20	...	...	...	...	...	...	...	...	...
Do. do.	Japan	...	...	...	95	198	...	...	15	...	...	...	...	...
Buenaventura, str., via S.C.	Manila	91	...	235	390	240	292	44	...	1cs.	...	...	...	14cs.

ADDITIONAL.—Per MAGELLAN.—To Batavia: Effects, £183; matches, £115; mineral waters, £81; confectionery, 50 cases; cement, £120; cottons, £14; electro and plated ware, £54. To Sourabaya: Goods, manufactured, £61; clocks, £43; electro and plated ware, £19.

Per ALCHYMIST.—Matches, £234; corks, £73; goods, manufactured, £55; India-rubber manufactures, £7; cement, £22; sugar, 89 cwt.; condensed milk, 1 case; casks in shooks, £85; bricks, £1; flour, £62; grindstones, £15; chalk, £8; cider, £12; shot, £165; coals and coke, 20 tons; tin plates, 200 boxes; spelter, 1 ton; zinc, 1 ton; shot, 4 tons; geneva, 2,936 gallons; tar and pitch, 213 barrels; fruits, 7 cwt.

Per COLUMBUS.—Goods, manufactured, £100; mineral waters, £38; cement, £200; sugar, 103 cwt.; felt manufactures, £70; shot, 2 tons; geneva, 600 gallons; fruits, 12 cwt.

Per FLORENCE NIGHTINGALE.—Cottons, £2,551; mineral waters, £7; sugar, 1 cwt.; cement, £125; glassware, 13 cases; pig iron, 30 tons.

Per VELOCITY.—Condensed milk, 30 cases; cement, £25; goods, manufactured, £80; corks, £50; plumbago, £2; carriages, £120; glass, 10 casks; cambrics and muslins, £900.

Per MIKADO.—Condensed milk, 10 cases; goods, manufactured, £211; carriages, £90; flints, £24; matches, £806; oakum, £68; coals and coke, 214 tons; geneva, 350 gallons.

Per GLANCE.—Goods, manufactured, £740; cement, £362; matches, £297; lignum vitæ, £25; tumblers, 150 cwt.; corks, £42; sugar, 31 cwt.; flints, £70; coals and coke, 269 tons; tar and pitch, 100 barrels; fruits, 97 cwt.

Per ILISSUS (str.).—To Batavia: Goods, manufactured, £45; cottons, £12; india-rubber manufactures, £25; effects, £37. To Hong Kong: Goods, manufactured, £538. To Shanghai: Effects, £145; goods, manufactured, £175; raw silk, £811; jewellery, £600; engravings and chromos, £240. To Yokohama: Goods, manufactured, £515; mouldings, £125; tortoiseshells, £670; crucible covers, £318. To Eastern Ports: Ebony, £7; cottons, £150 and 1 case; effects, £52; india-rubber manufactures, 1 case.

Per ELEANOR.—Asphalte, £35; perambulators, £18; goods, manufactured, £321; matches, £552; cement, £54; guano, £131; sugar, 1 cwt.; mineral waters, £97; coals and coke, 100 tons; tar and pitch, 50 barrels.

Per TRAFALGAR (str.).—To Singapore, &c.: Scientific instruments, £22; jewellery, £350; hair felt, £7; goods, manufactured, £67; effects, £140; confectionery, 3 cases; mineral waters, £15; sugar, 6 cwt.; compasses, £10; cottons, £36; cambrics and muslins, £20; electro and plated ware, £12. To Hong Kong: Cottons, £800; goods, manufactured, £162; effects, £15; woollens, 16 packages; cheese, 40 cases; herrings, 3 casks; sugar, 5 cwt.; canvas bags, £70; brushware, 9 cases; quicksilver, 300 bottles; guns, 13 tons. To Shanghai: Effects, £419; dogs and kennels, £40; vestas, £80; carriages, £100; mineral waters, £126; oakum, £60; cottons, £8,314; goods, manufactured, £230; india-rubber manufactures, £55; books, 1 case; coffee, 3 cwt.; geneva, 10 gallons. To Yokohama: Cottons, £15; grindstones, £3; zinc, 13 tons; cambrics and muslins, £240.

Per ARAL (str.).—Effects, £482; flour, £100; goods, manufactured, £75; corks, £5.

Per GLAUCUS (str.).—To Singapore: Cottons, 5 cases; woollens, 4 cases; cambrics and muslins, £210; beef and pork, 1 cask. To Java: Bags, £306. To Hong Kong: Cottons, £40; amber, 59 cases; paper, 1 case; charcoal, £93. To Shanghai: Drugs, 7 cases; boots, 1 case; woollens, 103 cases; silver, 2 cases; apparel, 8 cases. To Japan: Lighthouse stores and materials, 24 packages and pieces; cottons, £650. To Macassar: Plain cottons, 7,070 yards; coloured cottons, 4,800 yards. To Bangkok: Stationery, £95. To Hankow: Woollens: £200. To Foochow: Books, £40.

Per BUENAVENTURA (str.).—Sugar, 41 cwt.; cottons, £410 and 14 cases; hardware, 63 cases; yarn, £250; merchandise, 2 cases; bags, £1,190; drugs, 16 cases; India-rubber manufactures, £20; candles, 300 boxes; fruits, 13 cwt

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BANK AND MISCELLANEOUS SHARES.

Shares.	JOINT STOCK BANKS.	Paid.	Closing Prices.
£10	Agra Bank, ...	All	8 to 8½
25	Bank of Egypt	All	48 to 50
20	Chartered Bank Ind., Aust., and China	All	17 to 18
25	Chartered Merc. of India and China ...	All	26½ to 27½
20	City Bank	10	14½ to 16½
100	Colonial Bank	30	58 to 60
500fr.	Comptoir D'Escompte of Paris... ...	All	f.675
£28½	Hong Kong and Shanghai Bank ...	All	44 to 46
28½	Do. Do. new	22½	15½ to 13½ pm.
100	Imperial Bank	20	23½ to 24½
50	London and County	20	59 to 60
50	London Joint Stock	15	46 to 47
100	London and Westminster	20	65 to 66
25	Oriental Bank Corporation	All	43½ to 44½
50	Union of London	15	45½ to 46½
	TELEGRAPH COMPANIES.		
100	Anglo-Mediterranean	All	175 to 180
10	British Indian Submarine	All	11 to 11½
10	British Indian Extension	All	12 to 12½
10	British Australian...	All	8½ to 8¾
10	China Submarine	All	8½ to 8¾
10	Falmouth, Malta, and Gibraltar ...	All	11½ to 11¾
10	Great Northern	All	14 to 15
10	Do. China and Japan Extension	All	11¾ to 12¼
25	Indo-European	All	17 to 19
10	Mediterranean Extension	All	6 to 6½
12	Telegraph Construction Company ..	All	32½ to 33½
50	Indiarubr., Gutta Percha. & Tel. Works Co.	45	43½ to 44½
	MISCELLANEOUS		
20	British India Tea Company	All	4¾ to 5¼
20	Brit. and Foreign Marine Insurance Co.	4	7 to 8 pm.
20	Ceylon Company	All	15 to 17
20	Do.	10	5 to 4 dis.
50	Colonial Company	20	1 dis. to par
5	Credit Foncier of England	All	5¾ to 6
10	General Credit and Discount Company	7½	2¼ to 2¾ pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	¼ dis to par
98	Japan Loan, 9 per cent.	All	109 to 111
20	London and Prov. Marine Insurance Co.	2	2½ to 3½ pm.
25	National Discount Company	5	13½ to 13¾
25	Ocean Marine Insurance Company ...	5	13½ to 14½ pm.
500fr.	Messageries Maritime of France ...	All	
50	P. and O. Steam Company	All	55 to 57
50	Do. Do. 1867	10	¼ dis to ¼ pm.
100	Royal Mail Steam Company	60	87 to 90
20	Realm Marine Insurance Company ...	3	1½ to ¾ dis.
20	Thames and Mersey Marine Insur. Co.	2	5¾ to 6½ pm.
20	Universal Marine Insurance Company	5	8½ to 9 pm.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Maritimes, (Head Office in Paris), 97, Cannon street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street Square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, secretary.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, Dent, Palmer and Co., agents King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austinfriars.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Great St. Helens.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 7, Mincing-lane, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 34, Great St. Helens.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, W. H. Vacher manager, 32, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

ARTICLES OF IMPORT.

TEA.

The market has been very dull during the past week. The public sales which closed on the 6th inst. were followed by a small sale on the 7th (715 packages), and again by further sales of India and China Tea on the 11th (11,866 packages), at which most of the Teas were offered on importers' account to close invoices, the prices realised being much as at the previous large auctions of the 4th inst. Privately there have been a few purchasers of good common to fair red leaf kinds from 1s. to 1s. 1d. per lb., and also about 15,000 boxes of new seasons. New District Teas from Macao have been sold from 1s. 7d. to 2s. 2d. per lb., the later sales showing a decline of fully 1d. per lb. The deliveries for the week have amounted to 3,615,553 lbs., against 2,990,150 lbs. last year. The French mail steamer *Ava*, the arrival of which was reported on Friday, brings 4,400 boxes of new season's Teas from Canton.

Black. Red-leaf kinds: Siftings continue to sell from 4½d. to 6d. per lb., showing no change. Broken-leaf kinds remain as before; fair to good common have been rather firmer, also fair Kaisow kinds, and in some cases show ½d. to ½d. per lb. advance. In good to fine and finest Kaisows sales made have been at the decline last quoted. Pak Lin kinds remain without alteration. Black leaf kinds: There has been no improvement in the low qualities, either in demand or price. Fair to good common have been difficult of sale. Fair to good medium have been sold at public sale at the recent decline. In fine to finest but little has been done. New-make Canton kinds: Siftings have sold with difficulty at 3d. per lb. Common, of old season's, at 9d. to 10d. per lb. Fair to good 1s. to 1s. 5d. per lb., being previous reduced current rates. In new Teas about 20,000 boxes have arrived, and about 15,000 boxes have been sold, chiefly from 1s. 7d. to 1s. 10d. for good to fine kinds; a few better parcels from 2s. to 2s. 2d. per lb. Oolongs, Souchongs, and Flowery Pekoes show no alteration, but there is still some inquiry for export for common Oolongs. Scented Teas: Canton Capers show no material change, but meet with a fair demand. Foochow kinds have sold rather lower at public sale. Orange Pekoes: Canton kinds remain firm at recent prices. Foochow kinds have been fairly saleable at former rates. Uncoloured Japans remain firm at fully previous prices. *Green.*—The demand still continues good, and prices for all kinds are firmly maintained, whilst in better kinds of Twankay there has been some advance. Canton kinds, on the contrary, have been difficult of sale at rather lower prices.

Messrs. Shepard, Harrison and Rehden's Circular says, At the public sales (some 65,000 packages, 60,000 without reserve) held almost daily during the past fortnight, lower prices have ruled, and the range established appears to have imparted a better tone to the market, as during the past few days there has been decidedly more enquiry, and it is now practicable to sell Tea by private contract, which was not the case during the greater part of the month of May. The frequent telegrams from China relative to New Season's Tea advise heavy settlements; the latest, however, state that the markets have quieted down, and some difficulty in filling up steamers loading. In the export department business has been quiet to all parts, except to New York; but country green tea suitable for that market is very scarce. We understand an impost of 10 per cent. will still be levied on indirect shipments to the United States. The deliveries read well; but the stock, contrary to the general opinion, keeps over that of last year, the total export from China being over the original estimate.

SILK.

It being almost certain that the crop in France and Italy this season will be inferior both in quantity and quality to that of last year, business in Asiatic Silk has continued on a large scale, and the tendency of prices is still upwards. In China Silk a decided movement has at last taken place, and there is a good demand for all descriptions of Tsatlees at an advance in prices of 6d. to 1s. per lb., classic No. 3 having been sold at 28s. 6d. and Red Peacocks at 25s. 6d.; Taysaams on the other hand are comparatively neglected. In Canton Silk business continues active. Japan Silk is still very current of sale, and the advance in Mibash from the lowest point would average 2s. 6d. to 3s. per lb. Deliveries 1st to 12th inst. inclusive:—China, 1,073 bales; Canton, 411; Japan, 333; total, 1,817 bales.

According to Messrs. Arles Dufour and Co., of Lyons, opinions as to the result of the Silk crop have never been more fluctuating and contradictory. Even now it is difficult to ascertain the exact truth, but there is no doubt that all the rumours about the bad hatching and complaints during the various stages of the rearing, caused by wet weather, have been much exaggerated. In France yellow native seeds, that were rather plentiful, have failed more or less, and the outturn will, upon the whole, be inferior to the last; but in all other countries, Spain, Lombardy, Piedmont, Syria, and Brutia, where Japanese seeds were predominant, a good crop, similar to the last, is anticipated.

LONDON QUOTATIONS.—JUNE 14.

CHINA.	
Tsatlee, No. 1	30s. 6d. to 31s. 0d.
,, ,, 2	29s. 0d. to 29s. 6d.
,, ,, 3	28s. 6d. to 29s. 0d.
Red Peacock	25s. 0d. to 25s. 6d.
Yuenfaa and Hainin, Nos. 1, 2, and 3 ...	23s. 0d. to 26s. 0d.
aysaam Keying, Nos. 1, 2, and 3	23s. 0d to 27s. 6d.
Long Reel	19s. 6d. to 21s. 0d.
Canton	14s. 0d. to 22s. 6d.
Chinese Thrown	24s. 0d. to 25s. 6d.
JAPAN.	
Maibas and Sinchu, Nos. 1, 2, and 3 ...	24s. 6d. to 29s. 0d.
Idah, Nos. 1 and 2	26s. 0d to 28s. 6d.
Sodai, Nos. 1 and 2	24s. 0d. to 26s. 0d.
Oshiu, Nos. 1, 2, and 3...	26s. 0d. to 29s. 0d.
Koshiu, Nos. 1 and 2	24s. 0d. to 25s. 6d.
Eichizen	22s. 0d. to 26s. 0d.
Mashta	22s 0d to 25s. 0d.
Hatchoji	22s. 0d. to 23s. 0d.

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COFFEE.

The market for Ceylon continues strong, and at auction supplies of Plantation kinds of good extent, including the first important arrivals of new crop Wynaad, which is of better quality than in the previous year, have met an active demand, and have sold at a further advance of 1s. per cwt. Native continues in demand, and 72s. 6d. is obtainable afloat for all kinds. The current rates for Plantation (old crop) are triage and ordinary 67s. to 74s., small 74s. to 77s. 6d., low middling 77s. 6d. to 80s., middling 80s. 6d. to 84s., good middling to good bold coloury, 85s. to 96s., pea-berry 90s. to 93s. 6d. Native good ordinary 71s. 6d., bold 73s. to 73s. 6d., pea-berry 75s. About 1,900 cases and 400 bags Plantation Wynaad of new crop per Hugh Bourne have been offered and sold (class B) at 79s. to 80s., triage 67s. 6d to 74s. 6d., middling rather small 78s. to 79s., middling to good middling (class A) at 83s. to 85s., pea-berry 92s. to 93s. 6d. Privately the following sales have been effected:—4,500 bags Native Ceylon at 71s. 6d. to 72s. 6d., fine bold 74s. to 74s. 6d., 1,050 tons ditto now landing at 72s.; 166 bags Singapore at 72s. to 76s.; for arrival 70 tons Native East India at 72s. 6d., and 250 tons Manila at 73s. per cwt.

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 181,421 cwt., against 346,683 cwt. at the corresponding date of 1871; Native, 30,158 cwt., against 47,086 cwt. The quantity of Coffee landed in the twenty-three weeks ended June 8, 1872, was, of Ceylon, 14,942 tons, against 12,712 tons during the corresponding period of 1871; of all descriptions, 24,477 tons, against 23,787 tons. The quantity entered for home consumption was, of Ceylon, 4,297 tons, against 4,621 tons; of all descriptions, 7,791 tons, against 8,304 tons. The quantity exported was, of Ceylon, 8,220 tons, against 11,703 tons; of all descriptions, 17,524 tons, against 22,937 tons. The stock on June 8 was, of Ceylon, 11,556 tons, against 9,943 tons; of all descriptions, 19,086 tons, against 13,741 tons.

SUGAR.

Up to the 11th inst. the active tone of the market reported as existing at the date of our last report was maintained, but within the past few days dulness has prevailed, and but little business has been done, while prices show a declining tendency. The following are the details of the business done in East India descriptions:—

Penang: At auction 302 mats brown at 31s. 6d., and 364 baskets date sort good dry at 25s. 6d.

Java: Privately on the spot small sales of fine quality at 38s., and the floating cargo per Caprera 1,100 tons syrups at 21s. 3d. floating terms.

Manila: In auction 6,481 bags unclayed at 26s. 6d., and 4,000 bags unclayed Zebu at 27s.; privately 15,000 bags clayed at 31s. 6d.; for arrival 100 tons clayed at 33s.; and several parcels, together 1,200 tons, unclayed Ilo Ilo May-June shipment at 27s. landed.

China: For arrival 1,100 tons distant shipment at 25s. 9d.

The quantity of Sugar landed in the twenty-three weeks ended June 8, 1872, was, of Penang, 1,494 tons, against 345 tons in the corresponding period of 1871; of Manila, Java, and China, 10,962 tons, against 10,969 tons; the quantity entered for home consumption was, of Penang, 1,143 tons, against 1,690 tons; of Manila, Java, and China, 13,217 tons, against 13,533 tons. The quantity exported was, of Penang, 70 tons, against 125 tons; of Manila, Java, and China, 899 tons, against 744 tons. The stock on June 8 was, of Penang, 738 tons, against 1,506 tons; of Manila, Java, and China, 8,914 tons, against 24,483.

CAMPHOR.—A fair amount of business has been done in China; early in the interval £4 7s. 6d. to £4 10s. per cwt. was realised for small parcels, but the price has since declined to £4 5s., at which figure about 550 cases have been quitted on the spot and afloat. There has been nothing doing in Japan.

CARDAMOMS.—The only business in Ceylon consists in the sale of 10 cases Mouldy at 4s. 2d. per lb.

CHINA ROOT.—Market dull and quotations nominal.

CHINA GRASS.—No transactions to report; the nominal quotation is still £55 per ton.

COCOA-NUT OIL.—The low rates recently ruling have drawn the attention of speculators to the article and extensive sales have been made for arrival, amounting to about 800 tons at 37s. 6d. for early and 37s. 9d. for late shipments of Cochin, and 35s. 6d. for Ceylon, which prices are now refused. On the spot Ceylon is worth 35s. to 36s., good Cochin 40s. per cwt. Stock 7,356 tons, against 5,850 tons. Afloat about 4,672 tons Cochin and Ceylon, against 2,344 tons Cochin and Ceylon same time last year.

COIR GOODS.—Moderate supplies of Yarn offered by auction met a fair demand, and were chiefly sold at about previous rates, except for stout roping Yarn, which went cheaper. Of 811 bales Ceylon Yarn about 700 bales sold, low middling £29 to £30 10s., medium to good thin £32 to £35 15s., fine to superior £40 to £56; of 158 tons ditto 125 tons sold, common coarse to good common £26 10s. to £29, low medium to good £29 10s. to £35, fine £39, 144 bales Cochin sold, low £26 15s. to £27, common £29, good medium £34 to £35. 206 bales Cochin Fibre sold at £24 5s., of Ceylon five tons at £17 15s. to £18, a small lot good £26. Of twenty-three bales Brush seventeen bales sold at £31, and 171 ballots at £34 10s. per ton. Afloat.—Yarn: About 1,405 tons Cochin and Ceylon, against 1,720 tons Cochin and Ceylon same time last year. Fibre: 127 tons against 367¼ tons. Stock here not published, but is very heavy.

COLOMBO ROOT.—Arrivals of new crop Ceylon have met a fair demand; of 305 bags placed on offer the bulk has been quitted at 30s. to 34s. 6d. for wormy and small to fair quality.

COPRA.—Penang continues quiet, and there is no business to report.

CUBEBS.—Market quiet, with small transactions at 25s. to 26s. for fair good to fine bold.

CUTCH.—The demand does not improve, and sales are confined to a few hundred boxes fine Pegu at 25s. 6d. A parcel in auction was bought in at this price.

DRAGON'S-BLOOD.—Market quiet; quotations remain as last given, viz., good lump, £8, common £4 17s. to £5, dust £3 10s. per cwt.

EBONY.—Ceylon firm at last quoted rates, but no transactions are reported.

ESSENTIAL OILS.—*Aniseed*: market irregular. In public sale sixty cases chiefly "Without Reserve" realised from 10s. 3d. to 11s. 1d. per lb.; subsequently, privately, twenty-five cases 10s. 6d. to 10s. 9d.; and to arrive thirty cases same figures. *Cassia:* Holders firm, but market quiet. *Nutmeg* quiet: of ten cases offered part placed at 7½d. per oz. *Cinnamon* continues scarce, and fine is much wanted; common is plentiful and difficult to sell. *Citronelle* rather better; of eighty-eight cases offered in public sale part sold at 2¼d. to 2⅝d. per oz., and a quantity since quitted, privately, at the same prices. *Lemon Grass* firm.

GALLS.—*China:* The market has been quiet during the past fortnight; privately about 150 cases have been sold at £2 14s. 6d. to £2 16s., and at public sale 395 cases have been offered and bought in at £2 16s. per cwt.

GAMBIER.—The market has ruled quiet, and on the spot only small sales have been effected at 21s. for block, and 23s. 6d. for good cubes. Arrivals have been of good extent. Afloat there has been nothing of consequence done. An offer of 2,337 bags Cubes in auction was bought in at 23s. 6d. per cwt.

GUTTA-PERCHA.—Buyers will only operate at a lower range of prices than has lately ruled, and of 1,450 baskets and 2,149 blocks, &c., offered, only 200 baskets sold at lower rates; fair medium, 1s. 11d. to 2s. 1d.; barky and heavy, 1s. 0¾d. to 1s. 4¾d.; common re-boiled bought in at 1s. per lb.

GUMS.—*Benjamin:* Siam steady, but quiet, and large stock of common qualities. 54 cases, few only sold at previous value. Sumatra also steady, and of 59 cases at auction, the bulk sold—good to fine 2nds £8 2s. 6d. to £10. *Copal:* Steady, but inactive; 95 cases at auction, few inferior sold at 20s. *Damar:* Quiet, but a little more enquiry now. *Gamboge:* Quiet; 38 cases retired.

HEMP.—The market for Manila has remained firm, with a fair business doing. On the spot, 550 bales have been sold at £50 to £50 10s. for fair roping. Afloat, 1,000 bales ditto at £48 10s. per ton.

INDIA-RUBBER.—The market shows some improvement; in auction 44 baskets Borneo sold at 1s. 10d., at which privately 40 tons sold afloat, and 43 bags Assam also sold at extreme rates, viz.: 2s. 0¼d. to 2s. 1½d. for fair and good; 1s. 7¼d. to 1s. 10¾d. inferior and ordinary.

ISINGLASS.—Heavy supplies of various descriptions have been brought to auction, and all good clean qualities sold steadily, but low and ordinary, especially East India descriptions, were difficulty of sale even at reduced rates. Of 18 cases Singapore offered 10 cases sold, good good clean tongue 3s. 6d. to 3s. 7d., fine selected 3s. 10d. to 3s. 11d., middling 3s., 100 cases 28 bags Penang sold, good to fine clean tongue at 3s. 3d. to 3s. 6d., middling to good middling 2s. 9d. to 3s. 2d., good to fine leaf 3s. 8d. to 4s. 1d., medium 3s. 1d. to 3s. 6d., low and ordinary fine bold clean cake 1s. 10d. to 2s. 1d., 17 bales manufactured Japan were withdrawn.

JAPAN WAX.—There has been but little demand and prices have slightly declined since our report of the 3rd inst., a small business having been done in public sale and privately at £4 6s. per cwt. for good saucers.

MUSK is very firm at previous rates, but there have been large arrivals within the past few days, which will probably influence the tone of the market.

PEPPER.—*Black* is lower again, and few buyers, even at 5½d. for Penang, although 5⅜d. has been accepted for small lots; only moderate trade has been done, and prices are firmer at close. Public sales have embraced 687 bags Singapore, a few sold at 6¼d., and 45 bags Penang retired. *White:* Easier on the spot, and little doing privately. In auction of 635 bags Singapore one-fourth sold at 1s. 1d. to 1s. 1½d. for fair to good last week, and 1s. 0¾d. for fair subsequently, and of 139 bags Penang two-thirds sold at 1s. 0½d. for good.

PLUMBAGO.—Only a few small lots have been brought to auction since our last, and prices have remained steady at 29s. to 30s. 6d. for good fair lump, 21s. 6d. for ordinary, 20s. 6d. for fine chips, and 9s. to 11s. 9d. for dust.

RHUBARB.—The market for China is quieter, and of 200 cases offered but one fourth sold at easy rates; 2s. 6d. to 2s. 7d. bright fracture; 1s. to 1s. 2d. middling high dried.

RICE.—On the spot a fair business has been done in white Bengal at steady prices. Afloat also considerable sales have been effected, importers having accepted less money for floating cargoes of soft grain, distant shipment. On the spot Rangoon has been sold at 8s. 7½d. to 9s. 3d.; Necransie at 9s. to 9s. 3d., and white Bengal, Askoolie 10s. 4½d. to 11s. 3d. quay terms, and low to fine pearly at 9s. 6d. to 13s. 6d. per cwt. Afloat, white Bengal at 11s. 3d. to 12s., and ten cargoes soft grain Necransie, June-August shipment at 9s. 1½d. to 9s. 3d. ex ship, ditto March 9s. 6d. Continental terms; New Rangoon, arrived, at 10s. 3d. ex ship, April shipment at 10s. 3d., open charter, and Bassein 9s. 9d. ex ship.

SAGO.—Steady, but quiet; boxes, however, which are scarce, have realised an advance. At public sale 500 boxes sold, good bold medium 20s. 6d. (1 lot 20s.), small medium 20s., fine small 19s. 6d. (one lot 20s.); of 1,500 bags few only sold at 17s. to 17s. 6d. for fine small. *Flour*: Rather more enquiry, 105 bags at auction retired, but since mostly sold at 15s. 10½d., and buyers thereat.

SAPANWOOD.—*Manila* and *Siam*: Stocks small and holders firm; at auction 60 tons Manila and 22 tons Siam offered and retired. *Ceylon*: Is firm and in good demand; business reported at £13 per ton.

SPICES.—*Cassia Lignea:* Cheaper; sales reported afloat at 90s; at

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public sale of 900 boxes offered about 700 sold, unworked good at 94s. to 95s., and more recently rather coarser at 91s. to 92. *Buds:* Quiet, and 10s. cheaper; 100 boxes offered at auction, and half sold at £6 10s. for good. *Cloves:* Irregular, of 55 cases Penang offered a few sold at 1s. 4d. to 1s. 5½d. for good to fine bold. *Cinnamon*: There is no alteration since the quarterly sales on the 27th ult. *Nutmegs:* Fully 1d. per lb. better; of 242 cases at public sale, half are sold—75's to 86's 3s. 5d. to 3s. 4d. per lb., 100's to 107's 3s. 1d. to 3s., 125's to 160's 1s. 6d. to 2s. 3d. *Mace*: Steady, and prices rather better; of 32 cases offered part sold, very good to superior bright 3s. 9d. to 4s. 3d., dark inferior 3s. 4d.

SOY.—Quiet, with declining tendency.

STAR ANNISEEDS are in small stock, and about 101 cases have been quitted at £6 per cwt., but floating parcels are offered at a lower price.

STICKLAC.—Nothing done in Siam.

TAPIOCA steady, but quiet; of 1,022 bags Singapore offered, few sold at 2¼d. to 2¾d. for good to fine, and 1,318 bags Penang were part placed at 2¼d.; 149 bags Pearl brought previous value, and 50 bags Flour sold at 1¾d.

TURMERIC.—*China* firm; *Java* very dull.

TIN.—The market is still depressed, and prices have again declined. The current quotations are—Straits, on the spot, £148 10s. to £149; Banca, £156 to £157; Billiton, £156 per ton.

VERMILION.—High prices continue to rule, but business has been limited.

VEGETABLE TALLOW.—28 baskets from China offered at auction were withdrawn.

ARTICLES OF EXPORT.

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METALS.

IRON.—Welsh: Rails, £10 10s. Bars, £10 15s. to £11 5s. Staffordshire Best: Bars, £13 5s. to £13 15s.; Nail Rods, £13 to £13 15s.; Hoops, £14 10s. to £15; Sheets, £18 to £19; Scotch Pig, No. 1, £5 to £5 16s.; Swedes, Bars, Hammered, £14 10s. to £15; Swedes, Steel in kegs, ½ and ¾ in., £16.

YELLOW METAL.—Sheets, 4 by 4 ft., 10d.; Sheathing and Rods, 10½d. per lb.

TIN.—English Refined, £158. Tin Plates: Charcoal I C, per box, 43s. to 48s.; Coke, 40s. to 42s.

LEAD.—W.B., nominal; do., other brands, £20 to £20 2s. 6d.; Spanish, soft, ex ship, £19 10s. to £19 12s. 6d.; Sheet, £21; Shot, kegs, extra, £23; White, do., £27 10s.; Red do., £23 5s.

SPELTER.—Silesian, £22; English, smelted from ores, £23.

QUICKSILVER.—In bottles of 75 lbs. each, £10 10s.

Messrs. French and Smith report as follows:—The metal market continues very firm. Iron still increases in value. Copper is very firm. Lead rather easier. Spelter steady.

MANCHESTER GOODS.

Since the 7th inst. the Market has been inactive, but spinners and manufacturers have made no alteration in their prices, and a moderate business could be done at a small concession on the rates now quoted.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. 8.8.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	6s. 9d. 7s. 0d.	7s. 9d. —	8s. 3d. —	8s. 7½d. 8s. 9d.	9s. 0d. —	9s. 3d. —	9s. 10½d. —	10s. 1½d. 10s. 3d.

Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	10s. 6d. —	10s. 9d. —	11s. 6d. —	12s. 3d. —	11s. 6d. —	13s. 3d. —	7s. 9d. —	9s. 0d. —

Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	39	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	9s. 0d. —	10s. 1½d. —	11s. 6d. —	13s. 6d. —	11s. 6d. —	12s. 10½d —	14s. 3d. 14s. 6d.	15s. 7½d. —

T-CLOTHS.

Width	32 in.	...	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4	
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18	
Price	6s. 6d. 6s. 9d.	6s. 7½d. 6s. 10½d.	7s. 4½d. 7s. 7½d.	7s. 4½d. 7s. 10½d.	8s. 1½d. 8s. 9d.	9s. 3d. 10s. 0d.	9s. 7½d. 10s. 3d.	

		s. d.		s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop)	...	10 6	to	10 7½
Maddapollams	...	4 0		—
Long Cloths	...	9 9	to	9 10½
White Spot Shirtings ... nominal)	...	12 4		—
,, Brocade... ... do.	...	12 7		—
,, Damasks ... do.	...	22 0		—
Cotton Yarn (Water Twist), Nos. 16-24 China...		1 2½	to	1 3
Nos. 28-32 do.	...	1 3½	to	1 5
No. 40 do. (mock), ...	...	1 3½	to	1 5½
No. 40 Mule Twist	...	1 3½	to	1 5½

WOOLLEN AND WORSTED GOODS.

The Leeds market for Woollens and Worsteds shows no alteration. The current quotations are:—

Spanish Stripes, 62 in., 19 yards, Elephant Chop, 3s. 7½d. per yard for scarlet; Long Ells, 30/31 in., 24 yards, Lion Chop, 34s. 6d. per piece for scarlet; Camlets, best SS, 30/31 in., 58 yards, Elephant Chop, 85s. 0d. per piece for scarlet; Lastings, 31 in., 30/31 yards, Lion Chop, 75s. per piece for gentian; Brocades, 31 in., 29 yards, Half Moon Chop, 26s. 6d. per piece for scarlet.

Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
June 7	Mayola	Masson	Colombo, &c.	London
6	Fortuna	Gautschow	Rangoon	Falmouth
	Anahuac	—	Manila	New York
6	Excelsior (s.)	Mahy	Colombo, &c., via S.C.	London
7	Winestead (s.)	Shetliffe	Do.	Do.
10	Auburn	James	Colombo	Do.
10	F. C. Clarke	Metcalf	Do.	Do.
11	Stephensons (s.)	Foster	Colombo, &c, via S C.	Do.
8	Ortelius	Scholl	Sourabaya	Texel
11	Bertha (s.)	Lawrence	Galle, &c., via S.C.	London
12	Oscar	Alm	Batavia	Plymouth
12	Ocean Belle	Jarvis	Singapore	Falmouth
12	Scawfell	Lawson	Colombo	Off Prawle Point
May 30	Hampton Court	Hemmings	Shanghai	Montreal

DEPARTURES.

Date.	Ship.	Captain.	For	From
June 6	Forest Rights	Dore	Cardiff and Galle	London
	Nestor	Pannekoek	Batavia	Helvoet
6	Sarah Scott	Estell	Yokohama	Cardiff
6	Codan	Boysen	Anjer	Do.
5	Mary Moore	Flinn	Yokohama & Hiogo	Liverpool
6	Azalea (s.)	Joy	Colombo, &c., via S.C	Do.
6	Cartvale	Taylor	Hong Kong	Glasgow
5	Sree Singapura	McKenzie	Singapore	Do.
6	Lady Douglas	Wakem	Galle	Liverpool
6	Laja	Scott	Singapore	Sunderland
7	Min	Clark	Do.	Glasgow
5	Richard Busteed	Johnson	Manila	Hamburg
8	Imperieuse	Boseck	Hong Kong	Liverpool
7	Sunda	Overgaamo	Do.	Cardiff
8	East	Reid	Do.	Glasgow
	G. H. Betz	Schaafsma	Macassar	Rotterdam
8	County of Lancaster.	Fordyce	Batavia	Glasgow
11	Ann Millicent	Pack	Colombo	London
May 5	Freydis	Norbeck	Batavia	Rio de Janeiro
Jun. 11	Havilah	Robertson	Newcle. & Singapore	London

(*See Commercial Postscript and Correspondents' Letters.*)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
June 1 to 10	... Cyphrenes	... London	... Sing., China, &c.
	... Yrurac Bat	... Liverpool	... Manila
	... Atalanta	... Hamburg	... Shanghai
	... Red Gauntlet	... London	... Colombo, &c.
	... Orontes	... Hong Kong	... Plymouth
	... Hector	... China	... London
	... Glaucus	... Liverpool	... Sing., China, &c.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Teviot. For Colombo, &c.: Russia Winestead, Excelsior, Bertha.

SAILING VESSELS.—For Yokohama and Hiogo: Glamorganshire, For Yokohama: Cleta. For Shanghai: Black Prince, Tonbridge, Albert Victor, Omba. For Hong Kong: Cairnsmore. For Manila: Maria. For Singapore: Kate Carnie, Belle of Southesk. For Penang: Alice. For Batavia and Sourabaya: Dora. For Batavia, Sourabaya, and Samarang: Peter Dickson, Union. For Bangkok, &c. Latona. For Colombo: Constancia, Shun Lee. For Colombo, &c.: Speedwell, Straita Florida.

At LIVERPOOL.—For Batavia: Laurens Coster. For Batavia and Sourabaya: Jorgen Bruhn. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Ajax (str.), Deucalion (str.). For Singapore: Marianne.

At GLASGOW.—For Singapore: Bin Jan (str.). For Galle and Penang (via S.C.): Fitzpatrick (str.). For Colombo: British Constitution.

SPOKEN.

BARI (?) (German brq.), Batavia to Amsterdam, April 26, 35 S., 24 E.
TEVIOTDALE, Singapore to London, April 6, off Madagascar.
CAPRERA, Java to Falmouth, 45 days out, April 20, off Cape of Good Hope.
P.W.T.K. VRACHTZOEKER, Macassar to Rottrdm., May 25, 35 N., 33 W.
KATE (brq.), from Hong Kong, April 12, 16 N., 113 E.
R.D.H.T. (N.G. brg.), Cardiff to Hong Kong, April 26, 1 S., 22 W.
COUNTY OF BERWICK (ship), for Batavia, 28 days out, April 30, 2 N., 23 W.
SEA MEW, Cardiff to Hong Kong, April 6, 37 S., 9 E.
ALVINGTON, Colombo to London, June 6.
TAITSING, New York to Shanghai, 34 days out, April 9, 2 S., 27 W.
MOSS GLEN, Ilo Ilo to Falmouth, May 15, 20 N., 40 W.

FREIGHTS AND CHARTERS.

Outward freights for vessels on the berth remain without alteration, and current rates are maintained. We have no change to note in coal freights from the outports.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 95s. meast. To Hiogo: 95s. meast. To Nagasaki: 95s. meast. To Hankow: 95s. meast. To Shanghai: 60s. weight or meast. To Foochow: 100s. meast. To Hong Kong: 60s. weight or meast. To Manila: 100s. meast. To Singapore and Penang: 60s. weight or meast. To Sourabaya and Samarang: 95s. meast. To Batavia: 90s. meast. To

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Padang: 100s. meast. To Saigon: 100s. meast. To Ceylon: 35s. meast.

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Yokohama: 35s. weight, 30s. meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 35s. weight, 30s. meast. To Manila: 35s. meast. To Batavia and Sourabaya: 20s. weight, 25s. meast. To Samarang: 25s. weight, 27s. 6d. meast. To Singapore: 25s. weight, 20s. meast. To Penang: 20s. weight, 25s. meast. To Ceylon: 30s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £33. To Penang: £25. To Singapore: £24. To Galle: £20. From Newport, Cardiff, or Swansea, per ton, —. To Yokohama or Nagasaki: 40s. To Chefoo: 40s. To Shanghai: 42s. 6d. To Hong Kong: 35s. To Manila: 23s. To Singapore: 24s. To Cheribon, 21s. To Colombo: 22s. 6d. To Galle: 21s. to 22s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Singapore, 20s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

MISCELLANEOUS.

At St. Helena, May 2, Fluellin, Livingston, from Colombo, and sailed for London; 8, Jason, Rusman, from Batavia, and sailed 9 for Rotterdam; Arabia, Mignot, from Manila, and sailed 9, for Bell Isle; 10, Neville, Hemsworth, from Foochow, and sailed for London; Rance, Rouiller, from Sourabaya, and sailed for Amsterdam; 11, St. Louis, Andouard, from Batavia, and sailed for Falmouth; H. W. M., Bruin, from Banjoewanjie, for Amsterdam.

Off St. Helena, May 8, Rollo, from Singapore for London; 11, Aline, from Macao for Hamburgh; 12, Nyassa, from Manila for London.

At Table Bay, William Fruing, Chevalier, and sailed April 20, for Hong Kong.

At Algoa Bay, Golden Fleece, Wiltshire, and sailed April 17, for Colombo.

The Elbe sailed from Halifax, N.S., May 24, and the Arrow, 27, both for Boston, with part of the cargo ex Mallard, from Pasaroeang to Boston, which vessel put into Halifax leaky.

At SIMON'S BAY.—Sunbeam, Chapman, and sailed, April 24, for Colombo.

The sound portion of the cargo ex Fred. Warren, from Manila to New York, which put into Algoa Bay, March 5, leaky, has arrived at its destination in the Biela (str.).

CASUALTIES.

Advices received from New York, dated May 28, state that the Montana (s.), of Newbury port, Atwood, from Boston to Hong Kong, which anchored at St. Paul's Island, Feb. 14, on fire, was burnt to the water's edge, and sunk the next day; the master was of opinion that the fire was caused by spontaneous combustion in damp sawdust; the crew were taken to Rangoon by the Tresanion (barque).

Advices received at New York, May 29, state that the Kedar (barque), Souder, from Manila to Valparaiso, had put back leaky, and would have to discharge for repairs.

A telegram received from Port Said, dated June 7, states as follows:—The Hector (str.), from China, &c., is in the Canal, with loss of screw. Since repaired, and will probably arrive in London 24th.

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15th February, 1872.

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ESSEX STREET WORKS, STRAND, LONDON, W.C.

Fig. 100.

Fig. 192.

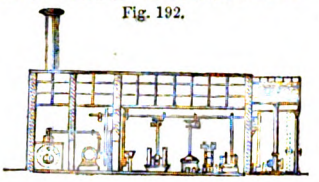

Fig. 121.

Fig. 105.

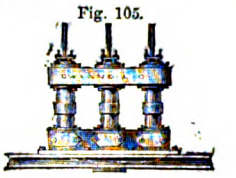

Fig. 189.

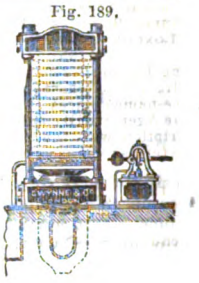

Fig. 141.

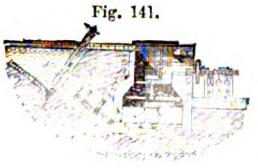

Fig. 207.

Fig. 30.

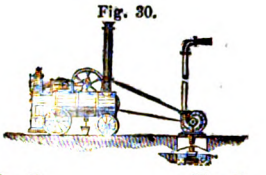

Fig. 43.

Fig. 39.

Fig. 24.

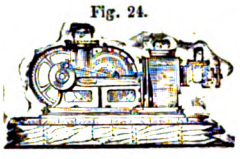

Fig 117.

Fig. 146.

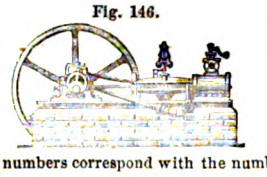

Fig. 154.

NOTE.—These numbers correspond with the numbers in the Catalogue.

Fig. 24.—Gwynne and Co.'s Patent Combined Centrifugal Pumps and Engines for High Lifts.
Fig 30.—Gwynne and Co.'s Improved Portable Steam Engines and Centrifugal Pumps.
Fig. 39.—Gwynne and Co.'s Patent Pumping Machinery, as applied to Emptying Docks.
Fig. 43.—Gwynne and Co.'s Patented Wind-power Pumping Machinery, designed for Drainage and Irrigation purposes.
Fig. 100.—Gwynne and Co.'s Improved Double-Barrel Deep-Well Pump.
Fig. 105.—Gwynne and Co.'s Improved Treble-Barrel Li and Force Pump.
Fig. 117.—Gwynne and Co.'s Brigade Fire Engine.
Fig. 121.—Gwynne and Co.'s Improved Boring Tools.
Fig. 141.—Gwynne and Co.'s Improved Reaction Turbine.
Fig. 146.—Gwynne and Co.'s Improved High Pressure Horizontal Engine.
Fig. 154.—Gwynne and Co.'s Improved Cornish Boilers with double flues.
Fig. 189.—Gwynne and Co.'s Improved Hydraulic Press.
Fig 192.—Gwynne and Co.'s Improved Machinery for Pressing Oil from Seeds, Olives, Fat, &c., &c.
Fig. 207.—Gwynne and Co.'s Improved Dredging Machinery.

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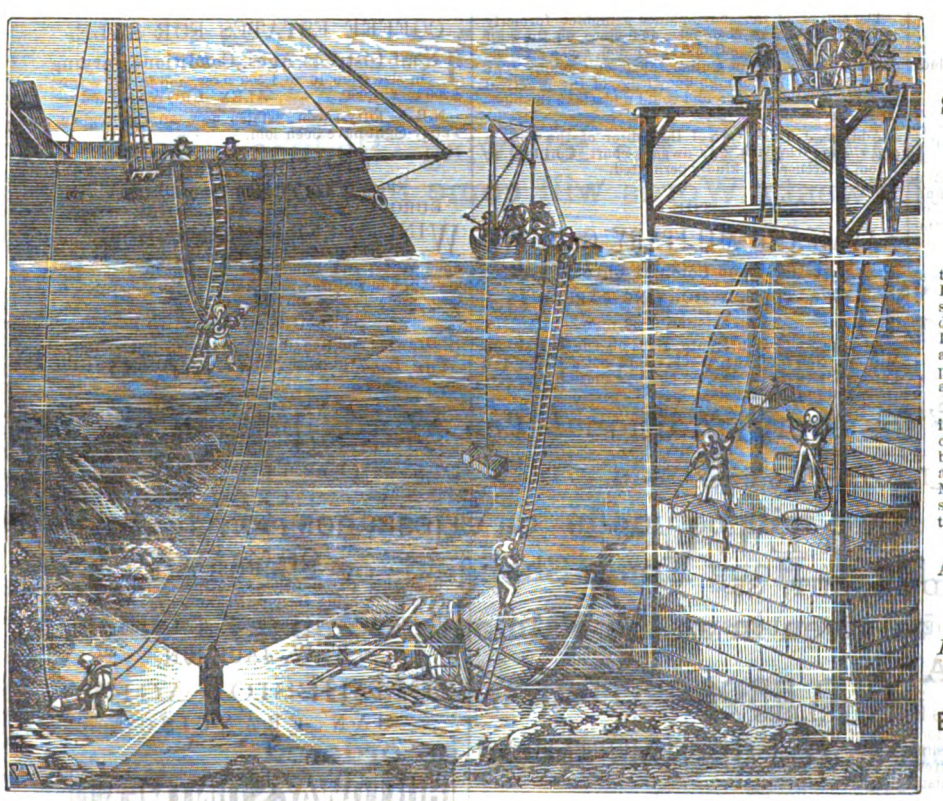

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LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every Jar, being the only guarantee of genuineness.

Excellent economical stock for Soups, Sauces, &c.

T. W. JACKSON,
COMMISSION AGENT,
SAN FRANCISCO.

HOLLOWAY'S OINTMENT

AND PILLS.—PHYSICAL STRENGTH is all essential to success in the present day; a healthy man is a portion of the national wealth, a confirmed invalid loss to society. Weigh well these words. For the proper development and nourishment of the human body it is essential that the functions of the stomach, liver, kidneys, and bowels be performed with order and regularity. Holloway's remedies readily ensure both. The powers of the stomach are greatly augmented, and good gastric juice secreted in abundance where this Ointment is diligently rubbed twice a day over the pit of the stomach. The Pills and Ointment enable it to extract all the food's nutritive matter, and to thoroughly digest most articles of diet.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting Iron Ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters or officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR MALTA	Every Thursday at 2 P.M.	—
ALEXANDRIA. ADEN BOMBAY	" "	Every Monday at 5 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Thursday, June 6, at 2 P.M. And every alternate Thursday thereafter.	Monday, June 17, at 5 A.M. And every alternate Monday thereafter.
AUSTRALIA NW. ZEALAND (Cargo only.)	Thursday, June 6, at 2 P.M. And every fourth Thursday thereafter.	Monday, June 17, at 5 A.M. And every fourth Monday thereafter.

And all Ports at which the British India Company's Steamers call.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.) AS FOLLOWS:—

Domai	... June 23	For	Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Ava	... July 7		
Cambodge	... July 21		
Peiho	... Aug. 4		
Mei Kong	... Aug. 18		
Alphee	... Sept. 1		

The steamers of the 7th July, 4th Aug., and 1st Sept. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 23rd June, 21st July, and 18th Aug. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
" Constantinople ... " Saturday, 5 P.M.
" Algiers ... ... " " "

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. LETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

CHINA AND JAPAN.

THE following SPLENDID First-class SHIPS will be despatched as under:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Omba..... ...	A1 16 yr.	E.I.D.	With des.
Hong Kong	Cairnsmore	AA1	E.I.D.	With des.
Yokohama...	Rollo	A1 13 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

With quick despatch.

FOR SHANGHAI DIRECT, the very fine clipper ship TONBRIDGE, A1 17 years, 856 tons register, South West India Docks; J. B. PIZZEY, Commander. This splendid high-classed composite ship, built in 1869 under special survey for the China trade, is strongly recommended to shippers.

For Freight or Passage apply to JOHN WILLIAMSON, York-chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month or SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st and 16th of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Extra steamers will be despatched from San Francisco on the 16th, and from Hong Kong on the 27th o every month, until further notice. f

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	18 days	from England.
Japan	in 38 "	"
China	in 44 "	"
New Zealand	in 42 "	"
Australia	in 47 "	"

Passengers for California and intermediate points on this road are now booked hrough from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Steamship Company and United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

AROUND the WORLD in NINETY DAYS, by Steam and Rail, by Land and Sea, via North America, Japan, China, Sandwich Islands, New Zealand, Australia, Ceylon, India, Egypt, and Continent of Europe.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, either by way of Japan and China or New Zealand and Australia, at one reduced and inclusive fare.

The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, or to New Zealand and Australia, by the United States, New Zealand, and Australia Mail Steamship Line, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

The journey may be broken at any point, and resumed at pleasure.

Fare, via China, £221; via New Zealand and Australia, £197.

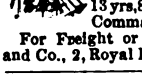
For further particulars apply to H. STARR and Co., 22, Moorgate-street, London. Agents Union and Central Pacific Railway, &c.

"Castle" line of steam packets.
Via the Suez Canal.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods for Java and Japan, the magnificent new Clyde-built steamship GLENROY. 100 A1, 2,000 tons register, 250-horse power nominal; 1,250-horse power effective, H. W. AULD, Commander; will load in the South West India Dock. This steamer has elegant accommodation for first-class passengers, including bath-rooms, ice-house, ladies' cabin, punkahs, &c. The cabins are provided with bedding, linen, and all necessaries.

For Freight or Passage apply to THOS. SKINNER and Co., 5, East India Avenue London, E.C.

With despatch.



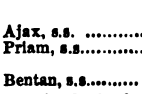
FOR SHANGHAI, the splendid clipper ship ALBERT VICTOR, A1 13 yrs, 858 tons register, JOHN MITCHELL, Commander; London Docks.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With despatch.

FOR HONG KONG, the splendid clipper ship GRYFE, *AAI, 1,078 tons register; T. ROBERTS, Commander; London Docks. Has excellent accommodation for passengers.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C

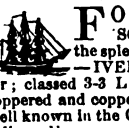


FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Glenroy, s.s.	2,000	Thos. Skinner & Co.	July 1
LIVERPOOL.			
Ajax, s.s.	1,549	Alfred Holt	June29
Priam, s.s.....	1,572	"	July 13
GLASGOW.			
Bentan, s.s.....	360	Thos. Skinner & Co.	June 20

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

Liverpool Line of Packets for Java.



FOR BATAVIA AND SOURABAYA, with prompt despatch, the splendid clipper ship JURGEN BRUHN, — IVERSEN, Commander; 738 tons register; classed 3-3 L 1.1, the highest class in veritas; coppered and copper-fastened. This splendid vessel is well known in the China trade; and having invariably delivered her cargoes in good order, presents an excellent onveyance for fine goods. Loading in Prince's Dock.

For further particulars apply to MORS LE BLANCH and Co., the Albany, Liverpool; or East India-avenue, London.

THE TRIDENT MARINE INSURANCE COMPANY (Limited).

Capital £400,000, in 20,000 shares of £20 each.

DIRECTORS.

James Alexander Douglas, late Manager of the Colonial Bank of Australasia.
Patrick Theodore French, Chairman of the Bombay and Baroda Railway Company.
Henry Gruning, Director of the Alliance Bank.
Claudius Edward Habicht (Clews, Habicht, and Co., Old Broad-street).
George Rose Innes (G. Rose Innes and Co., Valparaiso).
Alexander James Malcolm (James McEwan and Co., Cannon-street).
Edward E. Meakin (E. E. Meakin and Co., Fenchurch-street).
William L. Merry (Merry, Willis, and Lloyd, Cannon-street).
George Nicholas, Abchurch-lane.
George Hamilton Penney (Geo. H. Penney and Co., Lime-street).
George Saxon, Lime-street.
Thomas Stanley Stephenson (Butterworths and Stephenson, Manchester).
John Wade (Robertson and Co., Newman's-court).
Alderman Whetham, Chairman of the Scottish Australian Investment Company.

UNDERWRITER—William Gray.

BANKERS—Alliance Bank.

Notice is hereby given, that the Business of this Company will commence on Monday, the 17th inst., at No. 2, Royal Exchange-buildings.

By order,
ALFRED H. TOULMIN, Secretary.
No. 85, Gracechurch-street, London, June 8, 1872.

BRITISH-INDIAN SUBMARINE TELEGRAPH COMPANY (Limited).

NOTICE IS HEREBY GIVEN, that the REGISTER of TRANSFERS in the British-Indian Submarine Telegraph Company (Limited) will be CLOSED from the 24th June to the 13th July next, both days inclusive, for the purpose of enabling the Directors to make the necessary arrangements for the exchange of Shares for Shares of the Eastern Telegraph Company (Limited), and carrying into effect the special resolution for Amalgamation.—By order,

GEO. DRAPER, Acting Secretary.
66, Old Broad-street, London, E.C.,
June 14, 1872.

FALMOUTH, GIBRALTAR, and MALTA TELEGRAPH COMPANY (Limited).

NOTICE IS HEREBY GIVEN, that the REGISTER of TRANSFERS in the Falmouth, Gibraltar, and Malta Telegraph Company (Limited) will be CLOSED from the 24th June to 13th July next, both days inclusive, for the purpose of enabling the directors to make the necessary arrangements for the exchange of Shares for Shares of the Eastern Telegraph Company (Limited), and carrying into effect the special resolution for Amalgamation.—By Order,

GEO. DRAPER, Acting Secretary.
66, Old Broad-street, London, E.C.,
June 14, 1872.

ANGLO-MEDITERRANEAN TELEGRAPH COMPANY (Limited).

NOTICE IS HEREBY GIVEN, that the REGISTER of TRANSFERS in the Anglo-Mediterranean Telegraph Company (Limited) will be CLOSED from the 24th June to 13th July next, both days inclusive, for the purpose of enabling the Directors to make the necessary arrangements for the exchange of stock for shares of the Eastern Telegraph Company (Limited), and carrying into effect the special resolution for Amalgamation.—By order,

GEO. DRAPER, Acting Secretary.
66, Old Broad-street, London, E.C.,
June 14, 1872.

MARSEILLES, ALGIERS, AND MALTA TELEGRAPH COMPANY (Limited).

NOTICE IS HEREBY GIVEN, that the REGISTER of TRANSFERS in the Marseilles, Algiers, and Malta Telegraph Company (Limited) will be CLOSED from the 24th June to 13th July next, both days inclusive, for the purpose of enabling the Directors to make the necessary arrangements for the exchange of shares for shares of the Eastern Telegraph Company (Limited), and carrying into effect the special resolution for Amalgamation.—By order,

GEORGE DRAPER, Acting Secretary.
66, Old Broad-street, London, E.C.,
June 14, 1872.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, June 17, 1872.

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The London and China Telegraph.

新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., ME SAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 460.] LONDON, TUESDAY, JUNE 25, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.		Outward. From London.	Outward. Arrived out.	Homeward. Received June 25.
Japan —	Yokohama	March 8	April 24	May 1
	Yedo			
	Osaka and Hiogo	—	—	April 25
	Hakodadi			
	Nagasaki	—	—	,, 24
China —	Peking	—	—	,, 26
	Tien-tsin	—	—	,, 29
	Chefoo	—	—	May 1
	New-chwang	—	—	April 27
	Hankow	,, 8	,, 28	,, 29
	Kin-kiang	—	—	,, 27
	Chin-kiang			
	Shanghai	,, 15	,, 29	May 5
	Ningpo	—	—	,, 2
	Foochow			
	Formosa			
	Amoy	—	—	April 30
	Swatow	—	—	May 6
	Hong Kong	,, 29	May 9	,, 11
	Canton	—	—	,, 10
	Macao	—	—	,, 9
Philippines—	Manilla	,, 22	April 26	,, 7
Cochin-China—	Saigon	,, 29	May 4	,, 9
Siam —	Bangkok	—	—	,, 10
Borneo—	Labuan	—	—	,, 16
	Sarawak	—	—	,, 15
Java —	Batavia	April 5	,, 8	,, 13
	Samarang	—	—	,, 12
	Sourabaya	—	—	,, 11
Malacca Straits—	Singapore	,, 19	,, 19	,, 19
	Penang	,, 19	,, 17	,, 21
Ceylon—	Galle	May 3	,, 24	,, 30
	Colombo	,, 3	,, 25	,, 29

THE MAILS, &c.

The P. and O. mail, bringing dates as above, was delivered, *via* Brindisi, this morning, one day late. The next inward mail (French), with dates, Yokohama May 8, Shanghai May 12, Hong Kong May 18, Singapore May 27, is due, *via* Marseilles, on Monday next, the 1st proximo; this mail reached Suez on the 22nd inst.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, four to five hours in transmission. The Great Northern line is also working satisfactorily.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Nyanza*, arrived June 22.—From Singapore: Hon. A. Birch.

To Southampton, per P. and O. steamer *Ceylon*, expected to arrive July 1.—From Shanghai: Mr. C. F. Frennessen, Mr. R. Von Rossen. From Hong Kong: Mr. Gillson, two children, and servant. To Gibraltar: Don Manuel Alceda, Don Andres Portela.

By last (French) mail, per Messageries Maritimes steamer *Ava*—From Yokohama: Mr. and Mrs. Brunton. From Shanghai: Messrs. W. E. Hobson, G. M. Hart, F. F. Hughes. From Hong Kong: Messrs. G. L. Castle, F. G. Smith, F. Gibson, F. Wagner. Calalao, Olive, Oscha, M. and Mdme. Jurra. From Saigon: Messrs. Alzon, Bezeneck, Hamonic. From Batavia: Messrs. Mathusen, Van Blomerstein, Picould, Jansen. From Singapore: Messrs. Holman, Hieber, Otin, Lawich, Mathiesen, Zadinski, Heinzen, Mackenzie.

PASSENGERS OUTWARD.

Per French mail steamer *Donnai*, from Marseilles, June 23 (booked from London). To Yokohama: Mr. Vincort Carui. To Shanghai: Mr. G. Malteau. To Batavia: Mr Torchinana. To Saigon: Mdlle. L Bornos.

Per French mail steamer *Ava*, from Marseilles, July 7 (booked from London).—To Shanghai: Mr. H. M. Hillier, Mr. S. Campbell. To Batavia: Mr. Rumsdyk, Mr. H. Pannikock, Mr. and Mrs. Ricardo. To Galle: Mr. and Mrs. W. B. Smith, Mr. W. Bickman.

Per P. and O. steamer *Candia*, from Southampton, June 20.— To Yokohama: Mr. C. Farman. To Singapore: Mr. W. S. Kymersley. To Penang: Mr. E. Friedericks, Mrs. Arnold. To Ceylon: Mr. C. Lavie, Mr. and Mrs. G. Armitage, Mr. C. Bischoff, jun.

Per P. and O. steamer *Poonah*, from Brindisi, July 1.—To Shanghai: Mr. R. E Wainewright. To Hong Kong: Mr. A. Cheyne.

Per P. and O. steamer *Massilia*, from Southampton, July 4.—To Ceylon: Lieut. and Mrs. Price.

Per P. and O. steamer *Delta*, from Southampton, July 18.—To Ceylon: Mr. and Mrs. T. Helmer.

Per steamer *Deucalion* (Holt's line), from Liverpool, June 15.—For Singapore: Mr. F. Telson. For Hong Kong: Commander G. Parsons, R.N., Lieut. Scott, R.N.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The dates extend to 1st May. The outward mail of 8th March arrived on the 24th April.

It has been announced that the fares by the railway between Yokohama and Sinagawa are to be $1.50 for first class passengers, $1.00 for second, and 50 cents for third. It is evident that these prices are much too high; but, in view of the great pressure which a lower rate would cause on the first opening of the line, we may fairly presume that the fares are only provisionally fixed, in order to diminish such pressure until the Government feels fully confident of its power to deal with the large traffic it expects.

A trial trip took place on the railway, the train running between Yokohama and Sinagawa. The greatest speed attained was at the rate of thirty miles an hour. The result was, we hear from one of the passengers, very satisfactory, though the Japanese officials betrayed a little ignorance, which, however, will disappear with practice

It has been rumoured that the Government has given permission to the Yedo Shosha to negotiate for the shipment of from 500,000. to 800,000 piculs of rice to China, and that arrangements have been made with a mercantile firm to transact this business on the footing of their accepting a share in the transaction. We have authority to contradict the latter part of this statement, the house in question merely acting as the agents of the Government in doing its business. At the same time, it appears to us that as the Government has abrogated the restrictions upon the export of rice, the trade should be thrown open to its own merchants and those of all foreign Powers. It is opposed to the spirit which should animate a Government to make private arrangements of this nature, even if it be not contrary to the obligations of the treaties, a question which the foreign representatives will do well to consider. In regard to the quantity which it is proposed to ship, we should regret giving currency to rumours calculated to produce unnecessary fluctuations in the southern markets, and may therefore remark that the estimate of the shipments about to be made is very hypothetical.

The Japanese steamer *Chili*, which arrived at Nagasaki from Yokohama and Hiogo, brought back to this port forty-one native Christians. These people, who have come from Yedo, are a portion of those who were deported from Urakami. We hear that they, like those sent back a short time since, are to be allowed religious liberty.

A few of the 20 cent pieces of new coinage have been sent to us for inspection, with a view of showing that besides a considerable discrepancy between their respective weights, some of them are badly made. We shall admit at once that, as regards the coins sent to us, the complaints are well founded. There is a want of uniformity in the weights, while the milling in some cases is defective, either from its not being as regular as it should be, or from its exceeding the thickness of the coin itself, and thus leaving a bad impression both to the eye and the touch when the coin is carefully examined.

Information arrived from Hakodate that the steamer *Tokei Maru* was wrecked between Capes Esan and Blunt, on the south-east extremity of the Island of Yezo, about 20 miles from Hakodate. The steamer was laden with rice and provisions for 600 emigrants who were passengers by her.

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CHINA.

—o—

SHANGHAI.

Our advices extend to the 5th May; the French mail from London March 15 arrived out April 29, and the following P. and O. mail of March 22 on the 3rd May. We take the following from the *North China Herald*:—

The report of the Municipal Council for the year just ending shows a rather striking difference between the estimated and the actual outlay, both in detail and in total. The Council have spent Tls. 239,076, against Tls. 211,836 passed at the last ratepayers' meeting, and have diverged to the extent of Tls. 81,808 from the detailed appropriations; that is to say, the accounts show an increase beyond the estimate, under various heads, of Tls. 54,524, while Tls. 27,284 have been saved under others, leaving an actual excess of Tls 27,240. The chief item of increase, Tls. 14,142 for roads, is one that the community will not regret, if they are satisfied that it has been judiciously spent; for the extension and completion of our street system is a pressing duty. The next large item is more apparent than real. Tls. 2,000 only were appropriated for the fire department, because that was the sum which the Municipality purposed to spend; it was known that the actual outlay would be greater, but it was anticipated that the insurance offices, which derive so great benefit from the institution, would contribute the remainder. And these did contribute a certain sum, which, subscriptions from the Taoutai and from various Chinese guilds raised to Tls. 4,681, leaving an actual surplus in Municipal expenditure of only Tls. 1,000, attributable to the Hongkew bell tower and the introduction of extincteurs. There is an increase of Tls. 3,796 in salaries and allowances, of Tls. 3,100 in stationery, advertising, and printing, and of Tls. 3,691 under the head of drainage. With regard to the estimates for 1872-73 the total expenditure is estimated at Tls. 237,606, against Tls. 248,675 in 1871-72, and against an anticipated revenue of Tls. 229,973, which is raised to Tls. 238,592 by the balance remaining in hand from the previous year. The Budget thus shows an estimated surplus of only Tls. 986, but as it includes an appropriation of Tls. 7,096 under the head of possible contingencies in Works, we may hope to find the new Council still with a good working balance, on the 31st March, 1873.

The annual meeting of ratepayers has been fixed for the 6th May. Notices of several intended motions have been sent in to the Municipal Council, and some lively debates are anticipated. The motions suggest a change in the wording of Art. IX. of the Land regulations, to enable dues to be levied on merchandise at the rate of one-tenth of one per cent. on the average value, according to such tariff as may be decided upon at the annual meeting of ratepayers. Another invites approval of the tramway scheme; another proposes to deal effectually with the Soochow Creek Bridge question, by instructing the Council to raise Tls. 15,000 by debentures, to build a new bridge; or, in case they are legally prohibited from doing this, to establish free ferries. Another probable subject of discussion is the erection of water works for the Settlement. Mr. Oliver, the Municipal Engineer, has taken occasion during his recent furlough to visit many of the more important water works in America and England, and has now laid an able report before the Council. Basing his calculation on a consumption of 1,000,000 gallons a day, he proposes three schemes; one to bring water from Feng-wan san, which would cost Tls. 514,814; one to bring it from near the Loonghwa Pagoda, which would cost Tls. 397,529, and one to take it from the Yangtzepoo, which would cost Tls. 299,386. The committee consider Mr. Oliver over-estimates the probable consumption, and fix on 500,000 as a more likely quantity. This would permit a decrease of one-third in the cost of all the works; but will it not be wise to leave a margin for increase, in dealing with such a place as Shanghai? Taking the Yangtzepoo scheme, on the reduced scale, they estimate an outlay of Tls. 208,000, a yearly cost of Tls. 35,800, and a revenue of Tls. 60,000.

The spring race meeting has been the great feature of the week, and, as one-half of the community habitually goes up country on the occasion, while the other half is intent on sport, we have not much other news to record. The meeting opened after a week of very uncertain weather, which had not been so favourable either for training as it might have been; but the racing was perhaps all the more interesting on that account, and the meeting generally a very successful one.

The s.s. *Ulysses*, which arrived on the 28th April, when about 130 miles out from Hong Kong, met with an accident to her rudder, but maintained her course by means of a temporary one. To steady her in the narrow limits of the river channel, however, she had to employ tugs, and was got up to her moorings without difficulty. It is creditable that she was brought here in safety with the rude but useful contrivance which replaced her lost rudder. This was a main boom, with a small anchor fixed to one end, forming a frame on which to lash a hatch cover, the whole making a huge yuloh, by which the steamer was steered. The *Ulysses* had her rudder and rudder-post knocked away by coming in contact with some part of the wreck of a steamer lost off Breaker Point a few years ago.

Some animated correspondence has passed in the daily papers with regard to the collision between the steamers *Ava* and *Rona*. An impression was conveyed by the statement of a person saved from the latter ship that the captain of the *Ava* had neglected any effort to save life from the sinking steamer. Captain Rousseau, however, replies that he had to attend to his own ship, which was so seriously damaged that he apprehended he might have to beach her, and that the *Rona's* people should have tried to save their comrades in the boats in which they escaped, whereas they sent these adrift.

The election of municipal councillors at Tientsin took place on the 24th April. The rules say not more than five nor less than three councillors shall be elected. Hitherto the land renters have been content with three, but this year four have been elected, it having been found from various causes, such as absence, sickness, pressure of business, &c., that three was an insufficient number to carry out with zeal and activity the wants of the community. The following are the council for 1872-73:—Messrs. J. A. T. Meadows, M. G. Moore, J. A. Cordes, H. Beveridge, and P. Kierulff.

A rifle match at Hankow, between six residents and six members of H.M.S. *Ringdove*, was won by the latter.

Puck, the *Charivari* of the Far East, has again budded under new management. The May number is now before us, and contains some capital hits.

HONG KONG.

Dates extend to the 11th May. The outward (French) mail of 29th March arrived on the 9th May. The following items are from the *China Mail*:—

The Messageries mail steamer *Ava* was arrested by the sheriff on the 4th, but released next day, when she left with the mails; a protest has been made by the agent. The *Ava-Rona* collision case will be heard on Wednesday, the 15th inst. (The result we gave in our last.) Much interest is excited by a libel case between two prominent opium merchants. At a recent meeting of brokers it was unanimously agreed to adhere to the old rates of commission and brokerage in place of those fixed by the Chamber of Commerce. M. Geoffroy, French Minister to Peking, arrived here on the 9th instant. Complaints are made that coolie ships leave Macao without doctors on board. The rainy season has fairly set in. Arrangements are being carried out to ensure that China shall be adequately represented at the Vienna Exhibition of 1873. An Indian Baboo is on a visit to this colony. A reward is offered by Government for information leading to the apprehension of the persons who cut the submarine cable. The captain of the *Hailoong*, recently stranded, has been acquitted of blame. The steamer *Douglas* was totally lost on the 29th ult, on the Dioyu reef; all hands, cargo, and treasure saved.

Many misgivings have been floating in the public mind in regard to the opening of Hainan. The much-to-be-deplored death of Mr. C. D. Williams appears to have induced a general belief that, as the port was opened only at his earnest solicitation, so now no further demand will be made, and no further steps taken, until some other enterprising person expresses his willingness and desire to reside at Kiung Chow, under treaty stipulations. These misgivings we are in a position to dispel. We hear that Mr. Herbert Allen, at present Interpreter to H.M. Consulate at Foochow, is appointed British Vice-Consul at Hainan, and that he is now on his way to take up the duties of his post. The arrival of Mr. Hart to make the necessary arrangements on behalf of the Chinese Government is daily expected here; and we may hope this summer to see a regular line of steamers running between the colony and this interesting and, as yet, almost unexplored island.

The Indo-Chinese Sugar Company held their second ordinary meeting on the 7th May. The season 1871-72 did not realise the prospects presented in November last, chiefly on account of floods having destroyed a large portion of the crop.

It is announced that the Provisional Committee of the proposed Bank of China have decided on establishing it under the Companies Act of 1862, with a head office in London and Board of Management at Shanghai. The 31st August has been fixed as the last date for receiving applications for shares.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

The dates extend to Sunday, the 19th May. The outward (P and O.) mail of 19th April arrived on the 19th May. The following summary is from the *Straits Times*:—

His Excellency has appointed two members of Council to fill the places of Messrs. W. R. Scott and W. Adamson, who have resigned. One is Dr. Little, who has held the same position before, and the other is Mr. Thomas Shelford, of the firm of Messrs. Paterson, Simons and Co. These appointments, we suppose, may be taken as an indication that the opening of the session is not far distant, though the date has not yet been announced. One measure that is to be brought forward early in the session is a Bill for regulating the local steam traffic by compelling the steamer to have certificated engineers and the masters to hold at least mate's certificates. Some such measure as this is needed, owing to the great

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increase in the passenger traffic and the increased size and number of steamers employed in it. The lighthouse on the North Sands, in Malacca Straits, is at last in a fair way of erection. Part of the iron work arrived here from England some time ago by the steamer *Yangtsze*, and the engineer and men to superintend its erection took passage for this from Rangoon by the last Burmah steamer, but we regret to have to add that the engineer, Mr. Young, died on the passage, after leaving Moulmein. This has caused an unavoidable delay, as the work must await the arrival of another engineer from England before it can be proceeded with. It is gratifying to know, however, that this much needed aid to the navigation of Malacca Straits is soon to be taken in hand, and we trust that before the end of the present year it will be completed.

The great want of a small coin currency, that has been so seriously felt here for years past, is at last being supplied. The steamer *Enterprise* brought out from London the first instalment of the new currency, $31 000 worth of 20 cent, 10c. and 5c. pieces, coined at the Royal Mint, which are now being issued from the Treasury at par. A further supply is expected when these shall have been exhausted, and a large quantity of copper coin is also on the way from England,—so that there is reason to hope the supply will be ample for all requirements. It is impossible as yet to form any opinion as to the reception these coins will meet with from the Chinese and native community, as but few of them have been put in actual circulation. We fear some difficulty will be experienced from the fact that the values of the coins are marked only in English figures, which are not understood by the great bulk of those with whom they must necessarily pass; had they been marked in the Chinese and Malay characters, it is evident that they would be more readily accepted.

The Salangore disturbances are, it seems, cropping up again, Rajah Mahdie and his adherents having succeeded in enlisting a number of men, and obtaining supplies from various quarters, and is at present in Johore, whence he readily manages to carry on recruiting in Singapore and its neighbourhood. The colonial steamer *Pluto* has made several trips lately to Salangore and other native States, though the result of her cruise has not as yet been made public. It is to be hoped, however, that we shall soon hear the last of this petty war in Salangore.

We believe the new arrangement made by the War-office places the Straits garrison under the command of the general in China instead of at Ceylon as formerly, and by the present mail steamer Major-General Whitfield came down from Hong Kong to make an inspection of the troops, the forts, the barracks, &c, in the colony. After a short stay in Singapore the General will visit Malacca and Penang. One result of his visit will probably be that the detachment of troops at Penang will be provided with barrack accommodation, which they sadly need. It would perhaps be well were one result of the General's visit to be an improvement in the principle of constructing the barracks at Hong Kong and in Southern China.

We have reason to believe that there has been some skirmishing at Deli, between two of the Sumatran chiefs. The Dutch man-of-war *Banka*, which left Penang, and another steamer was on her way with some 200 soldiers, and the traders here are satisfied that the Dutch will soon quiet the disturbance. Perhaps it is nothing new to say that the Dutch do not whine over such cases, but put down things with a strong hand.

Commercial Report.

(*For dates see first page.*)

IMPORTS.

YOKOHAMA.—The import market had been quiet, the good demand recently existing for Yarn had subsided, and all Cottons were very dull. Woollens were also at a standstill, and Grey Shirtings neglected; Drills, Alpacas and velvets, very dull. Turkey Reds and favourite colours in Mousselines had been in slight demand.

HANKOW.—The transactions in Piece Goods had again been chiefly confined to Grey Cottons, and the sales effected of all weights of Shirtings showed a decline; at the close there was a general feeling of weakness. Grey Shirtings: 7lb. and 8¼lbs., declined 2 to 3 candareens; 9¼lbs. of 8 candareens lower. Closing rates—7lbs. Tls. 1.73 to 1.76. 8¼lbs. Tls. 1.88 to 1.97. 9¾lbs. Tls. 2.60 to 2.85 per piece. White Shirtings: Small sales at former quotations. T-Cloths: in less request. Drills: No improvement. Jeans: Saleable in small lots at Tls. 2.29. Fancy Cottons: Very quiet and only retail sales practicable. Woollens and Worsteds: No sales of importance. Lead declined 1½ mace per picul, and not readily saleable at Tls. 4.80. Quicksilver: Weak at Tls. 82.00 per picul.

SHANGHAI.—The market had not improved. The northern dealers had shown considerable desire to purchase, but the prices they continued to offer had received little countenance from holders. Grey Shirtings: 65,000 pieces 8¼ lb. common chop at Tls. 1.88 to 1.90. 7 lb. cloth in fair inquiry at Tls. 1.72 to 1.73. Heavy Shirtings easier in value and in very limited demand. White Shirtings: Extra quality at Tls. 3.70, 66 R. Tls. 2.15 to 2.20, 64 R. Tls. 2.01 to 2.04, fine 60 R. Tls. 1.90 per piece. T-Cloths: Transactions neither numerous nor extensive. A parcel of Dewhurst's M.T. 7 lbs. had changed hands at Tls. 1.58. Drills: Considerable business at improved rates; the decline established at the opening of the market being almost wholly recovered, Tls. 3.10 refused for Mendel's "horse and jockey" chop; best Dutch changed hands to some extent at Tls. 3.10 per piece. Jeans in fair inquiry at Tls. 2.20 to 2.25. Sheetings: Market irregular, and quotations lower; second quality American sold at Tls. 3.78; English 14 lbs. at Tls. 3.10 to 3.12, and 15 lbs. at Tls. 3.12 to 3.15. Fancy Cottons: Trade trifling. Woollens: Market showed no change. Scarlet Long Ells C.P.H. sold at Tls. 6.40; Camlets, assorted, at Tls. 15 to 15½; Figured Orleans, at Tls. 3.90 to 4.5; Spanish Stripes at 60c. to 68½c. per yard—the higher figure being for extra fine cloth.

HONG KONG.—The market had been somewhat more active, but continued without strength or buoyancy. Dealers showed a disposition to make purchases of Plain Cottons, but offered prices below the demands of holders. Quotations were unaltered. The arrivals during the fortnight had added to the stocks, and the discouraging advices from the outports generally had led to a very restricted business. It is difficult to say when a change for the better is likely to occur, but the general opinion is that it will not be for some little time, as the Rice crop in the country is at present in a very uncertain position, and until the result is known, dealers will not care to increase their stocks to any extent.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—The arrivals with general cargoes during the fortnight are the steamers Sea Gull, Enterprise, and Colombo, from London, the Achilles from Liverpool, and the Drummond Castle from Glasgow. 39-inch Grey Shirtings: inquiry for 8¼lbs. limited at $.2.60 to 2.62½, a few sales of extra quality at $6.25; 7 lbs in demand at $2.20 to 2.22½, holders generally asking the higher quotation; 6 lbs. not inquired for; 45-inch, 8 lbs. wanted. 32-inch Grey T-Cloths in better request, and considerable clearances effected; 6 lbs. $1.72½; 7 lbs. $1.85 for common and $1.90 to 1.92½ for ordinary. 36-inch Grey Supers—No. 1 common, $1.95, Nos. 2 and 3 nominal. 36-inch White Shirtings—Low to medium, improved, and good business done; fine, dull and lower: 45-in in good inquiry. White Spots in moderate demand at $2.65. Camlets little inquired for, but firm. Scarlet Long Ells: 12 lbs. wanted at $7⅞ to 8. Scarlet Spanish Stripes held firmly for full prices. Brocade Lustres changed hands at 22 cents. Lastings in small inquiry at 42½ to 43 cents for assortments. Grey Yarn: 40s inquired for, and stock very small; sales at $132½ to 135; 30s out of stock and wanted, sales at $118. Turkey Red in small request at a slight decline; light Green in fair demand at $85 to 87. Iron is still firmly held; Govan flat bar offered at $3.60; small parcels held for $3.85; Nailrods quoted $4; Swedish flat bar in moderate request at $4⅛ to 4.20. Lead: Sales of L B at $5½, of common at $5.90 to 6.

EXPORTS.

TEA.

YOKOHAMA.—The market had remained quite inactive, the settlements, almost entirely for San Francisco, amounting only to about 500 piculs. Stocks of old Tea were about 800 piculs, all of low quality, which was being held firmly above the views of buyers. Nothing reliable could be said about quantity or quality of the new crop. Quotations were quite nominal.

HANKOW.—Nothing of interest had become known concerning the new crop.

KIUKIANG.—Chest masters were expected to be on offer about the middle of May, and the Tea in bulk about a week later. Nothing definite was known of the extent of the crop, but everything was working favourably.

SHANGHAI.—The only transaction during the fortnight had been the settlement of 355 half-chests Shanghai packed Green Tea at Tls. 25½ proportion, leaving in stock 345 half-chests of similar class. Various reports were being circulated regarding the coming season. From some we are led to expect a very early crop, but the present has been a backward season for all produce, and it seemed probable that the bulk of first arrivals will not reach Hankow earlier than last season. From the Oopack districts we learn that purchases of leaf had been made in Soon-Yong at an estimated cost laid down in Hankow the same as last year, and it was thought that buying would be commenced in Young-Low-Toon and Chon-Sow-Kai on about the same basis. Advices from Ningchow report purchases at the equivalent of Tls. 40 to 42 laid down in Hankow, to which port the first and finest parcels of this class will probably be sent for sale, but we do not think buying would be general at such high rates. The best chops last year are said to have cost the teamen Tls. 35 to 36. From Hohow we have no news nor have we yet heard anything from the Shontam districts. It is said that the earliest pickings of young leaf had been made during rain, and that the sun drying process could not therefore be properly carried out; later, fine weather had prevailed, and prospects seem to be favourable for a first crop yield of good quality. Regarding Green Tea we have very little information. We are told that a large business will be done in both the Teenkai and Pingsuey districts, and probably at high prices, as much competition is expected. Teas from the latter country will, it is said, cost, laid down in Shanghai, Tls. 3 more than last season. Steamers are beginning to assemble here, preparatory to going up the river to Hankow, but there seems little anxiety to secure freight in advance.

FOOCHOW.—There are no late advices, owing to the loss of the coasting steamer Douglas.

AMOY.—Information had been received of the gathering of the new leaf and the commencement of purchases in the country at prices two taels over those of last year. Latest dates from Formosa reported the arrival of small parcels of the new crop at Tamsui, but no settlements had taken place. Opening prices for these Teas were expected to be high.

CANTON.—There had been a general buying of new season's Scented Teas, and a very large business had transpired. Canton District Congous: A few small parcels of light flavoury character had been taken at Tls. 24 to 29 per picul, but there was little demand for these, in view of the large quantity shipped from Macao. Scented Teas: The first purchases were made for immediate shipment per Hector and mail steamer, and teamen were enabled to command very full rates for the

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few lots available, but this demand being satisfied, holders had to moderate their ideas, but the bulk of the settlements had shown quite as good value as the early purchases of last season. The quality was thought to be preferable to last year's yield, as the Tea was of much more sightly appearance, and in cup quite equal to the former crop. Scented Capers: The first settlements were reported about the 1st of May, and since then purchases had amounted to 20,000 boxes. A large proportion of the musters shown had been much mixed with old and inferior leaf, and desirable parcels were more difficult to meet with than usual, and, judging from the musters already put forward, this crop was inferior to last season's. Of the finer grades there was a marked deficiency. The settlements had been mostly in the medium kinds at Tls. 24 to 28 per picul, and, considering the quality, prices were Tl. 1 to 1¼ per picul higher than the early purchases last year. Canton Greens: There had been no market settlements, but some contracts had been arranged, the terms of which had not been made public, and were supposed to be for the American market. The steamer Sunda was on the berth for London, but rate not yet fixed. The Hector took 5,700 boxes new season's, and the present mail steamer would take a further quantity. Settlements were as follows:—Country Congous, none; Canton District Congous, 2,500 half-chests, at Tls. 25 to 29; Scented Orange Pekoe, 15,000 boxes, at Tls. 25 to 35; Scented Capers, 20,000 boxes, at Tls. 24 to 34.

SILK.

YOKOHAMA.—The market had been quiet, and prices for Hanks and Hamatskis had receded about $10 per picul. The principal business had been done in Hank sorts, and a small amount in Taysaam and Oshu descriptions. The settlements amounted to about 600 bales. Stocks consisted of about 550 bales. The total exports to date for this season from 1st July had been 13,478 bales, against 5,741 for season 1870-71.

SHANGHAI.—Messrs. C. J. Skeggs and Co.'s Circular says:—Business in Silk during the past three weeks has been of little importance, settlements for that period only amounting to about 400 bales, consisting chiefly of yellow Silks and a few Re-reels. The total settlements now reach about 49,800 bales to all parts. Advices from up country give very favourable prospects for the new crop, the quantity of worms hatched being variously reported from 20 to 30 per cent. in excess of last year, and now well in the third stage; the leaf is also plentiful at moderate price, and although it is still too early to form any reliable opinion, many of the dealers predict an available yield of 60,000 to 65,000 bales.

CANTON.—Sample skeins of new crop were expected to be shown in a few days, and the product of the first crop would begin to arrive in bulk about a week from date. A few bales might be received in time to go by the French mail steamer leaving on the 18th May, but no large quantity would be ready for shipment before the next English mail of May 25. It was expected that the first crop of this season would be 20 per cent. larger than that of last year, but while the quality was reported good, the colour was said to be bad. No contracts for new Silk were reported, and consequently no idea could be formed of the probable opening rates, but it was expected that there will be much competition among foreign buyers. In Re-reels, contracts were reported at the following rates:—Kowkong No. 1, $500 per lb.; Mahang No. 1, $490; Seulam No. 1 $430; Hang Tang No. 1, $440; Punjum No. 1, $90; Waste Silk, No. 1, $85; No. 2, $70; Pierced Cocoons, $85.

EXCHANGES, &c.

[*For date see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 7d.	4s. 7¼d.	4s. 7¼d.
Shanghai ,, ,, ...	6s. to 6s. 0¼d.	6s. 0¼d. to 6s. 0¼d.	6s. 0¼d.
Canton ,, ,,	4s. 5d.	4s. 5½d.	4s. 5¾d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 5¾d. to 4s. 6d.	4s. 6¼d.	4s. 6¾d.
Manila ,, ,, ...	4s. 5d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	312	228½
,, Hong Kong...	26¾ to 27¼ dis.	—
Bar silver	111.2.5.	8½ prem.
Mexican dollars	77.4.0	6 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 59; Old, 61 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 29 to 30 per cent. discount.
China Traders' Insurance, $1,500 premium.
Hotel shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, $33½ premium.
Hong Kong Fire Insurance Company, $315 prem.
Union Insurance Company, $1,400 premium.
China and Japan Marine Insurance Company, Tls. 46 premium.
China Fire Insurance Company, $55 premium.
Victoria Fire Insurance Company, $60 premium.
Indo-Chinese Sugar Company, $45 dis.
Shanghai Steam Navigation Company, Tls. 34 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $12 to 15 dis.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Hamburg, April 12, Santos; from London, Zibu.

At SHANGHAI.—From London, April 30, Lord of the Isles (str.); 28, from Liverpool, Ulysses (str.); May 1, Antenor (str.); June 19, from Cardiff, Dohne Castle.

At HONG KONG and CANTON.—From London, April 27, Parnassus (str.); May 8, Canton (str.); from Liverpool, Earl King (str.); May 6, Agamemnon (str.); from Cardiff, April 27, Hugo and Otto; from Sunderland, 29, Loochoo; 30, Contest; from Liverpool, June 22, Nestor (str.).

At MANILA.—From London, April 6, Catalina.

At SINGAPORE.—From London, May 5, Sea Gull (str.); 13, Enterprise: 16, Colombo (str.); 18, Drummond Castle (str.); from Liverpool, 5, Achilles (str.); 18, Emiliano (str.); Diomed (str.); from Sunderland, 11, Ravensworth Castle (str.); 16, Hope; from Cardiff, 11, Earl Dalhousie; 12, Papa de Rossi; from Newport, 11, Springfield; from Cardiff, Bolton Abbey, Craigforth (str.).

At PENANG.—From London, May 11, Colombo (str.); 12, Drummond Castle (str.).

DEPARTURES.

From YOKOHAMA.—None.
From SHANGHAI.—For London, June 21, Drummond Castle (str.).
From FOOCHOW.—None.
From HONG KONG and CANTON.—None.
From MANILA.—For London, April 25, Glenroy (str.); May 4 Glena; April 28, Oneiza; for Channel, May 6, Duc de Malakoff; April 23, James Lister; May 1, Eastern Star; for New York, May 4, Surprise; 2, James Shepherd.
From SINGAPORE.—For New York, May 10, Istapa; for London, June 18, Parnassus (str.), Hindostan (str.)
From PENANG.—For London, May 10; Coleroon; 13, Hector (str.),

VESSELS LOADING.

At YOKOHAMA.—None.
At SHANGHAI.—For London, Antenor (str.).
At FOOCHOW.—None.
At HONG KONG and CANTON.—For London, Sunda (str.), Titania, Vanguard.
At MANILA.—For London, Stonehouse; for Liverpool, Mary E. Ray; for New York, Caroline Coventry, John Lidgett, Garibaldi, Elsinore, Veritas; for Boston, Great Admiral; for Channel for orders, Osaka, Canaan.
At SINGAPORE.—For Liverpool, Robert Kerr; for Boston, Nightingale, Craigie Lee.
At PENANG.—None.
At BANGKOK.—For London, Sophia Koningen ner Nederlanden.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—There is no vessel on the berth, either for London or United States.
At SHANGHAI.—Nominal.
At FOOCHOW.—Nominal.
At HONG KONG and CANTON.—In home freights a moderate business has been done and former rates maintained.
At MANILA.—To London, sugar £4 10s.; hemp £5 5s. to £5 10s.; to United States, $14 sugar; $17 hemp.
At SINGAPORE.—To London, £3 2s. 6d. dead weight, £3 10s. to £3 12s. 6d. light freight; for New York £3 5s. per ton, £4 light cargo.
At PENANG.—To London £3 5s. to £3 15s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
April 17 ...	Constance ...	Probolingo ...	Boston
,, 18 ...	Colibri ...	Cronstadt ...	Amur River
,, 18 ...	Havfruen ...	Do. ...	Castins Bay
,, 18 ...	Dahlkarlsa ...	Passaroean ...	Stockholm
,, 19 ...	Julie ...	Marseilles ...	Saigon
,, 19 ...	Amazon ...	Probolingo ...	Bremen
,, 21 ...	Madone ...	Liverpool ...	Batavia
,, 22 ...	Maria Rickmers ...	Cardiff ...	Hong Kong
,, 23 ...	Prince Alfred ...	Hiogo ...	New York
,, 24 ...	E. Cushing ...	Cardiff ...	Hong Kong
,, 24 ...	Pelhaus ...	London ...	Bangkok
,, 24 ...	Maria Adolfina ...	Batavia ...	Falmouth
,, 23 ...	La Paix ...	Singapore ...	London
,, 23 ...	John Milton ...	Yokohama ...	New York
,, 23 ...	Carnarvonshire ...	Japan ...	Do.
,, 26 ...	Cutty Sark ...	London ...	Shanghai
,, 28 ...	Evelyn Wood ...	Sunderland ...	Singapore
,, 29 ...	Annesley ...	Cardiff ...	Shanghai
,, 29 ...	Jeddo ...	Do. ...	Yokohama
,, 30 ...	Jacques Seurin ...	Macao ...	Havana
May 2 ...	Elcano ...	Singapore ...	Boston
,, 4 ...	Deerhound ...	London ...	Shanghai
,, 5 ...	Glenduror ...	Liverpool ...	Manila

LATEST TELEGRAMS.

SHANGHAI, JUNE 8.—The P. and O. steamer *Hindustan* sailed to-day for London, with 2,000 tons Tea and 1,160 bales Silk.

CHINA.

SHANGHAI, JUNE 22.—The market for imports, both Cotton and Woollen Goods, continues quiet; Grey Shirtings, 6¼ catties, 8¼ lbs., Tls. 1.9.5; T-Cloths, 6 lbs. ordinary, Tls. 1.2.0; 7 lbs. Mexicans, Tls. 1.6.0. Tea: Market for Black firm, for Green strong; freight by sailing vessels £3 10s.; Hankow market quiet, but steady. Silk: Market very firm, and prices higher; Tsatlee, No. 3, Tls. 590, No. 4, Tls. 545; total settlements for the past fortnight 7,700 bales; stock here 2,800

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bales; total export to date (from China and Japan) since the commencement of the season, to England, 6,500 bales, to the Continent 2,000 bales. Exchange on London bank bills six m.s. 6s. 2¾d.

FOOCHOW, JUNE——.—Tea: Market active, and large settlements effected, amounting to 180,000 chests, since the opening of the market. Freights by steamers £4.

HONG KONG, JUNE 22.—Market for Cotton Goods slightly improved; Woollen Goods continue dull; Grey Shirtings, 6½ catties, 8¼ lbs., $2.52; Cotton Yarn (Water Twist), 16-24, $121; T-Cloths, 6 lbs. (ordinary), $1.63; 7 lbs. (Mexican), $2.12. Exchange on London: Bank bills, six m.s., 4s. 6¼d. Canton Tea Market fairly active; settlements to date 243,000 boxes. Total export of Tea from China and Japan since the commencement of the season, 24,375,000 lbs.

STRAITS SETELEMENTS.

SINGAPORE, JUNE 21.—Grey Shirtings, 7 lbs., $2.22½, 8¼ lbs., $2.60; T-Cloths, 6 lbs., $1.72½; Cotton Yarn, 40's, $136; Gambier, $3.45; Tin, $37½. Exchange on London: Bank bills, six m.s., 4s. 6¾d.

PENANG, JUNE 19. — Grey Shirtings, 8¼ lbs, $2.55; T-Cloths: 6lbs., $1. 67½; Cotton Yarn, 30's, $113, 40's, $128. Pepper, black, $10.50, white, $23.50; Sugar, No. 2, No. 3, $3.45; Tin, $36.75. Exchange on London: Bank bills, six m.s., 4s. 6¾d.

SINGAPORE, JUNE 18.—The steamers Parnassus from Hankow, and Hindustan from Shanghai have arrived and sailed for London this day.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 20, off Deal, from Colombo, Electra; off St. Catherine's Point, from China, Singapore, &c. (via S.C.), Priam (str.); 19, off Dover, from Java, Adolph; 21, at London, from Colombo, Dewa Gungadhur; off Queenstown, from Rangoon, Arabia; 22, at London, from Hong Kong and Singapore, Rollo; 22 off Crookhaven, from Macao (?), Isabella; 9, at New York, from Shanghai, Ethiopian; 8, at Boston, from Manila, Ceylon; from Singapore, Uranus; 22, off Portland, from Rangoon, for Hamburg, Deutschland; off Falmouth, from Rangoon, for Bremen, Sadowa; from Java, for Abo, Lainstar; 23, at Liverpool, from Zebu, James Aikin; from Rangoon, Advancement; 20, at Hamburg, from Macao, Johannn Anton; 22, at Texel, from Sourabaya, Marie Alexandrine; from Macassar, Macassar; 12, at Boston, from Manila, &c., Lochnagar; from Manila, St. James; at Liverpool, from Rangoon, North.

DEPARTURES.—June 16, from Bremerhaven, for Boulogne and Saigon, Schiller; 5, from Boston, for Hong Kong, Europa; 21, from London, for Shanghai, Tonbridge; 20, from Newcastle, for Singapore, Papa; 22, from London, for Colombo, &c., Strata Florida; for Colombo, &c. (via S.C.), Excelsior (str.); from Amsterdam, for Batavia, A. M. E. Christina: 22, from Cardiff, for Anjer, Whinfell; for Singapore, Johannes, Proteus; 21, from Greenock, for Java, Berbice; 8, from Boston, for Anjer, Borneo; 20, from Hamburg, for Singapore, Hammonia.

CASUALTIES.—The Marie Alexandrine (French barq.), Batley, which arrived at Texel, from Sourabaya, June 22, was reported to have been in collision during the night of the 20th, off the South Foreland, with an Italian barque, when she sustained slight damage. A telegram received from Singapore, dated June 22, states:—The Duc de Malakoff, Hulin, from Manila, to Falmouth, with coffee and hemp, sprung a leak and put in here; was seen floating past; cargo apparently in good condition. A telegram received at Liverpool, dated June 24, states that the Bengal (str.), (formerly belonging to the P. and O. Steam Navigation Company) from Singapore to London, had stranded at Aden, but got off, and would proceed same day, after coaling.

LAID ON.—At Greenock, for Java, Berbice.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CARROLL—On the 29th April, at Pagoda, Foochow, the wife of Charles Carroll, Esq., H.B.M. Vice-Consul, of a son.

DE LA FOREST—On the 7th May, at 4, Alexandra-terrace, Hong Kong, the wife of Ch. L. de la Forest, French Acting Consul, of a son.

DORLING—On the 19th June, at Knighton-villas, Buckhurst-hill, the wife of the Rev. Wm. Dorling, Minister King's-place Independent Church, Buckhurst-hill, of a son.

MAXWELL—On the 22nd June, at Annefield, Bridge of Allan, Stirlingshire the wife of W. E. Maxwell, Esq., police magistrate, Straits Settlements, of a son.

RODYK—At Banda Illier, Malacca, Mrs. William Alexander Rodyk, of a daughter.

MARRIAGES.

BACCHUS—WOLLEY.—On the 11th May, at Sarawak, by the Lord Bishop of Labuan and Sarawak, uncle of the bride, assisted by the Rev. W. R. Mesney, George Henry Bacchus, Esq., Commandant of Sarawak, late of the Princess Royal's Dragoon Guards, to Mary Constance Anne, daughter of the late Rev. John Wolley, D.C.L., Principal of Sydney University, and formerly Fellow of University College, Oxon.

BURKILL—LOW.—On the 27th April, at H.B.M. Consulate, Shanghai, before Chaloner Alabaster, Esq., H.B.M. Acting Consul, and afterwards at Trinity Church, by the Rev. Canon Butcher, Albert R. Burkill, of Shanghai, to Clementina C. Locket, eldest daughter of James Dow, Esq., of Shanghai.

DEATHS.

GILES—On the 20th April, at Tientsin, Arthur Allen, son of H. A. Giles, H.B.M. Consulate, aged nine months.

HOOLE—On the 17th June, at his residence, 8, Myddelton-square, the Rev Elijah Hoole, D.D., one of the general secretaries of the Wesleyan Missionary Society, aged 74.

JOAQUIM—On the 17th May, at Mount Narsis, Singapore, Parsick Joaquim, Esq. aged 61 years.

LEWIS—On the 6th May, at the Civil Hospital, Hong Kong, of dysentery, Morgan Lewis, late second engineer s.s. *Shaftesbury*, aged 38 years.

MACLEOD—On the 17th June, at Glasgow, the Rev. Norman Macleod, , D.D., of the Barony parish, Glasgow, one of Her Majesty's Chaplains for Scotland, and Dean of the Order of the Thistle.

MATHESON—On the 9th April, at Albany, King George's Sound, Western Australia, Colin C. Matheson, second son of Angus Matheson, Esq., Granby-terrace, Hillhead, Glasgow.

PARLIAMENT.

HOUSE OF COMMONS.

COMMISSION OF THE "THALIA" FOR CHINA.

(June 17th.) Mr. A. GUEST (C) asked the First Lord of the Admiralty whether his attention had been drawn to the statement in the public journals that the *Thalia* storeship had been selected to convey a large number of supernumeraries to China, although her scuttles do not admit of being opened when at sea, and that the War Department on a recent occasion refused to recognise her as a vessel fit for the transport of troops, and if there was any foundation for the statement.

Mr. GOSCHEN said, in the first place, the *Thalia* was not a storeship, but a corvette of six guns, specially constructed to carry a certain number of supernumeraries, she having been designed, like her sister ship the *Juno*, to take the place of some of the old paddle steamers. The *Thalia* was a perfectly new ship, and had as yet scarcely done any service. She had not been selected to carry a number of supernumeraries, but to replace her sister ship, the *Juno*; and there had been no correspondence with the War-office on the subject of conveying supernumeraries. The lower deck of the *Thalia* was constructed precisely on the same principles as that of an ordinary frigate; her scuttles could be opened in the same weather, and the persons below would have the same amount of comfort or discomfort as the crew of an ordinary frigate.

THE PANTHAY EMBASSY.

(17th.) In reply to Sir S. NORTHCOTE (C.), who asked whether any communication had been received from the Government of India respecting a reported mission from Talifoo, Mr. GRANT DUFF (Under Secretary for India) said: In reply to my right hon. friend, I have to say that we did receive such a communication, and that the arrangements proper under the circumstances have been made.

THE SUEZ CANAL.

Mr. B. COCHRANE asked the Under Secretary of State for Foreign Affairs whether his attention had been called to the proposed increase of the dues levied by the Suez Canal Company, contrary to the spirit of the concession under which that company was established, and to the interest of British shipowners; if he was aware that the French Government claimed jurisdiction in all questions which might arise between those who used the canal and the Suez Company; and whether this claim was not entirely in opposition to the existing capitulations. The hon. member explained that when the canal was first opened the charge was £5 a ton for passing through. The tonnage was charged on the net tonnage, but a notice had been issued that it would in future be charged on the gross tonnage; and if it had been so charged last month, it would amount to £1,335,000, making a difference of £900,000, the principal portion of which would fall upon British commerce, because out of 101 vessels which passed through the canal last month, ninety-seven bore the British flag. He also pointed out that the French Government insisted upon all cases of dispute in which the rights of Frenchmen were concerned being tried in the French courts.

Lord ENFIELD said that the attention of Her Majesty's Government had been called to the increased charges, and from information received from Constantinople he could inform the House that the Porte were demanding explanations from the Khedive of Egypt on the subject. Her Majesty's Government were not aware that the French Government claimed any jurisdiction in the matter, but after what had been stated they would cause further inquiries to be made.

AMERICAN SILK INDUSTRY.

The New York *Shipping List* states that the California Silk Manufacturing Company, established in San Francisco city barely a year ago, has achieved so unequivocal a success that it is to be at once supplemented by another—the Union Pacific Silk Manufacturing Company, with a capital limited to $100,000. The first-named enterprise gives employment to forty operatives, and is capable of turning out $250,000 worth of goods per annum. The products are machine sewing silks, twist, tram, organzine, and fringes of excellent quality, for which a ready sale is found. The latest factory is to be devoted to the manufacture of ribbons, though, if deemed expedient, the production of dress silks may eventually be undertaken. The success of these pioneer factories cannot fail to have a wholesome effect on the silk-growing interest of California, in addition to their value in enlarging the scope of her manufactures. They will for the present, it is said, rely upon Japan and China for the raw material, until such time as the native article can be produced in ample quantity. The raw silk of Japan and China is obtainable free of duty, a privilege which, in consideration of the extreme tax of 60 per cent. on foreign manufactured silk, will afford the new factories very decided advantages for prosecuting the business. Indeed, the day may not be very remote when California will have the ability to fairly compete with Lyons, St. Etienne, and Basle in supplying the rest of the world with these high-cost fabrics.

The culture of raw silk in the United States, which some years ago promised well, seems to have been almost abandoned outside of California, the entire product in 1870, according to the census, having been but 3,937 lbs., against 11,944 lbs. in 1860. And of the production in 1870 California is credited with no less than 3,587 lbs. The decline has resulted from the general abandonment of the business in the States east of the Mississippi. Thus in 1860 Ohio reported 7,394 lbs. of raw silk, and in 1870 none at all; in 1860 Illinois reported 1,545 lbs., and in 1870 none; in 1860 Pennsylvania reported 163 lbs., and in 1870 only 1 lb.; in 1860 New York reported 259 lbs., and in 1870 none; in 1860 Virginia reported 225 lbs., against only 7 lbs. in 1870. The industry still has a foothold in some of the Southern States, Tennessee being credited with 153 lbs. in 1870; North Carolina, 95 lbs.; Kentucky, 45 lbs.; Mississippi, 31 lbs.; and Georgia, Missouri, and Louisiana each a few pounds. California alone has entered into the business energetically under the auspices of Chinese and Japanese immigrants who understand the culture.

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AMERICAN SPECULATION IN TEA AND COFFEE.

The American *Grocer* states that since the Bill passed removing duties on coffees, a speculative clique of New York importers have advanced prices about 15 per cent., notwithstanding that the prices of the staple were 50 per cent. above the average at this season, and this with unusually large stocks at a season of the year when the demand is lightest. Teas have advanced nearly as much under the same circumstances. This is naturally surprising—continues the *Grocer*—to conservative merchants, and indicates that influences are at work which have no right to enter so largely into legitimate business, and which will produce results disastrous to the general good. It is not to be wondered at that we have strikes along the entire line of labour if capitalists aggressively put the price of articles of necessity so high as to be beyond the reach of the labourer. The combination of capital which expends its force on the tea and coffee market has had things pretty much its own way. It controls legislation in relation to these articles, and under pretence of benefiting the consumer, causes duties to be removed and gobbles what would otherwise help to support the Government. Not getting the Bill to their liking at first, they perfect it so as to exclude competition from Europe; their influence even extends to foreign countries where goods, which according to the law of supply and demand would otherwise come to our market, are purchased and held there until their gains can be realised on stock now here and the last cent fetched from the pockets of the consumers. We are glad to see that the Senate does not confirm the amendment to the free tea and coffee Bills imposing 10 per cent. *ad valorem* duty on tea and coffee imported *via* England to take effect at once, but allows teas and coffees to be imported from Europe free of duty until October. This will be a temporary relief, perhaps, and disarrange the plans of the speculators to a certain extent; but why impose this discriminating duty at all? This patching and cobbling in the interest of cliques is the strongest possible argument for the advocates of free rade doctrines.

A naval court-martial was held on board Her Majesty's ship Royal Adelaide, at Devonport, on the 17th inst., for the trial of Mr. Arthur Gore St. George Ponsonby, Supernumerary Navigating Lieutenant of the Ocean, on a charge of being drunk on the morning of the 17th of January last. Captain Wilson, of the Impregnable, was President of the Court, and Captain Hewett, V.C., of the Ocean, prosecuted. The evidence for the prosecution was to the effect that on the 16th of January last, while the Ocean was lying at Galle, permission was given to the prisoner to go on shore to a ball given to the officers of the ship. The next morning, about a quarter to six, he came off to the ship in a native boat, and was observed to be asleep. A man was sent into the boat to wake him up and assist him over the ship's side, and afterwards he was taken down the main hatchway. Lieut. Joshua Cole saw the prisoner led through the ward-room by Mr. Lancelot, navigating midshipman, and considered him helplessly drunk. While the prisoner was in his cabin the witness heard questions asked him, but heard no replies. One of the witnesses, in answer to the prisoner, said the ship was rolling slightly when he came on board, and that it was awkward getting out of the boat. The prisoner's defence was that he was fatigued when he went off in the boat, having been playing croquet in the burning sun on the previous afternoon, and, having been in a close room, dancing for many hours, he fell asleep. He was not drunk when he went on board. He called his servant, who proved that he perceived no smell of drink on going into his master's cabin the morning he came on board. Captain Hamilton, of the Achilles, and Captain Hewett, both gave the prisoner a very good character. The Court, after a lengthy deliberation, found the prisoner "Guilty," and it having been officially known to them that he had been previously guilty of a similar offence on board the Adventure at Hong Kong in 1871, and taking into consideration that he had been warned and was on probation in consequence of such former offence when on his voyage home in the Ocean, they adjudged him to be dismissed the service.

COLONEL W. H. SYKES, M.P. for the City of Aberdeen, died on the 17th inst., at the age of eighty-two. The deceased joined the Bombay army as far back as 1804, and served with Lord Lake before Bhurtpoor. After gaining distinction in India, he quitted that country in 1831, and two years subsequently received the rank of Colonel. He was twice elected a director of the East India Company, of which corporation he was appointed deputy-chairman in 1855, and chairman in the following year. Colonel Sykes unsuccessfully contested Aberdeen in 1847, but was returned in 1857, and has since continued to represent that constituency. His name will be familiar to our readers from his speeches in favour of the Tai-pings, and his persistent introduction—not always with happy results—of Indian and Far Eastern affairs into Parliament.

THE steamer *Fitzpatrick*, which is now loading at Glasgow for Singapore, will, on arrival out, be employed in the local Straits trade. She was built in 1869 by the firm of Blackwood and Gordon, is 225 feet long by 29 feet beam, and 17 feet deep.

THE EUPHRATES VALLEY ROUTE TO INDIA.

The reports of Her MAJESTY'S Consuls, in reply to a circular from the Foreign-office requesting information concerning communication with India through Turkey, which have just been presented to Parliament, are singularly unanimous in recommending that great enterprise on the score of safety, practicability, and general advantages, including, of course, great saving of time. The questions of the cost of the construction of the line, which is estimated at from eight to ten millions sterling, and which Government should be responsible for the necessary guarantee, are no less important than the explanation of the undoubted benefits that would accrue from the new route; and it will perhaps be convenient if we commence by extracting some passages from the despatch from Sir H. ELLIOT to Earl GRANVILLE on these subjects, before we give a brief *résumé* of the reports of the British Consuls in various parts of the Turkish Empire.

Sir H. Elliot expresses his entire concurrence with the principles of the report of Mr. J. L. Haddan, the eminent civil engineer, and Director of Public Works at Aleppo. To this report we shall again have to refer; at present we take only that part of it which relates to the guarantee question. Mr. Haddan is clearly of opinion that Turkey cannot afford, and, indeed, ought not to be called upon to furnish this guarantee. His argument is this:—"It has been set forth that England, by endorsing Turkey's guarantee, enables Turkey to construct her railways at a lower rate. This is perfectly true, provided that the line in question was selected by Turkish interests and not by English, or provided this rule were applied to the whole system of Turkish railways. No one can deny that the Euprates Valley Railway, from the Mediterranean to the Persian Gulf, is essentially a British undertaking. In all the evidence given before the Committee of the House of Commons no one has ventured to assert that it will be beneficial to the Turks, beyond giving utterance to common-place observations as to civilisation. England is to risk nothing; to gain free transmission of the mails, passage to her armies at a low rate, and to have the capital (which will be essentially British) fully guaranteed. Turkey is to risk everything; the Customs duties of Alexandretta and Basra, the transit duty of one per cent., and to guarantee four per cent. on the capital. It is useless to conceal the fact that Turkey will have to pay the guarantee for many years to come." Turkey cannot afford to make such sacrifices even for the sake of England's friendship. "Were, however," proceeds Mr. Haddan, "the line to be undertaken on the same terms from Constantinople to Basra, instead of merely the British part from Alexandretta to Basra, both nations would be gainers. That the Turks know their own interests is certain, and judging from conversations held with influential persons, both in Constantinople and elsewhere, as also from the well-known wishes of the Sultan, and the rapid progress made on the Ismid line, I am morally certain that, by some means or other, the concession will never be granted, provided Asia Minor be not included in the scheme, a demand which, in common fairness, should be anticipated."

Mr. Vice-Consul Barker, who has resided for thirty-six years in various parts of the Ottoman Empire, says, "England ought to rejoice that there is a route open to her through Mesopotamia, 1,280 miles shorter than the Red Sea or any other route. The stories put forward of the obstacle in the way of the Euphrates line, on account of barbarous Arab tribes, are not worth the least consideration. The Arabs are more intelligent and better informed morally than the same class in any part of Europe. They are open to certain conventional notions of honour, never break their troth, can be trusted implicitly when once it is given, and their chiefs have complete control over the tribes." Though a railway through Mesopotamia as a route to India might not at first be productive of the greatest amount of income, the cultivation of grain, which can be grown so cheaply that no country at the same distance from England could compete with it at all, would increase a hundred and a thousand fold, and populous villages would spring up all along the line, as there is abundance of sweet water everywhere. 200,000 tons of merchandise still pass annually through Aleppo by camels and mules. This has been the real highway between the East and the West since the time of Alexander the Great. Calculating only 150,000 tons of goods conveyed by railway between Aleppo and the Sea, there would be a revenue of £225,000, by charging £1 10s. per ton instead of £3 and £4 now paid for camel and mule carriage. Deducting half for expenses, there would remain 8 per cent. on the capital of the first section between Seleucia and Aleppo, independent of passenger fares. There are not any natural obstacles at Seleucia, and the two "difficulties"—the want of a port, and the number of bridges required—can be got over with ease.

Mr. Consul Eldridge, of Beyrout, draws attention to the fact that the proposed line, passing through the heart of Arabia, would act as a trunk line to open up the country, and it would be easy to connect it with light narrow-guage lines with other places as necessity might arise. The advantages to the Ottoman Government would be very great; but, as the primary object is communication with India, Mr. Eldridge does not think it would be just to call upon the Ottoman Government to offer a guarantee greater in amount than as an equivalent to the advantages it would gain by the opening up of the country.

Mr. Vice-Consul Guarracino, of Constantinople, considers the Euphrates route as more practical and easy, and likely to yield satisfactory returns sooner than the Tigris route.

Mr. Consul-General Herbert, at Bagdad, believes the proposed line would be well worth not only the guarantee that may be sought, but the entire cost of the construction of the railway, whatever that may be. Had the Euphrates line been in existence at the time of the mutiny, England would have possessed the means of sending troops and military stores to Delhi in the space of a fortnight, and the insurrection might have been quickly suppressed. Colonel Herbert prefers the Euphrates to the

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Tigris route, and recommends the line surveyed some years ago by Mr. George Latham, C.E, who is now in Calcutta designing docks for the Hooghly. This line would pass from Alexandretta by Alepp, Bira (Birejik), Orfa, Nisibin, Mosul, Kerkuk, Bagdad, Kutul-Amar, and Kurna, to Basra. The Ottoman Government has from the first encouraged this line, and promised a convention, a guarantee, and every support. At the same time Persia would be brought nearer to Europe. As regards the port in the Persian Gulf, which should be made the terminus of the line, Colonel Herbert agrees with those who recommend the adoption of Kurayn (spelled variously Kuwayt, Koweit, Grane, &c.).

Mr. Consul Holmes, at Bosna Serai, and formerly Consul at Diyarbekir, thinks that if the line were carried to Birejik, where it would cross the Euphrates, it would be more likely to pay its working expenses, independently of Indian traffic, than by the valley of the Euphrates, as the former line would pass through districts inhabited by a comparatively orderly and industrious population, furnishing wool, madder roots, gall nuts, and cereals in large quantities, in which there is an existing trade capable of large extension. To the Tigris route, though somewhat longer than the Euphrates, Mr. Holmes gives preference, as possessing more promise of pecuniary advantages; but he is unable to furnish any statistics as to the actual amount of promise to be relied on.

Mr. Consul Palgrave prefers Colonel Herbert's line to any other scheme, for reasons which we have already extracted from other reports. As regards the only real difficulty—the guarantee—Mr. Palgrave thinks that it should be furnished by the British Government or the Government of India.

Mr. Vice-Consul Rassam, at Mosul, objects to the Euphrates Valley line on account of the undulating nature of the country, its liability to floods, and the sparseness of its population, and recommends a route through Mesopotamia to Bagdad, crossing the Euphrates below Balis, and so on to Nisibin and Mosul, where it crosses the Tigris, from whence nearly all the land it would pass through is comparatively level. The soil is very rich, but much of the land is waste, which would be put into cultivation if the railway passed through it. The country contains numerous villages, whose inhabitants are very industrious; there is no lack of labourers; there is, moreover, a rich mine of iron in Berwari, seventy miles from Mosul, and a very extensive forest near the mines.

Mr. Consul Rogers, at Cairo, recommends that a new harbour should be made near Tripoli, and that the railway, instead of stopping at the mouth of the Persian Gulf, should be continued on through Persia and Beloochistan to Kurrachee, and join the Indian railways. Mr. Rogers thinks the difficulties not so great as those which have been overcome in other countries, and likely to be very profitable to shareholders, if properly guaranteed and protected by the Turkish Government.

Mr. Consul Sandwith, at Canea, Crete, and formerly Vice-Consul at Hayfa, supports the proposal to make that town the Mediterranean terminus of the proposed line. The line would run to the north of Mount Carmel, across the Jordan, and through the great corn-growing districts of Hawran, crossing the Syrian Desert on its road to Bagdad. The direct route would be the straightest line from the Mediterranean sea-board to Bagdad.

Mr. Vice-Consul Sankey, at Kustendji, describes the gulf of Alexandretta as a safe natural harbour for vessels of large burden in all weathers, and the only place on the coast where no other harbour-works but a landing-pier would have to be made. The construction of a harbour and breakwater at Seleucia would be very costly, and the approach in bad weather dangerous. The Syrian Arabs and Bedouins are, however, a source of danger in the 'Anaza and Shamar country, and the line would require to be protected. The telegraph wire would be useful as heel-ropes for horses, and therefore too great a temptation for the Bedouins. Mr. Sankey recommends the telegraph should be carried underground, or laid in the bed of the Euphrates. The caravan owners are likely to unite to hinder the construction of the railway by preventing labourers from working, &c. Kindness and courtesy are especially enjoined towards the Arabs. English navvies and workmen are too apt to ill-treat, and their superiors to ridicule, them. N.B. (adds Mr. Sankey), an Arab would rather be beaten than laughed at.

Mr. Consul Skene, at Aleppo, encloses the report of Mr. Haddan, C.E., which we have already referred to. We have only now to add that the greatest difficulty in the scheme is the financial one. It is to be feared that capitalists will not be inclined to risk so much as will be required, even if backed by a four per cent. guarantee. The working expenses will be very heavy—at least six per cent. on the capital—as the whole of the staff, down to the lamp-cleaners, would have to be imported, the natives holding regular work in abhorrence. Having been many years in the country, Mr. Haddan has devised an economical railway, the cost of which would be no more than £1,000 per mile for a double line, while the average cost put upon the Andrew line is £9,000 per mile for a single line. It is more than doubtful that the possible traffic will yield a profitable return to the Turkish Government on such an enormous capital, or prevent actual loss, from the guarantee. Moreover, one year only, instead of five, would be required for the construction of Mr. Haddan's "Pioneer" railway, thus saving interest. Alexandretta being a port at which Russian, French, Egyptian, and Austrian mail steamers touch, very frequent mails to India will be the result; consequently light but frequent trains (like the Pioneer) will be more suitable than the mammoth structures in vogue at home. The works necessary for the complete drainage of the Alexandretta marshes are estimated at no more than £2,200.

Mr. Consul Taylor, at Erzeroom, while generally concurring in the opinions expressed in the reports from which we have already quoted, prefers Mohammura, a free port in Persian territory, situated on the Hafar (an ancient canal communicating with the Karun), to Basra or Kuwayt, by reason of its greater commerce, fertility, and healthfulness. The main line to be connected by the Roumelian line in progress from Constantinople, opposite Scutari, with the Austrian network, seems, of all others, the right one to take in hand. The physical difficulties that undoubtedly attach to it before entering Mesopotamia, though involving enormous outlay, cannot for a moment be considered in comparison with the immense commercial and political advantages, not to us alone, but common to all the countries it would intersect. The different stages, commencing at Scutari, would be Ismid (72 miles), Sabanja (24 miles), Lefka (55 miles), Angora (181 miles), Tusgat (146 miles), Siwas (140 miles), Malatia (111 miles), Gerger (75 miles); crossing the Euphrates into Mesopotamia to the left bank, Nisibin (160 miles), Peysh-Khabur (70 miles); crossing the Tigris to the left bank into Turkish Arabia, Mosul (90 miles), Bagdad (250 miles), Mohammura (360 miles)—a total of 1,734 miles.

Mr. Consul White, at Tangier, reminds us that, while there is no conflict of opinion as to the direction the proposed route should take when it once strikes the Euphrates, there has been a divergence of opinion regarding the point of the Mediterranean from which it should start. The ports of Alexandretta and Suwadyiyya (Seleucia) appear, however, by general consent to be the points which offer the greatest facilities. The objections to the former are its malaria, and the mountainous character of the country through which a railway would have to pass. It possesses a natural and capacious harbour, but it is exposed in winter to a strong wind from the mountains, the effects of which are severely felt by the shipping at anchor. Should the Bay of Antioch be selected as the starting-point of the proposed railway, the difficulties would be comparatively few, as it presents the only natural opening in the hilly country of that part of the coast of Syria. A safe and commodious port could be constructed under the shelter of Mount Casius. The climate is as healthy as any on the coast of Syria, the soil fertile, and the population industrious and quiet. If opened to commerce by a harbour and railway, Suwadyiyya would rapidly become again, what it was in former times, an important and flourishing seaport.

Mr. Consul-General Wood, at Tunis, who has had occasion to travel repeatedly through Asia Minor and the proposed routes, describes the three projects for connecting by railway the Mediterranean with the Persian Gulf, as—1. The Turkish project from Constantinople through Asia Minor to Aleppo, and by the Valley of the Euphrates to Bagdad and the Persian Gulf. 2. From Suwadyyiya (Seleucia) by the Orontes to Antioch, or from Alexandretta to Aleppo and the Euphrates. 3. From the Bay of Alexandretta to Aleppo, Orfa (Edessa), and the Valley of the Tigris to Bagdad. The last of these Mr. Wood considers to possess advantages which would more than compensate for its greater length (136 miles or forty-two hours). It would traverse a much more secure country, where the Turkish authority is more firmly established, and consequently possess more power to protect it.

Mr. Vice-Consul Wrench, at the Dardanelles, having resided eight years in Syria, is disposed to agree with those who condemn a South Syrian route. It is admitted that the substitution of Salonica for Brindisi as the European point of departure would effect a saving of some fourteen hours; but, if a Syrian port is to be reached, it would be found in practice that the economy of time would not be so great as anticipated, on account of the caution required in winter in navigating among the numerous islands of the Sporades that lie on the direct course. Could Smyrna be selected as the Asiatic terminus, the sea passage would be materially reduced, the navigation free from obstructions, and advantage might be taken of the existing railroad to Aydin, which might be extended to Aleppo. But whatever port may be now selected as the terminus of the proposed railway, involving an intermediate sea voyage and consequent transhipment, it would be likely to be abandoned sooner or later for one by which those inconveniences would be avoided and time economised. Constantinople appears the natural point at which Europe should be connected with Asia by railway communication. It is on the direct line between England and India. The Bosphorus could easily be crossed in ferry boats without a bale being displaced or a passenger changing his carriage. The advantages of passing through a city of such importance are incontestible, and a vast extent of country, now shut out from European commerce, but fertile and abounding in mineral wealth, would be opened up. Such a route would possess the further advantage of a greater amount of support and favour from the Ottoman Government than any other line.

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POLITICAL ECONOMY IN JAPAN.

THE history of industry and civilisation exhibits no commercial phenomena so remarkable as the rapid extension of the trade and privileges of foreigners in Japan. We have so often recorded new instances of the advancing liberality and perception of the Japanese that it would be superfluous to refer again to it now. The editor of that useful magazine, the *Phœnix*, has, however, in the number now before us, put us in possession of the interesting information that reform in Japan was brought about by precisely similar machinery to that which was employed in this country in the cause of free trade. The last number contains the first part of a "Conversation on Commerce," which answers precisely to the pamphlets by which the Manchester League educated our countrymen and converted their opponents for many years prior to 1846. The translation of the present "Conversation" is the work of the late Mr. J. O'DRISCOLL, and bears *prima facie* evidence of the fidelity of that Japanese scholar. The persons who take part in it are one GWANROKU (Obstinate) and his friend, SAISUKE (Clever). Of course in a production of this kind the arguments run all one way. The obstinate Protectionist—or rather, Exclusivist (if we may coin the word)—sets the ball rolling by expressing his disappointment that the "hairy foreigners" have not been driven from the country, as he fondly hoped three or four years ago, but that, on the contrary, they are taking so large a quantity of Japanese produce that the price of everything is three or four times as high as it used to be. GWANROKU, under the thin veil of whose appellation Japanese politeness has evidently hinted at the unconverted reader, further asks why, as Japan contains in itself everything that is necessary for its support, and as it continued to prosper during 2,500 years under the old system, that system should be done away with. Here it must be confessed (in parenthesis) that our "clever" friend has us at a disadvantage, as well as his "obstinate" antagonist; for *we* were certainly not prosperous at the time of the repeal of the Corn Laws, and, in fact, it was the pressure of general distress and want which made their abolition a necessity. SAISUKE, however, boldly accepts the conditions on which his opponent (who modestly calls himself a "worthless old dotard" in quest of instruction) has founded his argument. Somewhat after the manner of FADLADEEN, in "Lalla Rookh," who declared that, in order to form a just opinion of any one poem, it was necessary to review all the poems that had ever been written, our "clever" friend treats us to a complete history of commerce from that rather uncertain period, "the first dawn of civilisation." We need not bore our readers with his arguments. Suffice it to say that they are clear, well-arranged, forcible, and advanced with great tact; and that, so far as the reader is permitted to see at the close of the first chapter—when the parties adjourn for the excusable recreation of "taking a smoke"—GWANROKU has not a leg to stand upon, although it is clearly understood that that personage by no means admits that he is vanquished.

The most interesting characteristic of this contribution to our knowledge of Japan is its corroboration of the contrast, to which we have so often drawn attention, between the *literati* of Japan and China. In the latter country all their influence has been to obstruct, to misrepresent, and to confuse the multitude; in the former the educated classes have always set themselves to diffuse information, and to reconcile the people to advanced reform by removing their prejudices against it. It is a humiliating, though unconscious, reflection by the East on the West, that, at the very time when a majority of the French seem determined to repudiate their and our Treaty of Commerce, the Japanese Government should be thus anxious to convince the people of the value of unrestricted commercial intercourse with foreigners. If the individuals at the head of the Government cannot always march abreast with the improving spirit of the age, it is at least to be wished that they knew the rate of progress at which the nation, whose affairs they undertake to administer, is advancing. This is precisely what the Japanese apply themselves to do, and the Chinese to ignore. The people are often accused of being supine, indifferent, and prejudiced. This may be a matter of question, but about their prosperity or poverty there can be no doubt whatever. The Japanese, in the flush of prosperity, are educating the people to make that prosperity permanent; the Chinese, in the face of adversity and distress, are clogging the wheels of commerce for which the people are pining. But distress is the quickener of discontent as well as the parent of reform—and the days of Chinese obstructiveness will be numbered as soon as the nucleus of an association there can be formed for the purpose of disseminating advanced thought like that contained in the "Conversation on Commerce."

THE PANTHAY MISSION.

MR. GRANT DUFF'S (Under Secretary for India) answer to Sir STAFFORD NORTHCOTE'S question on Monday night, on the subject of the Embassy from Talifoo, will be deemed disappointing by all who are interested in the political condition of China. The most casual reader must have observed that the reply was framed with the obvious intention of mystifying the House, and through it the country at large. No one would have supposed from the answer vouchsafed that the Panthay Envoys had already been in communication with the India Office, and that at that very moment they were taking their ease in quarters provided for them within a mile of Westminster. No doubt it will save the Government a good deal of immediate trouble if they can put off inquiring members in the House of Commons, and can quietly get rid of their, from their point of view, inopportune visitors without allowing the attention of the public to be attracted to them. But is this a statesmanlike way of considering an important question which has been brought before them, and especially one which, unless it be thoroughly ventilated, will be probably very much misunderstood? The Chinese Government may rest assured that our Government will not commit themselves to the schemes of the Panthays in opening up for us the Western China route. The information available on the subject of the Mahommedan movement in Yunnan is so fragmentary, and is to be arrived at only through so many different channels, that it may well be doubted whether the Government is, at the present moment, in a position to form a sound opinion on the true merits of the case. A debate in Parliament would probably throw considerable light on the subject, and it is much to be hoped that the question will go through some such elucidating process.

BY a telegram from Constantinople it appears that the Porte has requested the Khedive of EGYPT to suspend the intended increase in the tariff for the navigation of the Suez Canal. From the answer given by the President of the Board of Trade to Mr. NORWOOD we may conclude that our shipowners have not to thank the British Government for any action contributing to this result, although the British flag has by far the largest stake in the matter. Mr. CHICHESTER FORTESCUE is so indefatigable in the affairs pertaining to his department that we are surprised that he did not see the necessity of at least making an attempt to stop the introduction of the increased rates.

WE understand that the reason which induced the captain of the Messageries steamer *Ava* to land the mails and passengers at Toulon was not on account of the risk of quarantine, but to save the mail train for London, which could not have been done from Marseilles.

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THE BILL OF LADING QUESTION.

The Committee of Merchants trading with the East, which was appointed some time since to consider and amend the conditions of Bills of Lading by steamships passing through the Suez Canal, have brought their labours to a close, and have issued a report. The Committee consisted of Mr. James MacAndrew, Chairman (Messrs. Matheson and Co.); Mr. G. Arbuthnot (Messrs. Arbuthnot, Latham and Co.); Mr. Wm. Broughall (Messrs. Broughall and Co.); Mr. W. H. Crake (Messrs. Crawford, Colvin and Co); Mr. Lancelot Wm. Dent (Messrs. Dent, Palmer and Co.); Mr. Horace Farquhar (Messrs. Forbes, Forbes and Co.); Mr. John Fleming (Messrs. Smith, Fleming and Co.); Mr. E. Halton (Messrs. T. A. Gibb and Co.); Mr. F. W. Heilgers (Messrs. Wattenbach, Heilgers and Co.); Mr. John E. Ralli (Messrs. Ralli Brothers); Mr. George Ross (Messrs. James Wyllie and Co.); Mr. S. L. Schuster (Messrs. Schuster, Son and Co.).

THE OUTWARD BILL OF LADING.

The Committee commenced by seeking the co-operation of steam ship owners in arriving at a common understanding upon the subject. A meeting of the latter body was called in London, and a Committee, of which Mr. C. M. Norwood, M.P., was Chairman, was appointed to concert terms with the merchants. The two Committees addressed themselves in the first instance to the examination of the Bill of Lading Outwards, and after prolonged discussion and a series of compromises on both sides, the "Eastern Trade Bill of Lading Outwards" was agreed upon, and published in three forms, slightly varied to suit different voyages, viz. :—

No. 1.—For an ordinary voyage to the east direct, or trading at intermediate ports. No. 2.—For a voyage to India, trading at Colombo, Madras, or other open roadsteads on the Malabar or Coromandel Coasts. No. 3.—For a voyage involving transhipment, the steamer not proceeding to the port for which she accepts cargo, such as Rangoon, Batavia, or Japan.

The new form came into immediate use; and it affords the Committee much gratification to testify that it has been very generally accepted, not only in London, but in Liverpool and Glasgow also, and has proved a useful and successful document. One exception to its universal use is the Liverpool line of steamers to the Straits and China, known as Holt's line. The Committee in their circular of Jan. 20 recommended that as far as practicable shippers should require that the Eastern Trade Bill of Lading be used by any steam vessel in which they engaged to ship goods *via* the Suez Canal. Had this recommendation been more generally acted upon, there is no doubt that the managers of Holt's line would have ere now adopted the new form; but if shippers of goods put it in their power by continued support of their steamers to decline compliance with the agreement accepted by all other private steamship owners in the trade, the efforts of the Committee to benefit merchants by the introduction of an improved system are so far frustrated. The Committee believe that the results of the agreement have been beneficial alike to shipowner and merchant, and that the advantages of uniformity of system have not been too dearly purchased by the compromises acceded to. If shippers entertain the same view, it rests with themselves alone to necessitate compliance by declining to ship in any line of steamers where the Eastern Trade Bill of Lading is not recognised. With the two great companies controlling the Overland Route, the P. and O. Company and the Messageries Maritimes, no negotiations have yet been entered into. There are many stipulations in their respective Bills of Lading which seem to the Committee to be very prejudicial to the interests of merchants; but it must be conceded on the other hand that their mail contracts, and the circumstance of their being essentially passenger lines, impose special obligations upon them, and render stringent conditions more necessary than in the case of other steamers. At the same time, when the vessels pass through the Suez Canal, as is now very generally done by the French, and occasionally by the English Company, the Committee see no good reason why a slight modification of the Eastern Trade Bill of Lading should not meet all the exigencies of the case; and it rests with shippers to take measures for bringing about an alteration in this respect.

The Committee regret that in the case of the Bill of Lading inwards they are unable to report an equally satisfactory result of their labours. It was agreed between the two Committees that the Bill of Lading outwards should be substantially followed with such verbal alterations as were required by the change of voyage, but that special clauses applicable to the port of London should be introduced respecting the delivery of cargo and payment of freight. The system of discharging ships at Liverpool and elsewhere is very different, and might require differently-worded clauses, which the trade of the various ports interested would have to adjust. It was soon found that on these clauses the two Committees were essentially at variance. As respects the delivery of cargo, the difference of opinion was not so wide as to preclude the hope of an arrangement, the merchants merely desiring to be protected against a surprise, by which their goods would be warehoused by the agents for the ship before they knew, or had the means of knowing, of her arrival. The following was the clause proposed by the Committee :—

One clear working day after the day on which the ship reports at the Custom-house, and is docked, is to be allowed for applications for delivery; and if thereafter the goods are not removed without delay by the consignee, the master or agent is to be at liberty to land and warehouse the same, or, if necessary, to discharge into hired lighters, at the risk and expense of the owners of the goods.

The clause finally proposed by the Shipowners' Committee was as follows :—

Twenty-four hours (Sundays and holidays excepted) after the ship reports at the Custom-house, and is docked, are to be allowed for applications for delivery; and if thereafter the goods are not removed by the consignee immediately they come to hand in discharging the ship, the master or agent is to be at liberty to land and warehouse the same, or, if necessary, to discharge into hired lighters, at the risk and expense of the owners of the goods.

As it is not customary or practicable in London to give Consignees notice of the ship's arrival except by publication of her report in the bill of entry the morning after it is made, the clause adopted by the Merchants' Committee seems decidedly the more reasonable of the two, especially as the hour of the ship's report is a point on which the consignee of goods cannot possess any evidence. Moreover, the bulk of the warehousing entries would certainly be passed within twenty-four hours, and the steamer's discharge be thus very rarely interrupted, while, if she landed the whole of her cargo on the dock quay, as is most usually done, no interruption at all could take place.

THE PAYMENT OF FREIGHT.

On the more difficult question as to the mode of paying freight some explanations are necessary. When the terms of the Bills of Lading now used run "Freight payable in London," "Freight payable on delivery," or even "Freight payable as customary," the shipowners contend that, according to the usage established by themselves since the introduction of steam vessels into the trade with the East, they are empowered to detain the goods on board, or in the dock or warehouse of their own selection, until the freight is paid in advance of delivery, or, what is practically the same thing, simultaneously with delivery. It will not be forgotten that this is precisely the grievance of which merchants have for years past complained, and to remedy which was one of their principal objects in organising a committee of their number. The Shipowners' Committee continue to maintain the above position, and their chief arguments for so doing may be thus expressed :—

I. That payment in advance of delivery is now the established usage of the trade. II. That it is necessary for their protection against the insolvent or fraudulent consignee of cargo. III. That it is unreasonable to expect them to follow goods to the wharf or warehouse appointed by the consignee, either for the purpose of collecting the freight upon them or ascertaining the correctness of delivery. IV. That goods in transit to the wharf or at the wharf may be plundered or damaged by the servants or agents of the consignee, for which, in the absence of distinct proof, the ship would be held liable. V. That a large proportion of the freight earned is expended in advance on coals, canal dues, and other charges peculiar to steamers, to which, therefore, immediate returns from their earnings are essentially necessary. VI. That to defer payment of the inward freight for thirty days would render it impossible for steamship owners to carry on their business, owing to the large increase of capital which it would call for.

To these arguments the merchants reply :—

I. That the present usage as to payment is of quite recent introduction, deriving any validity it has from the terms of Bills of Lading drawn up by shipowners themselves, and that so far from being established by common consent, it has been constantly objected to by consignees of goods. II. That the shipowner has a perfect protection for his freight in what is known as the dock or wharf *stop*, with which there is no intention of interfering, and by which the warehouse-keeper engages not to part with the goods to any one until he receives a release from the shipowner. To meet the rare case of insolvent or fraudulent wharfingers, the Committee were quite willing to concede that the shipowner might object to the goods being delivered into the custody of any such until his freight was paid. III. That to constitute proper delivery the consignee must have the opportunity of ascertaining that his goods are according to Bill of Lading, while the existing system does not afford this opportunity either on board ship or on the dock quay. The shipowner, therefore, cannot be absolved from following the goods to their final destination, as until they are there examined, weighed, and measured it is quite out of his power to render a freight account. IV. That this objection merely calls for an improved and less hurried method of taking the delivery account, as between the Dock Company, who are the agents of the ship, and the wharfingers, who are the agents of the merchants, and that the Merchants' Committee would gladly co-operate in the establishment of such an improved system. Cases of plunder could then be traced without difficulty to the parties guilty of them. V. & VI. That it is no part of the merchant's functions to provide capital for carrying on the shipowner's business; and that in London there can be no difficulty whatever in procuring money on so excellent a security as the assignment of a steamer's freight, payable in thirty days.

The Merchants' Committee have likewise to point out, that, as a matter of fact, the larger portion of a steamer's freight is voluntarily paid before her discharge, in order that the merchant may obtain possession of the freight release, especially in the common case of goods sold to arrive. They object, however, to be compelled to pay upon the shipowners' estimate of what the freight may eventually amount to, and before he has completed his share of the contract by the delivery of the goods. The term of thirty days has been fixed as the lowest average period in which the landing account of an ordinary cargo may be looked for, there being no desire on the part of the Committee to delay payment longer than may be requisite to ascertain the precise amount of freight, and the claims (if any) against the steamer for short delivery, ship damage, or other default.

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Upon this divergence of views, the negotiation between the two Committees has been broken off. The only concession proposed by the Shipowners' Committee has been that delivery should be made on pre-payment of four-fifths of the estimated freight, instead of the whole. This suggestion, however, seemed to the Merchants' Committee to be just as objectionable in principle and inconvenient in practice, as the existing system, and it was not seriously discussed. They subjoin the clause as they have drafted it :—

Freight for the said goods at and after the rate of per ton of delivered is to be paid subsequent to the landing thereof by cash in London not later than thirty days after the ship's reporting at the Custom-house, or upon any earlier day on which a freight release may be required and received by the consignee.

while the wording proposed by the shipowners is as follows :—

Freight for the said goods at and after the rate of per ton is to be paid by cash in London, when the ship is ready to discharge.

The Shipowners likewise sought to re-introduce into the Bill of Lading inwards the exemption for damage by vermin, which by mutual consent had been expunged from the Bill of Lading outwards. They further proposed for the Committee's adoption the following clause :—

The Bill of Lading duly endorsed is to be delivered to the agent on demand after arrival, in exchange for the master's copy, and an order for the delivery of the goods.

On this latter it will be sufficient to observe that the Committee obtained a legal opinion, which was to the effect that the shipowner had no right to require the surrender of an endorsed or cancelled Bill of Lading until he had completed delivery of the goods comprised in it.

The Committee having devoted much care to the drafting of the Bill of Lading herewith, styled the "Eastern Trade Bill of Lading Inwards, No. 4," recommend it for adoption by merchants trading to the East, and would urge that they use their best efforts through their correspondents abroad to have it recognised and brought into use at the ports of shipment ; declining, so far as may prove practicable, to allow their goods to be shipped by steamers the owners of which continue to enforce the use of the old forms.

THE POLICY CLAUSE.

In the Committee's circular of 20th January it was recommended "that to ensure the benefit of a complete protection to sea risks, the policies taken out on voyages by steamer *via* the Suez Canal should cover the merchandise 'in terms of the Eastern Trade Bill of Lading.'" When this recommendation was brought before underwriters, the clause suggested was at once objected to as imposing upon them new and undefined liabilities. A meeting was held at Lloyd's on the 21st February, which resulted in the appointment of a committee, representing both the Insurance Companies and private underwriters, to consider the question further, and if possible to come to an agreement respecting it. With this Committee the subject has been very fully considered and discussed. The intention of the Merchants' Committee in their original recommendation was sufficiently evident from their expressing their object to be the more complete protection of the *sea risks* to which the Bill of Lading related ; but they are quite willing to admit that the language proposed for the clause was too wide and vague in its terms, and might have been interpreted as involving underwriters in some of the liabilities from which shipowners had by the revised Bill of Lading been specially exempted. In order to draft a clause more exact in its wording, the first matter to be determined was the precise meaning attached, both by the assurers and the assured, to the risks covered by a policy on goods which had been shipped under the Eastern Trade Bill of Lading. On this point the Committee are happy to state that they have arrived at a satisfactory understanding with the Underwriters' Committee, of which the following is an abstract :—

The underwriters' risk on the voyage named, calling at the intermediate ports named, is to include—Coaling at other intermediate ports not named ; taking in and discharging cargo while so coaling ; sailing with or without pilots ; towing and assisting vessels in all situations of distress ; loss or damage arising from the machinery or boilers ; dangers and accidents arising from the navigation of the Suez Canal ; any act, neglect, or default whatsoever of pilots, master, or crew in the management or navigation of the ship, provided the expression "management of the ship" shall not be held to include any act connected with the stowage or other dealing with the cargo of the ship not arising out of a sea peril. In addition to all risks comprehended and provided for in the body of this policy.

The underwriter is not to be liable for acts or default of the shipper unconnected with sea perils, such as insufficient packing, incorrect marking, improper description, absence of declaration for inflammable or dangerous goods, or insufficient declaration of value for specie and valuables.

The underwriter, however, is to be liable as heretofore for the consequences of sea damage or sea perils of any kind, such as leakage, breakage, sweat, rust, decay, when traceable to that origin, but not otherwise. Damage by coal dust when not mixed up with damage by sea water is to be borne by the merchant.

In case of the goods being placed in quarantine depot afloat or ashore previous to the final delivery to the consignee the underwriters' risk will continue until such final delivery, and will cover risk of boats to and from such depot.

In case of blockade the underwriters are understood to cover the voyage to the port of discharge selected by the captain as fully and effectually as to the port of discharge named in the policy, their liability ending with the landing of the goods at the former destination.

Should the voyage be extended beyond the destination named in the policy, as when the goods cannot be found, or from stress of weather cannot be landed, the underwriters are to be entitled to receive additional premium for the extra risk incurred.

It was agreed that it was unnecessary to embody the whole of this understanding in the policy, as most of it is universally accepted by underwriters. It is true that the legal construction of a policy of insurance would not go beyond its expressed conditions ; but after a recorded declaration of the meaning attached to it by the representatives of both merchants and underwriters, it need hardly be feared that the latter would contest a claim which clearly fell within the scope of the declaration. The efforts of the two Committees were therefore directed to framing a clause which should embody such conditions of the Bill of Lading as were not sufficiently protected by the ordinary practice of underwriters, and especially a deviation clause which would cover the deviations permitted in the Bill of Lading for coaling purposes, for towing vessels in distress, and for proceeding to another port in case of blockade. The following is the clause that has been agreed upon by the two Committees to be printed on a slip of paper and attached to the margin of the policy, when so required by the assured :—

The goods hereby insured being shipped under the Eastern Trade Bill of Lading No. , it is agreed that the terms of this policy shall apply to the following sea perils therein referred to, in addition to such risks as are already hereby covered :—1. All deviation of voyage provided for in the said Bill of Lading, with any risk of land carriage incidental to the voyage. 2. Sailing with or without pilots ; and any act, neglect or default whatsoever of pilots, master or crew in the management or navigation of the ship, improper stowage excepted. 3. All risks attending the goods by reason of their discharge into, retention at, and delivery from any quarantine depot afloat or ashore. 4. In case of the goods being carried on to a more distant port through stress of weather or because they cannot be found, the marine risk of the additional voyage as well as of the return voyage to their destined port, the assured agreeing to pay for such extra risk such premium as may be agreed upon.

It is only requisite to add that the Committee is now dissolved, as its functions terminate with the issue of this report.

THE INWARD BILL OF LADING.

The following is the form of the Inward Bill of Lading drafted by the Committee :—

Eastern Trade Bill of Lading Inwards. No. 4.—Via "Suez Canal."

Shipped in good order and condition by——— on board the steamship ———whereof is master of this present voyage ——— lying in the Port of ———and bound for London, *via* the Suez Canal, with liberty to discharge and receive goods and passengers at———and to take in coal or other necessary supplies at any intermediate port or ports, to sail with or without pilots, and to tow and assist vessels in all situations of distress, (*description of goods*) being marked and numbered as per margin ; and to be delivered, subject to the exceptions and conditions hereinafter mentioned in the like good order and condition from the ship's tackles (where the ship's responsibility shall cease), at the aforesaid Port of London or so near thereunto as she may safely get, unto———or to his or their assigns. Freight for the said goods at and after the rate of——— per ton of——— delivered is to be paid subsequent to the landing thereof by cash in London not later than thirty days after the ship's reporting at the Custom-house, or upon any earlier day on which a freight release may be required and received by the consignee. The following are the exceptions and conditions above referred to :—

Weight, measure, quality, contents, and value unknown.

The Act of God ; the Queen's enemies ; pirates ; robbers by land or sea ; restraint of princes, rulers, or people ; loss or damage from machinery, boilers, or steam, or from explosion, heat, or fire on board, in hulk or craft, or on shore ; jettison ; barratry ; any act, neglect, or default whatsoever of pilots, master, or crew in the management or navigation of the ship ; and all and every the dangers and accidents of the seas, rivers, and canal, and of navigation of whatever nature or kind are excepted.

The ship is not liable for insufficient packing, or reasonable wear and tear of packages ; for inaccuracies, obliteration or absence of marks, numbers, address, or description of goods shipped ; leakage ; breakage ; loss or damage by dust from coaling on the voyage ; sweat ; rust ; decay. Fines and expenses, and losses by detention of ship or cargo, caused by incorrect marking, or by incomplete or incorrect description of contents or weight, or of any other particulars required by the authorities at the port of discharge, upon either the packages or bills of lading, shall be borne by the owners of the goods.

The steamer while detained at any port for the purpose of coaling is at liberty to discharge and receive goods and passengers.

The owners of this steamer will not be accountable for gold, silver, bullion, specie, jewellery, precious stones, or precious metals, or beyond the amount of £100 for any one package, unless the Bills of Lading are signed for such goods, and the value declared therein.

If medicinal fluids, or any other goods of an inflammable, damaging, or dangerous nature are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the shippers or owners of such fluids or goods.

One clear working day after the day on which the ship reports at the Custom House, and is docked, is to be allowed for applications for delivery ; and if thereafter the goods are not removed without delay by the consignee, the master or agent is to be at liberty to land and warehouse the

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same, or, if necessary, to discharge into hired lighters, at the risk and expense of the owners of the goods.

In case of quarantine, the goods may be discharged into quarantine depot, hulk, or other vessel, as required for the ship's despatch. Quarantine expenses upon the goods, of whatever nature or kind, shall be borne by the owners of the goods.

In case of the blockade or interdict of the port of discharge, or if the entering of or discharging in the port shall be considered by the master unsafe by reason of war or disturbances, the master may land the goods at the nearest safe and convenient port, at the expense and risk of the owners of the goods; and the ship's responsibility shall cease when the goods are so discharged into proper and safe keeping, the master giving immediate notice of the same to the consignees of the goods, so far as they can be ascertained.

The master or agent shall have a lien on the goods for payments made or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.

In witness whereof the master or agent of the said ship has signed ——— Bills of Lading exclusive of the master's copy, all of this tenor and date, one of which being accomplished, the others to stand void.

Monetary and Commercial.

—o—

This Company—the formation of which we lately noticed—has been re-constituted and registered as the "China Trans-Pacific Steamship Company," with a capital of £500,000, in shares of £25 each, the following being the first subscribers:—Edward Henry Green, 22, Old Broad-street, banker, 400 shares; Edward Munster DBussche, The Lawn, Ryde, Isle of Wight, steamship owner, 200 shares; William Wetmore Cryder, 86, Gresham-house, merchant, 200 shares; John Hudson, 5, Crosby-square, merchant, 200 shares; Paul S. Forbes, 86, Gresham-house, merchant, 10 shares; Willian John Alt, Woburn Park, Weybridge, Surrey, merchant, 240 shares; William Endicott, 28, Savile-row, merchant, 10 shares. The board of directors is not to exceed fifteen, and their remuneration is to be a sum equal to one per cent. on paid up capital not exceeding £10,000 per annum.

It is announced that, in compliance with the request of the authorities of the Stock Exchange, the register of transfers in the Anglo-Mediterranean, the British Indian Submarine, the Falmouth, Gibraltar, and Malta, and the Marseilles, Algiers, and Malta Telegraph Companies will be closed from the 4th to the 24th of July next, for the purpose of enabling the directors to make the necessary arrangements for the exchange of shares for shares of the Eastern Telegraph Company (Limited), and carrying into effect the special resolution for amalgamation.

The British Australian Telegraph Company (Limited) announces that telegrams for Australia, Tasmania, and New Zea land will be accepted for transmission at all the Postal Telegraph stations throughout the United Kingdom. Such messages, however, will be sent out at the sender's risk until the land lines in Australia are finally completed.

It is notified that the interest on Great Northern Telegraph shares, at the rate of five per cent. per annum, will be paid on and after the 1st July.

The Realm Marine Insurance Company (Limited) notify that the transfer books will be closed from the 1st to the 7th July, and that interest warrants to the 30th inst. will be forwarded to the proprietors whose names are registered in the books of the company on that date.

The directors of the British and Foreign Marine Insurance Company (Limited) have declared an *ad interim* dividend of 6s. per share, free of income tax, being at the rate of 15 per cent. per annum.

At a meeting of the proprietors of the Imperial Ottoman Bank, the directors' report, announcing a dividend of 13½ per cent. for the year, was agreed to.

At the meeting of the Colonial Company (Limited) the directors' report was adopted, and a dividend declared for the year at the rate of 8 per cent.

Mr. J. Michael, in a letter to *The Times*, referring to the announced increase of charges by the Suez Canal Company, says:—

It behoves the shipowners to protest most strenuously against any alteration whatever in the dues or the mode of collecting them, and, in fact, against any deviation from the implied contract between themselves and the Company. If once a change is allowed to be made in the interpretation of the concession, as adopted by the company, and if the shipowners quietly submit to such change, there is no telling to what extent they will not hereafter be taxed, in order to raise the money requisite for interest on the expended capital, the amount of which is well known to have been unnecessarily large for the completed work. The remedy, however, I suggest is in the hands of the shipowners themselves, and I beg to recommend their uniting at once with those able to obtain a concession, and with English capitalists willing to subscribe for the construction of a new and more convenient canal. At first sight the enterprise may seem to be extraordinary and hazardous, but in reality, on full examination, it will be found to be simple, the construction comparatively easy and rapid, and at a cost of only one-third of that of the present canal. Thus a commercial success may be looked for from the present toll, and even from English shipping alone. I venture to recommend that shipowners should at once send protests against any increase in the dues to the company at Paris and to the English Consuls at Suez and Port Said, against the alteration proposed to commence on the 1st of July next, and also that a committee should be formed to take such steps as the circumstances require in this detail, and for any other proceeding which may be found necessary. I shall be ready to give the benefit of the information, drawings, &c., which I have procured, to any shipowners who may be interested in this very important and pressing question.

The Messageries Maritimes steamer *Ava*, drawing 21 feet, accomplished the entire passage through the Suez Canal in thirteen hours.

The *Rollo*, which put into Singapore for repairs and remained there about two months, has at last arrived. The *Neville* is the only vessel which has now to arrive with old season's teas.

The P. & O. steamer *Cathay*, Captain Dundas, had her trial trip yesterday, and proceeded round the Isle of Wight. She attained a speed of over 13 knots at the measured mile. A large party of the directors and shareholders were on board.

The half-yearly interest due on the shares of the Amoor River Company is announced payable by Messrs. Schroeder and Co.

The price of Bar Silver is unchanged from our last quotation viz.:—60 1-16d. per oz. standard. The demand has been exclusively for the Continent. No Mexican Dollars have arrived; the last quotations are 62¼d. per oz., for the Old Coin, and 59¾d. per oz. for the New, but the market is quiet. A large amount, stated to be $4,000,000, has been despatched from the interior of Mexico for shipment after 1st July, when the reduced export duty of 5 per cent. comes into operation.

The amount of bullion by the P. and O. Company's steamer *Candia*, which left Southampton on the 20th inst., was in gold—to Madras, £10,223; to Galle, £70; in silver—to Shanghai, £3,275; to Hong Kong, £5,600; to Penang, £6,380; to Singapore, £2,600; total, in gold, £10,293; in silver, £17,855.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th June, 1872, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th June, 1872, 7,738,191 yards; for the twelve months, 90,041,407 yards; for the twelve months, 1871, 109,598,455 yards; for the twelve months 1870, 51,207,560 yards. Decrease for 1872 against 1871, 19,557,048 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1872, 137,246 yards; for the twelve months, 2,362,892 yards; for the twelve months, 1871, 13,910,262 yards; for the twelve months, 1870, 3,547,409 yards. Decrease for 1872 against 1871, 11,547,370 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1872, 529,791 yards; for the twelve months, 2,910,293 yards; for the twelve months 1871, 2,135,645 yards; for the twelve months, 1870, 1,866,090 yards. Increase for 1872 against 1871, 774,648 yards.

COTTON YARN.—Export for the month ended 16th June, 1872, 729,600 lbs.; for the twelve months, 8,881,748 lbs.; for the twelve months 1871, 11,092,097 lbs.; for the twelve months 1870, 7,429,994 lbs. Decrease for 1872 against 1871, 2,210,349 lbs.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th June, 1872, 27,021,268 yards; for the twelve months, 324,159,922 yards; for the twelve months 1870, 357,950,966 yards; for the twelve months 1869 233,749,940 yards. Decrease for 1871 against 1870, 33,791,044 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1872, 810,253 yards; for the twelve months, 8,504,839 yards; for the twelve months 1871, 8,645,977 yards; for the twelve months 1870, 15,173,233 yards. Decrease for 1872 against 1871, 141,138 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1872, 1,314,087 yards; for the twelve months, 8,477,397 yards; for the twelve months 1871, 2,621,725 yards; for the twelve months 1870, 7,050,127 yards. Increase for 1872 against 1871, 5,855,672 yards.

COTTON YARN.—Export for the month ended 16th June, 1872, 146,210 lbs.; for the twelve months, 812,906 lbs.; for the twelve months 1871, 578,896 lbs.; for the twelve months 1870, 683,890 lbs. Increase for 1872 against 1871, 434,010 lbs.

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JAPAN.

PLAIN COTTONS.—Export for the month ended 16th June, 1872, 4,180,215 yards; for the twelve months, 23,298,444 yards; for the twelve months 1871, 44,360,977 yards; for the twelve months 1870, 18,966,954 yards. Decrease for 1872 against 1871, 21,062,533 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1872, 279,793 yards; for the twelve months, 2,413,940 yards; for the twelve months 1871, 1,980,317 yards; for the twelve months 1870, 2,857,968 yards. Increase for 1872 against 1871, 433,623 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1872, 81,015 yards; for the twelve months, 1,259,620 yards; for the twelve months 1871, 944,946 yards; for the twelve months 1870, 810,698 yards. Increase for 1872 against 1871, 314,674 yards.

COTTON YARN.—Export for the month ended 16th June, 1872, 997,822 lbs.; for the twelve months, 9,835,179 lbs.; for the twelve months 1871, 10,353,627 lbs.; for the twelve months 1870, 8,479,171 lbs. Decrease for 1872 against 1871, 518,448 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th June, 1872, 7,146,440 yards; for the twelve months, 60,993,660 yards; for the twelve months 1871, 79,407,536 yards; for the twelve months 1870, 64,182,315 yards. Decrease for 1872 against 1871, 18,413,876 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1872, 334,562 yards; for the twelve months, 5,215,742 yards; for the twelve months 1871, 9,094,445 yards; for the twelve months 1870, 7,231,642 yards. Decrease for 1872 against 1871, 3,878,703 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1872, 307,113 yards; for the twelve months, 4,161,048 yards; for the twelve months 1871, 4,328,317 yards; for the twelve months 1870, 6,616,847 yards. Decrease for 1872 against 1871, 167,269 yards.

COTTON YARN.—Export for the month ended 16th June, 1872, 190,695; for the twelve months, 1,675,660 lbs.; for the twelve months 1871, 3,364,525 lbs.; for the twelve months 1870, 2,837,156 lbs. Decrease for 1872 against 1871, 1,688,865 lbs.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th June, 1872, 2,012,761 yards; for the twelve months, 18,970,954 yards; for the twelve months 1871, 18,102,065 yards; for the twelve months 1870, 12,250,461 yards. Increase for 1872 against 1871, 868,889 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1872, 574,955 yards; for the twelve months, 8,431,762 yards; for the twelve months 1871, 11,305,652 yards; for the twelve months 1870, 9,351,317 yards. Decrease for 1872 against 1871, 2,873,890 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1872, 809,541 yards; for the twelve months, 9,813,727 yards; for the twelve months 1871, 13,052,493 yards; for the twelve months 1870, 5,751,043 yards. Decrease for 1872 against 1871, 3,238,766 yards.

COTTON YARN.—Export for the month ended 16th June, 1872, 43,455 lbs.; for the twelve months, 511,730 lbs.; for the twelve months 1871, 759,880 lbs.; for the twelve months 1870, 279,582 lbs. Decrease for 1872 against 1871, 248,150 lbs.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th June, 1872, 1,786,012 yards; for the twelve months, 9,453,161 yards; for the twelve months 1871, 15.451,536 yards; for the twelve months 1870, 20,040,593 yards. Decrease for 1872 against 1871, 5,998.375 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1872, 838.123 yards; for the twelve months, 7,810,243 yards; for the twelve months 1871, 7,799,923 yards; for the twelve months 1870, 10,150,176 yards. Increase for 1872 against 1871, 10,350 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1872, 44,506 yards; for the twelve months, 314,113 yards; for the twelve months 1871, 996,744 yards; for the twelve months 1870, 1,316,097 yards. Decrease for 1872 against 1871, 682,631 yards.

COTTON YARN.—Export for the month ended 16th June, 1872, 43,600 lbs.; for the twelve months, 464,241 lbs.; for the twelve months 1871, 507,890 lbs.; for the twelve months 1870, 282,426 lbs. Decrease for 1872 against 1871, 43,649 lbs.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th June, 1872, 2,715,075 yards; for the twelve months, 29,401,624 yards; for the twelve months 1871, 27,419,180 yards; for the twelve months 1870, 24.492,924 yards. Increase for 1872 against 1871, 1,982,444 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1872, 172,523 yards; for the twelve months, 2,199,181 yards; for the twelve months 1871, 2,999,178 yards; for the twelve months 1870, 1,909,462 yards. Decrease for 1872 against 1871, 799,997 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1872, 520,851 yards; for the twelve months, 3,703,937 yards; for the twelve months 1871, 1,759,181 yards; for the twelve months 1870, 3,452,855 yards. Increase for 1872 against 1871, 1,944,756 yards.

COTTON YARN.—Export for the month ended 16th June, 1872, 3,500 lbs.; for the twelve months, 178,937 lbs.; for the twelve months 1871, 360,370 lbs.; for the twelve months 1870, 487,417 lbs. Decreas for 1872 against 1871, 181,433 lbs.

ARTICLES OF IMPORT.

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TEA.

The demand has been rather on an improved scale during the past week, the reduction in prices recently established having caused an increased inquiry. Privately, there has been more disposition to buy, whilst the large public sales now closing have gone steadily at quite previous prices. There have been further arrivals of new district Teas, from Macao, comprising about 16,000 boxes, but they have not been so readily saleable even at a further reduction in price. On the 14th inst. 1,358 packages were offered and sold without reserve, and on the 18th 22,987 packages were brought to sale, of which 21,935 packages were offered without reserve. The deliveries for the week have amounted to 3,322,524 lbs., against 2,923,204 lbs. last year.

Black: Red-leaf kinds: Siftings and broken-leaf kinds have realised previous prices; fair to good common have been steady, with a moderate demand; fair to good Kaisows have been sold at the decline last quoted; in fine to finest we hear of no transactions. Pak Lin kinds remain as before. Black-leaf kinds: The low to fair common kinds have been dull of sale at former prices; good common have been neglected; the sales of fair to good medium have been to some extent, chiefly at public auction, prices showing steadiness; a few fine have been sold at former rates; in finest but little has been sold. New make Canton kinds: Old season's have been sold at the heavy decline lately established; in new, further supplies, including the 4,400 boxes per last (French) mail steamer, have been difficult to sell at a decline of 1d. per lb., good to fine realising 1s. 5d. to 1s. 11d., whilst some large parcels are still unsold. Oolongs have been wanted for export. Souchongs have sold at public sale at rather lower prices. In Flowery Pekoes there has been no business of note. Scented Teas: Canton kinds show no material change. A few finest, received lately, have realised extremely high prices. Foo Chow kinds have been without alteration. Orange Pekoes: Canton kinds meet with a fair inquiry at previous rates. A few small parcels of extra fine, just to hand, have been sold from 2s. 5d. to 2s. 7d. Foo Chow kinds have sold at previous prices. Uncoloured Japans have been in fair request at former rates. *Green*: There is no change of importance to record; the demand for Export is still good, especially for Young Hysons, and prices for all kinds have been firmly maintained; Canton kinds remain difficult of sale.

On Thursday, the 20th, there was a public sale of 5,081 packages, 4,800 packages being without reserve. The bulk consisted of red leaf siftings on account of the importers, which sold at easy rates. 1,900 chests and half-chests red leaf Congou, per Teviot, Glaucus, and Reigate, all sold; siftings 4d. to 6d., broken leaf 7¾d. to 8d., low common 10½d., fair 1s. 1d. to 1s. 2d. 1,051 half-chests red leaf, per Ajax, without reserve, sold, broken and leafy 8d. to 8½d., common 10¾d. to 11½d., a few lots fair 1s. 1d. 300 boxes read leaf, per Sarpedon, 1s. 3¾d. to 1s. 4½d. 213 half-chests Ningchow, at 1s. 2¾d.

SILK.

A good business continues in all Asiatic Silks, and prices are everywhere very firm, with an occasional slight advance during the last few days. Chinas are 6d. higher, good "Red Peacocks" selling at 26s., and best chop 3rd Tsatlees at 28s. 6d. to 28s. 9d. Cantons are very firm at last quotations, with more inquiry for the better classes of Tsatlees. Japans continue in active request at a further advance of 1s. for best Mybash and Sinchew. The periodical public sales commenced on the 19thi nst., and are concluded. The quantity offered was about 1,700 bales Bengal Silk, 2,300 bales China, 1,590 bales Japan, 850 bales Canton, and 250 bales Seychuen and Cochin China. The whole was allowed to pass without biddings, and comparatively little business has resulted. Deliveries from 1st to 19th inst. have been—China, 1,672; Canton, 677; Japan, 612; Bengal, 243—total, 3,204 bales.

COFFEE.

The market has continued very strong, and although an unusually heavy supply, amounting to about 1,450 tons, has been brought to auction, the demand has been fully equal, and the sales have gone off briskly, giving a further upward tendency to prices. The tone of the market has been supported by the favourable result of the Dutch sale. The current rates are—Plantation Ceylon grey at 80s. to 81s., triage 70s. to 75s., small 75s. to 78s., fine ordinary 78s. 6d., low middling grey 79s. 6d. to 81s. 6d., middling 82s. to 84s., one lot bold 88s., peaberry 92s. to 95s.; Native barely good ordinary 71s. 6d., fully good ordinary 72s. 6d., garblings 48s. to 55s., peaberry 75s.; privately on the spot about 6,000 bags Native have been sold at 72s. 6d. to 74s. 6d. for good ordinary to fine ordinary bold. For arrival about 200 tons Native sold at 73s. 6d., a parcel of bold quality (shipment) at 76s., and 70 tons Plantation at 80s. all round.

SUGAR.

An extremely dull tone has been manifested throughout the week, and we have not a single sale of East India to report.

COCOA NUT OIL.—The market is dull at auction; 100 hogsheads Ceylon have been sold at £34 10s., and of 339 casks offered 2 pipes only sold at £45, the remainder being bought in at £34 to £35 5s. or withdrawn. Privately the current rates are £34 10s. to £35, with but little doing.

COIR GOODS.—At public sale small quantities of Yarn offered were disposed of at previous rates, 56 bales Ceylon sold, low medium to medium £30 to £33 15s., fine £42 5s., also 70 tons in dholls, common £27 to £28, low middling £29 5s. to £30, fair £35, and 3 tons low indirect at £25. Of 687 coils (6 tons) Cochin Rope offered 4 tons sold, 2¼ to 2½ inch at £27 10s. to £28 per ton.

GAMBIER continues very quiet, 3,000 mats cubes have been sold at 22s. 9d. to 23s., 100 tons block at 20s. 3d. to 20s. 6d., and 100 tons do. for October delivery at 18s. 6d. ex warehouse, and 100 tons March April shipment at 20s. ex ship.

HEMP.—The market continues quiet for all descriptions. During the last few days about 400 bales Manila have been sold, chiefly mixed quality, at £46 10s. per ton.

PEPPER.—The market has been quiet, but tolerably steady; Black has been quitted at 5¾d. to 5⅞d. for Penang and 6¾d. for Singapore; White at 12⅝d. to 13d. on the spot, and 10¾d. for future delivery.

RICE.—But little has been done on the spot, the chief business having been in floating cargoes, the following being reported:—The Tanjore, 1,330 tons Necransie, March sailing, at 9s. 6d. Continental terms; a cargo 1,000 tons Bassein, at 9s. 10½d. open charter. The Antonetta, 800 tons Rangoon, February sailing, at 10s. 1½d. Continent, damages at valuation. A cargo of 1,400 tons Necransie, June-July shipment, per steamer, at 9s. 3d., ex ship London; the cargo of 800 tons Necransie, May sailing, per President Sarmiento, at 9s. 6d. Continental terms. The cargo per Ottolina, 1,710 tons Rangoon, March

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sailing, at 9s. 10½d., for the Continent. The Amio, 1,060 tons Moulmein, March sailing, at 9s. 10½d. open charter. The Ole Bull, 800 tons Rangoon, end of February sailing, at 10s. 1½d. open charter.

SPICES.—*Cinnamon*: 58 bales Ceylon sold steadily, first sort 3s., ordinary do. 2s. 4d. to 2s. 6d., second 2s. 9d., low 1s. 9d. to 2s. 2d., third 2s. 5d. to 2s. 6d., fourth 2s. 1d., low third and fourth 9d. to 1s. 6d. *Cloves*: 47 cases Penang bought in, fine 1s. 9d., low dark 7d., except one case of the latter, which sold at 6d. *Nutmegs*: 31 cases Penang of fresh import sold steadily, average 66 nuts to the lb. at 3s. 9d. to 3s. 10d., 76's at 3s. 6d., 78's at 3s. 5d., 81's at 3s. 4d. to 3s. 5d., 106 to 104's at 3s. to 3s. 1d., low 120's at 2s. 4d., 48 boxes limed do. 107's bought in at 3s. 1d., 60 boxes Java 82's sold at 3s. 4d. *Mace*: 6 cases Penang sold at a further advance of 2d. per lb., middling 4s. to 4s. 1d., pickings 3s. 5d., 10 cases flat Singapore bought in at 4s. 3d., 10 cases Wild bought in at 10d.

SAGO.—In auction 600 boxes middling greyish small pearl sold at 18s. to 18s. 6d., 40 bags ordinary large sold at 19s. *Flour*: 1,435 bags Singapore bought in at 16s. 6d.

TIN.—The market has assumed a better tone during the past week; a fair amount of activity has been shown, and Straits has recovered from the recent decline. The current quotations are Straits on the spot £151, afloat £148 to £150; Banca, £156 to £157; Billiton, £153 per ton.

NEW YORK MARKET REPORT.

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TEA.

The market is somewhat less strong, but while most holders still ask full prices, and show no disposition to give way, extreme prices cannot be so readily obtained, buyers looking for a reduction.

COFFEE.—An improved demand has sprung up for Brazil Coffee, at an advance of ¼ to ½ cent per lb. gold—the increasing demand for consumption, the small arrivals and rapidly diminishing stocks strengthening the views of holders. The market is buoyant and somewhat excited, and holders more and more indisposed to sell except at constantly advancing prices. There is, in consequence, less activity than there otherwise would be, and as the stock is now in few hands and easily controlled, a still higher range of values is looked for, when the inquiry for consumption at the West attains more formidable proportions, which is expected as the month wears on. East India, though firm, has remained quiet; the stock is in few hands, and held for extreme figures, but the demand at the moment is moderate; the sales are 6,510 mats Java in lots per Aztecs on private terms, and at auction, 75 bags Java, at 19 to 20 cents, cash.

CORDAGE.—The annexed quotations show an advance of half a cent per lb., the following being the current prices:—Manila Cordage, sizes above 12-thread, 19½c.; 6-thread and 9-thread (½-inch and 5-16 inch diam.), 20½c.; 12-thread (⅝-inch diam.), 20c.; Manila Hay Rope, 20c.; do. Cordage, Bolt Rope Yarns, 21½; do. 6-thread and 9-thread, 22½c.; Tarred Manila, 19c.; fine Tarred Manila Lath Yarn, 20½c.; Sisal Rope, sizes above 12-thread, 17c.; 6-thread and 9-thread, 18c.; 12-thread and Hay Rope, 17½c.; New Zealand Cordage, sizes above 12-thread, 16½c.; 6-thread and 9-thread (¼ and 5-16-inch), 17½c.; 12-thread (⅜-inch) and Hay Rope, 17c.; and Russia Bolt Rope, 18c., cash.

FIRE CRACKERS remain firm, though in but moderate demand; sales have been made of 4,000 boxes extra No. 1 at $2.70 to 2.75, and 5,000 do., in lots, on private terms.

HEMP.—An active demand has sprung up for Manila from manufacturers whose stocks had run low, and the market is now quoted about one-quarter of a cent higher. The Anahuac has arrived with 6,370 bales, besides which there is little expected for the next three months not already disposed of. We quote the price at 12 to 12½ cents gold, below which it is understood there is none obtainable. The sales are 830 bales, here, at 11¾c.; 3,100 ditto, to arrive here per Fred. Warren, 11¾c.; 1,000 ditto, also to arrive here per Clyte, 11¾c. (cash), duty paid, in bond for Canada; 200 ditto, in Boston, 12¼c.; 3,100 ditto, to arrive there per Ceylon and St. James, 12c. gold, 60 days, and 2,460 ditto, also to arrive there per St. James, on private terms.

RICE.—The market is steady, Rangoon being in fair demand at $6,87½ to 7.25 currency duty paid, and $3,18¾ to 3.25 gold in bond.

SPICES.—A letter from Zanzibar, under date of April 19, states, "It is below the fact to say that three-fourths of the cocoa-nut and clove trees have been torn up and broken down by the recent cyclone." As it requires from three to five years to bring the clove tree to a bearing maturity, these advices have given a further impetus to the upward tendency of prices of cloves and stems; stocks in Europe are known to be especially small, and with a moderate supply here, and that closely concentrated, the advantage is decidedly with sellers, with a prospect of a high range of prices for a long time to come; some 700 bales, mostly outside lots, have been bought up at 17½ to 18½ cents gold, now held at 20 duty paid, and 15 in bond. Clove stems are held at 8½ to 9½ cents. The market for other descriptions is very quiet. Mace and Nutmegs are dull and weak. Pepper is very firm and Cassia is quiet but steady at the recent decline. There has been no business in whole parcels, and but a moderate demand for trade lots; we notice sales from store of Mace at $1.20 to 1.25; Nutmegs, 92½ to 95 cents; China Cassia, 27½ to 28; Batavia, 32. Pepper, 17 to 17¼ for Sumatra, and 18 to 18¼ for Singapore, all gold.

SUGAR.—The daily business in Raw Sugar is quite moderate, refiners buying only for their immediate wants, and the trade doing very little; the stock in the meanwhile increasing, having now attained the highest point of the season. There is, however, on the part of holders an increasing disposition to sell sparingly, and only at full prices, in view of the favourable advices from England and Cuba, a demand for Canada, with some on speculation, and the continued high price of gold; the market in consequence has acquired rather more firmness. There have been no sales of East India.

TIN.—There has been no movement, but now that the tariff question is at length settled, an early resumption of business is probable; in the meantime prices are wholly nominal, at 38½c. to 39c. for Straits, and 50 for Banca, all gold.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
un.14	Ocean	Hoyer	Foochow	London
17	Alvington	Adams	Colombo	Do.
13	Moss Glen	Sullivan	Ilo Ilo	Queenstown
14	Seawfell	Lawson	Colombo	London
14	Nydia	Harwood	Singapore	Liverpool
15	Moorhill	Murdock	Do.	Do.
12	Vrichtzoeker	Vellenga	Macassar	Brouwershaven
15	Meteor	Dicksen	Hong Kong	London
16	Kosmopoliet III.	Chevalier	Batavia	Brouwershaven
15	Anne Marie	Endel	Penang	London
17	Naval Brigade	Knight	Akyab	Do.
	River Eden	Valder	Singapore	Off the Start
14	Undine	Michelsen	Rangoon, for Cuxhn.	Do
15	Melissa	Brandt	Rangoon, for Altona	Falmouth
14	Kosmopoliet II.	Huizer	Batavia	Rotterdam
1	Dilpussund	Dray	Foochow	New York
2	Laurel	Davis	Shanghai	Do.
2	Yokohama	Hamblin	Batavia	Do.
4	Anahuac	Spalding	Manila	Do.
4	Chasca	Crocket	Batavia	Do.
16	Alcide	Obergaard	Sourabaya	Falmouth
15	Glenroy (s.)	Auld	Manila & Sing., S.C.	London
19	Fleullin	Simpson	Ceylon	Deal

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jun.13	Black Prince	Inglis	Shanghai	London
13	Peter Dickson	Gadda	Java	Do.
13	Kate Carnie	Lowe	Singapore	Do.
14	Dora	Hamon	Batavia & Sourabaya	Do
14	Latona	Thomas	Bangkok	Do.
14	Teviot (s.)	Nisbet	Sing., China, &c., S.C.	Do.
14	Belle of Southesk	Stratton	Singapore	Do.
13	Antipodes	Black	Hong Kong	Cardiff
13	Lady Ann	Wilson	Newport and Galle	Belfast
	Rotterdam	Dik	Hong Kong	Rotterdam
14	Esperance	Guilde	Do.	Newport
15	Deucalion (s.)	Butler	Sing., China, &c., S.C.	Liverpool
3	Competitor	Matthews	Anjer	New York
17	Maria	do Mendoza	Manila	London
17	Lammermuir	Maxted	Cardiff & Shanghai	Do
18	Glamorganshire	Riche	Yokohama & Hiogo	Do.
	Henrietta	Brauer	Padang	Amsterdam
14	Tranquebar	Petit	Singapore	Penarth
17	Laurens Coster	Zweede	Batavia	Liverpool
19	Cleta	Middleton	Yokohama	London
19	Walmer Castle	Wildash	Cardiff and Galle	Do.
18	Lady Elizabeth	Cobbett	Shanghai	Cardiff
18	Palmas	Card	Singapore	Do.
17	Deerfoot	Eason	Galle	Shields
7	E. Nicholson	Webster	Shanghai	New York

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Glenroy. For Colombo, &c.: Russia, Winestead, Excelsior, Bertha, Virago.

SAILING VESSELS.—For Yokohama and Hiogo: F. C. Clarke. For Hiogo and Nagasaki: Ivanhoe. For Shanghai: Tonbridge, Albert Victor, Omba. For Hong Kong: Cairnsmore. For Penang: Alice. For Batavia, Sourabaya, and Samarang: Union. For Colombo: Constancia, Shun Lee, Seawfell. For Colombo, &c.: Speedwell, Strata Florida.

At LIVERPOOL.—For Batavia and Sourabaya: Jorgen Bruhn. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Ajax (str.). For Singapore: Marianne.

At GLASGOW.—For Singapore: Bin Tan (str.). For Galle, Singapore, and Penang (via S.C.): Fitzpatrick (str.). For Colombo: British Constitution.

SPOKEN.

HOPE (barque), Liverpool to Singapore, near Penang.
PAPA DEROSSI (Ital. barque), Cardiff to Singapore, near Pulo Rondo.
N. B. PALMER (Am. str.), New York to Shanghai, April 25, 19 S., 27 W.
LAURA AND GERTRUDE, Cardiff to Hong Kong, May 2, 8 S., 26 W.
NELUSKO (French brig), from Probolingo, April 20.
BLACKWALL, Cardiff to Singapore, June 3, 42 N., 16 W.
SAPPHIRE, Cardiff to Hong Kong, May 21, 7 S., 23 W.
VANCOUVER, Colombo to London, June 1, 42 N., 34 W.
ELECTRA, Colombo to London, May 15, 22 N., 43 W.
PASITHEA, London to Singapore, April 27, 17 S., 26 W.
EUROPE, for Hong Kong, April 29, 25 N., 24 W.
PERI (barque), London to Penang, May 10, 2 N., 23 W.
A ship showing 4th d.p. 05, Batavia to Rotdm., June 3, 43 N. 36 W.
MARY WHITRIDGE, New York to Shanghai, May 22, 34 N., 33 W.
ARCHOS (British barque), Clyde to Hong Kong, April 27, 5 S., 23 W.
GOLDEN SPUR, Cardiff to Hong Kong, June 9, 32 N., 17 W.
EMPRESS OF INDIA, London to Singapore, June 13, 48 N., 6 W.
MARIE (of Fecamp), Batavia to Amsterdam, June 13, 48 N., 11 W.
CANDIDA, Manila to Malaga, May 1, 11 S., 11 W.
PLEIADES (ship), Ceylon to London, April 17, 27 S, 53 E.
M. C. NELSON (Spanish ship), Manila to Cadiz, April 25, 25 S., 21 E.
AUGUSTE (D. barque), Java to Amsterdam, April 22, 31 S., 35 E.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern Ports are without quotable change since our last issue; tonnage is somewhat scarce, but there is little business doing. Homewards there is more doing, and a good inquiry exists for vessels from the rice ports, Java and Ceylon. In coal freights there is no alteration to report.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 95s. meast. To Hiogo: 95s. meast. To Nagasaki: 95s. meast. To Hankow: 95s.

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meast. To Shanghai: 60s. weight or meast. To Foochow: 100s. meast. To Hong Kong: 60s. weight or meast. To Manila: 100s. meast. To Singapore and Penang: 60s. weight or meast. To Sourabaya and Samarang: 95s. meast. To Batavia: 90s. meast. To Padang. 100s. meast. To Saigon: 100s. meast. To Ceylon: 35s. meast.

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Yokohama: 35s. weight, 30s. meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 35s. weight, 30s. meast. To Batavia and Sourabaya: 20s. weight, 25s. meast. To Samarang: 25s. weight, 27s. 6d. meast. To Penang: 20s. weight, 25s. meast. To Ceylon: 30s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £33. To Penang: £25. To Singapore: £24. To Galle: £20. From Newport, Cardiff, or Swansea, per ton, —. To Yokohama or Nagasaki: 40s. To Chefoo: 40s. To Shanghai: 42s. 6d. To Hong Kong: 35s. To Manila: 23s. To Singapore: 23s. to 24s. 6d. To Colombo: 22s. 6d. To Galle: 21s. to 22s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Singapore, 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

A telegram from Suez announces that the Surprise (str.) has lost blades of her propeller, and will have to ship others.

The Constantia, v. Borrendan, from Java to Holland, arrived at St. Helena, May 18, and reported having experienced a hurricane, on 3rd March, in lat. 15 S., lon. 112 E., during which she lost sails, boat, and several movables from off the deck.

MISCELLANEOUS.

Off CAPE ST. MARY.—June 14, Priam (str.), from China for London.

Off ASCENSION.—May 12, H.P.T.D. (ship), from Singapore for London; 18, H.V.W.S., from Manila for London.

At ST. HELENA.—May 14, Glenaros, Hicks, from Singapore, and sailed for London; 15, Jacob Roggeveen, Rolff, from Batavia, and sailed, 16, for Amsterdam; 16, Eleanor, Moore, from Singapore, and sailed, 17, for Bremen; 17, Chica, Larragan, from Manila, and sailed for Cadiz; 18, Constantia, v. Borrendan, from Sourabaya, and sailed for Rotterdam; 19, Concordia, Wulff, from Banjoewanjie, and sailed, 20, for Amsterdam; 20, Mongol, Rabardy, from Singapore, and sailed for London; Bato, Kramer, from Sourabaya, and sailed, 21, for Amsterdam; 22, Wilhelmina Elise, Priebee, from Batavia, and sailed. 23, for Amsterdam; 23, Thomas Dryden, Wallace, from Colombo, and sailed for London; Sunny Region, Smith, from Sourabaya, and sailed, 24, for Amsterdam; 25, Cornelius Wernard Eduard, Suart, from Batavia, and sailed, 26. for Rotterdam; Louise Schipper, Kerkhoff, from Banjoewanjie, and sailed for Boston; 26, Oceanus, Van Leeuwen, from Banjoewanjie; Thos. Wood, Gibson, from Ilo Ilo.

Off ST. HELENA.—May 18, British Empire, from Singapore for London.

A further sale of damaged sugar, ex Fred Warren, from Manila to New York, which put into Algoa Bay, March 5, leaky, was held May 8, and realised £1,261 gross. The agents, on behalf of the master, had called for tenders for repairing the vessel.

The Arrow arrived at Boston June 4, from Halifax N.S., with cargo, ex Mallard, from Pasaroeang to Boston, which vessel put into Halifax, leaky, &c.

The Lochnagar, Neill, from Manila to Boston, which put into Bermuda, March 22, leaky, proceeded, June 1, for her destination, after repairing; about 25 bales of hemp were shut out, which, however would be forwarded.

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED),

IN CONNECTION WITH THE

FALMOUTH, GIBRALTAR, & MALTA TELEGRAPH COMPANY, LIMITED.

REDUCTION OF TARIFF TO CHINA AND JAPAN.

On and after 1st MARCH next the following Reduced Rates for Telegrams of Twenty Words will come into force:—

	FROM LONDON.	FROM PROVINCIAL STATIONS.
TO HONG KONG }	£4 6 0	£4 7 0
„ SHANGHAI }		
„ JAPAN	5 6 0	5 7 0

Half the above Rates for every additional Ten Words beyond Twenty Words.

No charge for Postage will be made on Messages to China and Japan, which are posted at Hong Kong, Shanghai, or Nagasaki.

Messages should be given in at the Falmouth Company's Office,

No. 74, OLD BROAD-STREET, LONDON.

Messages sent from Postal Stations should be ordered

VIA FALMOUTH

these words being signalled as an instruction by the Postal authorities free of charge.

(By Order)

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
15th February, 1872.

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COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France). Brussels (Belgium). Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).

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Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shangna, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

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AMSTERDAM.

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CAPITAL,

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HEAD OFFICE.
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at Hamburg, Bremen, Shanghai, and Yokohama.

LONDON BANKERS.
National Provincial Bank of England.
German Bank of London (Limited).

The Bank is prepared to transact all kinds of Banking business on the Continent, as well as in the East.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.
Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutt

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130, 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shares holders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

LONDON AGENTS—FEARON AND CO.,
34, GREAT ST. HELENS, E.C.,
By whom risks to all Eastern ports are taken at current rates.

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NAVAL AND MILITARY GAZETTE
East India and Colonial Chronicle.

A SATURDAY MORNING PAPER,

ESTABLISHED 1833,

Now under new Editorship, gives all the Naval and Military News of the Week, from both Home and Foreign Stations, interesting alike to those in the Services and to their Friends.

Price THREEPENCE.

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PARENTS residing abroad would find this a most desirable home. References can be given for England, India, China, and Japan.

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AN AYAH, lately arrived in Charge of a Child, wishes to return by the P. and O. or Messageries Service. Terms very moderate If by Messageries, the half-passage money will be accepted in return for services.

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IN all Districts, Ages, Conditions, varying in size from 40 to 1,500 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B. — Fifty-seven estates now on the register. Thirty-eight have been sold.

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Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness. Excellent economical stock for Soups, Sauces, &c.

SUCCESS IN INDIA, AND HOW TO ATTAIN IT.

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The writer is evidently well acquainted with the East, and the information afforded by him is both useful and interesting.—*Daily News.*

The honest yet hopeful way in which practical information is communicated in these pages concerning actual life in India will awaken the dormant enterprise of young men of education and ability, whose prospects may be somewhat indifferent at home.—*Globe.*

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Address, J. D. B., care of the Editor of the *London and China Telegraph*, 2, Cowper's-court, Cornhill, to whom references are kindly permitted.

BRITISH AUSTRALIAN TELEGRAPH COMPANY (LIMITED).

Intelligence having been received of the establishment of a Horse Express Service between the points unconnected by wire on the Overland Telegraph Line from Port Darwin to Adelaide, MESSAGES for all parts of Australia, Tasmania, and New Zealand will, on and after the 22nd June, be accepted for TRANSMISSION at the Office of the FALMOUTH, GIBRALTAR, AND MALTA TELEGRAPH COMPANY, No. 74, Old Broad-street, London, and at all the Postal Telegraph Stations in the United Kingdom. Such Messages will, however, for the present be sent only at the sender's risk.

RATES FOR TELEGRAMS OF TWENTY WORDS.

	From London.	From Provincial Stations.
To Port Darwin	£8 9 0	£8 10 0
To South Australia...	9 9 0	9 10 0
To Victoria	9 11 0	9 12 0
To Queensland	9 19 0	10 0 0
To New South Wales	9 14 0	9 15 0
To Tasmania	9 19 0	10 0 0
To New Zealand (including postage from Melbourne) ...	9 12 6	9 13 6

Half the above rates for every additional Ten Words beyond Twenty Words.

On the 1st July a reduction of 2s. 6d. will be made in the above charges.

(By Order) GEORGE LYONS, Secretary.

HOLLOWAY'S PILLS

THE LAW OF LIFE.—The present is a fitting opportunity for drawing attention to the few points on which health hinges. All impurities must be expelled from the system immediately their presence is discovered. Wear and tear must be compensated by suitable food, which, when thoroughly digested, enriches the blood with its nutritive elements, and by this means incites every organ throughout the body to its natural activity, rouses every muscle to its normal strength, confers tone on every vessel and energy on every nerve. The alterative virtues exerted by Holloway's purifying Pills exactly meet these requirements, and they further exercise distinctive and peculiar powers in steadying the nerves and regulating the circulation.

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SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting Iron Ships and Steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

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Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

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	From Southampton.	From Brindisi.
GIBRALTAR, MALTA	Every Thursday at 2 P.M.	—
ALEXANDRIA, ADEN, BOMBAY	" "	Every Monday at 5 A.M.
GALLE, MADRAS, CALCUTTA, PENANG, SINGAPORE, CHINA, JAPAN	Thursday, June 6, at 2 P.M. And every alternate Thursday thereafter.	Monday, June 17, at 5 A.M. And every alternate Monday thereafter.
AUSTRALIA, NW. ZEALAND (Cargo only.)	Thursday, June 6, at 2 P.M. And every fourth Thursday thereafter.	Monday, June 17, at 5 A.M. And every fourth Monday thereafter.

And all Ports at which the British India Company's Steamers call.

An abatement of 20 per cent. from the harge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arriva , and 10 per cent. to those re-embarking within twe ve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.) AS FOLLOWS:—

Domai	... June 23	For	Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Ava	... July 7		
Cambodge	... July 21		
Peiho	... Aug. 4		
Mei Kong	... Aug. 18		
Alphee	... Sept. 1		

The steamers of the 7th July, 4th Aug., and 1st Sept. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 23rd June, 21st July, and 18th Aug. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
" Constantinople... " Saturday, 5 P.M.
" Algiers ... ... " "

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. LETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

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THE following SPLENDID First-class SHIPS will be despatched as under :—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
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Hong Kong	Cairnsmore	AA1	E.I.D.	With des.
Yokohama..	Rollo	A1 13 yr.	W.I.D.	With des.

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FOR HIOGO and NAGASAKI, will have immediate despatch, having the greater portion of her cargo engaged, the new clipper barque IVANHOE, A1 12 years, 346 tons register; D. HUGHES, Commander; loads in the East India Docks. This splendid vessel was built last year, sails extremely fast, and offers a most favourable opportunity to shippers of fine goods.

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THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st and 16th of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Extra steamers will be despatched from San Francisco on the 16th, and from Hong Kong on the 27th of every month, until further notice.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	1	18 days from England.	
Japan	in 38	"	"
China	in 44	"	"
New Zealand	in 42	"	"
Australia	in 47	"	"

Passengers for California and intermediate points on this road are now booked hrough from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Steamship Company and United States, New Zealand, and Australian Mail Steamship Company.

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AROUND the WORLD in NINETY DAYS, by Steam and Rail, by Land and Sea, via North America, Japan, China, Sandwich Islands, New Zealand, Australia, Ceylon, India, Egypt, and Continent of Europe.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, either by way of Japan and China or New Zealand and Australia, at one reduced and inclusive fare.

The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, or to New Zealand and Australia, by the United States, New Zealand, and Australia Mail Steamship Line, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

The journey may be broken at any point, and resumed at pleasure.

Fare, via China, £221; via New Zealand and Australia, £197.

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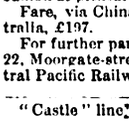
"Castle" line of steam packets. Via Suez Canal.



FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods for Java and Japan, the magnificent new Clyde-built steamship GLENROY, 100 A1, 2,000 tons register, 250-horse power nominal; 1,250-horse power effective, H. W. AULD, Commander; is now in the South West India Dock. Last shipping day 6th July. This steamer has elegant accommodation for first-class passengers, including bath-rooms, ice-house, ladies' cabin, punkahs, &c. The cabins are provided with bedding, linen, and all necessaries.

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With despatch.

FOR SHANGHAI, the splendid clipper ship ALBERT VICTOR, A1 13 yrs, 858 tons register, DAVID MUIR, Commander; London Docks.

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With despatch.

FOR HONG KONG, the splendid clipper ship GRYFE, *AA1, 1,073 tons register; T. ROBERTS, Commander; London Docks. Has excellent accommodation for passengers.

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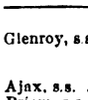

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THE LONDON & CHINA TELEGRAPH.

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FRENCH MAIL EDITION.]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 461.] LONDON, MONDAY, JULY 1, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.		Outward. From London.	Outward. Arrived out.	Homeward. Received July 1.
Japan —	Yokohama	March 15	May 2	May 8
	Yedo			
	Osaka and Hiogo	—	—	„ 5
	Hakodadi			
	Nagasaki	—	—	„ 6
China —	Peking	—	—	„ 5
	Tien-tsin	—	—	„ 6
	Chefoo			
	New-chwang			
	Hankow	„ 8	April 28	„ 7
	Kiu-kiang	—	—	„ 8
	hin-kiang			
	Shanghai	„ 22	May 3	„ 12
	Ningpo	—	—	„ 9
	Foochow			
	Formosa			
	Amoy	—	—	„ 14
	Swatow	—	—	„ 13
	Hong Kong	April 5	„ 12	„ 18
	Canton	—	—	„ 17
	Macao	—	—	„ 16
Philippines—	Manila			
Cochin-China—	Saigon	April 12	„ 14	„ 23
Siam —	Bangkok	—	—	„ 20
Borneo—	Labuan	—	—	„ 23
	Sarawak	—	—	„ 22
Java —	Batavia	April 19	„ 22	„ 23
	Samarang	—	—	„ 22
	Sourabaya	—	—	„ 21
Malacca Straits—	Singapore	„ 19	„ 20	„ 27
	Penang			
Ceylon —	Galle	May 10	June 3	June 4
	Colombo	„ 3	May 25	„ 3

THE MAILS, &c.

The French mail, bringing dates as above, was delivered, *via* Marseilles, this morning, its due date. The next inward mail (P. and O.), with dates, Yokohama May 15, Shanghai May 19, Hong Kong May 25, Singapore June 2, is due, *via* Brindisi, on Monday next, the 8th inst.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, four to five hours in transmission. The Great Northern line is also working satisfactorily.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Camboge*, arrived June 29.—List not to hand.

PASSENGERS OUTWARD.

Per P. and O. steamer *Candia*, from Southampton, June 20.—To Yokohama: Mr. C. Farman. To Hong Kong: Mr. W. Yuk, and one second-class passenger. To Singapore: Mr. C. W. S. Kynnersly. To Penang: Mr. E. Friedericks, Mrs. Arnold. To Ceylon: Mr. C. Lavie, Mr. and Mrs. G. Armitage and family, Mr. C. Bischoff, jun.

Per P. and O. steamer *Poonah*, from Brindisi, July 1.—To Yokohama: Mr. Abel. To Shanghai: Mr. R. E. Wainewright. To Hong Kong: Mr. A. Cheyne.

Per P. and O. steamer *Massilia*, from Southampton, July 4.—To Yokohama: Mr. G. Hayashi, Mr. M. Joe. To Hong Kong: Mr. G. St. Croix. To Ceylon: Lieut. and Mrs. Price.

Per P. and O. steamer *Delta*, from Southampton, July 18.—To Hong Kong: Mr. G. O. Scott. To Ceylon: Mr. and Mrs. T. Helmer.

Per French mail steamer *Ava*, from Marseilles, July 7 (booked from London).—To Yokohama: Mr. Mazzoldi, and one second-class passenger. To Shanghai: Mr. H. M. Hillier, Mr. S. Campbell, and one second-class passenger. To Hong Kong: Mr. Chanson, Mr. Maffre, Mr. Hebert. To Singapore: Mr. Gindreau, Mr. Kruner, Mr. Jung, Mr. Dilouette, Mr. Lombard. To Batavia: Mr. Rumsdyk, Mr. and Mrs. Pannikock, Mr. and Mrs. Ricardo, Mr. A. Dolorie. To Galle: Mr. and Mrs. W. B. Smith, Mr. W. Bickman.

Summary of News from the Far East.

JAPAN.

NAGASAKI.

The following items are from the *Nagasaki Express* of May 4:—

The facilities afforded by the Japanese overland post between this port and Yedo are gradually leading to an increase of business in this useful department. At present some forty-five postmen are employed in conveying the daily mails between this and Osaka, and each travels over a distance of about five *ri*, but the question is now under consideration as to what will be the best means to be adopted to convey the mail bags when they exceed a weight beyond the capacity of men to carry. The greatest difficulty, we hear, is the bad state of the roads in this island, which prevents horses or vehicles being made use of in conducting the service. We recently paid a visit to the head office in Oto-Ha-katomachi, and found it internally fitted up on the model of the English one, with outside boxes for the reception of stamped letters.

The recent arrival of 150 more of the natives deported from Urakami in 1870 is reported. They came overland at their own request instead of by sea. It is stated that they have renounced their religion and have gone back to their old one. The forty-one whose arrival by the steamer *Chili* we announced last week are reported by those who are best able to judge to have done the same thing.

The Japanese authorities at this port have refused to grant the extension of time for receiving large numbers of ishius and nishius in payment of duties, and insist upon the limit being thirty days from the date of the Yokohama notification, and not thirty days from the date on which notice was given by them at this port. We believe that they refuse to agree to the supplementary arrangement made at Yedo, on the grounds that they have not received any official intimation.

The difficulties placed in the way of the P.M.S.S. Company taking possession of, and building on the piece of land at Naminohera has at length been settled. It will be remembered that the officials interfered and prevented the erection of coal-sheds and a jetty some time ago, pending a reference being made to Yedo, owing to the registration being in the name of the Company's native employé. The reply has recently been received, and we hear that the Government will not grant permission to the Company to build, but are willing to do it for them, and to rent them the premises.

The British barque *Serpent*, from Tientsin, arrived with the first cargo of ice this season.

CHINA.

TIENTSIN.

On the 30th April, the birthday of the Emperor of China, who is sixteen years of age, was celebrated by the Chinese gunboats, three in number, flying all their flags, and the Consuls their holiday flags, and the Customs were closed. H.E. Le Hung-chang, the Viceroy of Chihli, inspected officially the three Chinese gunboats in port, and was saluted on going on board and leaving with three guns from each vessel and by the crews manning yards. In the *Peking Gazette* of 25th April the death of Juy Chang, one of the grand secretaries of state, is announced in an imperial edict. He was of Mongol descent and far advanced in years. There is a report that Chin, the Customs Taoutai at Tientsin, has asked for one month's leave of absence on account of ill health.

The country around Tientsin still remains flooded, and great mortality has occurred in the city, chiefly amongst young people. The Imperial grain commissioner from Peking, named Ying, is expected to arrive. Formerly two commissioners were appointed,

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but since the Viceroy has been appointed to Tientsin he acts as one of the commissioners.

Messrs. Cordes, Meadows, Beveridge and Kierullf have been elected a Municipal Council for twelve months. When the Council held their first meeting, Mr. John A. T. Meadows was elected chairman, Mr. M. G. Moore, Honorary Treasurer, and Mr. August Cordes, Honorary Secretary.

Mr. J. Macleavy Brown has resigned the Legation, and Mr. Davenport has been appointed acting Chinese Secretary, pending the arrival of Mr. Mayers.

SHANGHAI.

Our advices extend to the 12th May; there had been no mail arrival from London since that of the P. and O. mail of March 22 on the 3rd May. We take the following from the *North China Herald*:—

The ratepayers' meeting this year was a decided improvement on that of last. The ratepayers present seemed practically disposed, and much important work was quickly got through. There is no doubt that the quality of debate has improved in the Settlement. The meeting was held on the 6th May. The accounts, showing an excess of income over expenditure, during 1871-72, of Tls. 8,619, were passed; and the estimates for 1872-73, showing a revenue, including this balance, of Tls. 238,592, against an outlay of Tls. 237,606, were agreed to. The Council were authorised to erect a new bridge across the Soochow Creek, or to inaugurate a free ferry. They were also requested to make a bridge over the Hongkew Creek at the bottom of Seward-road. The tramway scheme was entertained, in so far that details are to be asked for. Negotiations are to be had with the Bund lotholders for the surrender of the Foreshore; and the issue of debentures to meet the cost of extending the Foreshore was authorised. Plans for this scheme and for a new Soochow Creek bridge are to be submitted in three months. A proposal to prevent resident ratepayers being represented by proxy at public meetings was negatived. Tls. 4,000 were voted to pay Mr. Webb's claim on the old Volunteer corps. It was agreed to recommend to the Foreign Ministers an alteration in Art. IX. of the Land Regulations, so as to permit the levying of dues on merchandise at the rate of one-tenth of one per cent. upon the average value of all goods of the same description. Rules are to be framed for the regulation of carriage traffic in the settlement. In the course of the discussions Mr. Dent made a graceful reference to Mr. Seward's approaching departure. The testimony borne to Mr. Seward's public spirit and energy were well deserved, and were peculiarly appropriate at the end of a meeting which he had conducted with much tact and judgment. In his capacity as senior Consul Mr. Seward has lately had to conduct much public business, and has done so with ability and discretion. The report of the proceedings occupies twenty-four columns in the *Herald*.

A new advertisement has been issued by the projectors of the Bank of China. The legal difficulties which hindered the formation of the company have been at length removed. It is purposed to establish a permanent direction in London, with a board of management in Shanghai. Applications for shares will be received up to Aug. 31 next. It is proposed to commence business in London and Shanghai simultaneously, on Jan. 1 next.

Minutes of a meeting of the Finance Committee of the French Municipal Council, published in the *Nouvelliste*, show that the revenue for the year ended March 31 amounted to Tls. 84,630, and the expenditure to Tls. 72,970, leaving a surplus of Tls. 11,660.

A meeting of treaty Consuls was held on April 8, when Mr. Seward resigned the chair of Senior Consul on account of his approaching departure from the Settlement. He is succeeded in this capacity by the Italian Consul, M. Vignali.

Admiral Shadwell came up to Shanghai on April 8 in the *Salamis*. The *Iron Duke* will remain at Woosung for a few days, and is then likely to go to Japan. Admiral Shadwell, we believe, purposes to go north in the *Salamis*.

An extraordinary feat has just been performed by a Buddhist priest, with the view of raising money to build a temple at Soochow, whence the man had come on a begging expedition. With a devotion more than worthy of the cause, he resolved to stir up some interest, and cause money to flow in by an extraordinary expedient. He announced among the Chinese that he would allow himself to be locked up in a wooden box for seven days, during which period he would remain in an upright position, and without food or sleep. On the 8th April he was accordingly placed in a cage about 2½ feet wide and 5½ feet high, just sufficiently large to admit of him standing upright. The bottom of the cage was studded with nails, so that his feet should have space only between the nails sufficient for them to rest on, and a couple of slight bars in front formed a rest for his arms. The cage was a close one, with a few open bars near the bottom for the admission of air; it was placed in a joss-room in Hoopeh-road, passing in and out of which a crowd of people might be seen day and night during the seven days, religious exercises being engaged in the while by the priests. The devotee endured his painful incarceration with remarkable fortitude, the only relief afforded him being an occasional glass of water, and he emerged looking to all appearance little the worse. After his release the cage was broken up and sold piecemeal to the Chinese, every nail bringing more than its weight in silver. The desired result of calling forth liberal subscriptions was also attained, amounts from Tls. 500 downwards being freely paid by wealthy Chinese.

The trustees of the Recreation Fund have published a highly satisfactory report of their stewardship during the past two years. Whereas, at the time of their appointment, they had not enough cash to pay ground rent on the race-course land, they have now in hand about Tls. 6,000, besides a greatly improved property, and a net annual income of Tls. 2,500. When we look back a few year, to meetings where shareholders were begging to be relieved of the responsibility of their shares, when the Fund and the Club seemed likely to be involved together in one common ruin, and when it was seriously proposed to hand over to the race-course shareholders the whole 430 *mow* in the interior of the course, together with some Tls. 300 or Tls. 400 in cash, to satisfy a more or less doubtful claim by the latter for the cost of thirty *mow* alleged to have been never yet paid for—it is impossible not to praise the perseverance and good management by which such a change has been effected.

The Shanghai Yacht Club and Rowing Club regattas, and the Athletic Sports meeting, are fixed to take place during the week following the departure of this mail. The cricket ground has been opened for play, and we hear that an "Eleven" from H.M.S. *Iron Duke* has challenged the S.C.C, and the match has been arranged for the 13th May.

In the Racket handicap Mr. Hamilton won the A, and Mr. Gilfillan the B, sweepstakes. The Chess Club has received and accepted a challenge to play a game by correspondence, with Messrs. Jackson and Hogen, of Chefoo; and Messrs. Curgel and Mullins have been selected by the committee to represent the Club in this contest.

A Hankow correspondent writes:—We are, I fear, to have a flood. The river is ten feet higher than it was last year, and is still rapidly rising. Rain has been frequent and heavy—if it does not cease, the tea must suffer. One or two musters of teas have been received.

The following is from the *Shanghai Courier*:—

At a meeting of Treaty Consuls the Report of an interview on the 23rd April, 1872, between the Inspector-General of Customs and a Committee of Consuls relative to exemption certificates was read. It is stated that the committee had communicated to Mr. Hart the substance of a letter addressed to the Senior Consul by the Chamber of Commerce, referring to the inconvenience which the mercantile and steam shipping interests of Shanghai sustained by the Customs Regulations with regard to exemption certificates on duty-paid foreign goods re-exported to Treaty ports, and inquired whether these regulations could not be so altered as to admit of the certificates in question being granted without the requirement of the Customs, from the applicants for them, of particulars regarding the dates and an order of importation, which it is frequently impossible to furnish.

Mr. Hart explained that the particulars in question are not necessary for the protection of the revenue, but so long as it is within the option of re-exporters to claim either a drawback or an exemption certificate, it will be incumbent upon the Customs, in order to keep their accounts, to insist upon detailed information being furnished. This option, he further explained, does not rest upon a Treaty right, but was granted some years ago, at the instance of the mercantile body. If the Chamber of Commerce would inform the inspector general that drawbacks would not be required in future, he, on the other hand, would undertake to make representations to the Tsung-li Yamen, and to advocate the issue of exemption certificates to re-exporters of duty-paid foreign goods to Treaty ports, without requiring from them declarations as to the name of the importing vessel.

The *Erl King* has gone into dock to get thoroughly cleaned and overhauled, so as to prepare her for taking part with credit in the great ocean race of the year. The repairs to the *Ulysses* are likely to detain her in dock for some weeks.

The frigate now in course of construction at Kaou Chang-Meaou Arsenal is rapidly approaching completion; she will be nearly, if not quite, of 3,000 tons burden. Naval men speak highly of her fine appearance. There is a rumour that she will visit Europe on some mission.

A report has reached us that Mr. Baber, H.B.M.'s Vice-Consul at Kiukiang, has been severely beaten by some Chinese when travelling inland. No details of the affair are given.

The share speculators are adopting the tricks of their more experienced brethren in the old country. A telegram was manufactured stating that an American company had bought off Holt's intended line of steamers for the Yangtsze. This caused a rise in the shares of the Union and S.S.U. Companies.

The excessive rates charged by the London life assurance companies has induced the formation of a local company at Shanghai; arrangements are now in progress by a committee of provisional directors. We hear that it is intended to combine a system of annuities and a subscription fund for providing means for a run "home."

HONG KONG.

Dates extend to the 18th May. The outward mail (P. and O.) of 5th April arrived on the 12th May.

A meeting of the Legislative Council was held on the 6th May,

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at which the Governor, the Hons. the Acting Chief Justice, Acting Colonial Secretary, Acting Attorney-General, Acting Colonial Treasurer, and Hons. P. Ryrie, H. Lowcock and James Grieg were present. The Governor said he wished before the Council proceeded to business to make a few remarks upon a subject brought forward by the Hon. P. Ryrie at the last meeting—that of education. No data had been furnished upon which an estimate of the necessity of such a school as Mr. Ryrie alluded to could be based. For himself he thought that any scheme for the education of the middle-class children was premature. He had lately visited the Central School, and was quite satisfied that that institution at least was doing a very good work. It might be that a school for those who could afford to pay was very desirable, but it was necessary to know the numbers of those who would send their children. Education was a subject upon which it was very difficult to get people to agree: the eternal denominational question was continually cropping up. If a meeting were called he would gladly attend, and as he had had a good deal of experience in educational matters he might be able to give some useful information. Mr. Ryrie said he had intended to obtain the details H.E. mentioned either by circular or by personal visits, but his time had been too fully occupied. He should however now endeavour to carry out H.E.'s suggestion. He believed that, now the Governor's views were known, the public would gladly respond.

His Excellency then remarked that as the time of the members was, doubtless, valuable, he would now proceed to business. The first question was a vote of $950 for enclosing Possession Point; The vote was carried. The next item was the sum of $2,200 for building a market at Showkewan. Upon this subject Mr. May thought that a committee should be appointed to fully inquire into the effects of the market system before any decision were come to. His Excellency suggested that Mr. May should propose the appointment of a committee as an amendment. Mr. Ryrie offered to second Mr. May's motion, but the original vote was carried against the opposition of Messrs. May and Ryrie. A petition of Cheong-Alum, the porter of the Government offices, was then read by the Colonial Secretary, setting forth that the applicant would prefer, in place of the pension voted at the last meeting, either the gratuity of $630, or $350 down and half pension; the $630 were voted, Mr. Ryrie recording a dissentient vote.

His Excellency then brought forward an ordinance to amend the Criminal Procedure Law of the colony. The Acting Attorney-General stated that the first idea of this ordinance arose from the Acting Chief-Justice's recent decision in a larceny case, where the value of the stolen property had not been stated. By the present criminal procedure enactment the principle of special juries in criminal cases was recognised, but the usefulness of that recognition was much impaired by the jury ordinance, which limited criminal trials by special juries to cases other than treason or felony. The new ordinance provided that the Attorney-General might select Crown cases to be tried by special jury, but that if a prisoner elected to be so tried he should pay for it, as the Crown had no funds to reimburse special juries in criminal cases. Another point dealt with was as to the locking up of jurors; the object was to prevent outside influence being used, and at home this might be a reasonable precaution, but it did not apply in Hong Kong. The only cases would be those of murder, generally Chinese cases, and it was not likely that such influence would be used in these cases. Therefore it was provided that the exemption should apply to all capital cases. The ordinance was read a second time, *minus* the clauses referring to special juries, which were reserved for future consideration.

The great libel case, "Belilios *v.* Agabeg," has resulted in favour of the plaintiff, who was awarded damages to the extent of £1,000.

The *Daily Press* says, at an early hour his Excellency the Governor held an inspection of the police force and the gaol. The men fell in and paraded before him, and it was fully expected he would give them some few words of encouragement, but we understand he merely asked after the health of the force, though he was heard to remark to the Acting Colonial Secretary that it was the finest body of men he had ever seen to compose a police force. His Excellency then visited the gaol, and was highly pleased with the arrangements and cleanliness of that institution.

We hail with much pleasure the improvement with regard to ascertaining the views of the public, which was made yesterday by H.E. Sir Arthur Kennedy, in his suggestion that a public meeting should be convened to discuss the question of the establishment of a middle-class school before the matter came before the Council, his Excellency promising to give the meeting the advantage of his experience during the discussion. Nothing can tend more to the efficient government of the Colony than the respect for the public wishes, of which Sir Arthur Kennedy has already given many satisfactory proofs.

The reduction in insurance is announced by Messrs. Butterfield and Swire:—

	All risks.	F. P. A. (with Canal stranding clause).
Tea, Hong Kong to London,	32/6 per cent. ..	23/ per cent.
Silk, do. do.	19/ per cent. ..	

Premiums, net cash, at the sight exchange of bank drafts on London.

The following appears as an advertisement in the *China Mail*:—

THE PIECE GOODS GUILD.

It has always been the case that charity comes from sincerity, and that charitable acts cannot be brought about by compulsion. Never has a purse been opened for charitable objects by the result of force or compulsion. We see in the *Daily Press* a false report that the Chinese Hospital compels our Guild to impose a subscription from our Brokers' Brokerage. While perusing this article we were quite startled by its statements. The establishment of the hospital was a most benevolent act, and subscriptions in aid of the Institution are left entirely to one's free will. The yearly subscription of over $700 from the Guild is a voluntary contribution on our part, and is in no wise the result of compulsion on the part of the Hospital Committee. That body have, moreover, frequently said that in opening one's purse in aid of a charitable object, the amounts, whether small or great, should be left to the subscribers themselves. This clearly indicates that the hospital has been erected solely for the purpose of doing good, and is fair in all its actions; how can it be said that it encourages secret designs to get subscriptions by force? The subscriptions by the different guilds, whether great or small, have all been given voluntarily and have been in proportion to the ability of the subscribers. That the statement in the *Daily Press*, that the hospital obtains subscriptions by force, is utterly false, is perfectly clear. As to the sources from which the subscriptions are to be raised, each individual guild takes its own measures, and it in no wise concerns the Hospital Committee. As to the deduction of brokerage in our guild, it is the rule of our trade; it has nothing to do with the hospital. All tradesmen have their own rules of business, and nobody can be compelled to conform to them if he does not like. The brokers, with the full knowledge that such is the rule of our trade, can come to us for business if they like, and can go away if they do not. How can we take anything from them by force? It must be a thing wherein two parties agree before any transaction can take place; what is there of compulsion? Not only does the hospital carefully refrain from forcing people to subscribe, but our Guild also does not force people to contribute. In uniting to do good the amount of subscription is left to the free will of every one; you cannot persuade, and you cannot dissuade. This is a theory so plain that it must be evident even to women and children. Our Guild does not care to enter into any controversy, but with the statement of the *Daily Press* before us we cannot help strenuously contradicting it; how can we allow the good name of the benevolent hospital to be assailed in this manner? By those who are open to reason and to those who are liberal-minded our words will be admired.

In Liebert *v.* The Chartered Bank of India, Australia and China, application was made by the defendants for leave to appeal.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates extend to the 27th May. The outward (P. and O.) mail of 19th April arrived on the 20th May.

The *Straits Times* has the following:—

As yesterday was set apart for the observance of Her Majesty's birthday, it was generally believed the occasion would be marked by a review of the troops on the Esplanade in accordance with the old and time-honoured custom. Such, however, was not the case, and had it not been for the gallant Singapore Volunteer Corps, who, with their band, paraded on the Esplanade in the afternoon, the day would have passed off without any military display whatever. The Volunteers turned out under the command of Lieutenant Buckley to the number of fifty-five all told, including the band, and marched down from the armory in North Bridge-road to the Esplanade, where they went through a series of manœuvres with a precision that showed the corps to have attained very considerable efficiency in drill,—and the band, which though reduced in number, was yesterday five members short, acquitted itself very creditably indeed. After the parade, the corps marched back again to their armory. We hear the reason of there being no general review was that the number of men available for the purpose was too small—the force here being divided between the Tanglin Barracks and Fort Canning, and that only a few men could have been spared, who on their return would have almost immediately to go on duty to relieve guard. If this be true, it shows the colony to have at present very little military protection in return for its annual military contribution of £68,000; and though it has been all along asserted that the regiment will be reinforced by some 300 men from England, we understand that the band of the regiment, which numbers about forty members, is to be reduced just one-half, which does not look as though the reinforcements were expected soon.

In the *Straits Times* for the 21st May and 2nd July, 1870, there appeared particulars of the wreck of the coolie ship *Italia*, off Anjer, and of the saving of the lives of about 500 Chinese coolies, through the fearless conduct of Mr. de Jong, pilot there. The *New Batavia Handelsblad* of the 8th May publishes the following appeal to the public on behalf of the latter:—"It will be remembered that on the evening of the 21st April, 1870, the Italian ship *Italia*, Vidanwaraga, stranded on the rocks near the

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roadstead of Anjer, whereupon a squall arose which dashed the ship to pieces against them. It was chiefly owing to the zealous efforts of the aged Mr. W. P. de Jong, pilot by calling, and also ship chandler at Anjer, that fully 500 human beings were saved from certain destruction."

We understand the Hon. H. Plunkett has been appointed Head Inspector of Police at Penang. He went down by the last P. and O. mail steamer, and Mr. R. W. Maxwell will come up to Singapore to act as Superintendent of Police here until Mr. Waller's return. The Singapore police is just now rather badly off for inspectors. Head inspector Hayward is Acting Superintendent at Malacca, Inspector Barnum is absent on a month's leave on medical certificate, Inspector Towers is also unable to attend to the duties of his station, and Inspector Phillips has resigned. There remain only Inspectors Warne and Miller to take charge of the stations.

MALACCA ITEMS.

The B.I.S.N. Co.'s steamer *Busheer*, arrived here from Singapore last Monday *en route* to Calcutta. She landed here three officers and seventy-five men belonging to H.M.'s 80th regiment, and took away from this the wing of the 19th M.N.I. brought here from Madras about a year ago, in the B.I.S.N. Co.'s steamer *Himalaya*. The appearance of European soldiers here has quite startled the weak minds of the native community, and it is amusing to see the small crowds standing about the streets here and there gazing in wonder on the European sentry who is quietly marching up and down on guard under a long tiled-roof shed. The soldiers are dressed day and night in white tunics and helmet hats. The latter is a great improvement on the Glengarry cap, to which has been so strongly objected to.

Lieut.-Governor Shaw leaves this week, for Singapore, per Colonial steamer *Pluto*, *en route* to England on leave of absence. His *locum tenens*, Captain Ord (who, it is said, is to perform the threefold offices of Lieutenant Governor, Magistrate of Police, and Commissioner of the Court of Requests), is expected here on the return of the *Pluto* from Singapore. In the meanwhile it is rumoured that Thomas Neubronner, Esq., Acting Magistrate of Police, is to act as Lieut.-Governor.

Commercial Report.

(*For dates see first page.*)

IMPORTS.

YOKOHAMA.—Since the date of our last report the market had been excessively quiet, and transactions reported were very trifling. Yarns and Grey Shirtings were hardly asked for, and quotations were nominal; T-Cloths were in moderate demand, Drills in no inquiry whatever, and the nominal quotations were much lower. Turkey Reds were inquired for, but Woollens and Fancy Goods almost entirely neglected. This dulness is in a great measure attributable to the season, and is more or less periodical.

SHANGHAI.—The settlements of Plain Cottons during the week amounted to a considerable business in the aggregate, but the demand had been met by a few holders only, the majority still refusing to treat the offers made by purchasers, who were evincing more disposition to buy at last quotations. In Fancy Cottons and Woollen Goods there had been no alteration. In Metals, Lead had again suffered a decline, owing to continued absence of demand; a sale of common brand was reported at Tls. 4.45 per picul. Nailrod Iron remained unchanged. Transactions comprised 4,800 bundles at Tls. 3.20 per picul. In Bar Iron no sales were recorded.

HONG KONG AND SINGAPORE.—There had been little or no alteration in the markets at these ports since last mail.

SAIGON.—The current quotation for imports ruled as follows:—Grey Shirtings, 8¼ lbs., $2.70 per piece; 7 lbs., $2.25; Supers, No. 1, $2.20; No. 2, $2.25; T-Cloth, 7 lbs., $1.95; 6 lbs., $1.75; T-Cloths, 5 lbs., $1.45; 4½ lbs., $1.30; 4 lbs., $1.20; Irish Linen, No. 150, $1.85; No. 120, $1.72.

EXPORTS.

TEA.

YOKOHAMA.—With the exception of the settlement of a few lots of common leaf there has been nothing to report in this market. Regarding the new crop very little was known; a few garden musters had been shown from which no criterion could be formed. The last Pacific mail steamer, which sailed on the 23rd April, took 39,650 lbs. for San Francisco, and 14,751 lbs. for New York.

SHANGHAI.—Latest dates from Hankow were to 7th inst. Three small musters of new tea had then arrived, and a considerable number were expected within a week. It is a matter of uncertainty as to when the market may open. Musters had been hurried forward with great haste, and arrivals in bulk may not come to market for some time. Reports as to quality still continue favourable. *Green Teas*: Pingsueys are said to cost 10 to 15 per cent. higher than last season. The quality is said to be good, the crop large, and it is expected that musters will be shown in about three weeks from date.

SILK.

YOKOHAMA.—There was no change to report in the market for this staple; the business done had been quite limited, and settlements had only amounted to about 300 bales, about one half of which were Hank sorts, Oshus being neglected. Arrivals had been on a very meagre scale, and the unsold stock had been further reduced. Prices during the early part of the fortnight were somewhat lower, but since then had again hardened, and at the close no change could be noted.

SHANGHAI.—Very little business had been done for Europe during the week. The settlements amounted to say 150 bales, 100 bales of which were re-reels for America. The weather was very satisfactory for the prospects of our new season, and the advices from the interior are so far good. Prices, however, are expected to open high, in consequence of the present high rate of dollars and the dearness of mulberry leaves.

EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1, 1871, to April 30, 1872	—	78808978	49026480	—	17152671	144987129	54087
Corresponding period last season.....	10826	71079427	47262939	349447	13050828	131753467	40204

Shipments Since:

April 18 per Tanjore (str)	From Canton	...	300,000	218*
— 23 ... Priam (str.)	... Shanghai	...	82,121*	
... Do.	... Canton	...	140,000	161*
— 25 ... Donnai (str.)	... Do.	...	300,000	214*
— 27 ... China (str.)	... Do.	...	25,000	181*
... Rollof	... Foochow	...	537,472*	
May 2 ... Hector (str.)	... Shanghai	...	18,859	
... Do.	... Canton	...	433,810	
— 5 ... Ava (str.)	... Do.	...	110,000	121

* Included in above total. † Sailed Nov. 30, 1871; cargo not previously given.

TO THE CONTINENT.

							Bales.
From June 1, 1871, to April 30, 1872	...	...	...	...	...	5108429	18927
Corresponding period last season.....	...	...	...	...	...	2386282	8981

Shipments Since:

April 18 per Tanjore (str.)	From Shanghai, &c.	...	—	137*
— 25 ... Donnai (str.)	... Do.	...	—	184*
— 27 ... China (str.)	... Do.	...	—	31*
May 5 ... Ava (str.)	... Do.	...	—	218

* Included in above total.

TO UNITED STATES.

							Pcls.
From June 1, 1871, to April 30, 1872	...	...	...	...	...	54143918	2783
Corresponding period last season...	...	...	...	...	...	48029184	2376

Shipments Since None.

TO AUSTRALIA.

From June 1, 1871, to April 30, 1872 ... ... 12,639,962 lbs
Corresponding period last year 11,305,598

Shipments Since: None.

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844.....	51,022,600	...*	1862 to 1863.....	121,273,580	72,887
1845 to 1846.....	57,334,200	18,600	1863 to 1864.....	117,463,586	46,603
1850 to 1851.....	63,972,000	22,144	1864 to 1865.....	121,236,870	32,313
1853 to 1854.....	77,327,800	61,283	1865 to 1866.....	118,333,042	62,890
1855 to 1856.....	92,240,300	50,481	1866 to 1867.....	118,423,290	50,052
1857 to 1858.....	76,990,255	68,315	1867 to 1868.....	116,890,430	57,449
1858 to 1859.....	65,789,792	83,134	1868 to 1869.....	142,789,804	70,917
1859 to 1860.....	85,560,452	64,169	1869 to 1870.....	139,740,193	63,807
1860 to 1861.....	90,066,160	70,644	1870 to 1871.....	131,969,850	51,329
1861 to 1862.....	109,854,040	79,193			

* Including the Continent.

EXCHANGES, &c.

[*For date see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 7d.	4s. 7¼d.	4s. 7¼d.
Shanghai ,, ,, ...	6s. 0¼d.	6s. 0¼d.	6s. 1d.
Canton ,, ,,	4s. 5d.	4s. 5¼d.	4s. 5¼d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6d.	4s. 6¼d. to 4s. 6½d.	4s. 6½d.
Manila ,, ,, ...			

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	312	226½
,, Hong Kong...	26¾ to 27¼ dis.	—
Bar silver	111.2.5.	8½ prem.
Mexican dollars	78.1.0	6 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 60; Old, 62 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 28 per cent. discount.
China Traders' Insurance, $1,500 premium.
Hotel shares, 48 per cent. discount.
Hong Kong and Macao Steamboat Company, $33½ to $34 premium.
Hong Kong Fire Insurance Company, $310 prem.
Union Insurance Company, $1,400 premium.
China and Japan Marine Insurance Company, Tls. 46 premium.
China Fire Insurance Company, $56 premium.
Victoria Fire Insurance Company, $48 to $50 premium.
Indo-Chinese Sugar Company, $50 dis.
Shanghai Steam Navigation Company, Tls. 34 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $12 to 15 dis.

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NEW SEASON'S TEAS.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company ...	500 ...	500 ..	202 ...	4 p.c
Shanghai Gas Company ...	100 ...	100 ..	148 ...	12 p.c
Shanghai S.N. Company ...	100 ...	100 ...	134 ...	12 p.c
S. Tug and Lighter Company ...	850 ...	850 ...	400 ...	7 p.c
French Gas Company	50 ...	50 ...	63 ...	10 p.c
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$210 ...	12 p.c
North China Insurance Co. ...	Tls.1,000	Tls.300 ...	Tls.410 ...	trien.
Do. do. new ...	1,000 ...	300 ...	475 ...	trien.
North China Steamer Company	100 ...	100 ...	64 ...	
Union S.N. Company	100 ...	100 ...	104 ...	12 p.c
Yangtsze Ins. Association ...	500 ...	500 ...	820 ...	15 p.c
Union Insurance Society ...	$5,000 ...	$1,000 ...	$2,400 ...	trien
China Traders Co. (Limited) ...	1,000 ...	1,000 ..	2,500	$475p.s
Hong Kong and China Gas Co.	£10 ...	£10 ...	65 ...	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100 ...	Tls.146 ...	12 p.c
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$164 ...	12 p.c
China Fire Insurance Co. ...	500 ...	100 ...	157 ...	12 p.c
Hongkew Wharf Co. ...	Tls. 100	Tls. 100 ...	Tls.155 ...	18 p.c

LATEST TELEGRAMS.

CHINA.

SHANGHAI, JUNE 25.—The market for imports, both Cotton and Woollen Goods, continues quiet; Grey Shirtings, 6½ catties, 8¼ lbs., Tls 1.9.5; T-Cloths, 6 lbs. ordinary, Tls. 1.2.0; 7 lbs. Mexicans, Tls. 1.6.0. Tea: Market for Black firm, for Green strong; freight by sailing vessels £3 10s.; Hankow market quiet, but steady. Silk: Market very firm, and prices higher; Taatlee, No. 3, Tls. 590, No. 4, Tls. 545; Exchange on London bank bills six m.s. 6s. 1¾d.; Mexican dollars Tls. 80½.

HONG KONG, JUNE 25.—Grey Shirtings, 6½ catties, 8¼ lbs., $2.52; Cotton Yarn (Water Twist), 16-24, $121; T-Cloths, 6 lbs. (ordinary), $1.63; 7 lbs. (Mexican), $2.12. Exchange on London: Bank bills, six m.s., 4s. 6d. Tea Market at Canton and Foochow, active.

FOOCHOW, JUNE 28.—The *Lord of the Isles* and *Northfleet* sailed for London with new season's Teas June 21.

ADEN, JUNE 28.—The P. and O. steamers *Deccan*, from Shanghai, and *Sunda*, from Canton, sailed for London June 26. The *Deccan* was twenty days on the passage from Singapore, having experienced a strong S.W. monsoon. The P. and O. steamer *Malacca* has arrived from Foochow, and will leave for London this day.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Boston, April 22, Kadosh.

At SHANGHAI.—From London, May 7, Blackadder, Reliance; from Liverpool, 4, Erl King (str.); 8, Abbotsford (str.), Nestor (str.); from Cardiff, 6, Maitland; from New York, 7, Eme.

At HONG KONG.—From London, May 14, Sea Gull (str.); from New York, 13, Chas. C. Leary; from Liverpool, June 25, Sarpedon (str.); from London Craigforth (str.), Russia (str.).

At SINGAPORE.—From Liverpool, May 19, Diomed (str.); 24, Menelaus (str.); from Clyde, Alva; from London, Cyphrenese (str.), Roslin Castle, Alcestis, Adelina; from Leith, MacGregor (str.); from Hamburg, Androklus.

At SAIGON.—From Bordeaux, May 18, Noroden (str.).

DEPARTURES.

From HONG KONG.—For London, May 14, Titania; 17, Antenor (str.) cleared; Menelaus (str.).

From FOOCHOW.—For London, June 21, Lord of the Isles (str.), Northfleet.

From SINGAPORE.—For London, May 24, Bengal (str.); Antenor (str.); for Liverpool, 20, Robert Ker; for Boston, 22, Nightingale.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 26, at London, from Foochow, Neville; 27, from Singapore, Glenaros; 26, at Glasgow, from Sourabaya, Alcedo; 25, at St. Nazaire, from Java, Pandita; May 16, at Callao, from Macao, Johanna Willem; 17, Luisa Canevaro; 27, off Holyhead, from Bassein, Prince Victor. June 29, at London, from Pasaroeang, Caprera; 27, at Brouwershaven, from Java, County of Ayr; 28, at Liverpool, from Akyab, Antiope; 26, at Belle Isle Roads, from Manila, Arabie; at Brouwershaven, from Batavia, Jason; at Hamburg, from Macao, Aline; at Cuxhaven, from Rangoon, Metis; 27, at Texel, from Rangoon, Silvia; at Brouwershaven, from Pasaroeang, Susanna Johanna; 29, at London, from Zebu and New York, Cornuvia; July 1, from Japan and New York, Ada.

DEPARTURES.—June 26, from Cardiff, for Yokohama, Ellen Goodspeed; May 25, from Callao, for China, Cecilia; June 24, from Glasgow, for Singapore, Bin Tan (str.); 27, from Cardiff, for Singapore, Nola; for Yokohama, St. Aubin; 25, from Hamburg, for Shanghai, Oscar Vidal; 26, Christoph; 29, from London, for Cardiff and Shanghai, Lady Louisa; 15, from New York, for Shanghai, Lelia M. Long; from Boston, for Anger, Bengal.

LAID ON.—At Glasgow, for Manila, Angela.

SPOKEN.—Calcutta, Havre to Bangkok, May 9; Europa (barq.), for Hong Kong, May 10, 3 N., 23 W.; H.L.V.M. (Siberia), Tyne to Singapore, May 29, 5 N., 25 W.; Warwick (barq.), Cardiff to Shanghai, 16, on the line.

CASUALTIES.—Advices received from Rotterdam, dated June 27 state that the Prins Handrik (str.), from Nieuwe Diep to Batavia, put into Aden, 25th, to repair a slight defect in her engines; she would proceed in three days. A telegram received from Port Said, dated 27th June, announces that the Prins v. Oranje (str.), was discharging her cargo there for repairs.

MISCELLANEOUS.—The Condor, Swaine, sailed from Halifax, N.S., June 13, for Boston, with a further portion of the cargo ex Mallard, from Pasaroeang to Boston, which vessel put into Halifax leaky.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CROMAR—On the 23rd May, on board the British barque *Hope*, at Tanjong Pagar Dock, Singapore, the wife of Capt. John Cromar, of Brechin, Forfarshire, of a son.

HEATON—On the 25th June, at Hong Kong, Mrs. A. McG. Heaton, of a daughter.

LAWSON—On the 20th June, at 49, Eaton-square, the wife of Sir Wilfrid Lawson, Bart., M.P., of a daughter.

MARRIAGES.

MCCASLIN—PHILLIPS.—On the 8th May, at the residence of S. C. Farnham, Esq., by Rev. Robert Nelson, in presence of O. B. Bradford, Esq., Deputy U.S. Consul-General, Charles H. McCaslin to Miss Clara Phillips, both of Shanghai.

MITCHELL—MCEWEN.—On the 13th June, at the Episcopal Church, Kandy, Ceylon, by the Rev. William Ellis, Francis Dawson Mitchell, Esq., C.E., to Alice Janet Stuart, second daughter of the late John McEwen, Esq., Inverness.

DEATHS.

CATHCART—On the 24th June, at Inch House, Edinburgh, Henrietta, Dowager Countess Cathcart, aged 71.

DREW—On the 1st June, at Foochow, of fever, Aubrey, the fifth son of Vice-Admiral Drew, in the 26th year of his age.

LISTER—On the 17th May, at Hong Kong, Reginald Arthur, infant son of Alfred Lister, Esq.

SMITH—On the 2nd May, at Yokohama, George, infant son of W. H. Smith, Esq.

UPWARD—On the 25th June, at Hastings, George Forbes Upward, late of the Hong Kong and Shanghai Bank, Calcutta, of consumption, aged 32.

THE CASTLE LINE.—The Rev. J. Moreton writes from Penang to Messrs. Thomas Skinne, and Co.:—"Upon completion of my passage from London to Penang in your steamship *Drummond Castle* I feel that my best acknowledgments are due to you for the perfect comfort of this very prosperous voyage. The excellence of the ship, well tested in the very heavy gale and sea which she encountered in the Mediterranean the completeness of her passenger accommodation, the liberal table, and unfailing good attendance of the ship's servants, have impressed me and all my fellow-passengers with a sense of obligation to you."

THE daughter of Baron Reuter, of telegraphic celebrity, was married last week, at St. George's, Hanover-square, to Baron von Donop. The ceremony was performed by the Rev. T. J. Rowsell, chaplain in ordinary to the Queen, assisted by the Rev. G. Langdon.

DR. PORTER SMITH, formerly of Hankow, has been elected an Honorary Fellow of King's College, London.

LITERATURE.

The Japanese Embassy in America, by Charles Lanman, American Secretary at Washington. London: LONGMANS and Co.—The publication of this book is most opportune. The general reader will now have an opportunity of gaining an intelligible knowledge of this Embassy and its members, with their unpronounceable names, consisting of over one hundred persons, including five young ladies to be educated in America. The particulars of the journey from Yedo to San Francisco, their reception by the city magnates, as also at Sacramento, how they were snowed up at the Salt Lake *en route* to Washington, the magnificent welcome given them by the Government and private individuals, and their visit to Congress, are all given in a complete and pleasant manner. Of course a great deal of it has already been reported in our own columns, but the convenience of bringing the whole into one record is of great practical utility. But this is not all; the author has given us an account of the progress of several Japanese who have been at various colleges, illustrated by their letters and essays, freely commenting on all they have seen of American character and institutions, extracts from which we will give in our next. We have never had so useful a description of any Oriental mission, and the author has conferred a great boon by its production.

Six Months in California. By J. G. Player Froud. London: LONGMANS and Co.—This volume is dissimilar from many recent productions of a similar character, inasmuch as the reader, while perusing the author's interesting description, may gain valuable knowledge with regard to Californian industries and pursuits. Interspersed with amusing narratives illustrative of "new American" life and manners are terse and yet complete accounts of the geology, agricultural productions, zoology and flora, of the country; while three chapters are devoted to the Nevada and Grass Valley mines, and the manner in which they are worked. It is evident that the time passed by the author in California was not idly spent, and the vigorous style in which his experiences are narrated cannot fail to render the book interesting to every reader, be the object of his search information or amusement.

EXTRACTS FROM DE BEAUVOIR'S YEDO, PEKING, &c.

THE FOREIGNER IN JAPAN.—I hope I may be wrong, but I sincerely believe that the Westerns have introduced here an element of

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great trouble, and that the serious revolution amongst all classes in this country is in great measure our doing. Remember that thirty years ago Japan lived apart, happy and prosperous, under the laws of feudalism, which turned a political hierarchy into a sacred institution. Now a cry of terror arises and spreads over all this land to disturb it. In the name of the civilisation of the West revolution is at the gates of Japan to give a blow which is all the more terrible that it is unlooked for, and that, without any preparation, the most opposite elements of the middle ages and of our time will find themselves struggling together. So from China, whither the West first carried arms in the immoral and degrading opium war, it has been necessary to come once again in the wake of England to bring trouble amidst a pieceful nation. It has been necessary, for the sake of furnishing a new and much-needed employment for the working classes, as well as for the merchant navy of the Queen of the Seas, for the sake of seeing the Manchester furnaces still smoking, for the sake of forcing a people who were sufficient for themselves to buy our produce, for all this it was necessary to force an entrance into Japan, make our will law, thrust our trade upon them, and say to a nation, "We are the strongest, and in this century we do not allow a part of human society to isolate and cut itself off; we are coming to force our friendship upon you."

THE DOCKS AT YOKOSKA.—The reason for the establishment of this station is as follows:—In the midst of the agitation of the revolution which shook Japan to its very heart, the Taikoun, after openly adopting the European side, saw his armies beaten by those of the rebel Daimios. M. Roches, our Minister, cleverly profited by the occasion to propose to the Taikoun to introduce European instructors, who would render his army invincible. To Captain Chanoine was confided the direction of this work. All these young Japanese officers are wildly enthusiastic, and, though it looks absurd when one sees them cutting off their pig-tails, decking themselves with metal buttons, and imploring the Taikoun and our officers to dress them in the most beautiful "uniforme Franze," this eagerness also brings forth fruit in serious matters. They learn French with marvellous rapidity, and they work hard all day and far into the night to study mechanics, geometry, and the theories of drill and firing. Yet we can very heartily congratulate M. Roches on having by this last effort carried French influence so far that it is already cleverly and happily established in Japan, having really mastered the situation, leaving England, America, and Holland far behind. I told you how it distressed us to have travelled over the world for thirteen months, skirting the shores of Indo-China and China, from Singapore to Peking, from the Equator to the Poles, without finding for France a position worthy of her; but here we may hold up our heads. It is with reason that the Japanese are called the Frenchmen of the East. This people have regularly fallen in love with us, and a happy succession of events have only strengthened that event for which we have shown how deeply grateful we are by the openness and support of our policy. Our triumph will be complete if we can add a fleet to the army and the arsenal, but the necessities of policy and a wise prudence have forced the Taikoun not to increase the exasperation of the English, round whom are grouped other jealous nations—the Dutch, the Germans, the Russians, and the Americans. The command of the fleet has been promised to soothe British irritation, but never will that service, of which they will only have a part, have the popularity, the enthusiasm, and the influence of our military station.

SHOPPING IN JAPAN.—Presently, with the most careless air, we rummage amongst the shelves, and find a pretty lacquer-work cabinet. "I konra" (how much)? Then the worthy man looks very solemn, rubs his eyes, frowns, and, after a play of great earnestness, says, from the depths of his chest, and sadly, "Ftay-yaek, ichibou" (two hundred bous) or it is worth about £2; then we sit down again, joke a little, and say "Alagigoto," which means show me some other things, and then he spreads out hundreds of lovely things, always laughing, and you should hear all the absurdities he says. Upon that simple minds have given in, offer half the price, and even then they are fleeced of about £4. Clever people come back another day, dazzle the merchant by speaking of large purchases, then seem to change their minds altogether; then our friend sighs, and in a voice I cannot describe calls from the threshold of his house as you leave it "Magotto, Magotto, Magotto, Nijioubou" (at the lowest price twenty bous); you return and again smoke and talk and drink; you take twelve bous from your pocket and place them in the merchant's hand, who refuses them, prostrates himself and arranges his shop, but at last, at the end of two hours, just as you are really going, he calls you, and in despair throws to you for twelve bous the articles for which he had asked two hundred. You clap your hands three times; he cries, "Irouchi," and the bargain is concluded. Then the final cloud of anxiety disperses; the laugher is your best friend; he makes you come back into his house, packs up your purchase in charming little boxes with minute care, gives you cakes, tries to tempt you again, and everyone is delighted with his bargain. The English buyers never behave like this. I have seen them pay seven and eight times dearer for certain articles than we do. They come in stiff as posts, with their white collars, remain proudly on the threshold of the shop, and consider it far beneath their dignity to bargain, pay heavily, looking with contempt upon the Japanese, with whom they never condescend to talk familiarly. No doubt it is not only our open policy, but quite as much the familiar ways of our nation, the *abandon*, the love of gaiety, and the lively and playful sides of our character, which has gained the sympathies of this nation of great children.

Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, June 24.

In the absence of Herr von Brandt, the German Consul-General in Japan, Herr Eappe, the Acting Consul, has received a flattering proof of the esteem and approbation in which he is held by his fellow countrymen, in the following address, dated Yokohama, April 28:—"We, the undersigned Germans residing at Yokohama, feel it our pleasant duty to express our warmest gratitude for the energetical, circumspect, and dignified manner in which you have promoted the interests of the Germans in your temporary capacity as Acting Consul, and as a mark of the great respect and confidence you enjoy in the German circles in this country, we take the liberty of presenting you with the accompanying chronometer, and request you to accept it as a remembrance of us. Wishing that your zeal and energy may be further beneficially employed in conducting the business of this consulate, we remain, &c., (Signed) Paul Gutschow (Gutschow and Co.), Eugene von der Heyd, Schultze, Reis, and Co., G. Reddelien, L. Knittler and Co., Charles Thorell and Co., Adolph Greeven, Textor and Co., F. Scheidt, F. Grosser, Grosser, Schmidt, and Co., Emil Hagens, H. Ohl, H. Gaenert, E. Schmid, W. Pardun, Fr. Geisenheimer, E. Schwartz and Co., E. Berger and Co., Busch, Schraub, and Co., Richard Hager, Ladaje, Oelke, and Co., Otto Schinne, A. Kuchmeister, Lohmann, Kuchmeister, and Co.

An agreement between the Austrian Government and the Steam Company of the Austrian Lloyd for a direct and regular line of steamers between Trieste and Bombay, *viâ* Suez Canal, has been signed, and is now ratified. The company engages to send monthly a steamer of 1,000 tons and running at least eight knots, from each of the above ports, and to carry the mails, for which service they are to receive a Government subsidy payable in monthly instalments of 150 florins each. The contract expires at the end of December, 1877.

HOLLAND.

(FROM AN OCCASIONAL CORRESPONDENT.*)

ROTTERDAM, June 26.

The *Nieuwe Rotterdamsche Courant* of the 23rd inst. contained a semi-official communication with reference to the Ministerial crisis. This Liberal leading paper stated that the King had charged Mr. G. de Vries, member of the Council of State, with the formation of a new Cabinet, and that Messrs. Brocx as Minister of Marine, and Gericke van Herwijnen (Foreign Affairs) had consented to resume their Portfolios, which they had resigned in consequence of the vote upon Mr. Blusse's Income-tax Bill. The journal went on to express a hope that Mr. de Vries will succeed in finding the right men for the other Portfolios. But, up to to-day, nothing has transpired as to the remaining appointments. It is of public notoriety that Mr. de Vries is an eminent and talented man, but he has never filled a seat either in Parliament or in any Cabinet, so that it is perhaps somewhat precipitate to say—as some papers do—that he is the right man to fill the place left vacant by the late lamented Mr. Thorbecke. A mass of names are in circulation as his colleagues. That Mr. van Bosse will accept the portfolio of the financial department seems pretty certain, and perhaps we shall see Mr. Fransen van de Putte or Mr. Mirandolle *a la tete* of the Colonial Department. The greatest difficulty, however, seems to be to find a Minister for War. The greatest confusion prevails with respect to the solution of the military question, and it is almost certain that whoever accepts the portfolio will have to resign so soon as his projects come under discussion in the Second Chamber. But besides this stumbling-block there are many other questions of importance waiting for solution; and as the Liberal party is much divided there are a good many, even amongst the Liberals, who wish fervently that a Conservative Cabinet had tried their hands at the Government.

The annual meeting of shareholders of the Dutch India Railway Company was held yesterday at Amsterdam, when Mr. E. H. 'sJacob presided. The balance, showing a net profit of f. 317,300, was brought forward and after a short discussion approved of. Messrs. A. W. van Eeghen, J. J. van Kerkwyk and G. C. Dunn were elected commissaries.

H.M. the King of Prussia has, according to the *Preuss. Staats Anzeiger*, conferred the Second Class Crown Order with the Star on Mr. F. P. van der Hoeven, our Minister Resident in Japan.

To-day will be unveiled, with a grand ceremony, in the town of Leyden the statue of Dr. Boerhave. The statue is sculptured by Joh. Th. Stracké. On the 29th inst. another national festival will take place. On that day the first stone will be laid for a monument to be erected at Dillenburg (Nassau), the birth-place of Prins Willem of Orange; Princess Marianne will attend the ceremony.

I hear that the members of the International are to hold a general meeting at the Hague. You will remember that this ought to have taken place last year in London, but it was delayed by political circumstances.

SHIPPING.

DEPARTURES.—June 20, from Texel, for Batavia, Java (via Birkenhead); Cornelia (via Newcastle); June 24, from Texel, for Samarang, Petronella.

ARRIVALS.—June 22, at Texel, from Sourabaya, Marie Alexandrine; from Macassar, Macassar.

PASSENGERS INWARD.—From Macassar, per Macassar, Mrs. C. C. Broekman and family, Miss C. Brouwer.

PASSENGERS OUTWARD.—For Java, per Dordrecht II, Messrs. H. Colpa and family, L. J. D. Schas, Miss Brox.

BY TELEGRAPH.

THE HAGUE, JUNE 1.—The new Cabinet will be composed as follows:—

M. Devries, Minister President; M. Geertsema, Minister of Justice; M. Mirandolle, Minister of Home; M. Weitzell, Minister of War; M. Gerike (late Minister of Marine), Minister of Foreign Affairs.

The Minister of Finance has not yet been appointed. It is believed that M. Vanbosse or Professor Groningue will take the portfolio.

* We regret that our regular correspondent is again prevented by illness from forwarding his usual letter.—ED. *L. and C. E.*

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tons.	Tns.	Tns.	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£	£	£
Paracca	Yokohama	London.	May 27	107	85	9	3	12	...	...	544	31500	...	...	6068	...	70110	...	...	...	100	462	...	200	1328	367	89	...	...	1103	40	...	...	...	...
Do.	Hiogo	,,	,, 27	...	...	...	...	...	...	...	30	...	...	...	220	...	...	...	...	86	...	...	...	...	337	80	...	...	...	46	...	...	37	...	...
Elizabeth Graham	Shanghai	,,	,, 31	200	350	1	...	150	...	...	484	944050	...	...	2384	180	...	...	...	229	1436	...	310	1215	1090	220	104	...	...	240	550	1	62	...	...
Empress of India	Singapore	,,	,, 31	342	4	115	8	50	...	...	959	201000	2736	...	157	140	...	...	..	229	1436	...	310	1215	1090	220	104	...	...	240	550	1	62	...	...
Carricks	Hong Kong	,,	June 3	283	104	10	73	18	...	...	770	97500	14333	...	3685	510	92240	...	97	1003	663	...	295	1844	1300	192	95	...	...	609	94	3	183	120	...
Scindia	Shanghai	,,	,, 4	210	300	...	5	205	...	...	234	867700	...	...	1450	40	5630	40	21	131	411	172	130	1857	250	80	47	...	592	360	47	...	165	95	...
Copernic, str.	Yokohama	,,	,, 8	...	...	...	...	15	...	150	847	37340	39400	563	6903	61	...	66	...	...	...	...	...	...	164	500	82	1020	...	...	...	...	...	...	229
Do.	Eastern Ports	,,	,, 8	...	...	1 plate	...	...	...	25	590	...	...	...	24cs.	...	...	...	...	...	2	...	10	...	...	300	...	102	...	80	50	...	...	206	104	...
Ann Millicent	Colombo	,,	,, 11	...	60	62	...	...	...	12	269	1770500	...	260	2060	...	...	...	22	52	427	33	857	2239	...	...	...	...	360	7	...	56	...	...	...
Black Prince	Shanghai	,,	,, 13	403	252	...	...	...	...	...	35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	...	...
Belle of Southesk	Singapore	,,	,, 13	546	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	66	30	238	...	...	650	...	...	17	240	10	50	139	290
Teviot, str., via S.C.	Do., &c.	,,	,, 14	...	...	...	...	...	...	528	3559	88001	5962	58	3cs.	...	22000	118	...	...	...	54	...	80	280	354	309	1059	402	...	145	£50	68	110	49	103
Do.	do.	Hong Kong	,,	,, 14	...	...	15	22	...	...	153	529	86400	19700	85	900	532	...	...	...	...	...	...	...	...	...	78	648	...	3	70	9	21	121	53	259
Do.	do.	Shanghai	,,	,, 14	...	10	20	12	100	20cs	75	1105	466670	38356	1368	9008	254	280	40	15	...	...	6cs.	...	71	...	78	648	...	3	70	9	21	121	53	259
Do.	do.	Yokohama	,,	,, 14	...	...	...	...	...	...	...	259613	21140	1852	2137	...	46000	...	...	...	160	...	20	60	...	...	...	...	...	21	...	...	16	18	...
Alejandro	Manila	Livrpool	May 31	117	64	50	6	...	...	2100	1662	314531	37700	...	360	96	4000	145	...	170	1170	...	...	1063	...	510	100	...	...	1550	3000x.	...	...	135	...
Mary Moore	Japan	,,	June 5	...	39	45	2	11	...	...	793	1615157	...	...	6123	510	392292	...	...	...	...	...	...	...	...	92	...	...	...	...	147	...	...	...	...
Azalea, str., via S.C.	Colombo	,,	,, 5	...	6	30	...	...	...	22	379	364490	197600	...	67	55	3000	...	...	...	...	...	...	27	335	75	841	...	4	57	...	...	30	87	82
Deucalion, str., via S.C.	Singapore, &c	,,	,, 15	...	...	...	...	...	...	510	261	1763378	131155	...	791	347	18000	...	...	...	...	6	...	120	625	156	868	...	...	12	...	...	16	10	...
Do.	do.	Java	,,	,, 15	...	...	...	...	...	...	...	737620	635044	...	1038	...	...	...	...	...	...	...	...	...	...	...	...	...	...	126	...	...	...	...	...
Do.	do.	Manila	,,	,, 15	...	...	...	...	...	...	...	453105	456838	...	726	...	12000	...	...	...	...	...	...	...	...	...	740	...	...	37	...	74 cs.	...	...	...
Do.	do.	Hong Kong	,,	,, 15	...	...	50	...	...	...	447	954259	163830	...	2663	950	10000	...	...	1	...	...	...	324	...	...	430	...	...	10	2	...	30	8	...
Do.	do.	Shanghai	,,	,, 15	...	...	1	...	...	9	333	4550340	363000	731	18114	...	62130	...	...	...	1cs.	...	...	81	...	...	893	...	100	5	311	12	...	16	689
Do.	do.	Japan	,,	,, 15	...	...	...	1	...	130	158	49080	77090	600	5132	...	...	38	...	...	...	...	...	...	...	...	945	...	...	64	...	...	...	...	101
Min	Singapore	Glasgow	,, 6	350	126	...	...	...	...	...	292	38003	62970	...	175	...	58475	...	75	197	...	592	...	72	590	157	...	135	...	1314	...	...	...	...	...
County of Lancaster	Batavia	,,	,, 8	600	...	53	...	...	...	1980	665	541266	826715	...	1472	616	388 5	...	...	110	...	...	57	...	...	...	...	500	...	1273	...	...	...	...	...
Fitzpatrick, str., via S.C.	Singapore, &c.	,,	,, 24	...	...	...	...	...	...	...	20	...	6600	...	...	...	16000	...	...	...	58	...	...	...	530	320	50	...	...	...	...	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Paracca	Yokohama	...	...	72	1455	...	...	...	105	...	...	...	123	...
Do.	Hiogo	8	...	49	...	...	...	10	...	...	...	...	...	...
Elizabeth Graham	Shanghai	89	...	28	38	...	...	...	73	32	11	...	...	...
Empress of India	Singapore	238	...	...	39	240	...	...	...	351	552	...	...	...
Carricks	Hong Kong	2 cwt.	8cs.	...	265	...	...	...	...	142	...	...	...	...
Scindia	Shanghai	67	40	119	406	...	...	18	230	40	10	...	151	...
Copernic, str.	Yokohama	903	108	204	1311	615	...	41	300	83	...	650	...	...
Do.	Eastn. Ports	...	...	671	800	...	...	...	...	157	...	...	...	12
Ann Millicent	Colombo	168	7	25	24	...	5	32	5	168	...	65	...	...
Black Prince	Shanghai	7	8cs.	...	...	...	...	...	300	...	...	...	...	...
Belle of Southesk	Singapore	...	...	...	...	...	...	...	...	256	...	...	...	...
Teviot, str., via S.C.	Singpre., &c.	51	31	5	...	45	890	19	12	96	583	...	...	...
Do.	do.	Hong Kong	190	...	713	544	160	35	30	90	5	470	...	...	...
Do.	do.	Shanghai	143	...	693	40	98	23	...	89	...	139	...	313	...
Do.	do.	Yokohama	45	...	23	175	...	...	...	21	...	...	...	...	...
Alejandro	Manila	591	...	98	...	470	50	50	60	...	...	10	...	...	...
Mary Moore	Japan	168	...	...	...	...	...	...	...	...	...	...	7	470	...
Azalea, str., via S.C.	Colombo	...	...	8	...	...	...	...	...	16	...	7	470	...	...
Deucalion, str., via S.C.	Singpre., &c.	1	...	...	...	...	59	12	...	63	5	230	...	...	...
Do.	do.	Java	...	...	...	14	...	...	...	...	...	...	...	...	...
Do.	do.	Manila	138	...	...	...	645	20	40	34	...	...	...	...	...
Do.	do.	Hong Kong	...	...	...	18	189	...	...	...	...	...	...	...	...
Do.	do.	Shanghai	49	...	185	1cs.	126	27	...	5	...	6	735	...	2cs.
Do.	do.	Japan	325	...	...	...	729	...	...	...	...	...	...	...	...
Min	Singapore	251	...	193	...	...	...	...	...	175	...	...	270	...	...
County of Lancaster	Batavia	...	...	71	290	...	...	...	...	...	...	...	...	...	...
Fitzpatrick, str., via S.C.	Singpre., &c.	...	...	...	...	...	...	...	...	...	...	240	...	...	...

ADDITIONAL.—Per PARACCA.—To Yokohama: Cottons, £216; matches, £250; a dog, £5; chronometer, £50; cement, £475; oakum, £39; linens, £190; geneva, 183 gallons; tar and pitch, 162 barrels. To Hiogo: Matches, £900; collodion, 6 cases.

Per ELIZABETH GRAHAM.—Mineral waters, £94; flints, £49; clocks, £130; sugar, 120 cwt.; sponge, £26; tin plates, 2 boxes; geneva, 200 gallons.

Per EMPRESS OF INDIA.—Mineral waters, £125; windlasses, £16; cloth, 7 bales; matches, £2,142 and 200 cases; bricks, £131; flints, £39; spelter, 10 tons; tar and pitch, 75 barrels; gunpowder, 5,000 lbs.

Per CARRICKS.—Grindstones, £5; goods, manufactured, £120; flints, £20; charcoal, £9; beer, 100 cases; sugar, 5 cwt.; linens, £100.

Per SCINDIA.—Matches, £160; blocks, £30; sugar, 88 cwt.; rum, 126 gallons; geneva, 414 gallons; fruits, 16 cwt.

Per COPERNIC (str.).—To Yokohama: Effects, £98; cottons, £598; goods, manufactured, £137; cement, £92; carriage, £100; railway materials, £190; crucibles, £172; confectionery, 25 cases; linens, £380. To Eastern Ports: Tea, 1,529 lbs.; effects, £26; chocolate, 1 case; coffee, 12 bags; ironware, 19 cases; tar and pitch, £468. To Hong Kong: Quicksilver, 100 bottles.

Per ANN MILLICENT.—Roofing felt, £44; tea, 100 lbs.; cottons, £15; grindstones, £20; tin plates, 6 boxes; tar and pitch, 11 barrels; fruits, 3 cwt.

Per BLACK PRINCE.—Effects, £190; mineral waters, £22; matches, £344; corks, £3.

Per BELLE OF SOUTHESK.—Spelter, 20 tons.

Per TEVIOT (str.).—To Singapore, &c.: Effects, £185; carriage, £132; india-rubber manufactures, £137; cards, 6 cases; goods, manufactured, £26 and 1 case; sugar, 11 cwt.; tin plates, 100 boxes; guns, 2 tons. To Hong Kong: Effects, £2; cottons, £1,200 and 17 bales; india-rubber manufactures, £5; goods, manufactured, £5; patent packing, £160; milk, 25 cases; woollens, 15 bales; goods, manufactured, £679; confectionery, 1 case; carriages and materials, £167; quicksilver, 300 bottles. To Shanghai: Scientific instruments, £25; goods, manufactured, £2; cottons, £1,260; effects, £50; india-rubber manufactures, £40; cement, £3; woollens and cottons, 43 cases; stationery, 2 cases; vegetables, 10 cases; buttons, 10 cases; shot, 3 tons; quicksilver, 300 bottles; billiard, &c., tables, £50. To Yokohama: India-rubber manufactures, £98; surgical instruments, £21; sponge, £4; goods, manufactured, £200; woollens, 32 cases; cottons, 8 cases.

Per ALEJANDRO.—Cottons, £600; goods, manufactured, £230; paper 6 cases; glassware, 50 cases; merchandise, £20; linens, £877.

Per MARY MOORE.—Pier materials, £3,000; fire bricks, £36; railway materials, £1,000.

Per AZALEA (str.).—Chalk, £4; sugar, 1 cwt.; cambrics and muslins, £97.

Per DEUCALION (str.).—To Singapore, &c.: Paper, 1 case; china, 1 case; silver ware, 1 case; woollens, 1 case; cambrics and muslins, £320. To Java: Jewellery, £78; empty jute bags, £100. To Manila: India-rubber manufactures, £20; cottons, £395 and 4 cases; silk, 1 case; woollens, 1 case; linens, £297; geneva, 25 cases. To Hong Kong: Clock movements, £150; woollens, 8 cases; needles, 10 cases; merchandise, 24 packages. To Shanghai: Lamps, 2 cases; candles, 50 cases; woollens, 43 cases; specie, £400; india-rubber hose, £21; apparel, 2 cases; drugs, 5 cases; paper, 2 cases; buttons, 6 cases; merchandise, £600 and 32 packages; silver coin, £6,400; umbrellas, 7 cases; tin plates, 150 boxes. To Japan: Effects, £50; woollens, 2 cases; merchandise, 15 packages; vulcanite goods, £35; tissues, £359; goods, manufactured, £15. To Amoy: Empty cartridges, £8. To Foochow: Fowling pieces, £50. To Macassar: Printed cottons, 2,400 yards; yarn, 4,000 lbs.

Per MIN.—Mixed Goods, £73; gunpowder, 28,750 lbs.

Per COUNTY OF LANCASTER.—Manure, £122; sheathing felt, £150; beer, £16; jute manufactures, £390; linens, £215.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, JULY 1, 1872.

REFORM IN HONG KONG.

THE post of Governor of Hong Kong is proverbially the reverse of a bed of roses. The population is more diversified than any to be found, in so limited a space, in any other part of the world; the inhabitants of the ruling nationality form but a small proportion to the total number of residents; the proximity to the mainland gives rise to endless disputes with the Chinese authorities, and the Colonial-office is always prepared to snub or praise, to cavil at or applaud, his Excellency the Governor, as the ever-shifting politics of the House of Commons may direct. Happy is the man, therefore, who taking up the reins of power finds himself in a position, on a question of importance, to act in accord with the various interests which it is his duty to consider. Such a man is Sir ARTHUR KENNEDY at the present moment, and such a question is the suppression of the gambling-houses. Against the system inaugurated by the late Governor the inhabitants of Hong Kong have expostulated. The evils arising from it are so patent, and have of late been brought so prominently before them by the proceedings in the police courts of the colony, that it is universally condemned by all sections of the community. The echo of these unanimous complaints has been heard in the House of Commons, and the consequence has been that Sir ARTHUR KENNEDY was, on his arrival, able to announce in the Legislative Assembly that it had "been strongly impressed upon him "by the Secretary of State for the Colonies on behalf of "Her MAJESTY'S Government that gambling should be put "down." We are not surprised to hear that considerable satisfaction has been felt in the colony at this announcement. The speech in which it was conveyed to the Legislative Assembly was received with "applause," and a deputation of the leading Chinamen in Hong Kong, expressed their satisfaction at the course which the new Governor told them he was authorised to pursue in this matter.

The visit of the Chinese deputation to Sir ARTHUR KENNEDY is a feature in Hong Kong politics which is worthy of notice. The Chinese residents in the colony so vastly outnumber the European inhabitants, and the comfort and well-being of the latter are so dependent on the good offices of the former, while at the same time such a wide gulf, socially speaking, divides the one from the other that any attempt at arriving at a more intimate knowledge of each other's wants and aspirations should be encouraged. A hearty co-operation between the Government and the more respectable of the Chinese residents would put an end to many of the evils of which the foreign community with reason complain—not the least of which is the frequent failure of justice, owing to the practice, prevalent among the Chinese, of giving support and shelter to their criminal fellow-countrymen, and the impediments which exist in the way of obtaining information on subjects which are purely Chinese. Hitherto, although possessed of every information in its power, the Hong Kong Government has been compelled to remain in ignorance of many fraudulent conspiracies and unlawful oppressions of which Chinamen have been made the victims by their own countrymen. Only lately it has been discovered that a complete system of levying black mail from the fishing boats of the colony has for some time been in existence. By the last mail we have an account of the capture of one of these freebooting craft, on board of which were found a number of license forms ready to be granted to fishing boats in exchange for the tax demanded. How long this nefarious trade might have been carried on but for its accidental discovery it is impossible to say; but it is one which might long ago have been made known and suppressed were the Chinese more willing to co-operate with the English executive. By taking the Chinese deputation so completely into his counsels Sir ARTHUR KENNEDY has advanced an important step in the right direction, and it is much to be hoped that, with the suppression of gambling, and the increased confidence which will in consequence be felt by the respectable Chinese in the upright intentions of the Government, many of the vices which have followed in its train will receive their death-blow.

THE EASTERN BILL OF LADING.

THE committee of merchants trading to the East, which was elected to amend and settle the terms of Bills of Lading by steamers passing through the Suez Canal, has justified the confidence reposed in it, and vindicated the impartiality and moderation of the parties whose interests are most directly involved, by an exhaustive and conclusive report which we gave in our last. It is a document which, although necessarily somewhat lengthy, is evidently the production of experienced and earnest men; it has nothing of the "Circumlocution Office" about it, and the mercantile body cannot but feel that they owe a lasting debt of gratitude to their representatives on this occasion. The amount of time and thought which has been expended on the subject by the chairman, Mr. MACANDREW, and his coadjutors, must have been a severe tax on energies so much occupied as theirs. No doubt the services of these gentlemen will be formally recognised in due time; for the present, however, there is no way in which the value of their labours can be so well acknowledged, or by which they can be made available for future good, as the unanimous and stedfast adhesion of all shippers to the principles enunciated in the report. Without united action, however obvious may be the justice of the case, in the face of vested interests and narrow old-world policy, it will be difficult, if not impossible, to carry the reforms demanded. It is by unanimous and uncompromising co-operation alone that the well-considered provisions of the "new form" can be universally carried out. In order to attain the early settlement of this question it is only necessary for shippers to decline to send freight by any steamers where the Eastern Trade Bill of Lading is not recognised. The P. and O. and Messageries Companies are alluded to. The *quieta non movere* theory has long been discarded from mercantile enterprise as a fallacy, and at the late meeting of the P. and O. Company there were evidences of a strong desire to "move with the times." The gain that would accrue to the first of the great companies to set the example can hardly be over-estimated, and not the least part of it would be the recognition by the mercantile world of the justice of the demands which are so moderately put forth.

The report of the committee appointed by Lloyd's, to consider how far the clauses of the new Bill of Lading would affect the underwriters, has just been approved, and will be found in another column. This committee has also given long and anxious consideration to the subject as it affects their interests, and we are glad to see that they have been able to recommend a clause to be inserted in policies of insurance, which embodies pretty nearly all the requirements of the new Bill of Lading. The new Inward Bill of Lading form, our readers must bear in mind, is still unsettled, owing to differences between the committee and the ship owners, but these no doubt will be overcome in time.

MR. RYRIE deserves the thanks of the European residents at Hong Kong, for having brought under the notice of the Legislative Assembly the subject of education in that Colony. For some time past the want of some cheap means of education for the sons of the less opulent members of the European community has been much felt. The expense of sending children for education to England is very considerable, and the number of European families in Hong Kong is now so large, that the question of providing school accommodation on

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the spot is one which is quite ripe for discussion. In reply to Mr. RYRIE's remarks, the opinion expressed by Sir ARTHUR KENNEDY, that it was "the first duty of all and every Government to place education within the reach of all their subjects," leads us to hope that the project will obtain his active support. The increase of the colony is quite such as to enable the Government to lend its aid to works of public utility, and certainly there is no object more calculated to benefit the colony at large, and therefore more deserving of a public grant, than the establishment of an efficient system of education.

THE arrest of the French mail steamer *Ava* at Hong Kong by an order of the Admiralty Court, at the suit of the owners of the steamer *Rona*, was a most vexatious proceeding, and indicates mismanagement and stupidity on the part of those concerned. That any necessity existed for carrying matters so far as to place a warrant in the hands of the sheriff for the arrest of the ship, while a responsible agent of the Messageries Maritimes was resident in Hong Kong, we cannot believe. The whole of these proceedings are rendered the more objectionable by the result of the action, viz., that the *Ava* was acquitted of all blame in the collision, and the owners of the *Rona* condemned in costs. As the steamers of the Messageries also carry British mails under the International Postal Convention, we understand that the matter is now under the consideration of our Government, and the Governor of Hong Kong will be instructed in due course.

WE learn from the *Batavia Handelsblad* that the managers of the Netherlands India Steam Navigation Company have applied for a concession, to enable them to establish a line of steamers between Batavia, Adelaide, Melbourne, and Sydney. There is, we believe, no doubt that the Dutch Government will grant the annual subsidy of £12,000 asked for by the company, which sum may be termed trifling when the increased trade which would result from the establishment of the line is taken into consideration.

THE P. and O. steamer *Delta* (paddle), which leaves Southhampton on the 18th inst., with the Bombay mails, will pass through the Canal to Bombay, and afterwards proceed on to China, there to be employed in the Company's Coast Service. It is probable that the *Massilia*, also a paddle steamer, will follow in two or three months.

THE arrangements for the registration in London of the Bank of China, lately formed at Shanghai, have not yet been completed, and will, we understand, stand over until the arrival of Mr. KING, one of the directors.

EASTERN TRADE BILL OF LADING AND POLICY OF INSURANCE.

The following Report was presented at a meeting of Underwriters held in the Library at Lloyd's :—

Immediately on their appointment the Committee placed themselves in communication with the Committee of Merchants, and it was agreed that the several exemptions from liability on the part of the shipowner, contained in the new Bill of Lading, should be by each Committee carefully considered in detail, with a view, in the first place, to ascertain precisely the wishes of the merchant, and then to consider the expediency and the method of complying with those wishes on the part of the underwriters. This was done, and several conferences took place between the two Committees; and the result is shortly expressed in the following memorandum :—

The exemptions in the Bill of Lading referred to are found to be thirty-four in number, and may, for the present purpose, be divided into six classes, which it is agreed shall be distinguished by the letters A, B, C, D, E, and F. The following is a complete list of the exemptions, in which each is thus assigned to its own class :—

A 1. The Act of God; 2, the Queen's enemies; 3, pirates; 4, robbers by land or sea; 5, restraint of princes, rulers, or people; 6, loss or damage from machinery; 7, loss or damage from boilers or steam; 8, loss or damage from explosion; 9, loss or damage from heat; 10, loss or damage from fire on board, in hulk or craft, or on shore; 11, jettison; 12, barratry.

B 13. Any act, neglect, or default whatsoever, of pilot, master, or crew, in the management or navigation of the ship.

A 14. And all and every the dangers and accidents of the seas, rivers, and canals, and of navigation of whatever nature or kind are excepted.

E 15. The ship is not liable for insufficient packing, or reasonable wear and tear of packages.

E 16. For inaccuracies, obliteration, or absence of marks, numbers, address, or description of goods shipped.

D 17. Leakage; 18, breakage; 19, loss or damage by dust from coaling on the voyage; 20, sweat; 21, rust; 22, decay.

E 23. Fines and expenses, and losses by detention of ship or cargo, caused by incorrect marking, or by incomplete or incorrect description of contents or weight, or of any other particulars required by the authorities at the port of discharge, upon either the packages or bills of lading, shall be borne by the owners of the goods.

A 24. The steamer, while detained at any port for the purpose of coaling, is at liberty to discharge and receive goods and passengers.

D 25. The owners of this steamer will not be accountable for gold, silver, bullion, specie, jewellery, precious stones, or precious metals, or beyond the amount of one hundred pounds for any one package, unless the bills of lading are signed for such goods, and the value declared therein.

E 26. If medicinal fluids or any other goods of an inflammable, damaging, or dangerous nature are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the shippers or owners of such fluids or goods.

C 27. The goods are to be discharged from the ship as soon as public intimation is given that she is ready to unload, and if not thereupon removed without delay by the consignee, the master or agent is to be at liberty to land the same, or, if necessary, to discharge into hulk, lazaretto, or hired lighters, at the risk and expense of the owners of the goods.

F 28. In case of quarantine the goods may be discharged into quarantine depot, hulk, or other vessel, as required for the ships' despatch; quarantine expenses upon the goods, of whatever nature or kind, shall be borne by the owners of the goods.

F 29. In case of the blockade or interdict of the port of discharge, or if the entering of or discharging in the port shall be considered by the master unsafe, by reason of war or disturbances, the master may land the goods at the nearest safe and convenient port, at the expense and risk of the owners of the goods; and the ship's responsibility shall cease when the goods are so discharged into proper and safe keeping, the master giving immediate notice of the same to the consignees of the goods, so far as they can be ascertained.

E 30. The master or agent shall have a lien on the goods for payments made or liabilities incurred, in respect of any charges stipulated herein, to be borne by the owners of the goods.

F 31. In case any part of the within goods cannot be found during the ship's stay at the port of destination, they are, when found, to be sent back by first steamer, at the ship's risk and expense, and subject to any proved claim for loss of market.

E 32. The ship shall not be liable for incorrect delivery, unless each package shall have been distinctly marked by the shippers before shipment, with the name of the port of destination.

F 33. If prevented from discharging by weather, the goods may be taken on to the next convenient port for transhipment to their destination, at the expense of the vessel, but at the risk of the merchant.

A 34. The goods to be transhipped at the expense of the vessel, but at the risk of the merchant, into a steamer bound to

1. It is submitted that those marked A are covered by the ordinary form of policy, and so far as the loss shall be traceable to a peril of the sea, the only exception being of fire after the discharge of the goods, either on shore or into hulk, or other like place of deposit.

2. That those marked B are also so covered, excepting that (B 13) the word "management" it is agreed cannot properly be construed to include stowage.

3. That those marked C are also so covered, but it is agreed that the liability of the underwriter shall cease on the discharge of the goods from the ship, either on shore or into any place of deposit afloat.

4. That those marked D shall be borne by the shipper, unless they shall be incurred under a sea peril insured against. It is agreed, however, that any mere enhancement of a sea damage covered by the policy, which may be traceable to coal dust (D 19), shall be borne by the underwriters.

5. That those marked E shall be taken by the shipper in all cases, excepting (E 16) obliteration by a peril insured against.

6. And that those marked F shall be provided for by a special clause, to be attached to the policy.

The risks which the Merchants' Committee seek to have covered by the policy being thus clearly distinguished, the labours of your Committee were directed to the framing of a Clause adopted to afford the required security as to those brought within Class F. For this purpose the following Clause has been agreed upon, and it is approved by the Merchants' Committee.

"The goods hereby insured being shipped under the Eastern Trade Bill of Lading No. , it is agreed that the terms of this policy shall apply to the following sea-perils therein referred to, in addition to such risks as are already hereby covered :—

"1. All deviation of voyage provided for in the said Bill of Lading, with any risk of land carriage incidental to the voyage.

"2. Sailing with or without pilots, and any act, neglect, or default whatsoever of pilots, master, or crew, in the management or navigation of the ship, improper stowage excepted.

"3. All risks attending the goods by reason of their discharge into, retention at, and delivery from, any quarantine depot, afloat or ashore.

"4. In case of the goods being carried on to a more distant port through stress of weather, or because they cannot be found, the marine risk of the additional voyage, as well as of the return voyage to their destined port, the assured agreeing to pay for such extra risk such premium as may be agreed upon."

The proviso that in the event of the voyage described in the policy being materially extended, an additional premium (to be agreed upon) shall be paid for the additional risk, has not obtained the support of Mr. Leathley and Mr. Natush—two of your committee—who consider this recommendation as objectionable on various grounds, and that the question of additional premium, whether there should be any at all, and if any, under what conditions payable, is not within the province of this committee to report upon, but is a matter for the exclusive consideration of the underwriter in each instance

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It is to be observed, however, that the words objected to are so placed that they can readily be expunged without affecting in any degree the rest of the clause; that they only secure due consideration of the matter; and that, in view of the probability of the steam trade in the East, in the future, being largely extended, it is desirable to provide for a contingency which, if not very material now, may become one of considerable importance. On these grounds the other members of your committee have voted for the clause as it stands.

Your committee now (with the exception above stated) recommend the proposed clause for general adoption, as a mode of settling, with satisfaction to all parties concerned, the matters referred to your committee.

F. B. B. NATUSCH,
ALFRED TOZER,
C. LEATHLEY,
JOHN S. MACKINTOSH,
J. D. DANSON,
} Committee of Underwriters.

THE SUEZ CANAL.

(THE STANDARD.)

Mr. Baillie Cochrane raised, in the question he addressed to Lord Enfield in the House, and in the few observations with which he prefaced it, a subject of very considerable importance. The announcement made by the Suez Canal Company of its intention to increase the dues levied upon vessels using the Canal has caused much excitement amongst English shipowners, who, relying upon the maintenance of the original tariff, have entered with great spirit into the new trade to the East, and have expended a large amount of capital in the construction of vessels expressly calculated for it. The increased tariff would, they believe, make it impossible for them to compete with vessels taking the old and long route, or, at all events, would leave such a small margin of profit that the capital they have invested in the trade would be in large part sacrificed. It might have seemed doubtful whether the English Government would have had any right to interpose in such a matter, but the action the Porte has taken not only removes all difficulty on the point, but will probably prevent any realisation of the plans of the Canal Company. It may appear harsh to object to the owners of a highway levying tolls which will give them some return for their outlay; but the Suez Canal was constructed under very peculiar conditions, and the increase of rates now would be a gross breach of faith as regards those English shipowners who have invested such large sums in building vessels adapted for the traffic. The Porte has a perfect right to veto any such scheme as the Company seems to be bent upon, and the English Government may properly sustain the Porte in its action. The Khedive is a shareholder in the Canal. Indeed, it was practically built for the larger part with his money. The Khedive is, therefore, not entirely disinterested in the matter, and it is but just that the Porte, very jealous in this matter of its authority, should intervene, and claim that any such serious changes as those now proposed should be submitted for its approval.

A still more serious matter would be the claim of the French Government to jurisdiction in all questions between those who use the Canal and the Canal Company, if such a claim has really been asserted. That would be an attempt at usurpation of authority which would not be submitted to by any European Power. Lord Enfield had not heard of it, but promised inquiry into the matter, and we fancy that, with inquiry, the claim, if made at all, will evaporate. It is quite true that the French Government is inclined to seek satisfaction for the humiliation France has suffered from Germany by the adoption of an arrogant tone towards weaker countries, and it is probable that if England were to directly oppose herself to such a pretension M. Thiers would assert it with great vehemence. But other countries than England are fortunately interested in the matter; and whatever M. Thiers may desire, he will be unable to establish such a French protectorate in Egypt as the attainment of such an end would give him. Lord Enfield knew nothing of any such pretension, and we are inclined to believe that none has been asserted. It is probable that the officials of the Canal Company have made menaces of the kind, but they count for nothing except with the natives. The whole of Europe has an interest in the Canal, and will take care that it is not rendered useless to Europe by any action of the French shareholders. The whole of Europe is pledged to defend the independence of Egypt as a part of the Turkish Empire, and will not allow the French Government to assume a power in Egypt which would be fatal to that independence.

Monetary and Commercial.

The report of the British Australian Telegraph Company has been issued. The South Australian Government Land Line, intended to connect the Cable Terminus at Port Darwin with Adelaide, and which was to be completed by the 31st December, remains still unfinished, and more than five months having now elapsed since the date agreed upon for completion, the directors, although desirous to give the Government every reasonable latitude in point of time, are of opinion that additional means of communication with the centres of commerce of Australia should be immediately provided, an alternative line from Port Darwin being considered necessary; it is, therefore, recommended to lay a cable to the existing Queensland lines on the Gulf of Carpentaria, and to raise for this purpose £320,000 Preference Stock in shares of £20 each, bearing interest at the rate of 6 per cent. per annum. Since this report a telegram has been received announcing a fracture of the Java and Port Darwin Cable, and the Company give notice that messages for Australia, New Zealand, and Tasmania should, for the present, be sent Post Galle.

The report of the Assam Company, presented on Friday, recommends a dividend of 15 per cent., making, with the previous distribution, 20 per cent. for the year, and leaving £2,524 to be carried forward. The total distribution in the previous year was 15 per cent.

At the annual general meeting of the Marine Insurance Company a dividend of £1 and a bonus of £6 per share were declared, payable on and after the 10th instant.

The National Steamship Company have declared an interim dividend for the half-year ending the 30th ult., at the rate of 10 per cent. per annum.

The ordinary general meeting of the proprietors of the City Bank will be held on the 16th inst., to declare a dividend.

In the Albert Life Assurance Company Arbitration a first dividend of 2s. in the pound on all policies claims on which are admitted against the Albert Company proper has been declared, and will be payable on the days to be named in a circular which will be sent to every creditor who has claimed.

An action "Moul *v.* Andrews" has been tried before Chief Justice Bovill in the Court of Common Pleas. The suit was to recover damages for an alleged misrepresentation of the value of a tea broker's business, sold by the defendant to the plaintiff for £1,200, the income being stated to be £2,000 a-year, and partly secured; but in fact the plaintiff sustained a loss of £500 a-year by it. The jury returned a verdict for the defendant.

Bar Silver is inactive, the price not being firm at our last quotation of 60 1-16d. per oz. standard. There is no demand for the East. Mexican Dollars are scarce, and quotations are nominally as last given, viz.:—62¼d. per oz., for the Old, and 59¾d. per oz. for the New Coinage. About £13,000 were shipped to China by last mail.

The *Neville*, the last vessel with old season's teas, arrived on the 27th.

ARTICLES OF IMPORT.

TEA.

The market has been very quiet during the past week, it having again become difficult to effect sales by private contract, buyers being able to provide for their immediate wants at the public auctions, which continue to be held from day to day. Prices on the whole show but little change, but further supplies of new season's Scented Orange Pekoe have sold at a considerable decline on the extreme rates obtained for the small lots previously sold. The public sales have comprised 14,459 packages, of which nearly the whole was offered, and sold without reserve. The deliveries for the week have amounted to 2,930,870 lbs., against 3,493,160 lbs. for the corresponding period last year. Telegrams from Aden, dated 26th June, announce the departure of the first two steamer cargoes with new season's China Teas; the *Deccan* at noon on the above date, and the *Sunda* in the evening of the same day.

Red-leaf Congous: Siftings show no improvement. Broken-leaf kinds have been sold rather easier; fair to good common, free from dust, remain firm. Fair to good Kaisows have been sold at public sale at last week's prices; fine to finest have been dull of sale. In Pak Lins there is nothing to report. Black-leaf kinds: The low qualities remain as before; good common have been quiet at rather lower rates; fair to good medium have been realised at public auction to some extent, prices occasionally favouring buyers; fine to finest show no change. New make Canton kinds: Old season's continue to be sold at very low prices; in new about 3,000 boxes found buyers at 1s. 2d. per lb. for fair quality; good to fine show no material change, but the demand is quiet. Oolongs: Some fine, recently arrived, have been sold at 2s. 4d. per lb.; the export demand is still fair. Souchongs have sold lower at public sale for fine quality. Scented Teas:—Canton Capers: Recent arrivals per Rollo have been difficult to move at rather lower prices. Orange Pekoes:—Canton kinds: About 1,000 boxes new season's have been sold from 2s. to 2s. 2d. per lb. for fine quality, being lower prices; old season's show no change. Foochow kinds have been sold at previous rates. Uncoloured Japans: Business has been on a limited scale at about previous prices. Green Teas: The market remains very steady, and prices firmly supported for all kinds of country Tea. Canton kinds: About 1,500 boxes were sold at public sale at 1s. 4d. to 1s. 4½d. per lb. for good quality.

SILK.

The Market keeps very firm, with a good business doing in Asiatic silk generally. Chinas are in much demand, and the prices of good Tsatlees have further slightly advanced during the week. Deliveries are very good, and the general tone of the market is strong. Deliveries, 1st to 26th ult. inclusive:—China, 2,311 bales; Canton, 1,053 bales; Japan, 824 bales; total, 4,198 bales.

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LONDON QUOTATIONS.—JUNE 28.

CHINA.	
Tsatlee, No. 1	31s. 0d. to 31s. 6d.
,, ,, 2	30s. 0d. to 30s. 6d.
,, ,, 3	29s. 0d. to 29s. 6d.
Red Peacock	25s. 6d. to 26s. 0d.
Yuenfaa and Hainin, Nos. 1, 2, and 3	23s. 0d. to 26s. 0d.
Taysaam Keying, Nos. 1, 2, and 3	23s. 0d. to 27s. 6d.
Long Reel	19s. 6d. to 21s. 0d.
Canton	14s. 0d. to 22s. 6d.
Chinese Thrown	24s. 0d. to 25s. 6d.
JAPAN.	
Maibsah and Sinchu, Nos. 1, 2, and 3	25s. 0d. to 30s. 0d.
Idah, Nos. 1 and 2	26s. 0d. to 29s. 0d.
Sodai, Nos. 1 and 2	25s. 0d. to 26s. 6d.
Oshiu, Nos. 1, 2, and 3	26s. 0d. to 30s. 0d.
Koshiu, Nos. 1 and 2	24s. 6d. to 26s. 0d.
Eichizen	22s. 0d. to 26s. 0d.
Mashta	22s. 0d. to 25s. 0d.
Hatchoji	21s. 0d. to 23s. 0d.

COFFEE.

The favourable tone of the market for Ceylon, referred to in our last report, continued until a few days ago, since when, although the supply has been moderate, there has been less demand, and prices have assumed a weaker tone, though no actual reduction is apparent in the quotations. Plantation has been quitted as follows:—Triage 71s. to 75s., small 76s. to 78s. 6d., low middling in second hands at 78s. to 80s., ditto of fresh import 79s. to 81s., middling 81s. 6d. to 85s., good middling to fine bold coloury 85s. 6d. to 95s., pea-berry 92s. to 95s. 6d. Native has sold on the spot at 73s. to 73s. 6d. for good ordinary and 75s. for pea-berry, and afloat at 75s. for good ordinary and 77s. for bold. The only sales of other East India have been 82 bags mixed brown Singapore at 73s., and 100 tons Manila afloat at 74s. per cwt.

SUGAR.

The market has continued to exhibit a dull tone throughout the week. Prices on the spot show some irregularity without being decidedly lower, but floating cargoes have been sold at a decline of 1/ to 1/3 upon the rates lately current. The only sales of East India have been at auction 200 bags Java from Cape Town 200 bags sold, good to fine (duty 5s. 8d.) at 37s. 6d. to 38s.; and, privately, 6,000 bags unclayed Zebu Manila, of old import, at 26s. 6d.

CAMPHOR.—*China:* The market is dull with a declining tendency; 270 cases have been sold at £4 2s. 6d., but that figure is not now obtainable. *Japan:* No transactions.

CARDAMOMS.—Prices are irregular and lower, the market being glutted with large arrivals. There has been no business in Ceylon.

COCOA NUT OIL.—The demand has again fallen off, and the market has resumed its former dull appearance. On the spot Ceylon is nominally quoted at £34 to £34 10s., and Cochin China £38 to £40, and afloat £34 and £38 10s. to £39 respectively. At the public sales, of 389 casks Ceylon offered about 120 casks sold, fair to good in pipes £33 10s. to £34, one lot £34 5s., yellow to yellowish at £32 10s. to £33 5s., one lot inferior £30, very yellow weak to fair in hogsheads £32 10s. to £34, the remainder being bought in at £34 per ton. Stock 7,356 tons, against 5 850 tons. Afloat—about 4,336 tons Cochin and Ceylon, against 2,153 tons Cochin and Ceylon same time last year.

COIR GOODS.—At the public sales a fair supply of Yarn was offered, and all disposed of without competition at previous rates. A large supply of Fibre was mostly sold at easy prices. 1,711 bales Cochin Yarn all sold—ordinary £28 to £28 15s., low middling £29 to £30 10s. medium to good even make and colour £31 to £35, fine £45 5s.; 90 bales Ceylon sold—middling £31 5s., good middling to fine £38 to £40, superior bright even make £56 to £64 5s.; also 70 tons in dholls common to low medium £27 to £29, medium to good £31 to £36, fine £43; 2 tons coarse Madras partly sold at £23. 937 bales Cochin Fibre chiefly sold—medium at £23 5s. to £24, good £27 5s., low coarse red £15 to £15 10s., coarse brush £28 15s., fair ditto £32 15s.; also 15 tons Ceylon in ballots—low £11 10s., chiefly ordinary £15 15s. to £16, middling £18 5s., bristle £37 10s. Afloat:—Yarn: About 980 tons Cochin and Ceylon, against 1,423 tons Cochin and Ceylon same time last year. Fibre: 144 tons, against 287¼ tons. Stock here not published, but is very heavy.

COLOMBO ROOT.—Market steady but quiet at the rates quoted in our issue of the 17th ult.

COPRA.—Penang quiet.

CUBEBS.—Little doing.

CUTCH.—The market continues dull, and only small sales have been effected at 25s. to 25s. 6d. for fine Pegue. At auction 60 cases of Penang were taken in at 25s. per cwt.

DRAGON'S-BLOOD.—Prices remain unaltered, and there is a steady demand; of 16 cases offered part sold at £5 15s. for ordinary lump.

EBONY.—No transactions in Ceylon, but the market continues firm,

ESSENTIAL OILS.—*Aniseed* very dull. In public sale 38 cases offered, and only a few sold at 10s. 6d., business done privately at 10s. *Cassia:* Holders firm, but market quiet. *Nutmeg* quiet. *Cinnamon* continues scarce, and fine is much wanted; common is plentiful and difficult to sell; 3 cases bought in. *Citronelle* steady; of 89 cases offered, part sold at 2¼d. to 2⅜d. per oz. *Lemon Grass* firm; of 84 cases offered a fair proportion was quitted at 5d. to 5¼d. per oz.

GALANGAL ROOT.—Slightly improved; 20 bags have been sold at 17s. 6d. per cwt.

GALLS.—*China:* The market has been quiet at previously ruling prices; privately about 350 cases have been quitted at £2 15s. 6d., and at auction 420 cases were offered and bought in at £2 16s. per cwt. *Japan:* No business done.

GAMBIER.—The demand has improved, and a fair amount of business has been transacted. At auction 300 bales block were partly sold at 20s. 9d.; and part of 3,752 mats cubes at 22s. 9d. per cwt. Privately on the spot 100 tons block at 20s. 3d. to 20s. 6d., and 3,000 mats cubes at 22s. 9d. to 23s. per cwt. Afloat, 300 tons, March shipment, 20s., April-May 19s. 3d. ex ship; and for delivery in October 100 tons at 18s. 6d. ex warehouse.

GUTTA-PERCHA.—The market has been very quiet, with scarcely a single sale during the fortnight; at auction 287 packages were offered and retired,

GUMS.—Benjamin: Siam quiet, and supply of common large; 35 cases at auction retired. Sumatra steady, and of 90 cases at auction two-thirds sold—2nds, good, £8 10s.; 3rd, Palumbang, 75s. (one lot 70s.). *Copal* cheaper—128 cases sold; hard in sorts, scraped, rather drossy, 30s. to 31s.; ordinary coated, 25s. 6d. to 26s. 6d. *Damar* steady—of 186 cases offered a few sold at 58s. for bold Singapore sorts. *Gamboge* quiet—27 cases retired.

HEMP.—Manila although only in moderate request is firm, and sales have been effected of about 500 bales mixed quality at £46 10s. per cwt.

INDIA-RUBBER continues to exhibit an upward tendency, the supply being limited, and there having been no offers at public sale. Privately about 50 tons Borneo have been quitted at 1s. 10½d., and that figure is now refused by holders.

ISINGLASS.—Without alteration.

JAPAN WAX.—The market has been very quiet, and no sales have been effected during the fortnight until Thursday, when 190 cases were offered, and 40 cases fair large saucer sold at 87s. 6d. per cwt., the remainder being bought in at 90s.

MUSK.—The market is steady. At public sale 100 caddies Tonquin nearly all sold; fine selected well shaped pods 46s. to 47s. 6d. per oz.; ditto rather out of condition and damp, 38s. to 42s.; rough and bally, part rather damp 17s. 6d. to 23s.; pickings, wet fair to good 22s. 6d. to 25s.; 3 tins fair grain sold at 55s. 6d.

PEPPER.—*Black* is again cheaper, and scarcely any business has been done in Singapore. In Penang sales have been effected down to 5¼d. cash, but more recently at 5⅜d. In public sale 367 bags Penang were retired. *White* is also cheaper, with very little trade done on the spot. At auction, of 126 bags Singapore offered half sold at 1s. 0¾d. to 1s. 1d. for fair to good. There has been a large business for delivery to end of this year at 11⅜d. to 10½d. per lb.

PLUMBAGO.—Ceylon is only in limited request, and of 419 barrels in auction the bulk was bought in; a few lots sold, good lump 33s., low to fine chips 10s. 6d. to 20s., dust 8s. 6d. to 11s. 6d. per cwt.

RATTANS.—Market firm; 6,000 bundles Penang sold at auction at 5s. 1d. to 5s. 9d. per 100 canes.

RHUBARB.—The dulness lattely apparent has continued, and of 101 cases China offered during the interval, one-third has been sold; bold bright selected at 3s. 3d. to 3s. 9d., smaller 2s. 5d., rougher and slightly wormy 1s. 9d. to 1s. 10d., high dried dark 10d. to 11d., prices being irregular.

RICE.—The market has been very quiet, and only a very limited business has been done, the prices paid being, fine white Bengal, 13s. 9d.; middling to good, 11s. 6d. to 12s. 9d.; ordinary, 10s. 4½d.; Askoolie, 10s. 7½d.; and Ballam, 8s. 6d. to 8s. 9d. The demand for floating cargoes prevailing at the date of our last report has wholly ceased.

SAGO.—Market steady; at public sale of 100 boxes and 809 bags offered, a few of the latter only sold at 17s. for fair small, and 19s. 6d. for bold medium. *Flour* firm; 524 bags retired.

SAPANWOOD.—The supply has been increased by fresh arrivals, and prices have slightly declined; 40 tons *Manila* have been quitted at £10 10s., and 22 tons *Siam* at £11 10s. per ton.

SHELLS.—The next sales will take place on the 2nd instant. Privately there has been a demand for good Manila *Mother o'Pearl*, the price of which has advanced to £13 per cwt.

SPICES.—*Cassia Lignea* is about 5s. per cwt. cheaper; at public sales 2,200 boxes were offered, and about 700 sold; unworked fair at 86s. to 87s. *Buds* are quiet; 110 boxes offered at auction and retired. Cloves irregular; 47 cases Penang retired. *Cinnamon* has exhibited no change in value since the quarterly sales of the 27th May, and only small private trade. *Chips* are very quiet. *Nutmegs* firm; of 240 cases at public sale, a large proportion sold—68's to 64's, 3s. 9d. to 3s. 10d.; 82's to 70's, 3s. 4d. to 3s. 7d.; 106's to 104's, 3s. to 3s. 1d.; 125's, 2s. 10d. *Mace* steady; of 25 cases offered, part sold at 3s. 3d. to 4s. 3d. dark inferior broken to superior bold bright.

SOY.—Quiet, without change in quotations.

STAR ANISEEDS are in small stock, and the price on the spot has advanced to £6 10s., at which some business has been done, but floating parcels are on offer at a lower figure.

STICKLAC.—Business in Siam is to a great extent suspended in anticipation of large supplies, ex recent arrivals, being shortly placed upon the market.

TAPIOCA.—The market is very quiet; 204 bags Singapore, and 515 bags Penang offered in public sale and retired.

TURMERIC.—*China* firm: *Java* very quiet; 58 bags quitted in auction at 8s. per cwt.

TIN continues steady and fairly active; the current quotations are, Straits, on the spot £151, afloat £150; Banca, £156 to £157; Billiton £153 per ton.

VERMILION.—There have been fresh arrivals of China, and of these 30 cases have been sold at higher prices than have lately been realised, viz., one lot 4s. 4d. and the remainder 4s. 3d. per lb.

NEW YORK MARKET REPORT.

TEA.

There is very little doing from first hands, buyers holding off until the duty is removed. Prices, though without quotable change, are scarcely so firm as of late.

COFFEE.—The market for Brazil has been quiet, so far as sales from first hands is concerned, but dealers and jobbers have sold freely to supply the growing demand from consumers at the West. The small business from first hands is accounted for, mainly, by the extreme firmness of holders, who, as a rule, are not in the market at all except at a still further advance in values, and offer their stocks very sparingly at any price. Prices of East India show an upward tendency. In Java there has been a movement here, with sales of 17,232 mats per Cyclone, 5,600 do. in a jobbing way at 22c. to 23½c.; 1,450 bags Government do., 19c. to 20c. gold in bond; and on private terms

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500 bags Government Java per *India (via* Glasgow), and 500 bags Native Ceylon, ship not named.

CORDAGE.—Although there is a strike among the workmen of the Cordage manufacturers, so far prices have not been influenced thereby, and the market is without change.

FIRE CRACKERS.—The stock is in few hands, and is now held firmly at $2.70 to 2.75 for trade lots. Sales have been made of 10,500 boxes extra No. 1, at $2.65 to 2.75, 2,000 boxes at $2.60 to 2.70 (Golden Dragon $2.75); 2,000 boxes in bond, for export, $1.30 to 1.35 gold; and 6,500 boxes duty paid, on private terms.

HEMP.—The late arrivals of Manila at New York and Boston have brought all the supplies expected in the States to Sept. 1 next, and holders in consequence are firm in their views, and are offering little if any below 12¼c. gold. Manufacturers of both cities are supplied for the present, and we have only to report sales in 100 bale lots at 12¼c. gold.

RICE.—The demand for Rangoon for home consumption is fairly active at former prices, but the sales in bond show a slight decline, owing to there being an extensive stock, and but limited demand for export. The sales of the week have been 1,550 bags at $6.87½ to 7.25 currency, and 4,200 bags in bond at $3 to 3.12½ gold.

SUGAR.—The market is quiet, but holders, as a rule, remain pretty firm, and offer the increasing stock sparingly, but in view of a strike in some of the refineries, and a general demand for an increase of wages, there has been little disposition to purchase freely, and the business has, consequently, fallen off. There have been no sales of East India descriptions.

SPICES.—The market for most descriptions is firm. In Nutmegs there has been considerable movement, some 600 cases Penang having changed hands on terms not made public. For a few days there was a pause in the demand for Cloves and Clove Stems, consequent upon the advanced and unusual high prices, but buyers now come forward more freely, and sales have been made of about 400 bales Cloves at 19½c. to 20c., and 500 ditto Clove Stems 9c. to 9½c. For Mace there is rather a better feeling, though prices are without quotable change. Cassia is very dull. Pepper is steady. We notice sales to the trade —Mace, at $1.15 to 1.22½; prime Penang Nutmegs, 92½c. to 95c.; Pepper 17c. and 18c. for Sumatra and Singapore; White Pepper, 35c. to 36c.; all gold.

TIN is still neglected, buyers holding off until the new tariff takes effect. Straits is generally held at 38c. gold, but in the present pathy prices are wholly nominal.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Jun.19	Fluellin	Livingstone	Colombo	London
20	Electra	Ghoram	Do.	Do.
21	Priam (s.)	Butler	China, Sing, &c., S.C.	Do.
19	Adolph	Thielmann	Java	Off Dover
22	Dewa Gungadhur	Chambers	Colombo	London
26	Arabia	Leslie	Rangoon	Do
23	Rollo	Way	H. Kg. & Singapore	London
22	Isabella	Hughes	Macao (?)	Off Crookhaven
9	Ethiopian	Faulker	Shanghai	New York
8	Ceylon	Woods	Manila	Boston
9	Uranus	Berg	Singapore	Do.
22	Deutschland	Secmann	Rangoon, for Hmbg.	Off Portland
22	Sadowa	Altmann	Rangoon, for Bremn.	Falmouth
22	Lennator	Lundgren	Java, for Abo	Do.
24	James Aikin	Welch	Zebu	Liverpool
24	Advancement	Jones	Rangoon	Do.
20	Johann Anton	Mullenhoff	Macao	Hamburg
22	Marie Alexandrine	Billy	Sourabaya	Texel
22	Macassar	Bose	Macassar	Do.
12	Lochnagar	Neill	Manila, &c.	Boston
12	St. James	Wilson	Manila	Do.
24	North	Fisher	Rangoon	Liverpool
26	Baldovan	Watt	Colombo	London
24	Nahor	Navok	Akyab	Off Falmouth
25	J. W. Settervall	Lofquist	Do.	Do.
24	Ottolina	Ouwehand	Rangoon	Do.
23	Ferdinand & Louis	Vogelsand	Sourabaya	Do.
25	Etha Rickmers	Friedrichs	Rangoon	Do.
22	Melissa	Brandt	Do.	Cuxhaven
23	Hans	Quindens	Manila	Havre
26	Nyassa	Lawson	Do.	London
26	Amber Witch	Leblance	Singapore	Do.
26	Caprera	Crombie	Pasaroeang	Falmouth
26	Walter Siegfried	Haacke	Rangoon	Do.
25	Victoria	Gregory	Singapore	Liverpool
26	Vincenza	Scarzola	Akyab	Queenstown
25	Nelusko	—	Java	St. Nazaire
	M. D. Rucker	Ahrens	Bassein	Falmouth
27	Neville	Hemsworth	Foochow	London

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jun.16	Schiller	Dinklage	Boulogne & Saigon	Bremerhaven
5	Europa	Hansen	Hong Kong	Boston
21	Tonbridge	Pizzey	Shanghai	London
20	Papa	—	Singapore	Newcastle
22	Strata Florida	Phillips	Colombo, &c.	London
22	Excelsior (s.)	Cowie	Colombo, &c., via S.C.	Do
	A. M. E.	Kluit	Batavia	Amsterdam
	Christina	Visser	Do.	Do.
22	Whinfell	Jones	Anjer	Cardiff
22	Johannes	Kremer	Singapore	Do.
22	Proteus	Murphy	Do.	Do.
21	Berbice	Latto	Java	Greenock
20	Hammonia	Weller	Singapore	Hamburg
8	Borneo	Walker	Anjer	Boston
24	Jeanne d'Arc	Obalski	Singapore	Cardiff
	Fitzpatrick	—	Do.	Glasgow
26	Winestead (s.)	Shetliff	Colombo, &c., via S.C.	London

See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Between June 11 & 20	Amboto	Barcelona	Manila
	Trafalgar	London	Sing., China, &c.
	Buena Ventura	Liverpool	Manila
	Prins Hendrik	Nieuwe Diep	Batavia
	Surprise	Hull	River Amoor
	Prins v. Oranje	Java	Amsterdam

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Glenroy. For Colombo, &c.: Bertha, Virago.

SAILING VESSELS.—For Yokohama: Rollo. For Yokohama and Hiogo: F. C. Clarke. For Hiogo and Nagasaki: Ivanhoe. For Shanghai: Albert Victor, Omba. For Hong Kong: Cairnsmore, Nyassa, Gryfe. For Singapore: Dewar Gungadhur, Queen of the Ocean. For Penang: Alice. For Batavia, Sourabaya, and Samarang: Union. For Colombo: Constancia, Shun Lee, Seawfell. For Colombo, &c.: Speedwell.

At LIVERPOOL.—For Manila: Maria Fidela. For Batavia and Sourabaya: Jorgen Bruhn. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Ajax (str.). For Singapore: Marianne, Orter.

At GLASGOW.—For Manila: Angela. For Samarang and Sourabaya: County of Forfar. For Colombo: British Constitution.

SPOKEN.

NORTH EAST, Liverpool to Anjer, May 7, 4 S., 29 W.
ELIZABETH. Amsterdam to Sourabaya, May 9, 5 N., 25 W.
FROUZAN (? Brit. brq.), London to Hong Kong, April 7, 23 S., 32 W.
P.W.T.R (Dutch), Macassar to Rotterdam, 98 days out 13 N., 35 W.
JUPIPER (Inman ?) (ship), Amstdm. to Batavia. April 26, 1 N., 15 W.
COUNTY OF AYR, Batavia to Rotterdam, May 28, lat. 23, lon. 39.
WESTWARD HO, Liverpool to Singapore, 10 days out, 38 N., 14 W.
VERONICA, London to Hong Kong, 26 days out, May 8, 3 N., 23 W.
CANONORE (French ship), Bordeaux to Batavia, April 22, 1 S., 24 W.

FREIGHTS AND CHARTERS.

Rates of freight to the Eastern Ports are well maintained at the current quotations. Homeward business continues brisk. Coal freights remain without alteration.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 100s. meast. To Hiogo: 100s. meast. To Nagasaki: 100s. meast. To Hankow: 100s. meast. To Shanghai: 60s. weight or meast. To Foochow: 100s. meast. To Hong Kong: 60s. weight or meast. To Manila: 100s. meast. To Singapore and Penang: 60s. weight or meast. To Sourabaya and Samarang: 95s. meast. To Batavia: 90s. meast. To Padang: 100s. meast. To Saigon: 100s. meast. To Ceylon: 35s. meast.

Per SAILING VESSELS.—To Hiogo: 45s. weight or meast. To Yokohama: 35s. weight or meast. To Nagasaki: 50s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 35s. weight, 25s. meast. To Batavia and Sourabaya: 20s. weight or meast. To Samarang: 20s. weight or meast. To Singapore: 20s. weight, 25s. meast. To Penang: 35s. weight or meast. To Ceylon: 30s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £33. To Penang: £25. To Singapore: £24. To Galle: £20 to £21. From Newport, Cardiff, or Swansea, per ton, —. To Yokohama or Nagasaki: 40s. To Shanghai: 42s. 6d. To Hong Kong: 35s. To Manila: 23s. To Singapore: 24s. 6d. To Colombo: 22s. 6d. To Galle: 21s. to 22s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Singapore, 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

The Marie Alexandrine (French barq.), Batley, which arrived at Texel, from Sourabaya, June 22, was reported to have been in collision during the night of the 20th, off the South Foreland, with an Italian barque, when she sustained slight damage.

A telegram received from Singapore, dated June 22, states:—The Duc de Malakoff, Hulin, from Manila, to Falmouth, with coffee and hemp, sprung a leak and put in here to discharge; cargo apparently in good condition.

A telegram received at Liverpool, dated June 24, states that the Bengal (str.), (formerly belonging to the P. and O. Steam Navigation Company) from Singapore to London, had stranded at Aden, but got off, and would proceed same day, after coaling.

NOTICES TO MARINERS.

CHINA.

Sunken Rock off White Rock near Tungao.—Information has been received of the existence of a sunken rock near Tungao bay and lying directly in the track of vessels proceeding from the anchorage in Tungao roads round Breaker point, as also when keeping in shore to avoid the north-east monsoon, and on which the steam ship Hai-Loong struck. The sunken danger, Hai-Loong rock, lies a mile off shore, on rocky ground which is about half a mile in extent with from 5 to 10 fathoms; near the centre of this rocky ground are two pinnacles lying north and south 50 yards apart, with only 11 feet water on them at low water, the lead slipping off into 6 fathoms on either side of each pinnacle. From the north pinnacle—The islet inside Breaker point bears E. by N. northerly, distant 5¼ miles. White rock N. by E. 2-3 E., one mile. North Pagoda N.N.W. ¼ W., 5¼ miles. These bearings place the rock in lat. 22 deg. 54 min. 30 sec. N., long. 116 deg. 19 min. 30 sec. E.—Hydrographic-office, Admiralty, London, June, 1872.

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CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED),

IN CONNECTION WITH THE

FALMOUTH, GIBRALTAR, & MALTA TELEGRAPH COMPANY, LIMITED.

REDUCTION OF TARIFF TO CHINA AND JAPAN.

On and after 1st MARCH next the following Reduced Rates for Telegrams of Twenty Words will come into force :—

	FROM LONDON.	FROM PROVINCIAL STATIONS.
TO HONG KONG }	£4 6 0	£4 7 0
„ SHANGHAI }		
„ JAPAN	5 6 0	5 7 0

Half the above Rates for every additional Ten Words beyond Twenty Words.

No charge for Postage will be made on Messages to China and Japan, which are posted at Hong Kong, Shanghai, or Nagasaki.

Messages should be given in at the Falmouth Company's Office,

No. 74, OLD BROAD-STREET, LONDON.

Messages sent from Postal Stations should be ordered

VIA FALMOUTH

these words being signalled as an instruction by the Postal authorities free of charge.

(By Order)

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
15th February, 1872.

GLYCERINE
DE
TOILETTE.

(HEALTH.) NEW PERFUMERY. (BEAUTY.)

INVENTED BY

EUG. DEVERS, QUIMICO.

PATENTED S.G.D.G.

PREPARATIONS for the Toilet, and particularly Soaps; Powders, &c. for the Teeth; Toilet Washes, and Vinegars, have of late assumed an importance in proportion to the demand for them. Foremost amongst these is GLYCERINE, a remarkable unctuous substance, which softens the skin without greasing it; its valuable qualities were quickly recognised by the most eminent physicians. Experimented on by MM. Dumarquay and Sutom (See "Reports and Memoirs of the Biological Society, 1836," &c.).

GLYCERINE CREAM for the skin.
GLYCERINE TOILET WATER for baths and ablutions.
GLYCERINE ELIXIR for the mouth.
GLYCERINE POMADE against scurf.
GLYCERINE SOAP for chaps and chilblains.
GLYCERINE ANTIPELLICULAIRE to prevent the hair falling off.
DULCIFIED GLYCERINE CREAM SOAP for the beard.
PATE DENTIFRICE à la GLYCERINE for the teeth.

GELLÉ FRÈRES, 35, Rue d'Argout, 35,
(ANCIENNE RUE DES VIEUX AUGUSTINS),
PARIS.

SCHOUT AND CO.,
SHIPBROKERS AND FORWARDING AGENTS,
AMSTERDAM.

T. W. JACKSON,
COMMISSION AGENT,
SAN FRANCISCO.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at he above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron Ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, an at average spring tides can receive vesse's of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and ools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resid::t Europeans.

Their two smaller GRANITE DOCKS can receive at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters or officers and a DRY GODOWN for stores of vessels u nder repair.

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PACIFIC MAIL STEAMSHIP COMPANY.

CHINA LINE.

SCHEDULE OF DEPARTURES AND ARRIVALS.

OUTWARD.

Steamer.	Leave San Francisco.	Due at Yokohama.	Leave Yokohama on or about.	Due at Hong Kong.
AMERICA	May 1 ...	May 24 ...	May 26 ...	June 2
COLORADO	May 16 ...	June 8 ...	June 10 ...	June 17
JAPAN	June 1 ...	June 24 ...	June 26 ...	July 3
ALASKA	June 15 ...	July 8 ...	July 10 ...	July 17
GREAT REPUBLIC	July 1 ...	July 24 ...	July 26 ...	Aug. 2
CHINA	July 16 ...	Aug. 8 ...	Aug. 10 ..	Aug. 17
AMERICA	Aug. 1 ...	Aug. 24 ...	Aug. 26 ...	Sept. 2
COLORADO	Aug. 16 ..	Sept. 8 ...	Sept. 10 ...	Sept. 17
JAPAN	Aug. 31 ...	Sept 23 ...	Sept. 25 ...	Oct. 2
ALASKA	Sept. 16 ...	Oct. 12 ...	Oct. 14 ...	Oct. 21
GREAT REPUBLIC	Oct. 1 ...	Oct. 27 ...	Oct. 29 ...	Nov. 5
CHINA	Oct. 16 ...	Nov. 11 ...	Nov. 13 ...	Nov. 20
AMERICA	Nov. 1 ...	Nov. 27 ...	Nov. 29 ...	Dec. 6
				1873.
JAPAN	Nov. 30 ...	Dec. 26 ...	Dec. 28 ...	Jan. 4

HOMEWARD.

Steamer.	Leave Hong Kong.	Due at Yokohama.	Leave Yokohama on or about.	Due at San Francisco.
AMERICA	June 12 ...	June 19 ...	June 22 ...	July 13
COLORADO	June 27 ...	July 4 ...	July 7 ...	July 28
JAPAN	July 12 ...	July 19 ...	July 22 ...	Aug. 12
ALASKA	July 27 ...	Aug. 3 ...	Aug. 6 ...	Aug. 27
GREAT REPUBLIC	Aug. 12 ...	Aug. 19 ...	Aug. 22 ...	Sept. 12
CHINA	Aug. 27 ...	Sept. 3 ...	Sept. 6 ..	Sept. 27
AMERICA	Sept. 12 ...	Sept. 20 ...	Sept. 23 ...	Oct. 14
COLORADO	Sept. 27 ...	Oct. 5 ...	Oct. 8 ...	Oct. 29
JAPAN	Oct. 12 ...	Oct. 20 ...	Oct. 23 ...	Nov. 16
ALASKA	Oct. 27 ...	Nov. 4 ...	Nov. 7 ...	Dec. 1
GREAT REPUBLIC	Nov. 12 ...	Nov. 20 ...	Nov. 23 ...	Dec. 17
				1873.
CHINA	Nov. 27 ...	Dec. 5 ...	Dec. 8 ...	Jan. 1
AMERICA	Dec. 12 ...	Dec. 21 ...	Dec. 24 ...	Jan. 17
	1873.	1873.	1873.	
JAPAN	Jan. 12 ...	Jan. 21 ...	Jan. 24 ...	Feb. 17

SHANGHAI BRANCH.

OUTWARD.

Steamers COSTA RICA, NEW YORK, OREGONIAN, and GOLDEN AGE leave Yokohama on or about the 7th, 15th, 22nd, and 29th of each month.

HOMEWARD.

Leave Shanghai on or about the 3rd, 12th, 19th, and 26th of each month. Time between Yokohama and Shanghai, 8 days. Detention at Nagasaki and Hiogo, 12 to 24 hours.

For HAKODADI.—Steamer ARIEL leaves Yokohama on or about the 1st of every month. Returning, leaves Hakodadi on or about the 12th. Time between Yokohama and Hakodadi, 3 days.

Head Office—NEW YORK. London Agents—H. STARR and Co.

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OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR, MALTA, ALEXANDRIA, ADEN, BOMBAY	Every Thursday at 2 P.M.	—
	" "	Every Monday at 5 A.M.
GALLE, MADRAS, CALCUTTA, PENANG, SINGAPORE, CHINA, JAPAN	Thursday, June 6, at 2 P.M. And every alternate Thursday thereafter.	Monday, June 17, at 5 A.M. And every alternate Monday thereafter.
AUSTRALIA, NW. ZEALAND (Cargo only.)	Thursday, June 6, at 2 P.M. And every fourth Thursday thereafter.	Monday, June 17, at 5 A.M. And every fourth Monday thereafter.

And all Ports at which the British India Company's Steamers call.

An abatement of 20 per cent. from the harge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arriva., and 10 per cent. to those re-embarking within twe.ve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France). Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

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Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shangha, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.
Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

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Shanghai	Yokohama	Ingapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutt

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130. 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shares holders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

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We leave the little book with much the same impression as would be derived from the conversation of an intelligent and observant man of the world.—*Bullionis* .

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THE LONDON & CHINA TELEGRAPH

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January 1872. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

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amburg	R. CARL.
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Extra steamers will be despatched from San Francisco on the 16th, and from Hong Kong on the 27th of every month, until further notice.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries

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San Francisco,	1	18 days from England.	
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China	in 44	,,	,,
New Zealand	in 42	,,	,,
Australia	in 47	,,	,,

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Domai	... June 23	For	Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Ava ...	... July 7		
Cambodge	... July 21		
Peiho ...	... Aug. 4		
Mei Kong	... Aug. 18		
Alphee	... Sept. 1		

The steamers of the 7th July, 4th Aug., and 1st Sept. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 23rd June, 21st July, and 18th Aug. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

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*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

PENANG, SINGAPORE, CHINA and JAPAN.

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Peng., Sing.., Hg. Kg., & Shanghai..	Olympia s.s., v. S.C....	A1 90 3-3rds L 1 1...	SWID	July 25
Yokohama & Hiogo.....	Ada.....	A1 17 yr.	SWID	With des.

For Freight and Passage apply to ROBERTSON and Co., at 5, Newman's-court, Cornhill, London; 10, Orange-court, Liverpool; or York Chambers, 55, King-street, Manchester.

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Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Ombs..... ...	A1 16 yr.	E.I.D.	With des.
Hong Kong	Cairnsmore	AA1	E.I.D.	With des.
Do.	Nyassa	A1 10 yr.	E.I.D.	With des.
Yokohama ..	Rollo	A1 13 yr.	W.I.D.	With des.

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With despatch.

FOR HONG KONG, the splendid clipper ship GRYFE, *AA1, 1,073 tons register; T. ROBERTS, Commander; London Docks. Has excellent accommodation for passengers.

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Glenroy, s.s.	2,000	Thos. Skinner & Co.	July 8
LIVERPOOL.			
Priam, s.s.....	1,572	Alfred Holt	July 13

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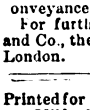

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Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, July 1, 1872.

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The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 462.] LONDON, WEDNESDAY, JULY 10, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.		OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received July 10.
JAPAN —	Yokohama	April 5	May 19	May 25*
	Yedo			
	Osaka and Hiogo	March 15	„ 4	„ 18*
	Hakodadi			
	Nagasaki	„ 22	„ 6	„ 14*
CHINA —	Peking	—	—	„ 8
	Tien-tsin	—	—	„ 11
	Chefoo	—	—	„ 12
	New-chwang	—	—	„ 10
	Hankow	„ 22	May 8	„ 14
	Kiu-kiang	—	—	„ 15
	Chin-kiang			
	Shanghai	April 5	„ 17	„ 19
	Ningpo	—	—	„ 15
	Foochow	—	—	„ 14
	Formosa			
	Amoy	—	—	„ 16
	Swatow	—	—	„ 22
	Hong Kong	„ 12	„ 19	„ 25
	Canton	—	—	„ 24
	Macao	—	—	„ 23
PHILIPPINES—	Manila	„ 5	„ 14	„ 22
COCHIN-CHINA—	Saigon	April 12	„ 14	„ 23
SIAM —	Bangkok	—	—	„ 27
BORNEO—	Labuan	—	—	„ 31
	Sarawak	—	—	„ 30
JAVA —	Batavia	April 19	„ 22	„ 27
	Samarang	—	—	„ 26
	Sourabaya	—	—	„ 25
MALACCA STRAITS—	Singapore	„ 26	„ 30	June 1
	Penang			
CEYLON—	Galle	May 17	June 8	„ 13
	Colombo	„ 17	„ 9	„ 12

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The P. and O. mail, bringing dates as above, was delivered, *via* Brindisi, this morning. The advices by Pacific mail, which reached London on the 8th inst., are dated Yokohama May 25, and anticipate those of the present and the next (French) mail, which will bring dates, Yokohama May 22, Shanghai May 26, Hong Kong June 1, Singapore June 10, and is due, *via* Marseilles, on Monday next, the 15th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Nyanza*, arrived July 7.—None.

To Southampton, per P. and O. steamer *Malta*, expected to arrive July 15—From Yokohama: Mrs. Angier and three children. From Shanghai: Lieut. Lee, R.N., Mr. T. H. Flood, Mr. C. B. Clark, Mr. J. Hext, Mr. Trout, Mr. T. Harrup, Mr. E. Murphy, Mr. E. Lane, Mr. T. Brockton, Mr. I. W. Owen, Mr. H. Holmes, Mr. W. Waterfield, and three second-class passengers. From Hong Kong: Mr. and Mrs. Phillips two children and servant, Capt. Tracey, R.N., and two second-class passengers. From Singapore: Mr. T. Chapman. From Penang: Capt. and Miss Plant and servant. Major Troxman. To Gibraltar: Don Blas Fereze, Don Lin Soria.

To London, per P. and O. steamer *Deccan*, expected to arrive July 16.—From Shanghai: Mr. Gibbon, Mr. J. H. Dowme, Mr. T. Smith, Mr. H. Short, Mr. H. D. Cartwright, Mrs. Jamieson, three children, and servant, Mrs. Henderson, two children, and servant, Mr. and Mrs. Ferguson, three children, and two servants, Mr. G. Detring, and one second-class passenger. From Singapore: Mrs. Hannay, three children, and servant.

To Suez.—From Shanghai: Mr. and Mrs. Parker, child, and servant.

By last (French) mail to Marseilles, per Messageries Maritimes steamer *Cambodge*, arrived June 29.—From Yokohama: Mr. Begneaux. From Shanghai: Messrs. Annet, Perrin, Soucasse, Boeddinghaus, Mr. and Mrs. Lacon, Mr. and Mrs. King. From Hong Kong: Dr. Sherwin, Messrs. Horspool (inspector of police), Dalgleish, Manger, Yeldembro, Alvares, Balbas, Arenas, Sagarbrinaja, Arenas, Courvoisier, Simoni, Tomaso, Germain, Ferraud, Mathurin. Mdme. Double. From Saigon: Messrs. Banarè, Lestana, Dromillard, M. and Mdme. Chausel, Mdlle. Clement. From Batavia: Mr. Von Gagh, Mr. Strenli, Mr. and Mrs. Beyen. From Singapore: Commander Shaw (Lieut.-Governor of Malacca) and Mrs. Shaw, Mr. Page, Mr. de Freira. From Galle: Messrs. Hesse, Duncan, S. Hudson, W. Hudson.

Per Pacific mail steamer *Great Republic*, arrived at San Francisco June 18.—From China and Japan, for San Francisco: Mrs. Holliday, C. W. Barnes, J. Meeks, jun., James Graham, Mr. and Mrs. H. M. Ames, A. B. Speyers, U.S.N., B. Pilkington, H. Brauss, T. Williams, S. W. Phœnix, C. H. Warren, Capt. Hedge, J. S. Cunningham, Mr. and Mrs. Korthals, infant, and servant, M. von Brandt, Count Luigi de Poppi, Dr. Lobscheid, J. Katow. For New York, &c.: Mr. and Mrs. J. R. Loomis, Eugene Bohlens, J. F. Twombly, wife, two children, and two servants, W. Higson, J. G. Marshall, S. C. Rose, Robert McKenzie, G. Schottler, G. Letheridge, Robert Brand and wife, J. B. Robinson, U.S.N., J. J. Kelly, W. Grant, John Anderson, H. Berners, Geo. F. Seward, wife, infant, and servant, Rear-Admiral John Rodgers, U.S.N., Capt. E. T. Nichols, U.S.N., Lieut.-Com. W. K. Wheeler, U.S.N., E. T. Nichols, jun., Dr. U. Pisa, H. Siber, F. O. Adams, E. Madler, fifteen Japanese. For Europe: Lieut. H. T. Clanchy, R.N., Jas. E. Bush, Rev. G. Ensor, wife, three children, and servant, Rev. W. A. Russell and wife, Geo. Gray, E. Rohl, E. Stanly.

PASSENGERS OUTWARD.

Per French mail steamer *Ava*, from Marseilles, July 7 (booked from London).—To Yokohama: Mr. Botto, Mr. Falco, Mr. Chuynet, Mr. Faye, Mr. Jolly, Mr. Mazzoldi, and one second-class passenger. To Shanghai: Mr. H. M. Hillier, Mr. S. Campbell, Mr. Raguilt, and one second-class passenger. To Hong Kong: Mr Chanson, Mr. Maffre, Mr. Hebert. To Singapore: Don Jose Agutto, Mr. Gindreau, Mr. Kruner, Mr. Jung, Mr. Dilouette, Mr. Lombard. To Batavia: Mr. Rumsdyk, Mr. and Mrs. Pannikock, Mr. and Mrs. Ricardo, Mr. A. Doloris, Mr. Thomas Slaiter. To Galle: Mr. and Mrs. W. B. Smith, Mr. W. Bickman, Mr. W. Allsopp, Mr. W. G. Proctor.

Per French mail steamer *Pehо*, from Marseilles, Aug. 4 (booked from London).—To Batavia: Mr. H. Beer and wife, Mr. and Mrs. Wusemann and family. To Galle: Mr. R. Branchamp Dowsell.

Per P. and O. steamer *Massilia*, from Southampton, July 4.—To Yokohama: Mr. G. Hayashi, Mr. M. Joe. To Hong Kong: Mr. G. St. Croix. To Ceylon: Lieut. and Mrs. Price.

Per P. and O. steamer *Delta*, from Southampton, July 18.—To Hong Kong: Mr. G. O. Scott. To Ceylon: Mr. and Mrs. T. Helmer.

Per steamer *Ajax* (Holt's Line), from Liverpool, June 29.—For Singapore: Mr. and Mrs. C. B. Waller, Mr. Oscar Noodt. For Hong Kong: Mrs. Henningsen and child, Mr. Feyerabad. For Shanghai: Mr. Farrar, Mr. Green, and two Japanese.

Per steamer *Glenroy*, from London 8th July.—For Singapore: Mr. Charles Woods. For Hong Kong: Mr. Arthur Hunt, Mrs. Hunt, and Miss Hunt, Mr. August Krog, Mr. Sanders. For Shanghai: Mr. Wm. Keil.

Summary of News from the Far East.

JAPAN.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, 14th MAY, 1872 (VIA SAN FRANCISCO).

My last usual monthly was on the 13th ultimo via San Francisco, since when nothing of any great importance has transpired. The latest mail dates to hand are the French and English mails of the 15th and 22nd March, both of which arrived here on the 6th instant; the former by the British steamer *Miaca*, 53 days out, and the latter by the Pacific Mail steamer *Golden Age*, 46 days out.

The effect produced in England by that madbrained article of the *Nagasaki Gazette* on the native Christian question has furnished a subject for conversation. No one here even from the first believed the statements to be correct, and the subsequent actions of the Government of Japan have only been to prove how unfounded were the charges brought against them. Not the least fatal thing to the assertions of the *Gazette* is the fact that the identical men who were tortured, according to the statement of that journal, have been allowed to return to their homes. It is beyond doubt that they are the same men as those taken away, so that better proof could not be obtained.

The penalty being paid by the delinquent journal will ultimately end in it collapsing altogether before long. I hear that subscriptions to it, which have for some time past been falling off one by one, are now becoming a general thing. This accounts for the Editorials in which "Ye lords of ye bund" appeared. The general impression amongst persons here is that the Catholic priests had nothing to do with the native Christian article.

The subscription list, in order to meet the expenses incurred in putting the fire engines, &c., in proper repair, and make them fit for the use of the brigade, has about $200 contributed, chiefly by the agents of the Fire Insurance Companies.

Our Regatta, which is never remarkable for heavy betting or large prizes, has been fixed for the 25th instant, weather permitting

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at the old rendezvous, Papenburg. So far as fun and real enjoyment is concerned, the day will be another of the successes for which Nagasaki has obtained a reputation. The events are generally rendered historical by a photograph being taken of all persons who are present.

The Pacific Mail Company appear to be doing a thriving trade, both as regards the number of passengers and the quantity of cargo carried. This steamer carries a large number of the former, and appears to be very deep; she shuts out all through cargo from this unless shippers will consent to it being carried on deck.

The *Lahloo* is on the berth for London, to fill up with tea at Shanghai. The *Solent* does not come here, but another vessel is reported to be coming instead. Boos, 400 per $100. Sterling on London, 4s. 7d. per dollar nominal; on Shanghai, Tls. 77 per $100. Arrivals.—From London, Lahloo; Cardiff, Scotia, with coals for the British Government, both on the 8th instant.

YOKOHAMA.

Dates by the present mail reach to the 15th May, but by the Pacific mail *via* San Francisco our files extend to the 25th. The outward French mail of 29th March arrived on 17th, and the P. and O. mail of 5th April on the 19th May. The following summary is from the *Japan Herald*:—

By the last American steamer from San Francisco arrived Ito and two other members of the Japanese Embassy. It is reported that Terashima, of the Foreign Department, accompanied by Ito, will return by this steamer and join the Embassy.

An outbreak of the farmers and peasantry at two or three villages near Niigata has taken place. It is said that discontent was caused among them by the Government levying a tax in order to make a canal in that district. The military were called out, and after a short engagement, in which two Government officials were wounded, and several farmers killed, peace was restored. Although the outbreak occurred near the foreign settlement, no Europeans were molested or menaced.

The Mikado's mother, the Dowager Empress of Japan, has arrived at Yedo from Kioto, which she left to permanently reside at the former place three weeks previously. The procession, although a long one, was not on a grand scale, and presented no special feature of interest.

Since the fire at Yedo a survey of that city has been in hand, and is now completed. The streets are to be made much wider, and good drains are to be laid down in all the thoroughfares, and the houses to be built more substantially than before.

The fares that have been fixed by the Government for travellers by the railway from here to Yedo are universally considered much too high, the first-class being equivalent to fourpence per mile.

A regatta in honour of the Queen's birthday is fixed to take place on the 29th, in consequence of the departure of mails on the 24th. It promises to be the most successful that has yet been held.

The Exhibition at Kioto has been opened, but not many foreign visitors have visited it. It consists of a miscellaneous collection of Japanese products and curiosities.

The grave of Will Adams, the first Englishman that ever reached Japan, has been recently found near Yokoska, as likewise that of his Japanese wife.

The health of the settlement is excellent, the hospital at no time containing so few inmates.

The *Japan Mail* has the following items:—

M. M. von Brandt, Minister Resident for North Germany, was received by H.M. the Tenno in private audience on the 13th. The audience was granted in one of the wings of the castle, in a room sumptuously furnished in European style. The Minister Resident, accompanied by M. Kempermann, his secretary and interpreter, was introduced by H.E. Terashima, Vice-Minister for Foreign Affairs. His Majesty sat at a table, on which stood his sword-stand, and around him were ranged several of the high officers of the Court, including the Chief Master of the Ceremonies. On a verandah, which could be seen through one of the open doors, were six chamberlains in waiting. The Tenno requested M. von Brandt to occupy the seat on his right, and a conversation ensued, which lasted an hour and a half, after which M. von Brandt took leave of his Majesty. Among the curiosities in the audience chamber is a silver peacock of life size, of extraordinary workmanship and beauty.

On the 14th Mr. Adams, H.B.M.'s Chargé d'Affaires, had an audience of H.M. the Mikado, prior to taking his departure for Europe.

We understand that a memorial to the Consular body is in course of preparation by the owners of land on the swamp concession, urging upon the Consuls the necessity of insisting upon the maintenance of a proper system of drainage in the streets between the Homura-road and the swamp.

The New York telegrams from Japan mention that the Japanese Government had arranged a loan of $2,000,000 at 9 per cent. with the Hong Kong and Shanghai Bank.

The Japanese Custom-house refused to enter the steamer *Zadkia*, from Glasgow, as she sailed under the Tunisian flag. After a week's detention the difficulty was arranged. This vessel had on board the gas material for the town.

THE BLUFF FLOWER SHOW.

The Flower Show held at the Bluff Gardens is the most successful, from a floricultural point of view, that has as yet taken place in Yokohama. Two years ago Yokohama did not possess many roses of excellence, and it is indeed a surprise to witness the rapid progress that has been made in rose culture, for no less than thirty-five named varieties were exhibited, principally, as was to be expected, by foreigners. The contributions by the ladies have been more numerous than last year, and a difficult task had the judges to decide upon whom to bestow the honours of the occasion. Shortly after three o'clock Captains Baldwin and Lane, and Mr. Christie, the judges, went their rounds of inspection, and in about half an hour decided that Miss Dare's bouquet was entitled to the first prize, and the arrangement of flowers of Mrs. Baker and Mrs. Allmand to the second and third respectively. The Japanese mustered plants, flowers and shrubs in great force; the variety and quality of their exhibits were very commendable, but by far the best exhibits in the show were the three boxes containing thirty different kinds of named roses sent in by Mr. Kramer. Of fruits and vegetables there were many exhibitors, Captain Purvis showing some strawberries, lettuces, and radishes. Mrs. Bourne sent in some artichokes. Some kohl rabi was exhibited by Mr. Dowson and Mr. Jarmain, who likewise contributed asparagus, peas, potatoes, gooseberries, and strawberries.

The gardens were well filled with visitors, and the band of the Colorado performed several selections of operatic music during the afternoon. The public of Yokohama are certainly under great obligations to Mr. W. H. Smith, the managing director of the gardens, to whose untiring industry and indefatigable energy the success of the show is mainly due. We trust that this pleasant affair is but the precursor of other similar gatherings which are yet to follow, and that such stimulus to floriculture and horticulture will result from these competitions as to exercise an appreciable influence on utiltarian and ornamental gardening in Yokohama.

CHINA.

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SHANGHAI.

The advices from this port extend to May 19; the French mail of March 29 arrived out on the 14th, and the following P. and O. mail of April 5 on May 17. The following summary of news is from the *North China Herald*:—

Prince Kung's memorial regarding the position of foreigners, a translation of which was published in the *Herald* of March 28, has been posted outside the New North Gate, and seems to attract a good deal of attention. But it is in the cities of the interior that it is most wanted; and it is for its fate there that we feel most apprehensive. Foreigners know whether a thing is posted at Shanghai, but they don't know whether it is posted at Nanchang.

The Shanghai Hsien has issued a proclamation, stating that a despatch has been received from the Board of Rites, announcing an eclipse of the sun on the 6th June. All people must accordingly be on the alert at the proper time; that is, rescue it from the jaws of the dragon by beating gongs and so forth, to frighten away the devouring monster.

A complimentary address has been presented to Mr. Seward, on the occasion of his leaving Shanghai. We believe it expresses very truly the feeling of the community; it will gratify Mr. Seward to know that his exertions have been appreciated, and that he carries with him the general good wishes of his fellow-residents. Mr. O. B. Bradford takes charge of the United States Consulate during Mr. Seward's absence.

The second expedition for the recovery of specie from the wreck of the *Hamilla Mitchell* commenced operations on the 16th May, and succeeded in recovering $8,000, when it became apparent that blasting was necessary—the ship, which is iron built, having completely broken up, and the pieces corroded and formed a solid mass, covering in the silver. The expedition accordingly returned to Shanghai for the necessary appliances, but will return to the wreck as soon as possible.

There have been quite a number of amusements in Shanghai during the past week. The Shanghai Yacht Club held a regatta on May 13—three events—a ladies' purse for yachts, which was won by the *Emily*; a race for house-boats, won by the *Winifred*; and one for ship's boats, won by the *Snipe*. A cricket match was played on the same afternoon, between eleven of H.M.S. *Iron Duke* and eleven of the Shanghai Cricket Club. This resulted in favour of the former, with seven wickets to go down. On the 15th the Shanghai Rowing Club held a spring regatta—two events, for Eights and Fours. The Eight-oar race was awarded to the Red boat (Addis, stroke), the Fours was won by Blue (Glass, stroke). The course was on the Pootung side, between Boyd's and Lindsay's wharves, distance about one mile. The 16th was devoted to athletic sports, and the meeting proved a thorough success. Fifteen events came off, and nearly all produced good fields. The time made was not good, but none of the men had trained.

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The Deutsche Bank has taken the premises in Kiangse road lately occupied by the Chamber of Commerce. It will be remembered that these were built, a few years ago, for the Bank of India.

Messrs. Aymeri, Galle, Voisin and Weelock have been elected members of the French Municipal Council.

For some weeks past a series of meetings have been held in the London Mission Chinese Chapel, in connection with the temperance societies of H.M.'s ships *Cockchafer* and *Leven* and the U. S. steamers *Monocacy* and *Palos*. These meetings have had satisfactory results; no less than sixty-three new members having lately joined the societies.

It is said that the S.S.N. Co. have bought the *Nautilus*; rumour adds for $80,000, and that she is to run with the *Chusan* on the Ningpo line.

An edict in the *Peking Gazette* of April 12 announces more successes by the Imperialists in Kweichow; but it is the Mahomedans who are beaten this time, not Miaotze. The lustre, however, of the victories is somewhat tarnished by the fact that they were won through the treachery of a renegade chief. The places mentioned are situated in the south-western extremity of the province, connecting on the south with Kwangsi and on the west with Yunan—that is to say, probably, that the affair was a sort of offshoot of the Mahomedan insurrection in Yunan.

The *Gazette* of the 13th April contains a rather striking memorial from the Governor of Kiangsu, regarding the rice tribute. Sea-going junks are now so few that it was found impossible to send the whole at one time; the same junks will have to repeat the trip. No attempt is made to account for this decrease in native shipping; but the cause doubtless is that, as old junks die out, they are not replaced, their inferiority to foreign ships being recognised. But fancy their being convoyed by steamers! The idea of convoy at all is nonsense, now. Pirates have died out on the north coast; still it is something to have got so far as to recognise the superiority of steamers to war junks for convoying purposes. But what are the steamers belonging to the "Shanghai Office for the Prevention of Piracy,' which are only able to cruise in inland waters?

(FROM A CORRESPONDENT.)

SHANGHAI, May 18, 1872.

A despatch recently came down from the Minister at Peking to Admiral Shadwell, and was telegraphed on to him at Hong Kong. It was considered urgent, and brought on the Admiral at once to this place, on his way to Tientsin with seven men-of-war, viz.:—*Iron Duke*, *Salamis*, *Juno*, *Teazer*, *Leven*, *Firm*, and *Cockchafer*. The intelligence awaiting the Admiral here has changed his destination, and instead of proceeding at once to Tientsin, as was his original intention, he now goes in the *Iron Duke* on the 20th inst. to Nagasaki. That there was some hitch at Peking is evident, but what the difficulty was about is a profound mystery, only to be dug up out of some ponderous Blue-book some year or two hence, unless, indeed, some member of Parliament questions the Government on the subject. It cannot be the "Audience question," as there could not have been any instructions to Mr. Wade to move in that matter at present. The only surmise I can make is that it must have arisen on some point of etiquette so dear to our Minister. Some Mandarin or other must have made a bow or two less than customary, and so endangered the peace of two mighty nations. Massacres, evasions of Treaty Rights, illegal dues on merchandise, all fail to arouse the ire of our representatives, but let a point of etiquette arise, or a punctuation be put in a wrong word, and the British Lion immediately roars and wags his tail. I shall be curious to hear what the row was about, and shall keep my eye on Peking and the Foreign-office.

The Admiral arrived here on the 11th inst. in the *Salamis*, the *Iron Duke* having to remain at Woosung, owing to the everlasting bar, which ought to be, but is not, dredged by the Chinese Government out of the dues on shipping fraudulently levied for that purpose for the last thirty years. If the *Iron Duke* got over at the highest spring tides she might be unable to get out again without delay and lightening.

The Tea trade is about to open, and a frightful rush of tea tasters has taken place. Steamers and tea tasters are all flocking to Hankow. A number of fine steamers will load with the new teas, and the P. and O. Company are running two direct vessels, the *Deccan* from Shanghai, and the *Malacca* from Foochow, and I imagine they will not be behind in the race. The *Deccan* being a through steamer takes a number of first-class passengers, amongst whom are several ladies and their families. Several of our well-known residents are going home just now, as may be seen by the passenger list. Sir E. Hornby is expected at the end of this month, when Mr. Goodwin takes his leave for a time.

A cricket match came off on the 13th and 14th inst. between eleven of the officers of H.M.S. *Iron Duke* and eleven of the Shanghai players, resulting in a victory for the *Iron Dukes*.

A grand scheme was discussed at the late ratepayers' meeting for widening the bund, erecting a new bridge, and inaugurating a tramway for the conveyance of goods and passengers. The bunding and bridge will be carried out, but the tramway is still *sub judice*.

Mr. Hart has gone south, to open a port in the island of Hainan, and one is also to be opened in the north, somewhere on the Yangtsze.

STRAITS SETTLEMENTS.

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SINGAPORE.

The advices from this port extend to the 2nd June; the French mail from London, April 26, arrived out May 30, and the following P. and O. mail of May 3 was expected to arrive the day this mail left.

The session of the Legislative Council will be formally opened by his Excellency the Governor, at the Council Chamber, on the 4th June. Though there are a number of matters to which the Council might well devote attention, it is not anticipated that the session will be a busy one; no important measures have as yet been shadowed forth, and the general belief is that the Council will have little to do besides ordinary routine business. In the meantime, his Excellency is, we believe, endeavouring to prevent the exportation of arms and the enlistment here and in the neighbourhood of men, for the purpose of renewing the Salangore petty war Rajah Mahdie, who it will be remembered was obliged to leave the territory after the Salangore affair—having been busy ever since, in Perak, Siak Rhio, Johore, and even in Singapore, obtaining men and supplies for his adherents, who are now harassing Tunkoo dia Oodin. His Excellency made an excursion "around the island" a few days ago in the *Pluto*, stopping at Johore on the way, and immediately after his return left for Rhio. Both these excursions, it is believed, were in connection with the doings of Rajah Mahdie.

Major General Whitfield, commander-in-chief, has been making a tour of inspection of the troops and defences of the Colony. He arrived by the last homeward mail steamer, and left for Hong Kong by the French mail steamer.

The Chinese and native community continue quiet and orderly, though attempts have been made during the past day or two by a few ruffians to get up a faction quarrel. They have failed, however, so far, and will, it is to be hoped, be summarily brought to account should they renew their efforts to foment a riot.

We are pained to have to record the death of one of our prominent residents, Mr. William Cathcart Hannay, of the firm of Martin, Dyce and Co., at the early age of thirty-five. Mr. Hannay was greatly respected in the community, and always took a leading part in all matters likely to promote the public good or the welfare of the place. The members of the Exchange have unanimously resolved to erect a memorial stone over his grave, as a mark of their esteem.

Commercial Report.

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(*For dates see first page.*)

IMPORTS.

YOKOHAMA.—During the three weeks which had elapsed since the date (8th May) of our last report, a better feeling generally had prevailed in the market for Cotton Goods; for Shirtings there had been more inquiry, but rates showed no quotable change; Yarn was in active demand, settlements were large, and prices for all counts showed an advance, the current rates being 16-24, $43 to 43 50; 28-32, $45-75 to 46.25; 38-42, $43 to 44. T.-Cloths and drills continued neglected; Woollens and Fancy Goods, with the exception of Blankets and Mousselines, for which there was a fair enquiry, were extremely dull; blankets were quoted $0.50 to 0.55 per lb., and Mousselines, plain $0.21 to 0.25; printed, $0.25 to 0 38 per yard. Metals were in inquiry, but no stock.

HIOGO-OSAKA.—As usual at the season of the year, the market for imports is exceedingly dull, and prices were generally weaker. Cotton Yarns: Sales of medium counts had been made at quotations. Grey Shirtings were in less demand. Other goods were lower, with hardly any inquiry. Black Velvets: Stocks exhausted. Woollens: There was a better feeling existing in Plain Mousselines de Laine, and prices were somewhat higher. Blankets: 8 lb. goods would be saleable, but there was no stock. Quotations Cotton Yarn: Nos. 16 to 24, $125.00 to 126.00 per bale; 28 to 32, $138.00 to 140.00; 38 to 42, $120.00. Cotton Piece Goods.—GE. Grey Shirtings: 7lbs., 38 yards 39 inches, $2.30 to 2.32 per piece; 8¼ to 8½ lbs., $2 52 to 2.55; 9 lbs., 44 inches, $2.75 to 2.80; Mousselines de Laine: 32 to 31 inches, Plain, $0.20 to 0.24 per yard; 44 to 45 inches, $0.29 to 0.35; 30 to 31 inches, figured $0.25 to 0.42.

HANKOW.—The business transacted since last report had been on a fair scale for the season of the year. Grey Shirtings at the lower rates ruling had commanded the attention of dealers, but sales of other goods had been extensive. Grey Shirtings, 7 lbs., 1 to 2 candareens lower; common chop 8¼ lbs. without change, but Eagles declined about 2 candareens; 9¾ lbs. 7 candareens lower. Closing rates 7 lbs. Tls. 1.70 to 1.73; 8½ lbs., Tls. 1.88 to 1.95½; 9¾ lbs., Tls. 2.55 to 2.78 per piece. White Shirtings: To effect sales holders had been obliged to make concessions. T-Cloths: Very small sales of 6 lbs. and moderate sales of 7 lbs. at last quotations; market weak; 8 lbs. 3 candareens lower, with no demand. Woollens and Worsteds firm, but with little demand. Lead difficult of sale at Tls. 4.75 to 4.80 per picul. Quicksilver declined to Tls. 80 per picul.

SHANGHAI.—An extensive business in Plain Cottons has been transacted; sales had been more general, and, at the close, prices, in most instances, were quoted the turn against buyers. Grey Shirtings, 8¼ lbs.: Market irregular; Tls. 1.96 per piece refused for favourite Dewhurst's Eagles, whilst Collie's Lion Chop brought the extreme figure of Tls. 1.93; ordinary imports in good request at Tls. 1.87 to 1.90. 7 lb. Shirtings continued in fair demand at 1.70 to 1.72, ordinary to best common showing no change. For heavy Shirtings quotations nominally Tls.

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2 .60 to 2.72 for 9¾ to 10 lb. White Shirtings sold to a considerable extent at the following values, viz. :—56 R. Tls. 1.75, 60 R. Tls. 1.87 to 1.92½, 64 R. Tls. 1.95 to 2.00 ordinary, and Tls. 2.12 to 2.17 for Dewhursts, 66 R. Tls. 2.08 to 2.18. T-Cloths: Business extensive, embracing every quality and weight, settlements of 7 lb. Mexicans as usual showing the largest total. 6 lb. Ordinary, Tls. 1.18/22½ per piece; 6, lb. Mexican, Tls. 1.42/48; 7 lb. Mexican, 1.54/62; 7 lb. Ordinary, 1.35/43; 8 lb. 36 inch., 1.76/82. Drills: Steady, at improved prices. Fair English 15 lb. (Dragon chop) Tls 3.12 to 3.13, and holders of fine quality raising their demands to Tls. 3.14 to 3.16. Sheetings: American Tls. 3.00; English Tls. 3.06 to 3.20 for 15 lbs. Jeans: Stocks accumulating and tendency of prices lower. Fancy Cottons still experienced a dragging market, and transactions reported scarcely worth recording. Turkey Red Shirtings Tls. 1.95 to 2.10; Gentian Shirtings Tls. 2.55 to 2.60; Dyed Brocades Tls. 2.82 to 2.85; White Brocades Tls. 2.35; Velveteens Tls. 0.1.2 to 0.1.8. Woollens: Long Ells slowly improving in value, and Camlets and Spanish Stripes also in more favour, but other descriptions of woollens without change. Assorted H H Long Ells, half scarlet, Tls. 5.75 to 5 85; Scarlet Tls. 6.40. C.P.H. Camlets Tls. 15.45. Spanish Stripes 62c. to 63c. Figured Orleans Tls. 3.90 to 3.95. Lastings Tls. 11.50 to 12.50. Lead: parcels of common brands changed hands at Tls. 4.45 per picul.

HONG KONG.—There had been some inquiry during the fortnight in the market for Plain Cottons, and a small business had resulted, but in most instances at concessions upon last quotations. Towards the close the market had again become quiet. Clearances continued on a very small scale, and money appeared to be scarce.

MANILA.—The market had been quiet and prices weaker.

SINGAPORE.—A fair amount of business had been done at slightly weaker prices for most descriptions of Grey Goods. The latest telegraphic advices from Manchester were in favour of holders. 39-inch Grey Shirtings, 8¼ lbs. inquiry fallen off, and some few sales made at $2.60; 7 lbs. quiet, $2.22½; 6 lbs. $2.2½; 45-inch 9 lbs. without inquiry; a small sale of 8lbs. at $2.70; 32-inch Grey T-Cloths, 7 lbs., a fair amount of business done at $1.90 to 1.92½; 6 lbs. little inquired for at $1.70 to 1.72½; 5 lbs. and lighter weights neglected; 36-inch Grey Supers, No. 1 taken at rather lower prices, $1.95 to 2.3 according to quality; small demand for No. 3, at $2.25; Grey Yarn, 18/24's very quiet at $105 to 107½; 30's out of stock, and 40's in fair demand at $135; Coloured Yarn, T R dye very dull; Imperial Red in good demand at $84 to 87; Green and Yellow wanted at $82½ to 87, and $78 to 83 respectively; Woollens—Scarlet Long Ells 12 lbs. firm at $7¼ to 8; Lastings, little wanted; Brocaded Lustres, offered to "arrive" without finding buyers; Scarlet Spanish Stripes held firmly for 80c. to 85c.; Metals—Iron in good demand and firmly held for an advance; Govan Flat Bar, $3.85 to 4; Common Bar, $3.50; Nailrods, $3.75 and 4; Hoop, $4½; Swedish Flat Bar, $1½; Yellow Metal, buyers purchasing very sparingly, quotation 26½ to 27; Lead, improved, upwards of 50 tons L.B. placed at $6¼, and a fair quantity of Common at $5.85

EXPORTS.

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TEA.

YOKOHAMA.—Fully a fortnight earlier than usual parcels of the new crop had come into the market, which was accounted for by the natives having availed of steamer transport; these supplies had been eagerly bought up at prices fully $8 higher than opening rates last season. Settlements for the month amounted to 1,300 piculs of old Common leaf, and 2,000 piculs of new; the latter consisted of Good Medium to Finest grades, and had been settled at prices ranging from $46 to 60. The quality was good, but showed signs of having been too hastily prepared, as is usual at an early period of the season; large supplies were expected during the month of June, and there was every prospect of an abundant crop. The market closed easy, with a tendency to lower prices.

HIOGO-OSAKA.—During the month under review small lots of new Teas had reached the market. The present Pacific mail steamer took the first of the new crop, in all about 350 piculs. Although the new season had not been fairly inaugurated, prices paid for the first arrivals showed an advance over last season's rates of about $5 to 7 per picul. Quotations were nominal, but the late business had been done on a basis of $55 to 60 for finest to choice. Nothing had been done in old Tea.

HANKOW.—Messrs. Drysdale, Ringer, and Co. report as follows, under date May 14:—Musters of the new Teas were placed on the market yesterday morning, 13 inst., fully a week earlier than last year, and during the day between 80 and 90 parcels were placed on offer, consisting chiefly of Ningchow leaf. So early a commencement was entirely unlooked for, musters not being expected before the 15th inst., at the earliest. One settlement was reported yesterday, namely a parcel of half-chests Ningchow at Tls. 40 per picul (costing at 6s. 4d. Exchange and £6; freight, say 2s. 6½d.). We hear also of settlements at Kiukiang of two or three parcels at Tls. 38 to 40½ per picul, the first being made on the 9th inst. A few further settlements are reported to-day. Contracts can only be made at high prices, dealers preferring to wait, owing to the non-arrival of the greater portion of the Shanghai buyers. We shall report more fully the comparative merits of the crop by the next steamer, having scarcely had sufficient time yet to go carefully through the whole of the musters. The average of the Ningchows is good. The Teas are well made and strong in cup, but we think them deficient in quality and not so fine as last year's. Of the Hankow Teas, arrivals are principally from Cheong-sow-kai district, and these compare favourably with last year's. We have not yet seen musters enough of the Oonfar and other district Teas to form an opinion about them; the former are reported on native authority to be inferior to last year's standard. The quantity of Tea now on offer amounts to about 10,000 chests, 50,000 half-chests, 46,000 boxes; of which has been settled, as far as we can learn at present, 7,263 half-chests and 1,000 boxes, at Tls. 35 to Tls. 41 per picul, at exchange 6s. 4d., and freight £6 2s. 3½d to £6 2s. 7½d., adding Tls. 3 for duty &c. There are no steamers in port yet, but the following vessels are advertised to sail from this:—Galley of Lorne, Erl King, Agamemnon, and Lord of the Isles for London, and the Tchihatchoff for Odessa. Also the P. and O. steamer Deccan, rates of freight by which are—£8 per ton of 40 feet for 45 days passage from Woosung; £7 10s. per ton of 40 feet for 50 days passage from Woosung; £6 per ton of 40 feet over 50 days passage from Woosung.

KIUKIANG.—Black: The market was opened on the 11th May, ten days earlier than last year, and at prices averaging Tls. 2 higher than the rates of last season. The Tea appeared rather better in quality, and the crop opening, as far as could yet be judged, would very likely exceed 20,000,000 lbs. Large arrivals were looked for in four or five day from date. Ningchow Teas were quoted Tls. 38.5.0 to Tls. 40.5.0.

SHANGHAI.—Market not yet opened.

FOOCHOW.—Up to the 13th May about 2,000 chests of new Congou had arrived, and some 1,500 chests more were expected to come in on the 14th, of new Ooloongs 800 half-chests were reported to have been received. No opinion as to the quality of the Teas could be given, though the Pehling Congous, of which some small parcels had already been forwarded to Hong Kong for transshipment by steamer to London, were spoken of favourably.

AMOY.—The first parcels of New Season's Teas were brought to market on the 13th May, when chest musters representing ten chops of Ooloong and one of Orange Pekoe were shown; these varied somewhat in quality, but were all fine well-made Teas, though one or two chops had not been well fired; this disadvantage would hardly extend to the later Teas, however, as Teamen with more time at their command would doubtless exercise greater care in the preparation.

CANTON.—A considerable amount of business had been transacted. For a few days after the departure of last English mail a quieter tone prevailed, and the teamen were willing to accept rather easier prices; but later on buying becoming more active, prices hardened. Some improvement in scent had been shown in some cases, but in make the musters offered during the interval had continued inferior to the teas of last season. All desirable parcels had been eagerly competed for, and but few remained on the market, the samples lately shown being much mixed with old leaf and spurious matter. In spite of these defects the teamen were asking extremely high figures, and this, coupled with the absence of tonnage, had during the last few days checked operations. Scented Orange Pekoes had been in moderate request, and had been dealt in on the whole at easier rates than those last quoted; the settlements reported include some 2,000 to 3,000 boxes "new make" at Tls. 16 to 19. Scented Capers had been in brisk demand, and business had been done at an advance of Tls. 1 to 2 on last quotations. Congous had been little inquired for. Green Teas: Gunpowders alone were in request, and purchases consisted principally of medium and fine descriptions. Settlements are:—Scented Orange Pekoe, 17,000 boxes at Tls. 16 to 33; Scented Caper, 65,000 boxes at Tls. 18 to 33; Congou, 1,000 boxes at Tls. 22 to 26; Gunpowder, 10,000 boxes at Tls. 20 to 30.

SILK.

YOKOHAMA.—The business done since the 8th May had been on a very moderate scale, only about 300 bales having been settled. Arrivals had been few, and the stock was estimated at 300 bales. The supply on offer consisted mainly of Oshu Silk, for which high prices were demanded. Reports from the interior regarding the new crop were satisfactory, the weather having been very favourable.

HIOGO-OSAKA.—There is nothing to report with reference to this market. No transactions had been entered into during the interval, and quotations were nominal.

SHANGHAI.—Messrs. C. J. Skeggs and Co.'s Circular says transactions during the fortnight sum up about 300 bales, bringing the season's total over 50,000 bales, of which a much larger proportion than usual has been Yellow Silk. With regard to the new crop everything went well until a week ago, when sickness is reported to have destroyed a large percentage of the worms then in the fourth stage; how far this may affect the yield is still uncertain, as reports and opinions are very conflicting, some estimates giving only 50,000 bales, whilst others range up to a probable 60,000 bales. A few small hank musters were received here on the 17th May, and the bulk is expected in the course of next week.

CANTON.—Musters of the first crop of new season's had arrived, also some cargo, but the quality was not up to expectations, either as regards size or cleanliness, though of average good colour. The opening prices were exceedingly high, partly accounted for by the eagerness shown to make purchases, regardless of wet Silk and high rates, not at all justified by any news from England. It was the opinion of some that after the first excitement subsides, consequent upon the departure of this mail and the next French mail, an abatement in the exorbitant rates would follow. Re-reeled Silks were in great request, and very high prices had been paid—for No. 1 Re-reeled Lacklow $580 to 590, and for No. 1 Re-reeled Kotengon $670 to 690. Dealers refused to re-reel Silks on their own account, and would only do so under contract. Stock was not ascertainable, but very little Silk had arrived compared with amount of crop, which is estimated at 5,000 bales of all descriptions, inclusive of 2,000 bales Tsatlee. Settlements had been 400 bales, of which 200 went forward by the present mail: for the American mail of June 600 boxes of Re-reels were reported to have been contracted for, but this estimate must be taken with reservation, as it is very difficult to ascertain the real amount.

NEW YORK MARKET REPORT.

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TEA.

Messrs. Beebe and Brothers advise as follows:—Since the issue of our Circular of the 18th May business in tea has been comparatively limited, and prices realised show more or less decline upon quotations prior to that date. Sales reported from first hands during the month include 9,200 half chests Green, 19,800 half chests Japan, 26,200 half-chests Oolong, and 1,600 half-chests Souchong and Congou. At the close jobbers show but little disposition to buy, except at a further decline, while the demand for consumption is materially checked by pending auction sales.

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The following are the current quotations (in gold, duty 15c. paid): —Greens (Moyune, Teenki and Fychow, in chops): Gunpowder, first quality, 95c. to 108c.; second, 72c. to 82c.; Imperial, first, 75c. to 85c.; second, 63c. to 72c.; third, 50c. to 52c.; Young Hyson, first, 83c. to 95c.; second, 70c. to 80c.; third, 54c. to 60c.; Hyson, first, 75c. to 85c.; second, 62c. to 72c.; third, 52c. to 56c.; Hyson Skin, 34c. to 44c.; Foochow Oolongs, common and good, 43c. to 51c.; superior and fine, 54c. to 65c.; finest, 70c. to 90c.; Amoy Oolongs, common and good, 42c. to 52c.; superior and fine, 55c. to 65c.; finest, 67c. to 70c.; Souchong and Congou, common and good, 29c. to 38c.; superior and fine, 43c. to 55c.; finest, 60c. to 70c.; Japans, common, 45c. to 47c.; medium, 52c. to 55c.; good medium, 57c. to 60c.; fine and finest, 62c. to 72c.; choice, 77c. to 82c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to June 18, 1872, were as follows:—Greens, 15,556,989 lbs.; Japans, 7,904,533 lbs.; Souchongs, 2,665,507 lbs.; Oolongs, 10,380,770 lbs.; other sorts, 83,397 lbs.; total, 36,591,196 lbs. The stock on Jan. 1 was 19,708,564 lbs.; which, added to the above total, gives a result of 56,299,760 lbs. as the total supply. Subtracting from this total the exports from Jan. 1 to June 18, 3,031,799 lbs., and the withdrawals for home consumption during that period, 13,622,124 lbs., there remains a total of 39,645,837 lbs., representing the stock on the last-named date.

SILK.

A decrease in business has been perceptible of late, consumers purchasing in small parcels, and only for their immediate wants. The firm prices demanded for present stock, and the desire to await the arrival of the new crop of silk, tend in a great measure to check operations. The principal enquiry during the interval has been for re-reeled Haineens, Tsatlees, and Cantons, which are current at quotations. There is a slight demand for usual reel Tsatlees and Taysaams, and the stock is light. Japans are still without sale.

Prices current for China and Japan Silks (currency prices, six months terms):—Tsatlee, No. 1, $9.25; No. 2, $9.00; No. 3, $8.50; Nos. 4 and 5, none. Taysaam, No. 1, $8.00; No. 2, $7.50; No. 3, none. Canton, re-reeled, No. 1 Cotngoun, $8.50; Best, No. 1 Cumchook. $7.50 to 7.75; Inferior, No. 1 Cumchook, $7.00 to 7.25. Tsatlee re-reeled, best, $8.62½; fair, $8 37½ to 8.50. Taysaam, re-reeled, fair, $7.75; med., $7.50. Haineen, re-reeled, best, $9.00 to 9.25; fair, $8.50 to 8.75. Szechuen, Shantung, med., $7.50 to 7.75; Kopun, $6.25.

Coffee.—The Market for Brazil remains inactive, caused chiefly by the continued firmness of holders who are not sellers except at extreme prices. The demand for the West has continued moderate, and dealers, though as a rule holding light stocks, are not buying to any extent, prefering to wait till after "The Fourth," when business will probably resume its usual course, the duty in the meantime having been taken off. The market for East India is quiet but firm. The stock in first hands is reduced, and as the whole supply is well concentrated, full prices are asked. The sales are 200 bags Government, and 8,210 mats Java, the latter per Coringa at 22c. to 23c. for the former, and 22c. to 23½. for the latter, all gold; also 400 bags Government Java at 19½c. gold in bond.

Cordage.—Work at several of the Cordage manufactories is interrupted by reason of the strike among the workmen, but there is a fair stock on hand, and, as the demand is not large, prices have not been affected.

Camphor.—China is quoted 18c. gold in bond.

China Preserved Ginger rules at $8.25 currency, duty (50 per cent. *ad val.*) paid.

Essential Oils.—Aniseed is quoted $2.75 to 2.87½ gold, and Cassia $2.12½ gold, duty paid.

Fire Crackers continue firm, although there is no extensive demand. Sales have been closed during the week of 8,700 boxes No. 1 quality at $2.65 to 2.75—chiefly at $2.70 to 2.75—gold, 1,500 boxes at $1.30 gold in bond, and 6,000 boxes on private terms.

Gambier is dull at 4.4-5c. gold; the stock on hand is 5,000 bales.

Hemp.—There is nothing doing in Manila, which is nominally quoted 12 to 12¼c. gold.

Indigo.—The market for Manila is very dull at 95c. to 105c. currency.

Rice.—Messrs. Talmage and Son's Circular says:—The demand for Rangoon is fairly active, but far short of last season. The trade purchase sparingly, evincing no disposition to buy in advance of immediate wants. The receipts have fallen off, but, as there is already in store a heavy stock, no improvement has resulted, and, unless an export demand shall speedily take off the surplus stock, prices will weaken and a marked decline may be expected. Advices from England show an unusual large stock for this time of year, owing to the large shipments made through the new route, the Suez Canal. Although partially anticipated, this much earlier arrival of the burden of the East Indian crop has caused general depression. The sales of Rangoon for the week have been 1,400 bags duty paid at $6.87½ to $7.25 currency, and 400 bags in bond at $3.70 gold.

Sugar.—An active demand has sprung up for refining purposes, and the sales have been large. There has also been a fair inquiry from the trade. The activity is attributable more, perhaps, to the ruling low prices—the investment being considered a safe one—than to the partial resumption of work on the part of refiners, or the prospect of full work at no distant day. This last, however, doubtless has its influence, for though prices of Refined have receded from their highest point, and may go lower, it is thought that on a return to a normal condition of trade prices of Refined Sugars will then probably bear a relatively higher price to Raw than heretofore, and this induces confidence, though a majority of the refiners are not at work. The transactions have not included any sales of East India descriptions.

Spices.—There is but little inquiry for invoice lots, and we hear of no sales; prices, however, are steady, and, for most kinds, quite firm. The trade demand is also light. Dealers are supplying at, for Mace, $1.15 to 1.22½; Nutmegs 90c. to 92½c.; Black Pepper, 17c. to 18c.; White, 35c. to 36c.; Cloves, 20c. all gold.

Tin.—We are still without business to report in Straits; holders generally ask 37½c. gold, but in the absence of demand this quotation is entirely nominal.

EXCHANGES, &c.

[*For date see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6¾d.	4s. 7d.	4s. 7d.
Shanghai ,, ,, ...	6s. 0⅛d. to 6s. 0⅜d.	6s. 0⅝d. to 6s. 1d.	6s. 1d.
Canton ,, ,,	4s. 5⅛d.	4s. 5⅜d.	4s. 5⅜d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6¼d.	4s. 6⅛d. to 4s. 6⅜d.	4s. 6⅜d.
Manila ,, ,, ...	4s. 5⅛d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	312	231
,, Hong Kong...	26⅝ to 27⅛ dis.	—
Bar silver	111.2.5.	7½ prem.
Mexican dollars	78.6.0	7 per ct. prem.

LATEST TELEGRAMS.

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CHINA.

Hong Kong, July 6.—The market for Cotton Goods is quiet; Woollen Goods are in fair demand. Grey Shirtings, 6¼ catties, 8¼ lbs., 2.53; Cotton Yarn (Water Twist), 16-24, $123; T-Cloths, 6 lbs. (ordinary), $1.65; 7 lbs. (Mexican), $2.12. Exchange on London: Bank bills, six m.s., 4s. 5⅛d.

Shanghai, July 6.—Market for Cotton and Woollen Goods continues quiet; Grey Shirtings, 6¼ catties, 8¼ lbs., Tls. 1.9.3 to 1.9.5 T-Cloths, 6 lbs. ordinary, Tls. 1.2.0; 7 lbs. Mexicans, Tls. 1.6.0. Silk: Market firm; Tsatlee, No. 3, Tls. 590 to 600; No. 4, Tls. 535 to 545; total export (from China and Japan) from 1st June to date, 11,500 bales to England, 4,500 bales to the Continent. Exchange on London: Bank bills six m.s. 6s. 1⅞d.; Mexican dollars Tls. 79½.

NEW SEASON'S TEAS.

Hong Kong, July 6.—Hankow: Market unchanged. Foochow: Total of settlements, 297,000 lbs.; stock, 60,000 packages; second crop expected to be small. Canton: Market steady; total of settlements, 240,000 lbs.; stock, 40,000 packages. Total export (from China and Japan) from 1st June to date, 48,000,000 lbs.

Aden, July 4.—The steamer *Hindustan*, from Shanghai (sixteen days from Singapore), sailed to-day for London.

Aden, July 8.—The steamer *Parnassus*, from Hankow, was totally lost off Cape Gardefui on the 4th inst.; the crew were saved by the P. and O. steamer *Delhi*. It is expected that part of the cargo will be recovered.

Suez, July 7.—The steamer *Hong Kong*, from Hankow, sailed to-day for London.

Port Said, July 4.—The steamer *Agamemnon*, from Shanghai, left for London yesterday. The steamers *Deccan* from Shanghai, *Malacca* from Foochow, and *Sunda* from Canton, sailed for London this day.

The *Deccan* may be expected on the 15th, and the *Sunda* on the 17th inst.

STRAITS SETTLEMENTS.

Singapore, July 4.—Grey Shirtings, 7 lbs., $2.22½, 8¼ lbs., $2.60; T-Cloths, 6 lbs., $1.70; Cotton Yarn, 40's, $136; Gambier, $3.65; Tin, $38¼. Exchange on London: Bank bills, six m.s., 4s. 6¾d.

Penang, June 19.—Grey Shirtings, 8¼ lbs, $2.60; T-Cloths, 6lbs., $1.67½; Cotton Yarn, nominal. Pepper, nominal. Sugar, nominal. Tin, $37.25. Exchange on London: Bank bills, six m.s., 4s. 6¾d.

Shipping Intelligence.

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ARRIVALS.

At Yokohama.—From London, May 16, Ziba; from Glasgow, Zadkia; from Hamburg, Fidelio.

At Hiogo-Osaka.—From London, April 19, Denbighshire; 20, from Bordeaux, Hippocampe; 21, Princess Amelie.

At Shanghai.—From London, May 5, Parnassus (str.); 15, Duke of Abercorn; 17, Canton (str.); from Liverpool, 11, Agamemnon (str.). Reported by telegram previous to July 5, Annie Grey, Macgregor, Craigforth, Kaisow, Russia; 6, Taunton (from Cardiff); Tailsing (from New York).

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At HONG KONG.—From London, May 14, Sea Gull (str.); 18, Corona'; 21, Enterprise (str.); 23. Colombo (str.); 13, from Liverpool, Achilles (str.): 20, from Cardiff, St. Andrew's Castle; 21, Ocean Mail; 13, from New York, Charles C. Leary; 21, Morro Castle; 20, from San Francisco; Valparaiso.

At SINGAPORE.—From Liverpool, Diomed (str.), Menelaus (str.); from Glasgow, Ban Yong Seng; from Cardiff, Edinburgh Castle and Cleopatra; from Greenock, Windhover. From London, Atalanta, Glensannox, Glaucus.

At MANILA.—None.

DEPARTURES.

From YOKOHAMA.—None.

From HIOGO-OSAKA.—None.

From SHANGHAI.—For London, May 11, Antenor (str.).

From HONG KONG.—For London, May 17, Antenor (str.); for Portland, 11, Aldenbesse; 13, Garibaldi,

From SINGAPORE.—For London, May 24, Antenor (str.); Bengal (str.); for Liverpool, 20, Robert Ker; for Boston, 22, Nightingale.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
May 8	Java	Batavia	Queenstown
„ —	Prins van Oranje	Do.	Amsterdam
„ 9	Cotherstone	Singapore	Glasgow
„ —	Argo	Batavia	Holland
„ 10	Omega	Sarawak	London
„ —	Clytie	Manila	New York
„ 11	Tony	Do.	Falmouth
„ —	Menam	Sunderland	Hong Kong
„ —	G. T. Haendel	Cardiff	Do.
„ 15	Elizabeth Maria	Rotterdam	Batavia
„ —	Thomas Blythe	London	Do.
„ —	P. v. d Boon Mesch...	Batavia	Falmouth
„ 16	Lichstraal	Do.	Holland
„ —	Jan Pietersz. Koen	Do.	Do.
„ 17	Engpraid	Cardiff	Hong Kong
„ —	Doune Castle	Do.	Shanghai
„ 18	Escort	Boston	Batavia
„ —	Janfraw	Cardiff	Hong Kong

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BEVERIDGE—On the 7th May, at Tientsin, Mrs. Henry Beveridge of a daughter.

HOWELL—On the 3rd May, at Hakodadi, the wife of A. Howell, Esq., of a daughter.

SANDILANDS—On the 7th July, at Haymount, Bridge of Allan, the wife of G. M. Sandilands, Esq., of a daughter.

WALSH—On the 6th July, at The Hague, the wife of Thomas Walsh, of New York, of a daughter.

MARRIAGES.

GRAY—AITCHISON—On the 22nd June, at All Saints, Finchley-road, by the Rev. J. C. Hose, B.A., of St Saviour's, South Hampstead, Sam Gray, Esq., to Isabel a Jane Aitchison, daughter of the late William Aitchison, Esq., of Oxenridge, Coldstream No cards.

HELLAND—SASS—On the 6th July, at the Vedbœk Chapel, near Copenhagen, by the Rev. N. G. Bladel, George J. Helland, Consul for Denmark, Sweden, and Norway at Hong Kong, Knight of the Orders of Dannebrog and Wasa, to Elisabeth Palœmona Sass, eldest daughter of the late M. W. Sass, Esq., of Copenhagen.

MCCLELLAND—LEISLER.—On the 2nd July, at St. James's, Birch, by the Ven. Archdeacon Anson, assisted by the Rev. I. I. Twist, incumbent of the Holy Innocents, Fallowfield, Manchester, Andrew Simpson McClelland, Esq., of Glasgow, youngest son of James McClelland, Esq., of 32, Pembridge-square, London, to Agnes Caroline, third daughter of John Leisler, Esq., of Victoria-park, Manchester.

QUIN—HUFFAM—On the 21st May, at St. John's Cathedral, Hong Kong, by the Rev. R. H. Kidd, Francis Alfred Quin of Hong Kong, to Caroline Rose Eleanor, daughter of F. S. Huffam, Deputy Registrar of the Supreme Court.

DEATHS.

CAMMIDGE—On the 10th May, Nora Annie Elizabeth, daughter of H. C. and A. Cammidge, aged 3 months.

HANNAY—On the 26th May, at Singapore, William Cathcart Hannay, aged 35.

HEATON—On the 2nd July, at Hong Kong, the infant daughter of Alexander McGlashen and Ada Elizabeth Fanny Heaton.

HOWLETT—On the 5th July, at The Lodge, Ringstead, Norfolk, James Warnes Howlett, late of Sedgeford Hall, and formerly of Bircham Tofts, Norfolk, aged 71.

PARANT—On the 16th May, at the Yokohama General Hospital, Charles Parant, aged 39 years

LEGAL.

COURT OF QUEEN'S BENCH.

IONIDES V. PENDER.

This is an action on trial before Mr. Justice Hannen and a special jury on several policies of insurance effected in this country by merchants at Hamburg along with others effected at Hamburg, with the ostensible object of covering a mercantile adventure in which they were engaged, but, as alleged on the part of the insurers, with the fraudulent object of having the ship scuttled at sea in order to realise the insurances. Messrs. Ionides, the well-known insurance brokers, are only nominal plaintiffs, having effected the insurance for a firm of Hamburg merchants, the owners, who are the real plaintiffs, and for whom they merely sue as agents. The trial lasted from the 1st to the 4th inst. Sir J. Karslake, Q.C., Mr C. Butt, Q.C., and Mr. F. M. White appeared for the plaintiffs; Mr. H. James, Q.C., Mr. Watkin Williams, and Mr. Laynon for the defendants.

There is a firm of merchants at Hamburg—Brounckhorst and Dickmann—some of whose members have been for some years engaged in trade to Eastern Siberia. That trade had been carried on through a place called Nicolaiefesk, on the eastern shores of Russian Asia, at the mouth of the river Amoor, which is navigable for some 1,200 miles. That port, however, it appears, is closed during a portion of the year, and during the last few years a trade had sprung up at a port in the Bay of Peter the Great, lately called Victoria Bay, on the same coast, but some 700 miles more south; and, indeed, almost the most southerly point of the coast of Asiatic Russia, just where it overlaps the empire of China, and opposite the centre of Japan. This port, it appears, is of splendid capacity, and is accessible almost all through the year, and on this account, and also by reason of its position, at the borders of two vast empires, its advantages for commerce and trade appear to have been lately very much appreciated. Hence, a place has sprung up there (called Wladiwostock), with a population partly Russian and partly Chinese, already numbering several thousands, and apparently increasing; and trade had begun to shift there from the more northerly port, which had previously engrossed it. Early in 1871 the Messrs. Diekmann, according to the case for the plaintiffs, contemplated a commercial adventure to the new port, and got several others to join them. One of these, named Vernicke, was the owner of a ship of 300 or 400 tons, and this ship was to be chartered for the purpose, and Diekmanns, Vernicke, and some others were to freight her with goods likely to sell in those remote and dreary regions. The cargo was very mixed, but included a large quantity of spirits and tobacco, and also woollen goods and a variety of other commodities. The insurances were effected by the different parties interested—on the ship, on the cargo, and on the freight payable under the charter, and also on the profits supposed to be attainable on the proposed adventure, as well as upon commission; and the total amount of the insurances effected was about £20,000. Out of this large amount above £4,000 was insured on the ship, and this insurance was effected at Hamburg. Policies were also effected on the goods, and of these some were effected at Hamburg and some in London, the total amount being £14,000, and one of these policies was sued upon in this action. Then there were insurances of £1,500 for "commission" (one of which was also sued upon in this action), and there were other insurances of freight and profits, making up the total amount of £20,000. The question was as to the goods, which were alleged to have been enormously over valued. It was admitted on the part of the plaintiffs that 25 or 30 per cent. had been added to the cost price in these valuations, and that freight and charges had been added, but, according to their case, the actual cost and freight came to nearly £12,600, and the amount of insurances on goods was under £14,000, so that the over-insurance would be only about £1,400. But according to the case for the underwriters the actual outlay was only about £8,000, and the amount of insurance on goods was £12,880. The case for the underwriters was, in a word, that by reason of the enormous over-insurance of the goods, and some fictitious heads of assurance—the ship being well insured—the adventurers had an interest to the amount of some thousands of pounds in her going to the bottom. The ship sailed in the spring of 1871, and on the 18th of May, while on her voyage out, she suddenly filled with water and sank about 150 miles from the Canary Islands, lat. 30.15 N., long. 19.16 W.; it was early in the morning, on a fine day, no high sea running, no rock visible, no wind, without any apparent accident or cause. According to the captain and the mate, the captain, at four o'clock, thought he felt a shock, and said so to the mate, but "took no further notice of it," thinking it was a blow of the sea, especially as on looking about they saw nothing. At this time the captain was in his cabin, from which an opening had been made into the hold. At five o'clock the ship was apparently all right, but soon afterwards was leaking, and about seven o'clock had 7 feet or 8 feet water in the hold, which was only 10 feet deep. The captain, who was in his cabin, was told this by the mate; he came hastily on deck, and said the ship was sinking, and the boats must be got out as they were; and then he and the crew got into them, stood away from the vessel, and went off. About three or four miles off, a ship, the *Ocean Bell*, hailed them, and took them up, and then went towards the vessel they had left, which had capsized, but not sunk, and did not sink until some three or four hours after they had got out of it. Indeed, the crew did not appear to have seen it actually sink, though the captain stated that he saw it sink before the *Ocean Bell* finally left. The captain went in another ship to Hamburg; some of the crew came to Liverpool. The mate had induced some of them to sign a statement that they had felt a "shock" in the ship before it leaked, but those who got to Liverpool refused to sign such a statement there, and now denied it to have been the fact. Moreover, they made charges against the captain, and openly declared that they believed the ship had been sunk. An investigation was made at Hamburg, but it resulted in an acquittal of the captain, and the Hamburg insurers paid upon their policies. The English underwriters, however, were not satisfied, and resisted the claim, and hence the present action, and another against the North China Insurance Company, which also stands in the list for trial at these sittings. They resist the claim on three grounds—first, that the concealment of the fact of enormous over-valuation of the goods was a concealment of a material fact which vitiated the policies, and several underwriters were called who gave it as their opinion that such an over-valuation was a very material fact; next, that it was not made out that the ship was lost through "perils of the seas," the perils insured against, all that appeared being that she went down, and this, apparently, without any cause arising from "perils of the seas;" thirdly, that this very fact, coupled with the enormous over-insurance, raised a great probability that the ship was scuttled, and that this probability was supported by several other circumstances, as that there was no shock, no rock, nor wreck, nor anything against which the vessel could have struck; that the captain was in his cabin when the ship began to leak, that he had had an opening made into the hold, and that he had an augur in his cabin, an instrument for making holes. This defence was supported by the evidence of one of Lloyd's surveyors, who proved that the construction of such a ship must have been so stout and strong that she would not have been much affected by coming into contact with a moving wreck; and, on the other hand, if she had struck against a rock the shock would have been so great that the ship would have quivered through all its timbers, and everyone in it would have been knocked down, whereas, even according to the captain's own account, he was not certain there was a shock at all, and it

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was so slight that he thought it a blow of the sea. Similar evidence was given by several nautical men, and two of the crew, who were called as witnesses for the defence, stated that they felt no shock at all. The captain was examined for the owners under a commission at Hamburg; but neither he nor any of the crew were called as witnesses in their behalf at the trial.

The above facts having been deposed to by the witnesses for the plaintiff, Mr. James, for the defence, called two of the crew as witnesses to explain circumstances from which the fraudulent design was sought to be inferred, and they were cross-examined by Sir J. Karslake with a view to elicit circumstances to rebut the inference, and especially with reference to other statements they had made, which, it was suggested, were at variance with their present evidence, or other circumstances which might explain or account for it. The examination and cross-examination of these witnesses went to such length on account of the number and minute character of the circumstances on which it turned, that it occupied the whole of one day. Mr. James then addressed the jury, and Sir J. Karslake is to replied on the part of the plaintiffs.

The case was brought to a termination on Thursday, Justice Hannen having summed up, the jury, after a short deliberation, said that they found that the valuations for the insurances were excessive, and that, though they could not say whether the valuations were fraudulent, they were of opinion that they were material, and were concealed. They further found that the vessel was not lost by the perils of the seas, but they could not say (not having sufficient evidence to show) whether or not it was intended by the assured that it should be lost. A verdict was then entered for the defendants.

Yesterday two actions on policies by the same parties on the same ship and cargo, viz., "Ionides *v.* the North China Insurance Company," and "Ionides *v.* the London and Provincial Insurance Company," came on for hearing, when the plaintiffs withdrew from the cases.

ANOTHER INSURANCE CASE.—In the Court of Queen's Bench yesterday the trial commenced of an action "Cator *v.* the Great Western Insurance Company of New York." The action was brought on a policy of insurance to recover £1,996 for loss by perils of the sea on 1,711 packages of Oolong tea shipped at New York in the *Eurydice* for the United Kingdom in January, 1871. On the voyage the ship encountered severe weather, and sea water got into the holds and damaged some of the tea. Part of the tea was not damaged, but under the advice of an experienced tea broker the whole of the tea was sold at a tea sale with all faults. The defendants paid £660 into Court as the amount of their liability. The trial concluded yesterday with a verdict for the defendants, leave being accorded to the plaintiffs to appeal to a higher court on some points of law raised in the course of the proceedings.

MISCELLANEOUS.

THE OPIUM LIBEL CASE.

With reference to the Hong Kong libel case, Belilios *v.* Agabeg, of which we recorded the result in our last issue, Messrs. Jameson and Barton in their Opium Circular publish the following remarks:—

The strictures and remarks passed by us in our Circulars of Dec. 12 and 27, Jan. 10, and Feb. 7 last, on the discreditable practice which had arisen of tampering with opened chests of Bengal drug, having been taken by Mr. E. R. Belilios to apply to himself, an action for libel, with damages laid at $10,000. was commenced by that merchant against our Mr. A. L. Agabeg, junior. The case came on for trial in the Supreme Court on the 8th inst., before the Acting Chief Justice and a special jury. The difficulties (which will be well understood by professional men) in the way of legally substantiating the plea of justification having been found insuperable, the defendant's counsel felt bound, on the second day of the hearing, to withdraw it, and the case went to the jury,—which we may mention is here composed of seven members. On their return into Court, their foreman stated that they were not unanimous either on the question whether a libel on Mr. E. R. Belilios had been committed, or upon the amount of damages. The parties to the suit, through their counsel, then agreed to submit to the decision of a majority of the jurymen, and a verdict was returned for the plaintiff, and $1,000 damages awarded to him.

It would ill become us to criticise their finding, but we cannot refrain from again assuring our readers—and we hope in so doing we are guilty of no disrespect to the august Court which has condemned us—that in publishing the observations which have been decided against us to be libellous, we have been animated by a sincere desire to expose and put an end to practices which, we had reason to know, had sprung up in the Opium Trade, and which could not fail to shake confidence in those engaged in it, and to reflect on them very injuriously. We regret that this single motive should have betrayed us into the use of words which have been held to constitute a libel on Mr. E R. Belilios, and from which more guarded language might possibly have protected us. It is, however, satisfactory to us to know, as doubtless it must be to our readers, that by whomsoever the trickery we sought to lay bare was practised, and the discredit brought to our trade, the publicity we gave to it has been productive of this good, namely, that the practice has been completely stopped. The question of the purity of our Mr. Agabeg's motives and conduct, and the reality of the existence of the evil he attacked and destroyed, will be more apparent to those at a distance from this colony, when it is stated that the costs of his defence to Mr. E. R. Belilios's action at law against him and the amount of damages in which he was cast (together about $2,500) have been publicly subscribed by merchants of Hong Kong, who represent more than three-fourths, almost the entire bulk, of our opium importers.

THE BURMESE AND PANTHAY EMBASSIES.

The *Globe* says:—"Of the two embassies from Burmah now in England one is represented by the Panthays, a Mahommedan race of Chinese origin, which has, through many difficulties, succeeded in retaining its independence and extending its authority. But for their earnest and friendly assistance our expedition in 1862 to examine the trade route between Burmah and China would have failed through the opposition of the Burmese Government of that day. Since then the policy of our Indian Government has been to keep up the friendliest relations with the Panthays, and the mission representing them has arrived under its direct auspices and with its direct aid. By the India-office at home, however, it is altogether ignored; while the second Embassy, unaccredited from India, has been paraded and received with special honour. No one ever hears of the duly accredited mission representing our friends and allies, the Panthays, while that professing, solely on its own responsibility, to represent a Government which has hitherto made a point of putting obstacles in our way, receives even an unnecessary amount of recognition. Can it be that the India-office, in its ignorance of the state of Burmese politics, has made a blunder, and mistaken the false embassy for the true? If so we fear that very disagreeable complications may arise when the error—if there be error—comes to be discovered. We have nothing to urge against the attention lavished on one embassy, but why is the other so signally neglected?"

Subsequent to the publication of the above remarks the following letter has appeared in the same journal with the same signature, "Progress:—"Sir,—Permit me to comment on a note regarding Burmese Embassies in your to-night's issue. The Panthay mission has not been altogether ignored; the India-office has received it with due civility. It is, however, probably a matter of no importance whether the Panthays be recognised or not, but the one obvious fact regarding them is that they are rebels against the Chinese Government, and their great distance from Peking is the only cause why they have not long since been reduced to order. It is difficult to see what international morality or sound policy there may be in encouraging totally unsettled predatory tribes like the Panthays, whose chief influence is to sow and maintain disorder in South-Western China. The Burmese Embassy represents a thoroughly settled Government, and is duly accredited by its Sovereign. There is, therefore, no force in the assertion that it is accredited solely on its own responsibility. Nor is there the slightest reason why the Indian Government should expect to patronise it. Burmah, though not a strong, is a perfectly independent Power, and the King has very properly demonstrated his treaty rights by sending an Embassy to protest against the unjust desire of the Calcutta Government to treat him as if he were in their leading strings."

SILK SUPPLY.

We extract from the annual report issued by the Society of Arts the following reference to the Society's Silk Supply Committee:—

A short time since, the Council received a communication from the Silk Supply Association, suggesting that a union or amalgamation of that body and the Society of Arts would be likely to lead to advantageous action in reference to the objects for which the association was established, and it was further suggested that the best way of effecting this would be the forming a Silk Supply Committee of this Society, and taking on such Committee, in addition to those nominated by the Society, such Members of the Silk Supply Association as should be arranged. Accordingly such a Committee has been nominated by the Council, to consist of Mr. A. Cassels (Chairman), Sir Daniel Cooper, Bart., Mr. Hyde Clarke, Mr. E. Chadwick, C.B., Mr D. Chadwick, M.P., Mr. Thomas Dickins, and Mr. Cobb, the Honorary Secretary of the Association, with such other members of the Association as may be hereafter added thereto. It is confidently anticipated that this Committee will be the means of vitality to a useful organisation, and will be able to give valuable aid in obtaining and diffusing through the pages of the Society's *Journal* important information, and wherein the interests of this large industry will be discussed and promoted. By such exertions the efforts of various foreign and colonial governments will be promoted, and further resources may be obtained by the encouragement of silk culture and silk manufacture.

THE troopship Orontes, which left Hong Kong on the 6th April, arrived at Portsmouth on the 1st inst., having on board Captain Morten Eden, Captain M. J. Sexton, Lieutenant E. W. Adams, and Assistant-Surgeon S. H. Ray, of the 8th Battery 2nd Brigade Royal Artillery; Mr. W. J. Walsh, Second Class Clerk of Works, Royal Engineers Department; and Commissary J. L. L. Buchanan, of the Control Department; five invalid soldiers, 121 time-expired men, six women, and six children. The Orontes has been absent nearly six months, having sailed from Portsmouth with the 80th Regiment of Foot on the 12th January, for Singapore and Hong Kong.

No orders have yet been issued for the commissioning of the corvette Thalia to take the place of the Juno on the China Station, and we are in a position to state that another vessel will probably be selected for the service, and that the Thalia will be appointed to the Mediterranean Station.

An interesting account of Japan appears in the July number of the *Leisure Hour*, from the pen of Mr. Mossman, formerly editor of the *North China Herald*, at Shanghai. The conductors of *Leisure Hour* have acted wisely in placing in reach of their readers this account of the Japanese; they will be better able to appreciate the Japanese Embassy.

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Foreign Intelligence.

HOLLAND.

(FROM A CORRESPONDENT.)

ROTTERDAM, July 3.

The Ministerial crisis is not yet solved, notwithstanding reports to the contrary; Mr. de Vries is still in search of colleagues, though of course there are a great many "well informed" correspondents, who, from the best of all sources, are able to give the full list of the Cabinet *in spe*. The most inaccurate of these trustworthy correspondents is, however, most certainly, the newsmonger who last Monday wired from the Hague to *The Times* the names of the members of the new Cabinet, for a more nonsensical list of names could not possibly be invented. Geertsema, charged with the portfolio of the Department of Justice; Mirandolle, Home Department; Gerike (said to be late Minister of the Naval Department!) Foreign Affairs; and last, but not least, Mr. van Bosse, or "Professor Groningue," Finance. Heaven only knows who this last-named professor is. Perhaps the correspondent meant Professor Tellegen, from Groningen, but if so, I think he is still quite wrong. I trust the official paper will very soon put an end to these surmises and rumours, by publishing the list of the new Cabinet.

The *Staats Courant* has published the satisfactory intelligence that Princess Mary of the Netherlands, wife of the Prince of Wied, has given birth to a son. If this event had taken place some weeks ago it would have been of still greater importance, because the health of the Prince of Orange was then in a very critical state. The Prince's condition has, however, now much improved, and the fears for any fatal result have entirely disappeared.

The *Handelsblad* informs us that the Governor-General of Java has granted a concession to Mr. A. G. Busch, of Amsterdam, for the construction of dry-docks in the Colony. The concession is granted for a term of seventy five years. This communication has given great satisfaction to our traders and shipowners, these institutions being greatly requisite, and will be largely employed, especially when the tariffs are somewhat moderated.

On the 9th inst. a general meeting of shareholders of the Steamshipping Company Nederland will be held at Amsterdam, to appoint twelve commissaries. The appointment of managers will be made at the following meeting.

The shareholders of the African Trading Society met here on the 28th ult. The society's operations, as was shown by the annual report, have given last year a most satisfactory result. The net profits have amounted to f.384,260, against f.326,408 in 1870, and a dividend of 10 per cent. on the paid up capital will be paid.

At the annual meeting of the Dutch India Trading Bank, held on the 26th ult., the accounts showed a net profit of f.240,004, out of which a dividend of f.10 per share, equal to 4 per cent., was declared.

PRODUCE MARKETS.

There is but little alteration to report in the general features of our market for Colonial and Foreign Produce, which has exhibited a quiet appearance. Prices of most of the leading articles are, upon the whole, barely supported, with the exception of Coffee, which remains very firm, and has slightly advanced.

COFFEE continues in good request at advancing rates. Good ordinary Company's Java has sold at 46½c., and is but little to be met with now at that price. Low quality has fetched 47c. Total stock, 532,600 bags.

SUGAR.—For want of sellers (hardly any parcels being offered in the market) transactions are very unimportant, but no reduction of price is to be reported. There is, however, no demand for white sorts, which could only be realised at low rates, if sales were pressed. The Trading Company will offer for sale by public auction at Amsterdam, on the 23rd inst., 62,500 baskets Java. Stock, 4,000 tons.

TEA is very firm, and the public sales promise to meet a good attendance of buyers. Stock 11,300/4 chests.

JAVA TOBACCO.—Sales have been closed by private tender of some small parcels, but to-morrow important lots will be brought into the markets. Stock 11,740 bales Java, 528 bales Sumatra.

SPICES.—Without any transactions of note to report in Nutmegs or Mace, but the speculative demand for Cloves has again increased, and prices are looking upward. Stocks, Nutmegs, 2,203 casks; Mace, 281 casks; Cloves 2,298 casks.

RICE.—The demand remains quiet. 3,339 bags Java table ex Kosmopoliet II. were sold at f.11⅞.

RATTANS continue in good request, but less disposition has been evinced on the part of buyers to operate in floating shipments. For want of stock the business done has been confined to the sale of 220 piculs ex Maassluis.

TIN.—Hardly any demand prevails for the article, and the business done has been confined to a few contracts of Banca for autumn delivery at f.92 to f.92½. Billiton on the spot has sold at f.92. Stock on warrants 35,082 slabs Banca, new stock unsold 31,457 slabs. Stock of Billiton 2,450 slabs.

HIDES.—The business done has been confined to the sale of about 6,000 ps. ex Leucothea, Queen of the Colonies and Vrachtzooker.

ARRACK continues in good demand. 35 casks Batavia, ex Rosalie, 30 do. ex Cornelis Gips, 60 do. do. ex Utinia have been sold.

MISCELLANEOUS.—250 cases Preserved Ginger, and 50 chests Mandarnie, put up at auction last week were bought in. Gum Damar has been selling from first hands to an aggregate extent of 500 cases at reduced rates. Holders are asking 32 cents, which can only be realised occasionally for small lots, as buyers are very cautious, in expectation of heavy supplies to come forward. About 3,100 bales White Borneo Guttapercha, ex steamer *Prins Hendrick*, changed hands on secret terms. Holders of this import are not inclined to sell at the present market currency. The available stock of Japan Camphor has been disposed of at 55 cents, and there are no sellers now under 56 cents. China attracts but little attention. About 80 bags Cubebs, ex Maassluis, changed hands at a price not named. Some business has been doing in Cajaputa Oil on a partial reduction.

The London & China Telegraph.

LONDON: WEDNESDAY, JULY 10, 1872.

THE MESSAGERIES AND THE SUEZ CANAL.

WE have received a pamphlet issued by the Directors of the Messageries Maritimes of Paris, protesting against the recent advance in the rates, and the proposed alteration in the measurement of steamers passing through the Suez Canal. Whether for its clearness of reasoning, its simple explanation of—and adherence to—facts, or the moderation of its tone, the pamphlet before us deserves the kindest consideration, and the best thanks, of the commercial community. The Messageries are so sure that they are right in resisting the proposed arbitrary increase that they prefer to have recourse to reason, and appealing to public opinion, before having recourse to the law to protect them—and all other shipowners—from an impost which would neutralise the benefits of the Canal, and go far to shut it up altogether.

The facts are thus shortly stated. On the 4th March last the Directors of the Suez Canal Company resolved that the tariff should be ten francs per ton on the gross tonnage. No difference was to be made between vessels belonging to the State and those which are the property of private owners; but the immediate result of this new rate is to increase the cost of transit 40 per cent.! and at the same time that they made this advance, the Directors reserved to themselves the right of making any such further increase, as they might think fit at any future period. Upon this startling announcement a number of French shipowners, seeing their trade menaced with an absolutely prohibitory rate, formed themselves into a committee, to inquire whether the Canal Company by its constitution possessed the powers which the Directors had thus claimed. In order to arrive at a just conclusion on this question, the committee consulted the "Articles of Association" of the Company itself, all the official reports and pamphlets published during the last four years by M. DE LESSEPS and others, and the report of the proceedings at the general meeting of shareholders held on 12th March. The results of this investigation proved that the Egyptian Government, in consideration of the concession granted to M. DE LESSEPS, required and decreed that the rate for transit through the Canal should never exceed ten francs per ton, irrespective of nationality or ownership. This is undoubted; but the question that is not quite so clear is, "On what basis are these dues to be calculated? Are "they to be calculated on the gross or nett tonnage? "And are they to be levied alike on vessels whether "full or empty?" The answer to this appears conclusive. The French law expressly rates all vessels by the tonnage officially registered; and the usage of commerce is alike among all nations in this respect—that the registered tonnage is always the basis on which all dues, of whatever kind, are assessed. This axiom of maritime law and custom is corroborated by the fact that in the Firman of the Egyptian Government the passage of the Canal is decreed to be in all respects conformable with the usages and laws of France. That this is the motive principle of the Firman is apparent, when we find that the calculations by which the maximum rate are to be levied are made not in the Egyptian, nor in any other European currency, but, according to the French system, are always computed in *francs*. Surely nothing could prove more strongly than this fact, that the attempt to increase the maximum rate, fixed and guaranteed, is directly opposed to all law and precedent, to say nothing of assurance and guarantee. When M. DE LESSEPS was making the tour of the commercial cities of England in 1856, this principle was clearly affirmed by Sir DANIEL LANGE in Newcastle, Birmingham, and other places. It was fully recognised by the aggregate committee of the officers and servants of the Canal Company in 1868, when it was resolved that the English method of calculating tonnage was the best, and therefore the most worthy of adoption; but that it ought not to be allowed to supersede the methods of other nations until an uniform system had been agreed upon by representatives of all the various nationalities. Pending this event, the Company distinctly pledged itself to abide by the rates it had fixed, without regard to nationality. It was not until

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the end of 1871—after the war had shattered the French Empire—that the Directors of the Canal Company ventured to propose any alteration of their terms; and the pressure then brought to bear on M. de LESSEPS, who foresaw the complications that must ensue from such a course, became apparent. M. de LESSEPS issued his circular to the various European Chambers of Commerce, officially informing them of the new question that had been started. Of twenty-five Chambers which replied to this manifesto, the one from Copenhagen is as practical and conclusive as any. The Danes distinctly affirmed the principle that the rule of measurement was irrevocably fixed on the French principle—100 tons register, English or Danish, to equal 105 tons French—and certainly nothing could go further than this to prove the justice of the protest now made against the attempt to advance the rates and alter the constitution of the Company.

The arguments against any such alteration are thus summed up in the protest of the Messageries Directors against the proposed advance. The act of the Directors of the Suez Canal Company in altering their system of measurement is in direct opposition to the principles of the undertaking, and in excess of the powers granted to them to carry it out. On the other hand, the Directors of the Messageries have entered into certain agreements, made certain arrangements, and given certain pledges, on the faith of the Canal Company's undertakings and charter. Morally, there cannot be a doubt of the justice of the Messageries' protest, and the commercial community, West and East, owe them a debt of gratitude for their promptness and firmness in pointing out the folly of a course which, if persisted in, will probably destroy the capital of the shareholders in the Canal, and fling Europe back into the same position with regard to the East as she occupied years ago, before M. DE LESSEP'S grand idea became an accomplished fact, just at the moment when, by keeping faith, it seemed most certain to become a financial success, no less than an engineering triumph.

JAPAN FORWARD—ONWARD.

THE last brand new institution which the Japanese Government have imported from Europe is a scientific medical school. With the cosmopolitan impartiality which has characterised their choice of foreign instructors they sought in Germany for the future reformer of the Japanese art of healing, and requested the Professors of the University of Leipsic to select a fitting person for the office. At first sight the task thus imposed upon the Professors would appear to have been no light one. The qualifications which the Japanese Government considered it necessary for the holder of the post to possess were both numerous and minute. He was not to be tall, lest he should be unable to sympathise with his short pupils; he was to love children; to be a man of good manners and kind-hearted; to be possessed of good health, and to be sound in wind and limb and eyesight. He was not to be finicking or artificial in his manners, but upright, straightforward, and spontaneously courteous. He was to be well-versed in the theory and practice of medicine and the allied sciences; to understand English and to be able to lecture in that language; and not only to be competent to learn Japanese, but, in due time, to teach it. Fortunately the Leipsic Professors have discovered in Dr. JUNKER a man in whom all these excellences dwell; and the new director-in-chief of the Kioto school of scientific medicine will shortly leave to meet his Oriental masters, and to justify by his labours the choice of the learned men of Leipsic.

The rapid transformation which has of late been going on in the political and social life in Japan, as indicated by the constant announcement of some new undertaking, such as the above, on the part of the Government of that country, suggests some curious reflections. We have always been taught to believe that a nation is a growth, not a manufacture; yet here is a country which but fourteen years ago was sealed against all intercourse with the outer world, and which now is striving to place itself on a level with the most highly civilised nations of the West. Possessed of an ancient Imperial system, said to have been founded by the gods; of a civilisation which had become fossilised by age, and peopled by a brave, proud, and patriotic race, Japan in 1858, to all appearances, presented as hopeless a pupil of advancement in the path of progress as even China herself. Nor did the experiences of the first few years of our intercourse with the Japanese tend in any way to remove the desponding aspect of affairs. The history of our international relations during the period from 1858 to 1862 is a record of assassinations, of assaults, and of violent outbreaks against the authority of those Daimios who favoured the presence of the hated foreigner on the sacred soil of Japan. Ten years have passed since the close of the epoch we have named, and how shall we count the changes which have been crammed into that decade? Railways now dissect the countries where ponies were the fleetest means of locomotion known. The telegraph wire flashes messages throughout the length of the land; arsenals, dockyards, scientific schools and hospitals, all arranged on European models, abound in every large town in the Empire; and the capital cities of Europe and America swarm with young Japanese studying the laws, the institutions, and the customs of foreign lands. It is difficult to accept so sudden a transformation without some feelings of misgiving. Are the people of Japan so wise and easily convinced, as some would say, or so shallow and changeable, as others would suggest, that they can thus throw off, at once and for ever, national associations which are the growth of twice ten centuries as they would an old coat? Or will the new wine burst the old bottle? In considering this question one must not argue on precedents furnished in the history of European countries. A people who could make up their minds to adopt the literature, and, to a certain extent, the language of China, are plainly not to be judged by the rules which regulate the actions of ordinary men. And thus, while we watch with curiosity the extraordinary advance the Japanese are now making in the paths of Western civilisation, we are firmly convinced that they will retain the advantage they have gained, and that, in spite of occasional internal jars, they will continue their onward progress both safely and surely.

THE new Italian service of the P. and O. Company, which we lately announced as starting from Venice to Ancona and Brindisi, commences with the steamer *Ceylon* on the 26th inst. On the 29th she will take on board the mails at Brindisi, and proceed to Alexandria. The directors have decided to make no increase in the passage money from Venice. By this arrangement it is expected that the company will secure a larger portion of the continental cargo to and from India, China, and Japan.

BY the last mail from Washington, it is announced that the details of the new Treaty with Japan, have been arranged, but it is yet uncertain when it will be finally completed, and the Embassy start for this country.

IT has been stated in Parliament that the Suez Canal Company have declined to postpone the increase in the tariff, which comes in force from the 1st inst.

Monetary and Commercial.

The directors of the City Bank, at their half-yearly meeting, announced a dividend for the past half year at the rate of 10 per cent. per annum, and to add £10,000 to the reserve fund. The distribution at the corresponding period of 1871 was 8 per cent. per annum, and £5,000 was added to the reserve fund. They have also decided to increase the capital of the bank by a further issue of 10,000 shares of £20 each, of which £10 will be called up at a premium of £2 per share. At the half-yearly meeting of the proprietors of the Colonial Bank the directors' report was adopted, and a dividend of 6 per cent. and a bonus of 1½ per cent. were declared.

The dividend to be declared by the Union Bank of London on the 10th inst. will be at the usual rate of 15 per cent. per annum, with a bonus of 2½ on the paid-up capital, making together 10 per cent. for the past half-year, and with the dividend and bonus paid in January last 20 per cent. for the financial year. The directors of the London and Westminster Bank have resolved to declare at the ensuing general meeting a dividend and bonus of 10 per cent. for the half-year ending the 30th of June last, carrying forward £6,300. The directors of the London Joint Stock Bank have resolved to declare at the half-yearly general meeting,

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to be held on the 18th inst., the usual dividend of 12½ per cent. per annum, and, in addition, a bonus of 11s. 3d. per share. being together at the rate 20 per cent per annum. The Liverpool Union Bank have declared a dividend of 17s. 6d. per share for the half-year ending June.

At a meeting of the British Australian Telegraph Company full powers were granted to the directors for raising the capital required (£320,000) for a cable from Port Darwin to the Norman River in Queensland, at such time and in such manner as the Board may determine. The chairman stated that in proposing this extension to the shareholders he was responding to an application from the Queensland Government. It was also stated with regard to the interruption of the cable between Java and Port Darwin, that the Telegraph Construction and Maintenance Company are under contract to repair the cable at their own expense.

A general meeting of the shareholders of the Suez Canal Company has been called, and will be held in Paris on the 31st inst.

The Indo-European Telegraph Company have made a slight reduction on their rates for telegrams to India and the Far East. The revised scale of charges is as follows:—To India, £3 12s.; to Ceylon, £4 4s.; to Penang, £4 14s.; to Singapore, £5 10s; to Batavia, £5 19s. 6d.; to Saigon, £5 14s.; to Hong Kong £4 16s. 6d.; to Shanghai, £5 8s.; to Nagasaki, £6 8s.

The annual meeting of the Netherlands India Commercial Bank was held at Amsterdam on the 26th ult., when the directors' report and the accounts—which will be found in our advertisement columns—were adopted, and a dividend of 10 florins per share, equal to 10 per cent., was declared.

The traffic receipts on the Great Northern Telegraph Company's lines for the month of June have been f.214,796, against f.138,390 in June 1871, when, however, only the Hong Kong-Shanghai section of the China cables was open.

Applications are invited for 1,500 Seven per Cent. First Mortgage Building Bonds of the Western Union Telegraph Company of the United States. The price of issue is 92 per cent. Principal and interest are payable in gold, and the final redemption of the bonds is to take place not later than 1902. The proceeds of the issue will, it is stated, be devoted to erecting in Broadway, New York, a large central building specially adapted to the business, and the whole real estate of these premises is hypothecated as security, in addition to the company's revenue, which, to the 1st May last, amounted to £539,563; the total sum required for interest on the mortgage being £84,558. A sinking fund is to be provided by the annual payment of £30,000 for purchasing bonds in the open market. The bonds are already quoted at a premium of 2½ to 2¾.

The Pacific Mail Steamship Company have concluded a contract with Messrs. John Roach and Co., an American shipbuilding firm, for the construction of two iron steamers of 4,000 tons, to be delivered by December, 1873, at a cost of $850,000 each. These vessels are intended as an addition to the Company's China and Japan line.

Tenders for £600,000 in bills on India were received on the 3rd inst. at the Bank of England. The amounts alloted were—To Calcutta, £374,000; Bombay, £200,000; and Madras, £25,300. The minimum was fixed, as before, at 1s. 10⅛d. on all the Presidencies. Tenders on Calcutta and Madras at 1s. 10⅜d. will receive about 16 per cent, and on Bombay at that price 16 per cent.; above that quotation, on Bombay, in full. No change of importance is apparent, compared with the last occasion.

The amount of bullion by the P. and O. Company's steamer *Massilia*, which left Southampton on the 4th inst., was in gold—to Galle, £803; to Madras, £273; in silver—to Hong Kong, £15,238; to Shanghai, £1,443; to Yokohama, £4,700; total, in gold, £1,076; in silver, £21,381.

Bar silver is in better demand for the Continent, and the price has improved to 60½d. per oz. standard. Mexican dollars are in good demand, but the supply has been so small during the week that transactions have been merely nominal. Quotations remain as last given.

ARTICLES OF IMPORT.

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TEA.

Although the market has continued dull, there has been a fair amount of business done, chiefly at public sale without reserve, to close invoices of old season's teas, prices again ruling in favour of buyers. Privately, but little has been done, with the exception of considerable sales of new district Congous, and a few small invoices of new Scented Teas, arrived per steamer; prices of these have shown a considerable decline, especially in Congous, the supplies being in excess of the immediate wants of the trade. Deliveries have been on a satisfactory scale for the first six months of the year, but the increase is chiefly owing to the expansion of the export trade. The figures stand thus:—

	1872.	1871.
Home consumption for London from Jan. 1 to June 30.	... 45,714,000 lbs.	45,415,000 lbs.
Sent coastwise do.	... 19,223,000 ,,	18,453,000 ,,
Export do. do.	... 19,321,000 ,,	17,937,000 ,,
Total delivered ...	84,258,000 lbs.	81,805,000 lbs.

Black: Read-leaf kinds: Siftings continue to sell from 4½d. to 6d. per lb., showing no change. Broken-leaf kinds have been sold at rather easier rates; fair to good common are firm at the decline last quoted; fair to good Kaisows have been sold, at public auction, at about last quotations; in fine to finest transactions are unimportant. Pak Lin kinds are without alteration. Black-leaf kinds: There has been no improvement in the position of low qualities; fair to good common have been dull of sale, and prices have been weak; fair to good medium have been forced off, at auction, to some extent, and prices have ruled in favour of buyers; in fine to finest but little has been done. Amoy kinds are unchanged. New-make Canton kinds: Old seasons have been realised at very low prices, siftings selling at 3d. per lb., common at 9d. to 10d. per lb., fair to good 1s. to 1s. 5d. per lb.; of new Teas the supply has been in excess of demand, and sales have latterly been difficult to effect, whilst prices have been declining gradually throughout the past month. Oolongs: A recent arrival of fine quality has been sold at 2s. 4d. per lb., other descriptions show no alteration. Souchongs have sold at lower rates at public auction. In Flowery Pekoes there has been no business of any importance. Scented Teas: Canton Capers, out of recent arrivals, per "Rollo," have been difficult of sale at easier rates. Foochow kinds have sold rather lower at public sale. Orange Pekoes: Canton kinds, the first arrivals of new Teas realised extremely high prices, but further supplies have not met with much competition, and 1,000 boxes have been sold at public sale, without reserve, at prices showing a decline of fully 1½d. per lb. on those lately obtained by private contract. Foochow kinds have sold at previous prices. Uncoloured Japans have been in fair request at about previous rates. *Green:* The market has remained very steady, and prices have been firmly supported for all good kinds of country Tea. Canton descriptions, on the contrary, have been most difficult of sale at rather lower prices, good quality selling at auction at 1s. 4d. to 1s. 4½d. per lb.

SILK.

Messrs. Kilburn, Kershaw and Co.'s Circular says:—The past month has been one of considerable business in Asiatic Silk, chiefly induced by the indifferent out-turn of the European crops, and the high prices ruling on the Continent for Italian Silk; there is also a general improvement in quotations, but the chief advance during the month has been in good Tsatlee Silk; 26s. has been freely paid for Red Peacock, 27s. for Blue Elephant and Dancing Bear, and 29s. 6d. for best chop 3rds. Common Tsatlees and Taysaams have hardly benefited, however; the former has been generally unenquired for, while the poor assortment of Taysaams offering is the main reason of the limited business done in that Silk. In sales of Chinas "to arrive" there has also been much doing, and in all cases at very full rates. Canton Silk has been in good demand at firm rates for Tsatlee sorts, but Loong Kongs are still neglected. In Japans business continues on a good scale, and even at the present advanced quotations there is good demand. Bengal Silk is quieter of late, the new range of quotations for filatures and the higher rates generally asked for this Silk somewhat checking the inquiry that had set in. Deliveries for the month of June are very good, having been 2,627 bales China, 1,213 bales Canton, and 937 bales Japan. From China the accounts report much activity in the new Silk, and large settlements (about 12,000 bales) at prices considerably above our London market rates.

COFFEE.

At the public sales the supplies of Plantation Ceylon have been small, and meeting with a good demand have been disposed of at slightly advanced prices, quotations at the close showing an entire recovery from the recent depression. The current rates for Plantation are—triage 70s. to 75s., small 77s. to 79s., fine ordinary mixed grey 79s. 6d., low middling grey 80s. 6d. to 81s. 6d., middling 82s. to 85s. 6d., good middling 86s. to 87s., pea-berry 93s 6d. to 95s. 6d. There have been no public sales of Native Ceylon, but privately a fair amount of business has been done at 74s. on the spot, and 75s. afloat.

SUGAR.

There has been extreme dulness in the market throughout the week, and the business done has been very small, and at prices showing a decline of 1s. to 2s. per cwt. The *Produce Markets Review* states that the market is now suffering from one of those contests which have been so common of late years, when the grocers buy as little of the refiners as possible, and when the latter reduce their purchases of raw Sugar to as low a point as they can, with the view of bringing about concessions in price, which the importers, on what they consider good grounds, are disinclined to make. As the statistics of the moment are no longer accepted as a criterion of value, the result of a contest of the kind depends upon whether the grocers or the importers can hold out longest. The trade have now kept out of the market for three weeks, and though they have obtained a very considerable reduction in the price of manufactured goods, the refiners have not succeeded in obtaining an equivalent concession in the price of Raw Sugar. They have, therefore, in several instances, talked of stopping work, or have already done so, and the struggle is thus coming to a crisis. It is clear that the refiners cannot continue to work long at the present small margin for their profit, and the question is, whether the grocers can keep out of the market for two or three weeks more, and thus enable stocks to accumulate, or that a fall in Raw Sugar, the legitimate consequence of the refiners' abstention from buying, may take place.

The only transaction in East India during the week is comprised in the sale of 250 packages dark Siam concrete at 26s. 6d. to 27s. per cwt.

CAMPHOR.—*China:* Nothing doing, and quotations entirely nominal; £4 2s. 6d. has been offered for a parcel afloat (June sailing per steamer), but refused; 3,000 cases have arrived per Priam and Meteor. *Japan:* An arrival of 200 cases is expected.

SOY.—Nothing doing in China, of which 20 casks offered were retired at 2s. 6d. per gallon.

CHINA PRESERVED GINGER.—Ordinary quality has been quitted at 7d. per lb.; an offer of 300 cases fine Chyloong was retired at 9d.

CHINA ROOT.—Nothing doing.

CHINA GRASS.—No transactions; quotations nominal.

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COIR GOODS.—*Yarn:* Fair supplies, both of Cochin and Ceylon, have been offered, and nearly the whole has been placed at about previous value; the market has shown considerable steadiness. Latest prices are: Cochin, very fine to fine, £45 to £55; good, £35 to £40; low and common, £22 to £28. Ceylon, very fine and superior, £50 to £60; fine, £40 to £45; good, £33 to £36; low and common, £25 to £28. *Fibre:* Large supplies have been brought forward, and the bulk disposed of at slightly easier prices: Cochin, good, £27 5s.; medium, £23 10s. to £24; low course red, £15 to £15 10s. Brush, fair £32 15s.; Ceylon, ordinary to middling, £15 15s. to £18 5s. per ton.

COCOA-NUT OIL.—The Market for all descriptions continues in a most depressed condition. Cochin, with only moderate sales, shows a further decline, fine only realising £38 to £39, and middling £37 15s. Ceylon also lower, fair to fine selling at £33 10s. to £34 10s., yellow to yellowish £32 10s. to £33 10s. These repeated falls attract no additional orders, and the future prospects of the article appear most uncertain. Nearly all offered at auction has been retired.

COLOMBO ROOT.—There have been small transactions at previously current rates, viz., fair 33s. to 34s. 6d.; common 30s.

CUTCH continues without any demand. Prices at Liverpool being lower than here, causes the few orders that are given to be sent there; only retail sales have been made, and quotations are quite nominal.

DRAGON'S BLOOD.—There is no demand except for the finest quality, a supply of which would realise a high figure.

GALLS.—*China* continues quiet, the current rates being good £2 16s.; fair, £2 15s. 6d.; inferior, £2 14s. 6d. to £2 15s. *Japan* are in request, but there is no supply.

GAMBIER.—The demand continues to improve, the "bear" operators appearing (as shipments from Singapore continue light) to be anxious to cover sales; a good business has therefore resulted in March sailing at 21s.; May-June 20s. 6d.; April-May 21s. 3d.; March-April ship declared 21s. 6d. Cubes have not participated in the advance of block, large quantities having been offered at auction and only partly sold, good but slightly mixed 22s. 9d. to 23s. 6d.; really fine held for 26s. per cwt.

GALANGAL ROOT.—There is a small business doing at 17s. to 17s. 6d. per cwt.

HEMP.—There are no transactions to report in Manila, there being little or no demand; prices are nominally unaltered.

HIDES.—Arrivals of East India have come to hand very freely during the past month, and stocks are heavy; but the low prices now reached have attracted some attention on the part of buyers, and a fair amount of business has been done at, and in some cases a trifle over for the light average weights, fully the rates current at the close of May. *Singapore and Penang Ox and Cow* are unchanged in value, but the demand has been limited, and the sales are confined to 3,410 Hides: Light 9d. to 9½d.; Heavy 7½d. to 8½d.; Thirds, 6¾d. per lb. *Singapore and Penang Buffalo* have been in moderately active demand at about previous prices. The sales of the month consist of 5,836 Hides: Fair to Good, av. 18⅜ to 32½ lb. 5½d. to 6d.; Seconds 5⅛d. to 5½d.; av. 11⅜ to 15⅜ lb. 6¼d. to 6½d.; Ordinary and Inferior, av. 28 to 35½ lb. 5d. to 5¼d.; Seconds 4¾d. to 5⅛d.; av. 11⅛ to 16½ lb. 5½d. to 6d. per lb. *Batavia Buffalo* have been in somewhat limited request, and to effect sales a decline of ¼d. to ½d. has been submitted to. The sales since the 31st May comprise 1,394 Hides: Best av. 13 to 23¾ lb. 7d. to 8½d. per lb.

HORNS.—At the public sales held yesterday heavy Siam Buffalo, of which the supply is large, were difficult of sale, and only a few lots found buyers at easy rates. Other descriptions, however, went off with active competition at an advance of 2s. to 4s. for heavy, and 2s. to 5s. per cwt. for light. Deer horns met a good demand at last sale's rates to an advance of 2s. per cwt. *Buffalo:* Of 28,301 (36 tons) Siam offered only a small portion sold, average 720 to 700 horns, at 39s. 6d.; sea-damaged, 726 to 702 at 38s. 6d. 609 Ceylon horns sold at 22s. *Deer:* 14,410 Ceylon, average 1,500 to 1,800 horns, sold at 67s. to 73s., stale and broken 50s. to 54s. *Ox and Cow:* 17,137 horns (16 tons) Manila were offered and withdrawn.

INDIA-RUBBER.—Borneo has continued to advance, and is now quoted 1s. 11d. per lb.

JAPAN WAX.—There is very little doing, and no sales have been reported since our issue of Friday last, an offer of 55 cases in public sale being bought in at £4 6s. to £4 7s. per cwt.

PEPPER.—*Black:* Prices are irregular, but the market continues depressed; 755 bags fine bold West Coast at Havre have been sold at 5⅞d., and privately sales have been effected at 5⅝d. cash. Of Singapore 330 bags at New York are held for 7d., a bid of 6¾d. being refused; 240 bags ordinary and dusty, per Wallace, have been offered and retired at 6⅝d. Afloat there are sellers at 6⅜d., and 829 bags, per Theresa Behn, sold with all faults at 5⅜d. to 5½d., one lot at 5⅝d. Privately 408 bags Siam dull greyish to fine bright heavy qualities sold at 6⅜d. *White* 149 bags Singapore have been sold at 1s. 1d.; 300 bags privately for delivery in October, November, and December at 10½d., with sellers' option to treble quantity.

RICE.—There is somewhat more business doing, chiefly in floating cargoes. Bengal of good to fine quality may be quoted at 12s. to 13s. 6d. per cwt.; ordinary at 9s. 6d. to 10s. 6d.; Askoolie at 10s. 7½d.; Ballam at 8s. 6d. to 8s. 9d.; Necranzie, March sailing at 9s. 6d. contract terms; May sailing at 9s. 6d.; and June-July shipment, per steamer, at 9s. 3d. ex ship in London, and 9s. 4½d. open charter; on the spot 9s to 9s. 3d.; Bassein at 9s. 10½d. open charter, and 8s. 9d. ex ship arrived; Rangoon: February sailing at 10s. 1½d. contract terms or open charter; and March sailing at 9s. 10½d. to 10s.; on the spot at 8s. 9d. to 9s. 3d.; Moulmein: March sailing at 9s. 10½d. open charter.

SAGO.—Continues steady and fairly active. *Flour* is slightly lower, sales being effected at 15s. 6d. to 15s. 9d. per cwt.

SHELLS.—At the periodical sales held on the 2nd inst. a small parcel of *Manila Mother-o'-Pearl*, of recent arrival, was quitted at £12 12s. 6d. for good quality; 4 cases *Manila Tortoise* sold, 23s. 6d. to 25s. 6d., and 2 cases *Singapore*, very fair quality, at 21s. to 22s.

SPICES.—*Cassia Lignea* continues to decline; 1,700 boxes medium quality, ex Meteor, being quitted at £4 6s. to £4 7s., showing a total decline for the past month of 6s. to 7s. per cwt. This article is now lower than for many years past, but still care must be exercised in importing, as stocks both here and on the Continent are very heavy. *Buds:* Very little doing privately at £6 10s. *Cinnamon* is quiet, and nothing of importance has been done. *Cloves:* For Penang 1s. 6d. is now demanded for good, and 1s. 9d. for fine; 35 cases, per Alice, were retired at 1s. 9d. up to 2s. per lb. *Nutmegs* have met a ready sale, chiefly small nuts of 100 to 107 to lb., at 3s. to 3s. 1d. per lb.; 86 to lb., at 3s. 4d.; 81 to lb., at 3s. 4d. to 3s. 5d.; 73 to 78 to lb., at 3s. 5d. to 3s. 6d.; 70 to lb., at 3s. 7d.; 68 to lb., at 3s. 8d. to 3s. 9d.; and 66 to lb., or fine bold, at 3s. 9d. to 3s. 10d.; 150 to 160 to lb. at 1s. 7d. to 2s. *Mace:* Little offered, and prices again dearer; good Penang, 4s. 3d.; bold but red, 4s. 1d.; middling, 3s. 9d. to 3s. 10d.; ordinary, 3s. 4d. to 3s. 5d.; very low 3s. 1d. to 3s. 3d. per lb.

TAPIOCA continues quiet; good Singapore has sold at 2¼d. to 2½d., and Penang at 2⅝d.

TIN.—There is very little business doing in the market, but prices are without alteration, the current quotations being Straits on the spot, £151 10s.; afloat, £150; Banca, £160; Billiton, £153. The price of Straits at this time last year was £132 10s. The deliveries last month were in Holland 450 tons, in London 642 tons; total 1,092 tons.

Stock of	July 1, 1872. Tons.	July 1, 1871. Tons.
Foreign in London estimated at	1,735	1,404
Banca in Holland Warrants	1,096	2,010
Billiton in Holland	76	195
Straits Tin afloat for Europe	1,707	790
Billiton Tin afloat for Holland	500	500

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
Jun.26	Neville	Hemsworth	Foochow	London
27	Glenaros	Hicks	Singapore	Do.
26	Alcedo	Overgaard	Sourabaya	Glasgow
25	Pandita	Courtois	Java	St Nazaire
May16	Johanna Willem	Backer	Macao	Callao
17	Luisa Canevaro	Venturino	Do.	Do.
Jun.29	Caprera	Crombie	Pasaroeang	London
27	County of Ayr	Craig	Java	Brouwershaven
28	Antiope	Withers	Akyab	Liverpool
27	Prince Victor	Baillie	Bassein	Do.
July 1	Arabie	Mignot	Manila	Havre
Jun.26	Jason	Rusman	Batavia	Brouwershaven
26	Aline	Hupfer	Macao	Hamburg
26	Metis	Paulsen	Rangoon	Cuxhaven
27	Silvia	Viale	Do.	Texel
27	Susanna Johanna	Vries	Pasaroeang	Brouwershaven
28	Freya	Quedens	Rangoon	Bremerhaven
23	Candida	Obieta	Manila	Malaga
	Portland	—	Singapore	Boston
21	Naworth Castle	Linklater	Hiogo	New York

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jun.26	Ellen Goodspeed	Treble	Yokohama	Cardiff
May25	Cecilia	Mesquita	China	Callao
Jun.24	Bin Tan (s.)	Barrow	Singapore	Glasgow
27	Nola	McRae	Do.	Cardiff
27	St. Aubin	Blouet	Yokohama	Do.
28	Oscar Vidal	Kessal	Shanghai	Hamburg
26	Christoph	Ringe	Do.	Do.
29	Lady Louisa	Scott	Cardiff and Shanghai	London
15	Lelia M. Long	Lewis	Shanghai	New York
15	Bengal	Bates	Anjer	Boston
29	Ajax (s)	Kidd	Sing., China, &c., S.C.	Liverpool
29	Wykaan Zee	—	Macassar	Newcastle
19	Cyclone	King	Padang	New York
July 1	Sebastian Bach	Sanstedt	Hong Kong	Cardiff
2	Lavagna Secondo	Cauci	Singapore	Shields

See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Between June 21 & July 1	Teviot	London	Sing., China, &c
	Azalea	Liverpool	Colombo
	Deucalion	Do.	Sing., China, &c.
	Prins van Oranje	Batavia	Amsterdam
	Antenor	Hankow, &c.	London

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Glenroy. For Colombo, &c.: Saltwell, Bertha, Virago.

SAILING VESSELS.—For Yokohama: Rollo, Ada. For Yokohama and Hiogo: F. C. Clarke. For Hiogo and Nagasaki: Ivanhoe. For Shanghai: Albert Victor, Omba. For Hong Kong: Cairnsmore, Nyassa, Gryfe. For Singapore: Dewar Gungadhur, Queen of the Ocean. For Penang: Alice. For Batavia, Sourabaya, and Samarang: Union. For Colombo: Constancia, Shun Lee, Seawfell. For Colombo, &c.: Speedwell.

At LIVERPOOL.—For Manila: Maria Fidela. For Batavia and Sourabaya: Jorgen Bruhn. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Priam (str.). For Singapore, Hong Kong, and Shanghai (via S.C.): Petersburg (str.). For Singapore: Marianne, Otter. For Sourabaya: Java, Bastiaan Pot.

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At GLASGOW.—For Manila: Angela. For Samarang and Sourabaya: County of Forfar.

SPOKEN.

H.I.J.V.M. (Siberia), Tyne to Singapore, May 29, 5 N., 2 W.
WARWICK (barq.), Cardiff to Shanghai, May 16, on the line.
N. B. PALMER, New York to Shanghai, May 14, 38 S., 29 W.
LOUIS AUGUST CONSTANTINE (D. barq.), Amsterdam to Batavia, June 24.
HOLLANSTROUW, Batavia to Amsterdam, May 9, 34 S., 28 E.
CONSTANCE, Sourabaya to Amsterdam, May 19, 35 S., 20 E.
HAVELOCK, Singapore to New York, May 24, 32 S., 14 E.
GERARDINA WILHELMINA, Padang to New York, May 25, 35 S., 19 E.
ALTA GRACIA, Macao to Havana, June 6, 18 S., 3 W.
CID, Canton to London, June 8, 17 S., 6 E.
HAVANA, Batavia to Rotterdam, May 19, 35 S., 21 E.
SALATIGA (Dutch ship), Rotterdam to Batavia, May 11, 1 N., 28 W.
WHITEHALL, Cardiff to Hong Kong, May 22, 2 N., 26 W.
HINDOSTAN, Penang to London, May 30, 20 S., 7 E.

FREIGHTS AND CHARTERS.

We have no material change to note in outward freights. Rates ontinue firm, with a moderate business doing.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 95s. meast. To Hiogo: 100s. meast. To Nagasaki: 100s. meast. To Hankow: 100s. meast. To Shanghai: 60s. weight or meast. To Foochow: 100s. meast. To Hong Kong: 60s. weight or meast. To Manila: 100s. meast. To Singapore and Penang: 60s. weight or meast. To Sourabaya and Samarang: 95s. meast. To Batavia: 90s. meast. To Padang: 100s. meast. To Saigon: 100s. meast. To Ceylon: 35s. meast.

Per SAILING VESSELS.—To Hiogo: 45s. weight or meast. To Yokohama: 35s. weight, 40s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 35s. weight, 25s. meast. To Batavia and Sourabaya: 20s. weight or meast. To Samarang: 20s. weight or meast. To Singapore: 20s. weight, 25s. meast. To Penang: 35s. weight or meast. To Ceylon: 30s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £33. To Penang: £25. To Singapore: £24. To Galle: £20 to £21. From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 40s. To Shanghai: 42s. 6d. To Hong Kong: 35s. To Manila: 23s. To Singapore: 24s. 6d. To Colombo: 22s. 6d. To Galle: 21s. to 22s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Singapore, 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

Advices received from Rotterdam, dated June 27, state that the Prins Hendrik (str.), from Nieuwe Diep to Batavia, put into Aden, 25, to repair a slight defect in her engines; she would proceed in three days.

A telegram received from Port Said, dated June 27, announces that the Prins v. Orange (str.), from Java to Amsterdam, was discharging her cargo there in order to undergo repairs.

Advices received from Mauritius, dated May 31, state that the Caldera (brq.), Evans, of and from London for Colombo, with iron, cement, &c., put in there, 24, making 10 inches of water per hour; she had commenced discharging her cago.

The Emiliano (str.), from Manila to Liverpool, has put into Singapore, after being ashore near there; she had jettisoned part of her cargo, but the vessel was supposed to be uninjured.

Advices received from Cape Town, dated 5th June, state the Constance (Dutch barq.), from Batavia to Rotterdam, put into Simon's Bay 4th, for repairs, and with loss of sails.

The Figaro, Schulz, from Ilo Ilo to Falmouth, put into St. Helena, June 8, having experienced heavy weather, which caused her to leak a little, she proceeded on the 10th, after caulking.

The Arabie (French), Mignot, which arrived at Havre July 1, from Manila, reports having strained greatly, and made much water in the China Seas.

MISCELLANEOUS.

At PORT SAID, Teviot (str.), from London, and sailed June 20, for Singapore, China, &c.

At MAURITIUS, May 24, Keynon, Lamzea; 25, Surrey, Marshall; 29, Berkshire, Cammell, all three sailed for Galle.

The Condor, Swaine, sailed from Halifax N.S., June 13, for Boston, with a further portion of the cargo ex Mallard, from Pasaroeang to Boston, which vessel put into Halifax leaky.

At ST. HELENA.—June 5, Amandine, Farrow, from Java, and sailed for Falmouth; Nicolas Witsen, Dryver, from Batavia, and sailed for Amsterdam; Noach I., v. Schelven, from Batavia, and sailed for Rotterdam; 7, Aria and Betsy, Ray, from Batavia, and sailed 9th, for Amsterdam; 8, Maria and Elizabeth, Bonger, from Batavia, and sailed for Rotterdam; Niphon, Viujk, from Singapore, and sailed for Hamburg; Samuel, Wigzell, from Pasaroeang, and sailed 9, for Liverpool; 9, Bengali, Demaux, from Macao, and sailed 11, for Havana; 10, Sir John Lawrence, Stabb, from Ceylon, and sailed for London; Nueva Lautero, Estival, from Singapore, and sailed 11, for Barcelona; 11, Mina, Ygartua, from Manila, and sailed for Cadiz; Conchita, Larrabe, from Manila, for Cadiz; 12, Martha Augusta, Harbers, from Singapore, for London; —, Haamstede, Geerling, from Banjoewanjie, for Rotterdam; Sophie Gorbitz, Gorbitz, from Samarang, and sailed for Boston; 6, Agra, Muller, from Hong Kong, and sailed 7, for New York.

Off ST. HELENA.—June 7, Golden Fleece, from Colombo, for London; 8, Kortenaer, from Batavia, for Amsterdam; 10, Cissy, from Foochow, for New York, 11, Lochleven Castle, from Singapore, for Liverpool.

At ALGOA BAY.—May 23, Rosa de Turia, Vires, from Macao, for supplies; 20, Queen of the West, Joslyn, and sailed for Colombo; 25, Eddystone, Bertie, and sailed for Colombo.

Advices received from Port Elizabeth, dated May 28, state that no tenders for repairing the Fred Warren, from Manila to New York, which vessel put into Algoa Bay, March 5, leaky, had been received; the hull, &c., was advertised for sale, but it was afterwards determined to postpone the sale; the remainder of the damaged cargo was sold on May 20.

THE line of sailing vessels for Bangkok, will now be supplemented by steamers. Messrs. Smith, Son, and Cole announce the Kromatali, Capt. Haffenden (who took out the steamer Bangkok), to load in the West India Docks. She is constructed to cross the Bar at Bangkok.

On Saturday last Messrs. William Denny and Brothers launched from their building yard at Dumbarton an iron screw steamship of 2,982 tons, named the Hydaspes, for the Peninsular and Oriental Steam Navigation Company, being in all respects a duplicate of the screw steamer Cathay, recently built by them for the same Company.

There has been launched from Messrs. Charles Connell and Co's shipbuilding yard, Whiteinch, Glasgow, a spar-decked iron screw-steamer, named the Chaldea, of 1,500 tons register, built for the British India Steam Navigation Company, Limited.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons. Marseilles, Nantes, Mulhouse Roubaix (France). Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.
Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutt

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

ORIENTAL BANK CORPORATION

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two

Threadneedle-street, London, 1871.

CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130, 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shares holders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

LONDON AGENTS—FEARON AND CO.,

34, GREAT ST. HELENS, E.C.,

By whom risks to all Eastern ports are taken at current rates.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

CHANDELIERS IN BRONZE AND ORMOLU.

MODERATOR LAMPS AND LAMPS FOR INDIA.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN.

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms Broad-street.

ESTABLISHED 1807.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON Chairman.

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CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED),

IN CONNECTION WITH THE

FALMOUTH, GIBRALTAR, & MALTA TELEGRAPH COMPANY, LIMITED.

REDUCTION OF TARIFF TO CHINA AND JAPAN.

On and after 1st MARCH next the following Reduced Rates for Telegrams of Twenty Words will come into force :—

	FROM LONDON.	FROM PROVINCIAL STATIONS.
TO HONG KONG }	£4 6 0	£4 7 0
„ SHANGHAI }		
„ JAPAN	5 6 0	5 7 0

Half the above Rates for every additional Ten Words beyond Twenty Words.

No charge for Postage will be made on Messages to China and Japan, which are posted at Hong Kong, Shanghai, or Nagasaki.

Messages should be given in at the Falmouth Company's Office,

No. 74, OLD BROAD-STREET, LONDON.

Messages sent from Postal Stations should be ordered

VIA FALMOUTH

these words being signalled as an instruction by the Postal authorities free of charge.

(By Order)

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
15th February, 1872.

SUCCESS IN INDIA,
AND HOW TO ATTAIN IT.
EFFINGHAM WILSON, Royal Exchange.

The writer is evidently well acquainted with the East, and the information afforded by him is both useful and interesting.—*Daily News.*

The honest yet hopeful way in which practical information is communicated in these pages concerning actual life in India will awaken the dormant enterprise of young men of education and ability, whose prospects may be somewhat indifferent at home.—*Globe.*

A valuable little pamphlet.—*Morning Post.*

The author of this very sensible work appears quite at home in his subject.—*Financier.*

We leave the little book with much the same impression as would be derived from the conversation of an intelligent and observant man of the world.—*Bullionis* .

A real and practical knowledge has been brought to bear upon the subject.—*Money Market Review.*

The author of the above-named pamphlet formerly editor of the *Indian Examiner*, and since on the staff of daily and weekly journals in London, seeks a re-engagement as editor in China, Japan, or Ceylon. The advertiser has a thorough knowledge of the practical working of a newspaper, and could undertake the business department also.

Address, J. D. B., care of the Editor of the *London and China Telegraph*, 2, Cowper's-court, Cornhill, to whom references are kindly permitted.

COWASJEE DINSHAW.
Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.
WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE *London and China Express* ON SALE.

THE
NAVAL AND MILITARY GAZETTE
East India and Colonial Chronicle.
A SATURDAY MORNING PAPER,
ESTABLISHED 1833,
Now under new Editorship, gives all the Naval and Military News of the Week, from both Home and Foreign Stations, interesting alike to those in the Services and to their Friends.
Price THREEPENCE.
166, FLEET-STREET, E.C.

SCHOUT AND CO.,
SHIPBROKERS AND FORWARDING AGENTS,
AMSTERDAM.

HOLLOWAY'S OINTMENT
AND PILLS.—MORE PRECIOUS THAN GOLD.—Diarrhœa, dysentery, and fever are, through the summer's heat, carrying off the young, as the winter destroys the aged. In the most acute cases, where internal medicine cannot be retained, the greatest relief will immediately result from rubbing Holloway's soothing Ointment over the abdomen. The friction should be frequent and brisk, to ensure the penetration of a large portion of the unguent. This Ointment calms the excited peristaltic action, and soothes the pain. Both vomiting and griping yield to it. Where fruits or vegetables have originated the malady, it is proper to remove all undigested matter from the bowels by a moderate dose of Holloway's Pills before using the Ointment.

FINE FLAVOURED
STRONG BEEF TEA
AT ABOUT 2½D. A PINT.
ASK FOR
LIEBIG COMPANY'S EXTRACT OF MEAT,
Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness
Excellent economical stock for Soups, Sauces, &c.

DEUTSCHE BANK,
ACTIEN GESELLSCHAFT.
CAPITAL,
Thalers 10,000,000, or £1,500,000, fully paid up.
HEAD OFFICE.
Berlin.
BRANCHES
at Hamburg, Bremen, Shanghai, and Yokohama.
LONDON BANKERS.
National Provincial Bank of England.
German Bank of London (Limited).
The Bank is prepared to transact all kinds of Banking business on the Continent, as well as in the East.

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SUBSCRIPTION for 1,500 SEVEN PER CENT. FIRST MORTGAGE BUILDING BONDS of $1,000 each of

THE WESTERN UNION TELEGRAPH COMPANY OF THE UNITED STATES OF AMERICA.

Net revenue of the Company for the year ending 1st May, 1872, $2,697,816, or £539,563 sterling.

In addition to the general security of the company, these bonds have the special security of a first mortgage on the real estate of the Company in Broadway and Dey-street, in the City of New York.

Interest payable in gold on 1st May and 1st Nov., by coupons attached.

Principal repayable in gold on 1st May, 1902, if not previously paid off by purchase at a premium up to 10 per cent. (say $1,000 per bond), in accordance with the deed of mortgage hereinafter referred to, which provides a sinking fund for this purpose.

Price of subscription 92 per cent., making, at the exchange of 4s. 6d. per dollar, £207 per bond of $1,000, payable as follows:—£20 per bond on Application; £50 per bond on Allotment; £70 per bond on 20th Aug.; £67 per bond on 20th Sept.; total, £207.

Subscribers may pay up the instalments in advance under discount at £5 per cent. per annum.

Reckoning the accrued interest from the 1st May last, and the discount for prepayment, the net cost per $1,000 bond is reduced to £203 2s. 6d., thus yielding to the investor about £7 per cent. per annum.

Messrs. GRANT BROTHERS and CO. are PREPARED to RECEIVE APPLICATIONS for the above-mentioned 1,500 Seven per Cent. First Mortgage Building Bonds, which have been issued by the Western Union Telegraph Company of the United States.

The bonds are to bearer for the sum of $1,000 each, with coupons attached, payable in gold half-yearly, on 1st May and 1st November in each year, at the offices of the Union Trust Company of New York.

Interest accrues from 1st May last, and the first coupon for the half-year's interest will fall due on 1st November next.

The coupons (at the option of the holder) may also be collected in London, at the banking-house of Messrs. Grant Brothers and Co., 24, Lombard-street, London, at the fixed exchange of 4s. per dollar, thus making the amount of the coupon receivable in London £7 per bond each half-year.

The Western Union Telegraph Company of the United States of America is probably the largest undertaking of the kind in the world, possessing almost a monopoly of the vast telegraphic business of the United States having absorbed nearly all other competing lines, forming the whole into one great and powerful system, equal in importance to the English telegraph service as now administered by the Postmaster-General.

Some idea of the extent of its business may be formed from the fact that it has in operation no less than 60,502 miles of line, and 133,690 miles of wire, being about 40,000 miles more than the total telegraph wires of the United Kingdom.

The business of this great undertaking is yearly increasing, as will be seen by the following table certified by George H. Mumford, Esq., Vice President:—

Gross receipts 1868	7,264,852	dollars.
,, 1869	7,271,918	,,
,, 1870	7,323,430	,,
,, 1871	7,923,562	,,

The gross receipts from May 1, 1871, to May 1, 1872, $8,251,694, or £1,650,338 sterling, and the net profits the large total of $2,697,816, or £539,563 sterling.

The Board of Directors, which is of a very high character, includes many of the first merchants of New York, and the following is a complete list of the same:—

William Orton, President.

A. B. Cornell, Augustus Schell, O. H. Palmer, Geo. H. Mumford, Vice-Presidents.

George H. Mumford, Secretary.
R. H. Rochester, Treasurer.
W. H. Abel, Auditor.

EXECUTIVE COMMITTEE.

William Orton. E. D. Morgan. Augustus Schell.
Horace F. Clarke. O. H. Palmer. A. W. Greenleaf.
John Steward. James H. Banker. Harrison Durkee.
E. B. Wesley. A. B. Cornell.

DIRECTORS.

Hugh Allan, Montreal.
James H. Banker, New York.
Nathan A. Baldwin, New York.
Wm. D. Bishop, New York.
Horace F. Clark, New York.
Ezra Cornell, Ithaca.
Alonzo B. Cornell, New York.
Harrison Durkee, New York.
Wm. E. Dodge, New York.
Sheppard Gandy, New York.
Norvin Green, Louisville.
Augustus W. Greenleaf, New York.
John A. Griswold, Troy.
Wilson G. Hunt, New York.
George Jones, New York.
C. Livingston, New York.
Edwin D. Morgan, New York.
William Orton, New York.
O. H. Palmer, New York.
E. S. Sandford, New York.
Augustus Schell, New York.
Hiram Sibley, Rochester.
Z. G. Simmons, Kenosha, Wisconsin.
John Steward, New York.
Moses Taylor, New York.
Daniel Torrance, New York.
George Walker, Springfield, Massachusetts.
E. B. Wesley, New York.
Stillman Witt, Cleveland, Ohio.

To meet the requirements of the Company the directors, with the full consent of the shareholders, have determined to erect in New York a large central building, eight stories in height above the street level, especially adapted to the business of the Company, and sufficiently spacious for its constant growth, and have accordingly secured a site on the corner of Broadway and Dey-street, in the city of New York, upon which a suitable building is in course of erection.

The cost of this site (as certified by William Orton Esq., the president of the Company) was $850,000, and the estimated cost of the building and fittings is $650,000, together $1,500,000; to provide which the 1,500 7 per cent. building bonds now for subscription have been created.

As special security for such bonds the Western Union Telegraph Company have executed a deed of mortgage of the above property to the Union Trust Company of New York (the well-known Trust Company, and which is of the highest standing) on behalf of the bondholders, which has been duly registered, thus effectually protecting the latter in their legal claim on such estate.

In addition to such special security, holders of the bonds will have the general security of the Western Union Telegraph Company, the amount of whose share capital is $41,071,510, or £8,214,302 sterling, and whose bonded debt, inclusive of the bonds now for subscription, only amounts to $6,039,900, or £1,207,980 sterling.

To meet the interest on such bonded debt the sum of $422,793, equal to £84,559, only is required annually, and as the net profits earned by the Company for the year ending May 1, 1872, amounted to $2,697,816, equal to £539,563, or upwards of six times the amount required for the payment of such interest, the exceptionally first-class character of the security will at once be seen, apart altogether from the special and absolute security possessed by the Bondholders in the valuable property in Broadway mortgaged by the Telegraph Company in favour of the Bondholders.

In addition to payment of the interest the Telegraph Company undertakes to place in the hands of the Trust Company on the 1st of May in each year, for the period after mentioned, the sum of $30,000 by way of sinking fund to be applied in the purchase by the Trust Company of a portion of the bonds now for subscription, at such prices as they can purchase the same up to 10 per cent. premium (say $1,100 per bond), and on such purchase the bonds so acquired are forthwith to be cancelled. The Telegraph Company may also itself purchase and hand over for cancellation the said amount of bonds.

Should, however, the Trust Company not be able to purchase bonds at 10 premium, a higher price may be paid with the consent of the Telegraph Company, and the said sum of $30,000 is to continue to be set aside annually until the amount of the bonds outstanding shall be reduced to $1,000,000; and as the entire security will still remain to the holders of the remaining bonds, they will thus become still more valuable.

The remainder of the bonds not so purchased will be paid off at $1,000 in gold in New York on the 1st May, 1902.

An important option is reserved to the holders of these bonds, by the terms of which it is provided that they may be converted into the share stock of the Company at par at any time before the maturity of the said bonds.

Congress, by Act of 24th July, 1866, has the right to order the purchase of these lines, and, whenever it may so elect, it must direct the appointment of two arbitrators on the part of the State to meet two arbitrators to be appointed by the Company, who are empowered to determine the sum to be paid; an umpire being named in case of disagreement.

Whenever the Government may decide to avail themselves of this power to purchase the undertaking the option reserved to the Bondholders of converting their bonds into the capital stock of the Company must become very valuable, as it must result in the Company receiving a very large sum for the surrender of its privileges and its highly profitable and progressive undertaking.

As an illustration of the great increase in value in the stock of a similar undertaking, under such circumstances, it may be stated that the total sum returned to the shareholders of the Electric and International Telegraph Company, whose property was acquired recently by the Postmaster-General, was £257 11s. 3d. for each 100 stock.

It will be seen, therefore, that the option alluded to may, under the circumstances of the lines being purchased by the United States Government, prove exceedingly valuable.

Meanwhile the holders of the bonds will possess a first-class and highly remunerative security, yielding a certain 7 per cent. per annum; and Messrs. Grant, Brothers and Co. have no hesitation in recommending the same as an exceptionally desirable investment.

Scrip certificates to bearer will be issued against allotment letters and receipts for deposit, and will be exchanged for the bonds when all the payments are completed.

Default in payment of any instalment when due will render all previous payments liable to forfeiture.

Certified copies of the resolutions of the Company authorising the creation of the bonds, and a certified copy of the mortgage to the Union Trust Company of New York, and the original certificates referred to above, may be inspected at the offices of Messrs. Ashurst, Morris, and Co., solicitors, 6, Old Jewry, E.C., London.

Applications must be made in the enclosed form, accompanied by the deposit of £20 per bond on the amount applied for, which may be forwarded to either of the undermentioned Bankers:—The Consolidated Bank (Limited), 52, Threadneedle-street, E.C.; Messrs. Martin and Company, 68, Lombard-street, E.C.; or to Messrs. Grant Brothers and Co., 24, Lombard-street, E.C., London.

Should the amount allotted not require the whole sum so paid, the surplus will be applied towards the payment of the amount due on allotment.

In case no allotment is made the deposit will be returned forthwith without deduction.

Forms of subscription may be obtained on application.

24, Lombard-street, E.C., London, July 4, 1872.

FORM OF APPLICATION.

To Messrs. Grant Brothers and Co., 24, Lombard-street, E.C., London.

GENTLEMEN,—I request that you will allot to me of the above bonds of $1,000 each, in respect of which I enclose the required deposit of £ , being £20 per bond, and I agree to accept the said bonds, or any less number you may allot me, at the price of £207 per bond, and to make the remaining payments thereon in accordance with the prospectus issued by you dated July 4, 1872.

Name at full length .....
Address .....
Date .....
Signature .....

SUBSCRIPTION for 1,500 FIRST MORTGAGE BUILDINGS BONDS of $1,000 each of the

WESTERN UNION TELEGRAPH COMPANY OF THE UNITED STATES OF AMERICA.

NOTICE IS HEREBY GIVEN, that the LISTS OF SUBSCRIPTION for the above will be closed on THURSDAY next, the 11th inst., for London; and on FRIDAY next, the 12th inst., for country applications.

24, Lombard-street, E.C., London, 8th July, 1872.

GRANT BROTHERS and Co.

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NETHERLANDS-INDIA COMMERCIAL BANK,
AMSTERDAM.

ESTABLISHED IN 1863.

BOARD OF DIRECTORS.

G. J. DE CLERCQ, Esq. | A. R. J. CRAMERUS, Esq.

HOME-BOARD OF CONTROL.

J. MARTENS, Esq., Chairman.
F. H. BUNGE, Esq., Deputy-Chairman
A. VAN GEUNS, Esq.
R. DANIEL WOLTERBEEK, Esq.
TH. F. SCHILL, Esq.
W. POOLMAN, Esq.
M. H. INSINGER, Esq.
J. D. FRANSEN VAN DE PUTTE, Esq.

AGENCIES.

HEAD AGENCY AT BATAVIA.

N. P. VAN DEN BERG, Esq., Manager. | I. J. VAN SANTEN, Esq., Agent.

AGENCY AT SOURABAYA.

A. E. PALAIRET HOGGLANDT, Esq., Manager.

INDIA BOARD OF CONTROL.

H. KLEIN, Esq., D.C.L.; ALEX. FRASER, Esq.; G. H. L. VAN OORDT, Esq.

BALANCE-SHEET, DECEMBER 31, 1871.

Dr.		Cr.		
Shares, 2nd Serie, not issued	f.6,000,000 00	Capital		f.12,000,000 00
Head Agency at Batavia	3,857,650 83	Acceptances	3,975,848 18½	
Premises and Furniture	41,079 50	Sundry creditors	234,392 56	
Cash and Bills receivable	2,671,462 98	Income Tax	6,624 00	
Sundry Debtors	204,378 40½	Dividends not yet claimed	6,093 67	
Merchandise and Bullion	137,993 98	Reserve Fund	21,630 68½	
Shares in own and other Indian companies	1,026,088 00	Profit and Loss Account :—		
Advances on Securities	2,524,887 93	Dividend to Shareholders 4 per cent., or f.10 ... f.240,000 0		
Invested Reserve Fund	21,052 03	Balance to new account 4 55½		
			240,004 55½	
	f.16,484,593 65½			f.16,484,593 65½

PROFIT AND LOSS ACCOUNT.

Amount written off Premises and Furniture account	f.2,691 61	Balance from last account	f.1,409 26
Expenses of Salaries, Income Tax, &c.	56,134 73	Interest and Commission account	191,159 64
Loss on Shares and Merchandise	30,721 69½	Exchange account	16,449 95
Bad Debtors	8,993 95	Balance of India Profit and Loss account	129,527 69
Balance	240,004 55½		
	f.338,546 54		f.338,546 54

Verified.
F. H. BUNGE, J. MARTENS, } Commissaries.

The Board of Directors,
G. J. DE CLERCQ.
A. R. J. CRAMERUS.
Amsterdam, May 21, 1872.

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OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR MALTA	Every Thursday at 2 P.M.	—
ALEXANDRIA. ADEN BOMBAY	" "	Every Monday at 5 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Thursday, July 4, at 2 P.M. And every alternate Thursday thereafter.	Monday, July 1, at 5 A.M. And every alternate Monday thereafter.
AUSTRALIA NW. ZEALAND (Cargo only.)	Thursday, July 4, at 2 P.M. And every fourth Thursday thereafter.	Monday, July 15, at 5 A.M. And every fourth Monday thereafter.

And all Ports at which the British India Company's Steamers call

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAMSHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 10th 20th, and 30th, and from PANAMA on the 9th, 19th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st and 16th of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Extra steamers will be despatched from San Francisco on the 16th, and from Hong Kong on the 27th of every month, until further notice.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	18 days	from England.
Japan	in 38	" "
China	in 44	" "
New Zealand	in 42	" "
Australia	in 47	" "

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Steamship Company and United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

AROUND the WORLD in NINETY DAYS, by Steam and Rail, by Land and Sea, via North America. Japan China, Sandwich Islands, New Zealand, Australia, Ceylon, India, Egypt, and Continent of Europe.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, either by way of Japan and China or New Zealand and Australia, at one reduced and inclusive fare.

The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, or to New Zealand and Australia, by the United States, New Zealand, and Australia Mail Steamship Line, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, tia Brindisi.

The journey may be broken at any point, and resumed at pleasure.

Fare, via China, £221; via New Zealand and Australia, £197.

For further particulars apply to H. STARR and Co., 22, Moorgate-street, London. Agents Union and Central Pacific Railway, &c.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.) AS FOLLOWS:—

Domai	... June 23	For	Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Ava ...	... July 7		
Cambodge	... July 21		
Peiho ...	... Aug. 4		
Mei Kong	... Aug. 18		
Alphee	... Sept. 1		

The steamers of the 7th July, 4th Aug., and 1st Sept. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 23rd June, 21st July, and 18th Aug. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
" Constantinople... " Saturday, 5 P.M.
" Algiers ... ... " "

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. LETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

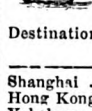
*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

PENANG, SINGAPORE, CHINA, and JAPAN.

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Peng., Sing.. Hg. Kg., & Shanghai..	Olympia s s., v. S.C....	A1 90 3-3rds L 1 1...	SWID	July 25
Hong Kong	Tiburnia ...	A1 14 yr.	SWID	With des.
Shanghai ...	Chusan	A1 14 yr.	SWID	With des.
Yokohama & Hiogo	Ada.....	A1 17 yr.	SWID	With des.

For Freight and Passage apply to ROBERTSON and Co., at 5, Newman's-court, Cornhill, London; 10, Orange-court, Liverpool; or York Chambers, 55, King-street, Manchester.

SINGAPORE, CHINA AND JAPAN.



THE following SPLENDID First-class SHIPS will be despatched as under:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Omba..... ...	A1 16 yr	E.I.D.	With des.
Hong Kong	Nyassa	A1 10 yr.	E.I.D.	With des.
Yokohama...	Rollo	A1 13 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

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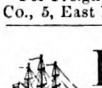

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Priam, s.s....	1,572	Alfred Holt	July 20
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THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January, 1872. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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FRENCH MAIL EDITION.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 463.] LONDON, MONDAY, JULY 15, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received July 12.
JAPAN — Yokohama	April 5	May 19	May 25*
Yedo			
Osaka and Hiogo	Mar. 15	,, 4	,, 18*
Hakodadi			
Nagasaki	,, 22	,, 6	,, 14*
CHINA — Peking	—	—	,, 13
Tien-tsin	—	—	,, 16
Chefoo	—	—	,, 19
New-chwang	—	—	,, 17
Hankow	—	—	,, 21
Kiu-kiang			
Chin-kiang			
Shanghai	April 12	,, 25	,, 26
Ningpo	—	—	,, 21
Foochow	,, 12	,, 23	,, 25
Formosa			
Amoy	—	—	,, 29
Swatow	—	—	,, 30
Hong Kong	,, 19	,, 26	June 1
Canton	—	—	May 31
Macao	—	—	,, 30
PHILIPPINES— Manila	,, 5	,, 14	,, 22
COCHIN-CHINA— Saigon	,, 26	June 3	June 6
SIAM — Bangkok	—	—	May 31
BORNEO—Labuan	—	—	,, 31
Sarawak	—	—	,, 30
JAVA — Batavia	,, 26	,, 2	June 6
Samarang	—	—	,, 5
Sourabaya	—	—	,, 4
MALACCA STRAITS— Singapore	May 3	,, 2	,, 10
Penang			
CEYLON—Galle	,, 24	,, 18	,, 18
Colombo	—	—	,, 16

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The French mail, bringing dates as above, was delivered, *via* Marseilles, on the 12th inst., three days in advance of due date. The next (P. and O.) mail, with dates, Yokohama May 29, Shanghai June 2, Hong Kong June 8, Singapore June 16, is due, *via* Brindisi, on Monday next, the 22nd inst.

List of Passengers.

PASSENGERS INWARD.

By this mail, per *Peiho*, arrived at Marseilles July 10.—From Shanghai: Mr. and Mrs. Rennie and servant, Mr. and Mrs. Von der Decken, Mr. Miller, Mr. Donaldson. From Hong Kong: Mr. Landstein, Mr. Figuera, Mr. Agudo, Gomez del Olmo, Mr. Low, Mr. Kolper. From Singapore: Mr. Fraser, Mr. Rideout, Madam Von der Bank and son. From Batavia: Mr. Bosh, Mr. Pollock, Mr. Himpe, Mr. Herdam. From Galle: Mrs. Ricket, Mr. and Mrs. Young, Mr. and Mrs. Lambert, Mr. Mercer, Mr. Bilger.

PASSENGERS OUTWARD.

Per P. and O. steamer *Massilia*, from Southampton, July 4.—To Yokohama: Mr. Hayashi, Mr. M. Joe. To Hong Kong: Mr. G. St. Croix. To Ceylon: Lieut. and Mrs. Price.

Per P. and O. steamer *Mongolia*, from Southampton, July 18.—To Yokohama: Mr. H. S. Read. To Hong Kong: Mr. G. O. Scott. To Ceylon: Mr. and Mrs. T. Helmer.

Per P. and O. steamer *Surat*, from Southampton, Aug 1.—Fo Ceylon: Captain Younger.

Per P. and O. steamer *Poonah*, from Brindisi, Aug. 12.—To Ceylon: Mr. G. Schulte.

Per French mail steamer *Camboge*, from Marseilles, July 21 (booked from London).—To Singapore: Mr. Lapice. To Galle: Mr. Alsopp.

Per French mail steamer *Peiho*, from Marseilles, Aug. 4 (booked from London).—To Yokohamo: Mr. Nicolas, Mr. Ortel. To Batavia: Mr. H. Beer and wife, Mr. and Mrs. Wusemann and family. To Galle: Mr. E. Branchamp Downell, Mr. I. L. Kowler.

Per French mail steamer *Le Sindh*, from Marseilles, Sept. 1 (booked from London).—To Shanghai: Mr. Forrest, wife, and family, Miss Mary Carr. To Hong Kong: Mr. and Mrs. Newton.

Per French mail steamer *Tigre*, from Marseilles, Sept. 29 (booked from London).—To Singapore: Mr. and Mrs. Burn.

Per French mail steamer *Hoogly*, from Marseilles, Oct. 13 (booked from London).—To Galle: Mr. A. S. Daniell, Mr. S. W. Daniell.

Summary of News from the Far East.

CHINA.

SHANGHAI.

The dates by this mail are to the 26th May. The outward mail of 12th April (French) arrived on 25th May.

The following items are from the *North China Daily News*:—

It is very rarely that the *Peking Gazette* mentions Yunnan. The number of the 27th April does quote a memorial from the Governor; but its tenor cannot be pleasant to the Imperial Government. The greater part of the province is in such a state of anarchy that the officials cannot remain at their posts, and his Excellency therefore cannot report on their official conduct. The treasuries are empty, the cities depopulated, and there are few taxes forthcoming. Why is not the great army that Li has in Chihli employed in re-conquering Yunnan?

The *Gazette* of the 25th April has an edict regarding the late grand secretary Jui-chang; his character is highly spoken of, and the usual honours are conferred on him. He was a Mongol belonging to the Red Bordered Banner. Only two grand secretaries now remain, viz., Juilin, Viceroy of the two Kwang, and Chu Feng-piao; and the latter is so infirm that he recently petitioned the Throne to be allowed to retire from office.

That of the 23rd and 24th April contain memorials from the Governor of Shantung, regarding the completion of the embankment of the new Yellow River in the neighbourhood of Howchialin, which is evidently considered an event of great importance. It appears that the river, finding an outlet at Howchialin, a place situated in or near the Yun-cheng district in the south-west of Shangtung, had inundated a large tract of country in that direction. The erection of embankments, &c., had therefore become necessary in order to save the flooded districts. This work, which has cost, we are told, "many myriads of taels," has been pushed forward with a rapidity of which the Chinese are seldom guilty. But speed in this case was absolutely necessary, as the flooded district must have been ruined if the water had not been drained off in time to sow the crops. In an edict issued on the 10th April, the Lieut.-Governor was lauded for the energy and ability he has displayed in carrying out the work, and over thirty other officials were decorated with titles, peacocks' feathers, &c., while the man who really seems to have done the work, and to have saved Tls. 80,000, gets a peacocks' feather and Tls. 500 as a present.

A meeting has been held to decide on a scheme for building a new theatre, and that proposed by the committee previously appointed for this purpose was unanimously adopted; Tls. 15,000 to be raised in debentures among the community, bearing interest at the rate of 8 per cent.; Tls. 5,175 from Recreation Fund Shareholders, who are invited to exchange their scrip for Theatre debentures; and a loan of Tls. 1,500 from the Recreation Fund—making a total of Tls. 21,675, to meet an estimated outlay of Tls. 21,250. Messrs. Alabaster, J. T. Brand, Essex, Fearon, Forbes, Groom, Little, and Mowat are the committee.

It appears that the Shanghai Hsien, in his proclamation regarding the solar eclipse to take place on the 6th June, makes the following quotation from the Provincial Treasurer's despatch:—"At Soochow, the sun will be eclipsed 7 digits and 32 minutes. The eclipse will commence at 9.29 A.M., reach its height at 11.37, and terminate at 12.56." This being the case, and the fact that all will terminate happily being well known, what, it is pertinently asked by the above paper, is the use of encouraging

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ignorant superstition by inviting the people to beat gongs, to scare away an imaginary dragon?

Messrs. S. C. Farnham and Co. have taken over the Tunkadoo Dock, and propose to work it in connection with the old dock, of which they are the lessees. But they intimate that though thus having the control of the only large docks in Shanghai available for foreign shipping, their rates both for dockage and work done will remain the same as heretofore.

Baron von Richtofen has arrived, and some record of his recent explorations is looked for with interest.

The following is the list of the settlements of Silk up to the departure of the French mail :—

20 bales	No. 4½	Tsatlee	... ...	...Tls.	467½
20 „	„ 5	„	... ...	...	450
7 „	„ 5	„	... ...	...	455
10 „	„ 4½	„	... ...	...	475½
10 „	„ 5	„	... ...	...	460
10 „	„ 4½	„	... ...	...	470
10 „	„ 2	Hangchow	... ...	...	460
10 „	„ 2	„	... ...	...	462
97 bales.					

Others going forward on Chinese account.

THE ATTACK ON MR. BABER.

Some time ago we (*Courier*) noticed a report that Mr. E. C. Baber, H.B.M.'s Acting Vice-Consul at Kiukiang, had been attacked and ill-treated by the Chinese when travelling in the interior. Mr. Baber passed a day or two in Shanghai before leaving to do Consular duty at Tamsui, and we have gathered the following particulars of the affair :—

It may be remembered that six or eight months ago, in a letter published in our columns, a British missionary residing at Kiukiang, gave an account of a visit paid by him to Nanchang, the capital of the province of Kiangsi, and of the uncourteous, hostile, and violent treatment he, in spite of the Consular passport with which he was provided, experienced from the natives, official and non-official, by which he was forced to leave the city and seek safety in a retreat to Kiukiang. It now appears that, when an account of the affair reached his Excellency the British Minister at Peking, he sent instructions to Mr. Baber, in order to test the actual value of the Consular passport for the protection of a foreigner travelling in the interior, to proceed to Nanchang in the guise of a private foreign traveller, without anything to indicate his office, and carrying a Consular passport as his sole protection. In accordance with these instructions, in due time Mr. Baber found himself in Nanchang. As soon as it was known that a foreigner had come, a crowd collected on the banks of the canal, and ere long stones began to be thrown at Mr. Baber's boat. Looking out, he saw several mandarins among the crowd queitly looking on, without attempting to check these hostile demonstrations. On this he had the courage to land and remonstrate with the officials ; but they excused themselves from interfering on the plea that the crowd was too strong for them to control.

Finding no help or remedy in this quarter, Mr. Baber directed his steps to the Taotai or Governor (we have not ascertained which). As he went, the crowd behind increased till it assumed alarming proportions, and Mr. Baber was several times indebted to the *ultima ratio* for his right of way. A petty military mandarin in particular—some corporal mounted on horseback—rode his horse so close up to the foreigner, pressing him against the wall, that he had to be served with a corporal ejectment. At length the Yamen of chief magistrate was reached, and on being ushered into his presence, Mr. Baber at once stated the case and produced his passport. H.E. looked at the printed English form on the one side, and said that this was a foreign document, which he could not understand, and of which he could, consequently take no notice. Mr. Baber, however, drew his attention to the Chinese version on the other side, on seeing which he at once assumed a different tone. We have not learned the details of the interview, but the result was that he supplied Mr. Baber with a chair, and provided an escort of sixteen stout men armed with clubs to escort him to his boat. The crowd was waiting for him outside, and his progress to the boat was a severe running fight between his escort and the crowd. The chair coolies wisely chose the narrowest streets, so as to reduce the number of the assailants as much as possible. But notwithstanding this generalship, the escort had full employment with their clubs, and used them with a will all the way. In the course of one of the scrimmages, Mr. Baber found the head of one of his assailants inside his chair, and detained it there for a few minutes to convey a few salutary impressions for future guidance.

At length the boat was reached, and Mr. Baber having fulfilled his mission, and settled by personal experience the value of a foreign passport in the interior of China, lost no time in getting under weigh for Kiukiang.

A SCHOOL AT CHEFOO.

It will be in the rocollection of most of our readers, says the *Courier*, that in view of the excessive expense to people of moderate means, and other disadvantages, of sending foreign children home to Europe and America for their education ; and taking into consideration the great sanitary advantages of Chefoo, the lamented Mr, Markham, when Consul at that port, joined with other leading citizens in endeavouring to organize a first-class boarding school to be established there. But the pecuniary and other responsibilities to be incurred in erecting a suitable building, sending home for a qualified teacher, and making other necessary arrangements were so great, that the scheme fell through. But Chefoo has continued to be held in estimation as the Brighton of China, while the rapidly increasing number of foreign families in China has made the want of a high-class institution where children could be sent at once for health and education to be more and more felt.

In these circumstances we have read, with special interest, a prospectus now in course of circulation through the settlement, in which Mr. and Mrs. Loewenstein announce that they have secured suitable premises on the beach at Chefoo, and are about to open a boarding school, where English, French, German, and Latin, with geography, history, arithmetic, and the elements of science will be taught, as well as piano and singing. The charges seem very moderate for China. Mr. Loewenstein speaks and writes the various modern languages mentioned with the mastery of a native ; Mrs. Loewenstein is an English lady. The time chosen for the opening of the school is peculiarly happy ; as, when parents take their family to sea-bathing quarters at Chefoo in summer—as so many foreign residents in China do—they will have an opportunity of judging of the merits of the institution on the spot. We wish the project every success.

A very elaborate work has just been issued by the Baron Von Gumpach, giving a detailed account of the Burlingame Mission the Tientsin Massacre, and other recent political affairs in China.

Judgment has been delivered by the Supreme Court at Shanghai, in the salvage claim against the *Claro Babuyan*. The Court decides that Mr. Bain's services were rather of the nature of "extraordinary pilot services, than of salvage in the strictest sense ;" and, following the practice of English Law Courts in such cases, awards him "about double the ordinary rate of pilotage, together with a sum for expenses or costs" *i.e.*, Tls. 200.

HONG KONG.

Dates are to the 1st June. The P. and O. mail, from London 19th April, arrived out on 28th May.

The following is from the *Chida Mail* :—

The Canton Proclamation is so far a step in the right direction that it enjoins a respect for the Treaty, and the civil treatment of foreigners by the Chinese. It is unsatisfactory, inasmuch as it assumes a direct falsehood—that China in her foreign intercourse "has ever been actuated by justice." It would, however, be ungracious to refuse a recognition of the fact that its tone is far less arrogant than that of previous effusions of a similar nature, and we gladly admit the value of so promising a sign of better times to come. We cannot, however, help inquiring whether the proclamation, which at a port accustomed for three hundred years to the presence of foreigners, and possessing a Consular body of much ability and dignity, would seem hardly necessary, has been posted at the inland cities, where it is most needed? We very much doubt if it has. And a little episode narrated by the *Courier* supplies a reason for our doubt. The occurrence in question took place while copies of a proclamation similar in its terms to that now before us was posted at the gate of Shanghai. The zeal of our Canton Prefect was even eclipsed by that of his brother of the model settlement. The wrong-headedness and ill taste of wantonly annoying foreigners were being set forth in the most flowing and convincing language on the city gates, just at the very moment that one of Her Majesty's Consular officers was being mobbed, stoned, and otherwise ill-treated in the interior. Directed by Mr. Wade to test the value of a Consular passport, that gentleman proceeded *incognito* to Nanchang, a city on the Poyang Lake, at no great distance from Kewkiang, a place regarding which complaints had already been made by a former traveller. The net result of Mr. Baber's journey was, that the value of his passport, as regarded the subordinate officials, was *nil*. It did ensure from the Taoutai a little civility, and an escort from the yamun to his boat, but this only after he had refused to acknowledge the passport, and Mr. Baber had called his attention to the Chinese written on the back. But Mr. Baber was able to speak Chinese ; had he not possessed that accomplishment, we fear that his errand would have been cut summarily short.

We learn that a supply of timber for the Pier and Godown Company is being rapidly shipped from Manilla, and may be expected here (not daily, as the *Advertiser* says, but towards the end of next month), while satisfactory arrangements have been made for further supplies.

The Spanish steamer *Pasig*, from Ilo Ilo and Cebu, brought to Manila the crew of the British ship *Lorton*, Captain Lowe, which foundered on the 3rd of April in the Pacific, having struck on a sunken rock not put down in the charts, situated in lat. 8 degrees 24 N., long. 138 degrees 50 E. The crew took to the boats, and after forty days arrived at Cebu, all hands being saved. She was bound for Yokohama.

The *Sunda* left Macao at 2.30 P.M. on the 27th, and the *Deccan* left Shanghai at 5 A.M. on the 29th, both with full cargoes of tea, for London.

We hear that H.E. Comte Geoffroy, the new French Ministe to Pekin, proceeded hence in the *Linois*, via the the Coast Ports,

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at which he will inspect the various Consulates, &c. M. Lemaire, for some time interpreter in the French Consulate-General at Shanghai, will arrive by next French mail, and proceed to take charge of the French Consulate at Canton.

The unfortunate town clock had a fit yesterday at noon, and its struggles were not subdued until it had struck no less than 217 times consecutively, extending over a period amounting to 9 minutes 6 seconds and half a tick. Perhaps the department under whose care the patient is placed will be induced now to attempt to alleviate its sufferings.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates extend to the 10th June. The outward P. and O mail of May 3 arrived on the 2nd June.

OPENING OF THE COUNCIL.

The session of the Legislative Council was formally opened by his Excellency the Governor, on the 3rd June. The attendance of the public was large, and a number of ladies were present. A guard of honour with the band of the 80th regiment were drawn up in front of the Hall, and as his Excellency alighted a salute was fired from Fort Canning, the guard presenting arms and the band playing "God Save the Queen." His Excellency was received at the door and escorted up stairs by the Honourable the Colonial Secretary and the Honourable Colonel Phillips, commanding the troops, and took his seat at the head of the Council table. The Honourable the Chief Justice, the Honourable Captain Innes, Acting Colonial Engineer and Surveyor General, and the Honourables Dr. Little and Thomas Shelford, then took the oaths and their seats as members of the Legislative Council. After the new members had all been sworn in, his Excellency rose and addressed the Council as follows:—

Honourable Gentlemen of the Legislative Council.

"It affords me much pleasure to meet you again after an absence of twelve months from the Settlements, though I notice with regret that several of those gentlemen who in past years have shared in our labours with so much advantage to the Colony no longer occupy seats at this Council.

"During my residence in England I have had the opportunity of assisting in the settlement of some of those questions which occupied your attention in the course of last year, and I have watched your proceedings with much interest.

"I regret to find that the year has been characterized by serious riots amongst the Chinese population in Singapore, a settlement which has been free from such disturbances since 1854. I trust, however, that by the exercise of a vigilant supervision over the movements of this portion of the population, and a firm and judicious exercise of the powers with which the Government is furnished for the purpose, the settlement may be secured from the recurrence in future of any similar outbreak.

"You will have been made aware by the accounts published at the commencement of the year how satisfactory is the financial condition of the Colony. After the five years' experience we have had of its financial resources, and the demands made upon them, we may feel satisfied that we are in a position to undertake, without fear of embarrassment, those measures of reform and re-organization more immediately necessary to the well-being of our large and varied population, which we have hitherto hesitated from undertaking on account of their cost.

"Of the Ordinances passed last session ten have received Her Majesty's confirmation and allowance, and four are still under consideration.

"There will be laid before you to-day,—

"A Bill to Repeal and Re-enact the Police Force Ordinance, 1871.

"A Bill for the Survey of Steam-vessels, and for Granting Certificates to Engineers.

"A Bill for the Regulation of Ports and Harbours.

"A Bill to Consolidate and Amend the Law relating to the Summary Jurisdiction of Magistrates.

"Draft Bills for amending the Penal Code Ordinance, 1871, and the Pawnbrokers' Ordinance, 1871, are now under the consideration of the Secretary of State, and will be submitted to you later in the session.

"Under instructions from the Secretary of State, I am engaged in considering with the Judges of the Colony a scheme for the re-organization of the Courts of Justice, so as to afford increased facilities for the administration of justice in the Settlements, and I hope to be able to lay before you during the Session a measure to effect this most desirable object.

"At the transfer of the Settlements it was laid down that the military arrangements for garrisoning the colony should continue in force for five years, and as the termination of this period was approaching when I was at home, I was directed to consider and report, in conjunction with officers of the other Government departments concerned, what arrangements should be made for effecting this object in future. After considerable discussion and inquiry it was decided that the most suitable garrison for the Settlements was—1 European Regiment, 916 strong, and 1 Battery of Royal Artillery, 103 strong, which it was estimated by the War Department would cost £91,595 per annum.

"During the time this arrangement was under discussion, it appeared to be the opinion of H.M.'s Government that the time had arrived when the flourishing condition of the Colony would justify its being called upon to assume the whole cost of its military protection and defence. I am happy, however, to say that such representations were made on behalf of the Settlements, that it was at length agreed upon between the Colonial, War, and Treasury Departments that the Imperial Government should bear the cost of a portion of the garrison, which was estimated at £40,000. The decision finally arrived at was that this garrison should be maintained at Imperial expense, on condition that the Colony contributed a yearly sum of £51,595, and provided the troops with all necessary barrack accommodation. The Colony is also liable to furnish at its own cost, such guards as it requires for Colonial purposes, and which the troops themselves are unable to supply. Some additional expense has been entailed by this, as it has been necessary to organize a small body of police drilled and trained specially for this purpose. But on the other hand there is a direct and immediate saving to the Colony of nearly £8,000 per annum on its military contribution.

"The Secretaries of State for the Colonies have repeatedly urged upon this Government three subjects of the greatest importance to the welfare of the Settlements, and the Earl of Kimberley has now again drawn the earnest attention of this Government to them; they are—

"The state of our prisons, and the inefficiency of their discipline and system of management.

"The inefficiency of the arrangements for the care and treatment of our sick and leprous poor.

"The insufficiency of the provision secured, and the limited efforts made, for the spread of education among the masses of the people.

"The sudden and, as it appeared, uncalled for action of the Madras Government two years since put an end to the Coolie emigration from that presidency to this colony, and has caused serious injury to the agricultural interests of Penang and Province Wellesley. The Secretary of State has from the first shown great anxiety to protect the interests of the colony, and repeated references have been made to the Government of India expressive of the desire of Her Majesty's Government that no unnecessary impediment should be placed in the way of this immigration. From recent communications which I have had with the Home and Indian Governments, I am in hopes that a settlement of this important question on a footing satisfactory to the Settlements is not now far distant.

"It is satisfactory to me to be able to inform you that the contract for the erection of a screw pile lighthouse on the North Sands has been concluded, and that the materials for the work, and the engineer charged with its construction, have arrived, so that we may look for its completion at the close of the present session.

"I am sorry to say that I am not in a position to make any statement respecting the construction of the water works at Singapore, or the proposed railway to New Harbour, the Secretary of State not having communicated to me his final decision respecting them.

"The abolition of the Hong Kong Mint having put an end to the receipt of any further supplies of small silver coins from that source, it was decided to obtain them, as well as small copper coins, in future direct from home, and a quantity of the former has already been received, which seems to be much appreciated."

The following extract, translated from the *Diario de Manila*, appears to be the only intelligence from Manila which has been afforded us for some time back of the operations of the Spanish fleet now occupied in blockading and subduing the Sultan and chiefs of the Sulu Archipelago, and in particular the Sultan himself, who appears determined not to accept the terms offered him. This intelligence, although exceedingly meagre, shows plainly that considerable difficulty is experienced in pursuing the piratical chiefs through the sinuosities of their island homes, and it may be questioned whether the Spanish will attain their ends without a considerable augmentation of their fleet and forces in that quarter. The stoppage of trade with Sulu bears somewhat heavily on the resources of Labuan and other places in that direction; although, on the other hand, the suppression of the piracies of the widely-known Sulu sea-rovers is a desideratum. If the Manila press could afford us some particulars now and then as to the progress of events in that quarter, it would of course prove very interesting, and answer many inquiries among both merchants and seamen.

Recent letters from Mindanao, dated May 22, inform us that the *Valiente* and three gunboats have traversed the Sulu Archipelago in various directions. In the port of Sulu they met H.B.M. steamer *Nassau*. The *Valiente* remained some days at the island of Tawi Tawi, where several vessels and prahus and houses belonging to the pirates on the south side were burnt, notwithstanding the many difficulties which hindered navigation owing to the number of unexplored creeks which intersect that island and render the principal lurking-places of the pirates almost inaccessible. The northern portion of the island proper has been forsaken by the famous pirate Aluncaya Abubacal, owing, no doubt, to the havoc twice made last year by our men-of-war at his lurking-place. On the island of Cagayan, Sulu, the *Valiente* rescued a captive, a native of Paragua, who had been enslaved for the space of a year, and who succeeded in swimming off to her.

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Commercial Report.

(*For dates see first page.*)

IMPORTS.

SHANGHAI.—Manufactured Cotton Goods: The market had become rather inactive owing to the receipt of advices reporting some falling off in the demand at Tientsin. The additional settlements since the P. and O. mail of Grey Shirtings only amounted to 25,000 pieces at Tls. 1.8.6 to 1.9.5 for 8.4 lb. chops, and Tls. 1.6.9 to 1.7.3 for 7lb. In White Shirtings and T-Cloths the further business had also been of moderate extent, prices of the former article showing a decline of 2 candareens per piece. For English and Dutch Drills a steady inquiry had continued for Hankow, resulting in fair settlements at Tls. 3.0.5 to 3.1.0 and Tls. 2.9.7 to 3.0.2 respectively. No additional transactions had been effected in American fabrics of any description. Fancy Cottons had attracted more attention, and sales had been made to a larger extent. In Woollens, Camlets, Spanish Stripes, and Long Ells were somewhat dearer, and a good business had been done.

FOOCHOW.—The following sales had been made during the week:—Grey Shirtings, 8¼ lbs., 1,000 pieces at $2.77½ per piece; 7 lbs., 1,750 pieces at $2.25 per piece: T-Cloths, 7 lbs., 3,200 pieces at $2.07½ to 2.75 per piece; 6¼ lbs., 800 pieces at $2.05; 6 lbs., 1,000 pieces at $1.95 per piece; Lead is quoted at $6½ to 6¾ per picul cash, $7 to 7¼ to teamen.

HONG KONG.—Moderate transactions had been effected in Raw Cotton and Cotton Yarns upon easier terms, but the market for Manufactured Goods and Woollens had been quiet, and settlements small.

SAIGON.—The following were the current quotations for Imports:—Grey Shirtings, 8½ lbs., $2.70 per piece; 7 lbs., $2.25 per piece; Supers, No. 1, $2.20 per piece; No. 2, $2.25 per piece; T-Cloths 7 lbs., $1.95 per piece; 6 lbs., $1.75 per piece; 5 lbs., $1.45 per piece; 4½ lbs., $1.30 per piece; 4 lbs., $1.20 per piece; Irish Linen, No. 150, $1.85 per piece; No. 120, $1.72 per piece.

EXPORTS.

TEA.

HANKOW.—Messrs. Drysdale, Ringer, and Co.'s report, dated 21st May, says:—On the 14th inst. we had the pleasure to advise the opening, on the previous day, of our Tea Market, by the settlement of one parcel Ningchow. Only a limited buainess took place on the second day, not more than 9,000 half-chests and 2,000 boxes having changed hands. Since then, however, operations have been carried on on a much larger scale, settlements up to last night amounting to as follows:—Ningchow, 47,678 half-chests; 26,536 boxes. Oopacks, 63,317 chests; 66,513 half-chests; 17,260 boxes. Total, 63,317 chests; 114,191 half-chests; 73,796 boxes. Prices for the above have ruled as follows:—Ningchows, Tls. 30 to 44½; Oonfars, Tls. 27 to 34; Cheong-sow-kais, Tls. 26 to 34½; Toon Shans, Tls. 26½ to 35; Yung-low-toongs, Tls. 25½ to 30; Ping-kongs, Tls. 22 to 25½; Low-yongs, Tls. 22¾ to 26½; Lee-Lings, Tls. 22½ to 24; Nip-car-szes, Tls. 18¾ to 21. As regards the crop, it is generally admitted to be a good one, the various districts, with one or two exceptions, showing an improvement on last year's Teas. We confirm the remarks we made in our previous Circular with regard to the Ningchows and Cheong-sow-kais. The Oonfars, as a rule, are fully equal in quality, and we consider this class gives the best value for prices paid. Yung-low-toongs and Toong-yongs we do not think so good, Ping-kongs, Low-yongs and Lee-lings on the other hand are quite as good. Up to date no Shuntam Teas have been shown. For quotations we can only refer you to the prices paid above. At the opening, attention was chiefly devoted to the finest kinds, and when these had been nearly all cleared off for Russian orders, a reduction fully equal to Tls. 2 took place in the finer Teas suitable for the English market. Medium kinds have been in good demand, and we make the market rather firmer for these descriptions. Total arrivals to date are:—Ningchow 62,678 half-chests, 34,536 boxes; Oopacks 88,317 chests, 82,137 half-chests, 25,260 boxes. Steamers in port are the Agamemnon, Erl King, Gordon Castle, Parnassus, Hong Kong, and Galley of Lorne, and the rate of freight has been fixed at £5 per ton of 40 feet. The rates by the P. and O. steamer Deccan have been reduced, and are now £7 for 45 days, £6 10s. for 50 days, and £6 if over 50 days.

SHANGHAI.—The market for New Season's Tea has not been opened.

FOOCHOW.—By this opportunity we have to report the opening of the Congou and Oolong markets, business in the former description having commenced on the 23rd May by the purchase of Paklings at Tls. 34.8 to 37.8 o.b., or some four to five taels over last season's opening prices; and the total quantity of this kind of Congou so far settled was roughly estimated at 10,000 chests. On the 25th May some 4,000 chests, composed of Soey Cuts, Ching Wos, and Toong Hoong Tongs, had been taken at Tls. 27.3 to 36.8 o.b., or three to five taels over last season, but the majority of buyers were holding off, and there was every indication of a fall in prices. Total arrivals of Congous to date (May 25) amounted to 108,000 chests, and it was considered that the crop was on the whole superior to that of last season, especially in the case of Paklings and Kaisow or Shumee kinds, which were richer in the cup. No report had been made of the settlement of any Kaisows or Shumees, and the holders of these were asking Tls. 38.8 to 41.8 o.b. The settlement of about 2,100 half-chests of Oolongs was reported at Tls. 31.8 for superior cargo, but particulars of the chops had not been made known. These Teas were supposed to be for the English market. Scented Teas had not been shown. The steamer Malacca was engaged full at £5 10s., iff she should make the passage in 45 days, £5 if in 50 days, and £4 10s. i over 50 days. The steamer Glengyle (in port) had been circulated at £4 10s. if under 55 days, and £4 if over 55 days. The steamer Canton (expected to arrive) has been circulated at £5 under 50 days, £4 10s. under 55 days, and £4 over 55 days.

FORMOSA.—Latest dates from Tamsui report the commencement of business there by the settlement of 3,000 to 4,000 piculs of new leaf at rates $5 higher than those of last year. Choicest kinds were scarce but finest and choice parcels were in fair supply. About 2,000 half-chests of these Ooloongs had already been shipped to Hong Kong to go forward to America by the first Pacific mail steamer leaving in June.

SWATOW.—Ooloongs in moderate quantity had been arriving at this port from the adjacent districts, and settlements to the extent of 6,500 half-chests had been made at prices ranging from $12 to $38 per peiul according to quality.

CANTON.—A quieter feeling had prevailed, and but a moderate business had been done, as operators had shown less disposition to buy; prices had ruled irregularly, but were not quotably lower. The S.S. Tweed was loading for London at £4 per ton of 40 feet, and the ship Caermarthenshire was on the berth for the same place at £3 per ton.

SILK.

SHANGHAI.—Although the market for the new staple could scarcely be regarded as having fairly opened, about 150 bales of common Tsatlees of the new crop are reported to have been settled at prices ranging from Tls. 450 to 475, being about the equivalent of Tls. 500 for Red Peacocks. These prices were generally regarded as being high in view of the abundant supply anticipated this season, as well as the fact of the parcels that had so far come forward being of rather indifferent quality. With regard to old Silk there had been no additional business of importance to advise.

CANTON.—The later arrivals of the first crop showed no improvement in quality. Some further contracts of Re-reels aggregating 1,000 to 1,100 boxes were reported.

LATEST TELEGRAMS.

CHINA.

SHANGHAI, JULY 12.—Market for Cotton and Woollen Goods quiet, at unchanged prices; Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 1.9.5; T-Cloths, 6 lbs. ordinary, Tls. 1.2.2; 7 lbs. Mexicans, Tls. 1.6.8. Silk: More active; Tsatlee, No. 3, Tls. 590 to 600; No. 4, Tls. 535 to 545; total settlements since opening of market, 16,500 bales. Tea: Shanghai and Hankow markets fairly active. Exchange on London: Bank bills six m.s. 6s. 1¼d.; Mexican dollars Tls. 79⅝.

HONG KONG, JULY 12.—Import market quiet. Grey Shirtings, 6½ catties, 8¼ lbs., 2.53; Cotton Yarn (Water Twist), 16-24, $123; T-Cloths, 6 lbs. (ordinary), $1.65; 7 lbs. (Mexican), $2.12. Canton Tea Market quiet but steady. Exchange on London: Bank bills, six m.s., 4s. 5⅞d.

NEW SEASON'S TEA SHIPS.

PORT SAID, JULY 7.—*Malacca* (str.), from Foochow, sailed to-day for London.

GIBRALTAR, JULY 11.—The steamers *Agamemnon* and *Deccan*, from Shanghai, left for London to-day.

THE SUEZ CANAL.

Messrs. Mosses and Mitchell, the London Transit Agents for the Suez Canal Company, have been authorised to publish the subjoined letter, addressed to them, in reply to an influentially signed memorial concerning the present change in the mode of levying dues:—

"Gentlemen,—Together with your letter of the 25th of June was received the memorial in which a certain number of English shipowners make observations with reference to the new basis of levying of duties in operation since the 1st of July. We have communicated this memorial to the Administrative Council of the company. The shipowners state that the principle generally admitted for the levying of taxes and dues applicable to steamships is to grant a reduction for the space occupied by the engine, the fuel, &c., and they seem to think that the Suez Canal Company henceforth intends levying its dues on the total capacity of the steamers, and without allowing any deduction for the engine. This idea, however, is the result of an error. The principle which has guided the Administrative Council in the adoption of the new measure consisted in subjecting each ship to a duty of f.10, as often repeated as the ship is capable of carrying tons of goods—viz., in basing the levying conformably with the acts of concession on the capacity of the ships. The Council, moreover, has found out that it was necessary to increase, by 20 per cent. on an average, the tonnage inserted in the official British papers, in order to arrive as closely as possible at the exact capacity of the ships. Afterwards, it has admitted, that from this total tonnage, an allowance of 25 per cent. should be conceded for the space occupied by the engine, &c. Now, if we increase by 30 per cent. on an average the tonnage inserted in the official British papers, or gross tonnage, in order to obtain the total capacity of the ship, and if afterwards we deduct the 25 per cent. from the sum obtained in order to allow for the space occupied by the engine, we arrive exactly at the figure expressed by the gross tonnage. It is therefore for the purpose of simplification that the company has adopted the gross tonnage, after having found out that the number of tons expressed by the gross tonnage indicated as exactly as possible, and, as a rule, the capacity to be utilised in the ships. We now fairly ask the shipowners whether it is not true that the net tonnage inserted in the official ships' papers is notoriously inferior to the real capacity of the ships, and whether it is not likewise true that the gross tonnage indicates, with an average exactness, the precise capacity of the steamers' measurement, or the number of tons which the ships are able to carry. It is on account of these considerations that the Council of the company has made the decision of the 4th of March, by which the new basis of the dues has been fixed, and, these considerations still prevailing, the new tariff remains unchanged. We do not disguise from ourselves the importance which this change must have for the shipowners, but these gentlemen must certainly acknowledge that it would be unfair that shareholders who were so persevering and courageous as to endow the maritime community with this new means of communication should remain any longer without obtaining the reward due to them. We beg you to communicate this letter to the steam-shipowners in England. Please receive, gentlemen, &c.,

"FERDINAND DE LESSEPS, President.
M. COURETTE, Managing Vice-President."

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Foreign Intelligence.

—o—

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, July 8.

The German Parliament is closed, the Emperor at Ems, "where," he said, "I shall not be annoy and insulted this year by M. Benedetti;" Prince Bismark at his Tusculum in Pomerania, and the members of the Federal Council are on the point of breaking up and going home for the holidays. In fact, it is the dead season, or what "Kladderadatsch" irreverently calls the *saure gurken zeit*, or period of sour cucumbers, and, therefore, there is but little going on in politics. The new Convention with France is the most important event of the fortnight, and in financial circles the great topic of conversation is the forthcoming French loan, which it is feared, if raised all at once, is likely to disturb the money market—in France from the drain of precious metals, and in Germany from a plethora of the same. In the meantime the coining of the new currency goes on comparatively slowly, the quantity reported as ready on the 1st of June being only 156,606,200 marks, in coins of 20 marks each. Between that day and the 8th of the same month the mint at Berlin has turned out 4,702,820 marks; that at Hanover, 1,597,140 marks; Frankfort, 2,059,020 marks; Munich, 966,660 marks; Dresden, 1,215,640 marks; Stuttgart, 577,540 marks; and Carlsruhe, 250,000 marks; making together up to the 8th of last month—the latest official account published—a grand aggregate of 167,975,020 marks in 20-mark coins. The Bundesrath has now ordered that between the present time and the end of October the new gold 10-mark piece shall be coined in the proportion of one such piece for every five 20-mark pieces. Under these circumstances, and in this period of transition, it was a wise resolution to retain the old silver dollars that are still in circulation, though no more are to be coined; and as the new gold coins are also to a certain extent in circulation, we have at present in Germany a double currency, whilst we here in Hamburg are in the anomalous position of having *four*, viz., gold, silver, banco, and currency. Nothing is yet settled about the abolition of banco money, and it will probably be left to die a natural death when the new gold currency comes into operation, which will probably be in the course of next year. In the meantime, our sister city of Bremen has really put in execution her projected alteration of her currency by adopting the new system of gold marks and pfennigs, which came into operation on the 1st inst., when the transfer was much facilitated by the opening, on the same day, of a branch establishment of the Bank of Prussia, for which a special law was passed both by the German Parliament and the Senate and Burgerschaft of Bremen. The great novelty, however, is that the Bank of Bremen have already issued paper money in the new Imperial German currency, in the shape of Bank notes for 100 marks each.

At the last sitting of the Burgerschaft of this city two measures of paramount importance for the interests of Hamburg were definitely settled. The committee of seven members appointed to investigate the urgent message of the Senate, for the concession to the new company that propose to construct docks and warehouses on the Island of Steinwerder—as mentioned in my last letter—read their report, and on the strength of their recommendation the House unanimously and unconditionally accepted the Senatorial proposal. The other subject was the equally important message from the Senate to confirm the concession to the other company for the construction of docks, piers, warehouses, and a railway down to Cuxhaven, as far as the Hamburg territory was concerned. On this question the opinions of the members diverged greatly, some believing the execution of the project would be the ruin of Hamburg, whilst others maintained it would greatly facilitate and enlarge the trade of this city, when it was generally known that the Elbe was accessible and free from ice all the year round. The committee had divided their report into four separate heads:—1. The general subject of granting the concession; 2. The giving up to the new company the land belonging to the State required for the execution of the works; 3. The application of the law of expropriation to enable the company to purchase private property at its real value; and 4. To agree to the subvention of 60,000 thalers per annum for twenty years, promised by the Senate, but subject to the consent and approbation of the Burgerschaft. The committee recommended the unconditional acceptance of the first three subjects; and with regard to the fourth, to suspend its judgment for the present—without absolutely refusing its ratification—to see how the affair was likely to turn out. After a lively debate the recommendations of the committee were all definitively passed. In the same sitting a motion was made and seconded to prevent members of the Senate from taking an active part in land and building speculations; but as there was no law to prevent them from speculating in cotton or coffee, and it was therefore unreasonable to restrict their operations, the motion was rejected.

Herr Stephan, the German Postmaster-General, to whose indefatigable energy we are indebted for the many great improvements in the organisation of the Post-office departments, and more especially the late postal treaties with France, Spain, Portugal, Au-tria, Holland, and England, has just returned from Russia, where he has concluded a very favourable treaty with that Government. Whilst at St. Petersburg he agitated in favour of the adoption of a single rate of postage for the whole world, a proposal emanating from Germany—and of which I gave your readers some particulars in a former letter. He found the Russian Government not disinclined to join the combination; but there are at present some serious obstacles in the way that must first be got rid of, the principal difficulty being that the single rate of postage at home is 10 copeks, whereas the proposed rate for the whole world is only 8 copeks, or 2½ groschens, or threepence sterling, or 9 kreutzers, or 30 centimes. Whilst on this subject I may mention the curious anomaly that the above-named gentleman, who is so studiously ready to be guided by public opinion and willingly to accept any practical improvement in his department, refuses, to the detriment of his own budget, the proposal that has been made to him on several sides,—and supported by the public press of this city and Berlin—to issue *a postage stamp for 2½ groschens*, which is the single rate for letters from any part of Germany to Great Britain, the United State, and other countries. Here at Hamburg, where the great bulk of the correspondence is carried on with the above-named countries, it is considered a very great inconvenience, hardship, and loss of time. The last item may sound trivial, but it is an object of consideration for many houses here that send off daily a couple of hundred letters, and have the greatest difficulty in getting them ready in time for the post. The only means of prepaying such letters is by making use of *at least two stamps*, whereas one stamp of 2½ groschens would not only answer the purpose, but effect a great saving in the expenses of the post department—such saving being exactly one-half.

The *Post och Inrikes Tidningar* of Stockholm announces in its official part that a six months' leave of absence has been granted to Herr B. A. Dickman, Consul at Rangoon for Sweden and Norway; and that during his absence the Consular affairs will be carried on by Herr Chr. Deetjen, merchant at Rangoon.

Herr H. Schiff, the Danish Consul at Nagasaki, has resigned his appointment, and his resignation has been accepted by Ministerial Decree, dated Copenhagen, June 29.

The steamer *Sylvia*, belonging to the German Steam Company of this city, which in May despatched their steamer *Atlanta* as the pioneer of their line to China, was advertised to sail for the same destination; but an accident having occurred to the machinery of the *Rio*, belonging to the Hamburg and South-American Steam Company, the *Sylvia* has been chartered by the latter, and is gone on her first voyage to the Brazils instead of to China, taking out the cargo that was on board the *Rio*. In the meantime their third steamer has been launched (she was built here), and is advertised to leave this port on the 15th inst. for Penang, Singapore, Hong Kong and Shanghai, via Suez Canal. She is called the *Olympia*, described as 1,700 tons burthen, and will be commanded by Captain Romkes.

A very beautiful work of art has been on show here for a few days last week, being a shield of massive silver, ornamented with figures in high relief, a present subscribed for by citizens of Hamburg to General Werder, as a token of gratitude for his brilliant achievement during the late war of taking Belfort, and obliging a French army of eighty thousand men to lay down their arms and take refuge on the neutral territory of Switzerland. The shield is about the size of the celebrated Achilles shield, designed by Flaxman, and presented to the Duke of Wellington after the battle of Waterloo.

COMMERCIAL.

The Tea market is quiet, business being limited to the execution of small local orders at former prices. Several cargoes of new Rice have arrived from Rangoon and Akyab, some of which were sold for delivery and a good part since, as it is offered at a moderate price. Among the former were 28,000 bags for arrival, as also 11,000 bags Necranzie, per J. W. Seterwall (since arrived), and 11,500 do. Bassein, per Dora (not yet arrived). In cleaned grain but little has been done. Cassia Lignea is rather lower, and being offered at 9¾ to 10 sch. bco., the article attracted notice, and the market closes rather firmer. There is a slight improvement in Pepper, 7 to 7⅛ having been paid for Singapore, 6¼ to 6½ for Penang, and 13½ to 14 for white. Among the miscellaneous articles 80 serons of China Flava have been sold, as well as 20 chests of Vermilion, per Johann Anton, from Macao; also 150 chests of China Galls, per Aline. In Spelter no transactions; nominal price 15 marks bco.

SHIPPING.

ARRIVALS.—Melissa, Deutschland, Metis, Walter Siegfried, and Undine, from Rangoon; J. W. Seterwall, from Akyab; Aline, from Shanghai.

SAILED.—Oscar Vidal, to Shanghai.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, July 10.

At last we have a new Cabinet. After much hesitation and wavering the Liberals have succeeded in forming a Ministry, and the following list was published on Saturday last by the *Staats Courant*:—

Mr. G. de Vries Azn, Justice.
Mr. I. D. Fransen van de Putte, Colonies.
Mr. J. H. Geertsema, Home Department.
Mr. A. van Delden, Financial Department.
Mr. M. D. Count van Limburg Stirum, War Department.
Mr. J. L. H. A. Baron Gericke van Herwynen, Foreign Affairs.
Mr. L. G. Brocx, Naval Department.

I have no need to tell your readers that the new Ministers will have a very serious task before them. Of course it will be very easy to organise a programme of all kind of measures of more or less importance, but I fear that if such a document is issued there will be more promised than can possibly be performed, and the practice, I think, may for once and on the present occasion be departed from with advantage. The whole nation is well acquainted with the questions which must be dealt with;—the reform of our Colonial Government must no longer remain an idle word; our system of taxation must be altered; the flagrant shortcomings of our military system must be remedied; and last but not least, the franchise (the right of voting) must be reorganised on principles of equity and justice. In addition to these indispensable measures there is still a good many old accounts to be closed up. With all this business in view it is satisfactory to know that the Ministers really mean work. The composition of the Cabinet has been so organised as to satisfy as much as possible both factions of the Liberal party, the "old" and the "advanced" Liberals are both represented; but the fact still remains that if all the members of the Liberal party do not to a certain extent coalesce, there will be such a want of combination as will greatly hinder the furtherance of Liberal measures. There must be a common line of action laid down, by which the majority can be united, and unless this is effectually carried out there it is much to be feared that the party will once more break to

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pieces, *a contretemps*, which in the present position of affairs it is especially desirable to avoid. Since the death of Mr. Thorbecke the Liberal party have resembled sheep without a shepherd, and it is very doubtful if these sheep have in themselves the instinct to rejoin their flock, in other words, there still remains a tendency on the part of Liberals and Radicals to engage in an internecine conflict, to fight their own battles, instead of uniting for the national benefit. And if this party struggle is recommenced there is no other course left for the new Cabinet than to leave the necessary reforms to sleep for a time, otherwise we shall be very soon in the toils of a new crisis, which undesirable consummation cannot be avoided unless our Liberals recognise the principle that government by party is now the only possible system, of which the very essence is that the members as a body should subordinate their own views to those of the majority.

But even supposing that the Liberal party is so far united that it will be possible to carry one or more of the measures which I named, there remains yet another question which may easily become the stumbling-block of the Ministry. That question is, Who will be the Premier? It is quite true that Mr. de Vries was charged by the King with the formation of the new Cabinet, and that the Liberal leading papers have declared that he is the right man to fill the place of the late Mr. Thorbecke as Minister of the Home Department. But at the same time it is also a fact that he has not accepted the Portfolio of Home Affairs, but only that of Justice—a department which has been brought into much discredit, because several men, equally eminent and talented with Mr. de Vries, have held that office, without introducing any reform in our Penal code, which is still that of the first Napoleon. On the other hand, Mr. Fransen van de Putte has entered the Cabinet, holding the very important position of Minister of the Colonies, and, looking back to his previous political career, I should wonder very much if there is not eventually a struggle for the mastership between these two statesmen. If I am rightly informed it was just this question of precedence which caused so much delay, before the Cabinet was constructed. Another important man among the new Ministers is the Chief of the War Department, Count van Limburg Stirum, with reference to whom I quite agree with those Liberal papers who say that a better Minister could not be found for the department he fills. Thoroughly liberal, loyal, and what is of still greater moment, quite independent of influences from high quarters, we believe that we may reckon upon his introducing a military system fully equal to the national requirement. I think it unnecessary to say anything about the other members of the Cabinet. Messrs. Brocx, Gericke, and Geertsema are well known and as well liked. Mr. van Delden, the Minister of the Financial Department, has yet to prove his ability. It is probable that the Second Chamber will meet a short time, notwithstanding the tropical heat which prevails. There is one Bill in particular with which the members must deal as soon as possible, viz., that by which a life pension is granted to the two daughters of Mr. Thorbecke of 4,000 guilders a-year. Of course it is not doubtful that it will not be carried. Money is being largely contributed to establish some sort of memorial in recognition of the eminent talents of the late statesman, but it is not quite decided whether to erect a statue, or to purchase the house in which he lived, and convert it into a public library, or to create a fund to provide talented but poor young men with funds to accomplish their studies. I think, however, that the statue alternative will be selected.

The King has appointed Mr. J. H. Ferguson, the late provisional Governor of our possessions on the West Coast of Africa, Consul-General and Chargé d'Affairs for the Netherlands in China. This appointment is for four years, and Mr. Ferguson will leave Holland some time this month.

In consequence of Messrs. Van de Putte and Van Delden being appointed Ministers, two seats in the Lower House have become vacant. The candidates for the vacancies are Mr. Blusse for Rotterdam, upon whom H.M. has conferred the order of the Netherlands Lion, and for Deventer, Mr. Van Bosse, who was lately appointed Minister of State. Both these gentlemen were, as you will remember, members of the former Cabinet. The King has also conferred the knighthood of the Netherlands Lion on Messrs. G. G. Van Harencarspel, Secretary of the Java Government, and on G. A. Pet, Government Engineer in Java.

At the general meeting of shareholders of the Steam Shipping Company, Nederland, held yesterday at Amsterdam, the following gentlemen were elected commissaries:—Messrs. E. Mohr, E. Fuld, C. J. A. den Tex, A. C. Wertheim, A. R. J. Cramerus, C. F. Quien, C. A. Crommelin, Jul. G. Bunge, P. C. Loopuys, M. M. de Monchy, G. A. Tindal, P. H. Holzman.

The formerly celebrated actor, Mr. A. Peters, died yesterday in the lunatic asylum at Delft.

PRODUCE MARKETS.

The late advance in Coffee continues to be firmly maintained, owing to a steady demand, which imparts a further upward tendency to the market. Most other leading articles exhibit a weak appearance, and the business done has upon the whole been limited. Some improvement, however, has taken place in Tin.

COFFEE.—A very favourable tone continues to prevail for this article, but the reservedness of holders checks business, in consequence of which our market has exhibited but little activity. Good ordinary Company's Java is generally held for 47c., and it is difficult to meet sellers under this price.

RAW SUGAR looks very quiet, and no business has been doing in anticipation of the ensuing public sale on account of the Trading Company.

RICE without any transactions of note to report. The demand remains dull, and prices are but nominally supported. A shipment of 1,105 bags Java table (Indramayoo), ex Kosmopoliet, and 500 bags Java, ex Macassar, have been disposed of.

TOBACCO. (Java).—The following parcels were sold by secret tender:—1,030 bales Java head-mk. Kawi; 298 ditto, B. D.; 154 ditto, D.; 413 ditto, D./Kawi; 310 ditto, Tripa/Kawi; 1,026 ditto, Djambean; 100 ditto, Kotta/A. B.; 520 ditto, Kras; 312 ditto, F. A./Kedirie; 285 ditto, F. A./Kedirie, B.; 288 ditto, F. A./Kedirie, C.; 73 ditto, F. A./Kedirie, T.C.; 15 ditto, F. A./Kedirie, J.S.; 23 ditto, F. A./Kedirie, B.; 32 ditto, F. A./Kedirie, R.; 64 ditto, F. A./Kedirie, R.; 361 ditto, Tanna Wangie Malang; 630 ditto, P. A./Malang; 960 ditto, W.O.S.; 398 ditto, Blitar/K.; 226 ditto, J.

TEA.—The last public sales went off satisfactorily, but a portion of the quantity put up was bought in, owing to the elevated pretentions of holders.

SPICES.—Cloves continue to be inquired after at advancing prices. Some small parcels Nutmegs, ex Vrachtzoeker, have found buyers.

TIN has assumed a very firm tone, and sales of Banca have been making for usual prompt at f.95 to f.95½, and f.96., and for delivery ex the next autumn sale at f.93 to f.93½, and f.94; of Billiton, spot and afloat, at f.92 and f.92½, whilst Billiton afloat per steamer has sold to-day at f.93 to f.93¼.

COCOA-NUT OIL has been in partial demand, to meet small wants. Prime Ceylon sold at f.25½, and prime Cochin at f.27¼.

TORTOISE-SHELL.—The sale is reported of 12 chests Macassar, ex Vrachtzoeker.

INDIGO.—As soon as the 300 chests Java ex County of Ayr, have been sampled, more activity may be looked forward to in this article, but of late there has been but little doing.

SHIPPING.

ARRIVALS.—July 9, at Brouwershaven, from Batavia, Cornelis Wernard Eduard.

DEPARTURES.—July 3, from Brouwershaven, for Batavia, Utrecht; from Texel, for Batavia, Maibit, Ary Scheffer; 5, from Brouwershaven, for Samarang, Dordrecht II.; 6, from Texel, for Batavia, Amstalstroom.

PASSENGERS OUTWARD.—For Java, per Amstelstroom, Messrs. B. van Delden and family, H. van Delden, A. M. W. H. Jutting, G. W. von Ende, Miss H. Stap, Miss Willems. Per Ary Scheffer, Messrs. N. C. Fransz and family, J. F. L. N. Fransz, Miss M. M. C. Neundorf and and A. Besseling.

RUSSIA.

A commission has for some time been sitting at St. Petersburg, for the purpose of revising the statutes of the "Russian Mercantile and Steam Packet Company," which has hitherto received a considerable subsidy from the Government, besides having the monopoly of the goods and passenger traffic on the Black Sea. The commission has presented its report, and its recommendations have an important bearing on commercial interests in Russia and her communications with the East. It considers that the establishment of a regular line of mail-steamers to distant Asiatic countries would be too costly, besides being unnecessary for the present requirements of the country. "The position of Russia in this matter is different from that of several Western States, such as England, France, Italy, &c.; and the commission is of opinion that the only point to be considered is the establishment of a permanent communication by means of steamers with Eastern Asia, chiefly for commercial objects." It therefore proposes that the Government should repay "to all Russian steamers which proceed from a Russian port to China or India, and return thence with at least a half-freight of Chinese or Indian products, such as tea, cotton, &c., the tolls they have to pay in passing through the Suez Canal." The object of the condition with regard to freight is stated to be that the Government wishes to prevent Russian ships from having any claim to repayment when they deliver their goods in foreign ports, as in such cases Russia derives no commercial benefit from the journey. The above proposal will, of course, virtually destroy the monopoly of the Company; and, as regards the postal service performed by its steamers in the Black Sea and the Mediterranean, the subsidy of 1,000,000 roubles (£130,000) hitherto received by the Company will be reduced by one-half from and after the year 1877, the date on which its present convention will expire. The commission also recommends that a postal communication should be maintained with Constantinople at least twice a week.

LITERATURE.

A most interesting and powerfully-written record of the rise, progress, and final fall of the Communist reign in Paris, from the pen of the Abbe Lamazou, one of the few of his order who survived to relate their experiences of the insurrection—has been translated by Mr. C. F. Audley, and published by Messrs. Burns, Oates, and Co. The writer was arrested with Monsigneur Darboy and the other clerical hostages, but was fortunate enough to escape being involved in the massacre, in which nineteen out of the forty confined in the prison of La Roquette perished. The narrative gives a clear and lucid account of the chief public acts of the Communists, and relates facts with reference to the doings of Ferré, Rigault, and others who were their leaders, which show that the extreme punishment with which their crimes were ultimately visited was by no means undeserved. The work has already passed through seven editions.

The same publishers send us a *brochure* containing two essays, by Lord Robert Montagu, of which the first is written to advocate the advantages of referring International disputes to arbitration by the pen rather than the sword. The second and shorter essay is in the form of a letter to the newspapers, and is professedly "A defence of the Commune," but in reality consists of a series of arguments in support of the International Society, to which we learn with some surprise the right hon. author himself belongs.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

MATHESON—On the 9th July, at 8, Holly-place, Hampstead, the wife of Ewing Matheson, Esq., of a son.

SANDILANDS—On the 7th July, at Haymount, Bridge of Allan, the wife of G. M. Sandilands, Esq., of a daughter.

DEATHS.

ROBERTSON—On the 5th June, at Brass Bassa-road, Mr. John Robertson, aged 39.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Shot.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Woollens.	Flannel and Blanketing.	Linen Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tons.	Tns.	Tons.	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£	£.	Lbs.	£.	Brls	Brls	Gals	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£	£	£
Kate Carnie	Singapore	London.	June 13	635	...	...	33	...	3	...	258	...	...	...	650	503	...	...	...	3	60	...	50	...	625	11	165	...	...	105	44	22	175	156	...
Peter Dickson	Java	,,	,, 13	...	...	71	5	...	...	50	435	192500	...	...	...	...	13125	...	4	...	453	2	247	15	...	...	...	...	...	1957	2640	...	380	92	...
Latona	Bangkok	,,	,, 14	22	22	...	...	...	...	3010	2770	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1188	...	...	...	...	...
Dora	Java	,,	,, 14	...	17	20	13	21	...	...	943	213375	71303	...	...	...	12500	...	...	6	6	...	6	51	...	281	60	1300 y.	...	1763	1019	...	213	92	20
Maria	Manila	,,	,, 17	...	...	52	14	...	2	...	954	249010	1200	...	...	...	£1	41	...	...	...	...	...	...	5835	951	...	723	...	466	153	18	354	219	...
Glamorganshire	Yokohama	,,	,, 18	...	51	29	3	65	1	335	1787	232000	...	...	6714	4337	40000	...	4	40	228	21	1382	260	670	263	360	...	...	77	481	...	106	50	200
Do.	Hiogo	,,	,, 18	...	...	30	2	5	...	...	135	...	...	...	...	...	...	...	...	...	17	...	100	150	...	...	...	...	...	...	...	...	54	...	...
Cleta	Yokohama	,,	,, 19	162	...	...	...	21	...	...	123	943822	...	...	1875	450	65000	...	...	...	213	...	200	164	2336	100	...	...	...	55	10	1	150	83	...
Tonbridge	Shanghai	,,	,, 21	100	310	...	...	...	...	...	874	1474150	4776	...	2833	395	4450	...	11	119	146	94	54	1048	700	235	...	245	1268	60	440	103	2	120	...
Delta, str.	Singapore	,,	,, 21	...	...	...	...	...	...	...	125	104487	...	...	240	18	...	...	...	...	...	...	...	...	...	...	125	...	...	...	...	...	...	...	...
Do.	Hong Kong	,,	,, 21	...	...	...	...	...	...	63	...	39624	...	...	2963	304	...	...	...	...	...	3	...	144	...	205	920	...	...	...	...	...	109	35
Do.	Shanghai	,,	,, 21	...	...	...	...	...	...	...	310	293950	81477	1216	13887	535	10000	270	...	...	5	3	48	42	...	...	1873	11	...	45	30	...	...	15	55
Do.	Yokohama	,,	,, 21	...	...	...	...	12	...	...	93	...	2175	300	3438	...	...	...	...	...	...	...	...	...	...	6	1197	130	...	253	83	...	...	122	48
Do.	Eastern Ports	,,	,, 21	...	...	...	...	...	...	21	1450	...	800	...	54	...	...	17	...	...	10	...	56	...	13	108	...	...	38	...	...	17	65	...
Excelsior, str., via S.C.	Colombo	,,	,, 22	...	...	...	...	...	...	...	110	579002	109104	...	...	...	470	...	...	...	...	...	...	126	...	...	162	...	...	...	20	...	...	130	...
Strata Florida	Do.	,,	,, 22	...	61	6	...	...	...	...	274	...	...	...	...	...	...	12	...	27	...	120	20	12	...	...	201	...	...	227	10	11	25	...	...
Winestead, str., via S.C.	Do.	,,	,, 26	...	45	1	...	3	485	2580	481410	115033	...	135	15	...	54	240	21	1146	1058	473	2031	1620	...	...	1745	...	...	114	100	8	135	124	59
Ajax, str., via S.C.	Singapore, &c.	Liverpool	,, 28	...	...	...	...	...	...	1473	450	2085414	114379	...	2227	230	62000	...	...	...	3	...	6	26	...	...	380	...	...	...	...	2	6	35	...
Do. do.	Java	,,	,, 28	...	...	...	...	...	...	...	...	682187	1541513	...	386	...	...	...	...	...	...	...	...	...	...	...	...	...	...	90	...	...	...	9	...
Do. do.	Manila	,,	,, 28	...	...	...	...	...	...	...	13	285785	347504	...	731	...	2500	...	...	...	...	...	...	...	...	...	345	...	...	...	...	...	...	...	...
Do. do.	Hong Kong	,,	,, 28	...	...	...	...	...	15	...	...	1459025	149560	...	2389	680	60000	...	...	...	...	...	...	...	...	2cs.	1354	...	...	3cs.	...	4	10	55	200
Do. do.	Shanghai	,,	,, 28	...	...	32	...	1	...	6cs.	165	3083165	271440	...	5128	...	...	...	...	...	...	...	...	...	...	...	35	...	...	15	500	1	...	...	767
Do. do.	Yokohama	,,	,, 28	...	...	...	...	...	...	...	...	206500	16038	4cs	3200	5cs.	41200	...	...	...	...	...	...	52	...	...	138	...	...	...	...	3	...	...	...
Do. do.	Hiogo	,,	,, 28	...	...	...	...	...	...	...	...	101250	5050	993	270	...	14400	...	...	...	...	...	...	...	...	...	162	...	...	...	...	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Kate Carnie	Singapore	45	...	17	...	...	...	77	...	206	250	520	165	...
Peter Dickson	Java	...	...	17	...	...	...	10	...	264	15	200	...	...
Latona	Bangkok	...	...	...	...	...	...	...	...	...	968	...	...	...
Dora	Java	85	...	...	...	46	50	45	63	561	9	...	...	...
Maria	Manila	929	...	250	121	445	94	132	...	474	49	...	...	237
Glamorganshire	Yokohama	38	...	269	19	...	45	71	146	52	12	...	173	...
Do.	Hiogo	...	...	245	...	...	...	5	...	...	...	...	...	...
Cleta	Yokohama	205	...	77	234	...	...	...	198	3	...	...	184	...
Tonbridge	Shanghai	230	...	1	...	30	...	55	367	116	37	...	...	...
Delta, str.	Singapore	125	...	213	75	...	50	81	...	199	...	...	...	...
Do.	Hong Kong	328	34	276	155	867	...	25	50	1cs.	150	...	...	...
Do.	Shanghai	251	124	176	68	495	...	323	431	6	...	277	191	10
Do.	Yokohama	451	86	453	1094	...	12	174	616	112	58	55	...	...
Do.	Eastn. Ports	...	10	97	114	30	97	16	...	57	...	65	...	...
Excelsior, str., via S.C.	Colombo	16	15	...	82	...	...	12	...	...	...	261	...	41
Strata Florida	Do.	48	8	354	35	...	35	130	29	...	49	...	...	...
Winestead, str., via S.C.	Do.	504	25	379	147	38	102	140	...	129	537	52	244	123
Ajax, str., via S.C.	Singpre., &c.	40	...	...	120	2cs.	25	46	...	...	...	1500	1460	...
Do. do.	Java	45	...	...	...	...	...	...	...	...	...	...	...	...
Do. do.	Manila	...	...	220	...	198	...	...	...	...	...	236	...	...
Do. do.	Hong Kong	100	...	4pkgs	...	154	...	21	...	...	70	...	...	...
Do. do.	Shanghai	275	...	...	...	79	...	...	...	...	...	...	1cs.	...
Do. do.	Yokohama	27	...	...	...	551	...	...	...	...	...	...	...	...
Do. do.	Hiogo	...	...	...	...	3	...	...	...	...	...	...	...	...

ADDITIONAL.—Per KATE CARNIE.—Cottons, £1,263; corks, £16; tumblers, 50 cases; fruits, 9 cwt.

Per PETER DICKSON.—Carriage, £30; matches, £103; vegetables, 1 case; sugar, 3 cwt.; steel, 2 tons; linens, £25; gunpowder, 16,000 lbs.; fruits, 10 cases.

Per LATONA.—Chronometer, £25; live stock, £32; guns, 34 tons.

Per DORA.—Effects, £118; cement, £50; matches, £303; cottons, £120; mineral waters, £30; geneva, 680 gallons; gunpowder, 21,500 lbs.; beef and pork, 12 cwt.; tar and pitch, 100 barrels.

Per MARIA.—Goods, manufactured, £461; flax, £3; corks, £19; sugar, 1 cwt.; matches, £170; cement, £45; telegraph materials, £230; boiler felt, £27; tin plates, 3 cases; steel, 28 tons; fruits, 5 cwt.; tar and pitch, 16 barrels.

Per GLAMORGANSHIRE.—To Yokohama: Goods, manufactured, £346; carriage, £100; cottons, £500; tortoiseshell, £25; glassware, 6 cases; sugar, 12 cwt.; railway waggons and carriages, £1,838; telegraph apparatus, £516; cement, £115; clocks, £21; spelter, 1 ton; zinc, 4 tons; fruits, 1 cwt.; tar and pitch, 30 barrels. To Hiogo: Cottons, £72; spelter, £80.

Per CLETA.—Carriages, £115; effects, £20; goods, manufactured, £30; sugar, 23 cwt.; corks, £1; grindstones, £9; drugs, 1 case; furniture, 5 cases; milk, 10 cases; candles, 1 case; fruits, 4 cases; vinegar, 1 case; tobacco, 1 case; fruits, 9 cwt.

Per TONBRIDGE.—Effects, £14; matches, £330; stones, £21; carriages, £180; india-rubber manufactures, £17; goods, manufactured, £77; grindstones, £10; sugar, 50 cwt.; tumblers, 50 cases.

Per DELTA (str.).—To Hong Kong: Effects, £239; corks, £48; mineral waters, £15; scientific instruments, £50; seeds, £17; cottons, £6; goods, manufactured, £60; linens, £450. To Shanghai: Effects, £174; mineral waters, £25; cottons, £450. To Yokohama: Goods, manufactured, £676; sponge, £60; jewellery, £364; cottons, £70; crucibles, £235; effects, £2,136; cement, £159; gold lace, £300; steel, 5 tons; linens, £140. To Eastern Ports: Rice, £120; crucible covers, £10; effects, £169; tin plates, £340; linens, £78.

Per STRATA FLORIDA.—Sponge, £19; casks in shooks, £155; sugar, 3 cwt.

Per WINESTEAD (str.).—Hemp, £37; cement, £62; asphalte, £14; goods, manufactured, £11; tea, 6 chests; cottons, 10 bales; tobacco, 12 cases; effects, £168; fruit, 5 cases; seed, £15; cyder, £30; cambrics and muslins, £120; tar and pitch, 30 barrels; fruits, 4 cwt.; billiard, &c., tables, £35.

Per AJAX (str.).—To Singapore, &c.: Boats, £50; clocks, £30; silks, 1 case; cambrics and muslins, £320. To Java: Linens, £81; cambrics and muslins, £81. To Manila: Cottons, £93; optical instruments, £10; linens, £320; cambrics and muslins, £60. To Hong Kong: Wheels and axles, £600; charcoal, £93; merchandise, £700 and 7 cases; yarn, £72. To Shanghai: Goods, manufactured, £75; grindstones, £12; cottons, £175; cloth, 17 cases; books, 1 case; corks, £35; merchandise, £2,500. To Yokohama: Lighthouse stores, £240; woollens, 7 cases; carriage, £100; india-rubber manufactures, £35; merchandise, 38 cases; beef and pork, 20 cases. To Hiogo: Vulcanite goods, £52. To Nagasaki: Plate iron, 12 tons; bar iron, 2 tons; woollens, £1,975. To Amoy: Stores, £40. To Hankow: Provisions, £40. To Macassar: Yarn, 5,265 lbs.

Per LAURENS COSTER, from Liverpool to Batavia, cleared June 17.—Coals, 1,306 tons. Per BIN TAN (str.), from Glasgow to Singapore, cleared June 24.—Coloured cottons, 192,500 yards.

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The London & China Telegraph.

LONDON: MONDAY, JULY 15, 1872.

THE INSTITUTION KNOWN AS "LLOYD'S."

MR. DANSON, the writer of several letters, which attracted much attention in the shipping and insurance world, has chosen an opportune moment for their republication in a collected and revised form. The whole train of his arguments can now be examined at a glance, and his subject is one of such paramount importance that the compilation of such valuable information—much of which will be new to many of his readers—is nothing less than a public service. Making allowance for a little extra vehemence of style here and there, and an occasional tendency to give argument the support of sarcasm—which invariably weakens, instead of strengthening, well-founded arguments, the author of the pamphlet is entitled to unreserved praise. His object is plainly set forth, and he never suffers himself to lose sight of it. It is simply the reconstruction of "Lloyd's," so as to keep pace with the altered requirements of a time when the great bulk of underwriting business throughout the country has been absorbed by Marine Insurance Companies, and not more than one-third of the business of the country is transacted by private underwriters. Mr. Danson would have "Lloyd's" "a great national institution, rightfully holding and wisely using, all and more than all the powers it has hitherto, in effect, usurped." If this be effected, "Lloyd's" may continue to be, what it is, the greatest joint-stock office for private underwriting in the world. We are informed that a conference has already taken place between some of the more active members of "Lloyd's" and one or two of the Companies, with a view to the modification of the attitude, of the society towards underwriters outside. The effort thus made was merely tentative, and has, so far, proved abortive; but it indicates a readiness to deal with the subject, which needs but to be supplemented by a broader and more liberal view of the facts to lead to better results. The principal proposition advanced by the present author is, that the time has come when companies must be admitted as "members" in the sense of the Act of Incorporation at "Lloyd's," which was remodelled last year. The privilege of membership is not urged on any evasive system of economy; it is proposed to be paid for at full current rates, and all that the companies require in return is that they should have a *pro rata* influence in the councils of the ancient society. "An underwriting member of "'Lloyd's' now pays £100 entrance fee and twelve guineas "as annual subscription. Let this be deemed equivalent to "£20 a-year, and let a company paying £400 a-year have "twenty votes at general meetings and in the election of "committee men." This is a candid and plain proposal, which we can see no valid reason for the committee refusing to entertain. But our author goes further, and suggests that it should be provided that not less than one-half of the members of the committee should be private underwriters, and that they should have a separate sub-committee of their own to supervise the domestic arrangements of the society, and watch the interests of the private underwriters. If some such arrangement as this be not come to shortly, Mr. DANSON predicts that "Lloyd's" "will either shrink to the dimen-"sions and the uses of a mere trade club, or will complete "its existence as a miserable sham; a notable example of the "fate that attends a too obstinate retention of forms not "fitted for the age in which they are found."

THE BLUFF GARDENS AT YOKOHAMA.

WE have never had the satisfaction of sympathising more cordially with the views of our contemporary, the *Japan Mail*, than we have now in endorsing the sentiments expressed in it, on the occasion of the opening of the Bluff Gardens at Yokohama. This event, which took place on the last Sunday in April, was signalised by a flower show, which, for freshness, novelty, information, and thoroughly rational and intellectual enjoyment, may well excite the envy of the *blasés* visitors of our own Kensington and Regent's-park Gardens, with whom it is to be feared satiety and languor have conduced to make the tint of a ribbon, or the parterre on what Mr. BOUCICAULT calls "that part of the headdress which still retains the name of bonnet," of more interest than the newest development of horticultural science. The influence of flowers is boundless. There may be, indeed there *must* be, some small minority of hard-headed persons, who misinterpret being practical into being heartless, if we are not to disbelieve WORDSWORTH'S creation :—

> The primrose on the river's brim
> A yellow primrose was to him—
> And it was nothing more.

We, who have often stooped to pick off a daisy—not without a sense of some wrong done (as CHARLES LAMB has put it in another way), and who do not the less admire a cornfield because it is flecked with poppies and blue-bells—perhaps the finest moral lesson in the world, inasmuch as it shows how the garish and useless strut and push themselves among the "bread-winners"—believe that there is no line in British poetry in which more devotion, or more sense, is condensed than by POPE when he speaks of

> Looking through Nature up to Nature's GOD.

Nothing, in fact, appeals to the mind with a more simple and touching, though forcible, plea for religion and faith than a flower. Its sprightly opening with the early morn, and its meek resignation to the night; its grateful odour to the sense, and its welcome harbour for the bee, mark the flower as essentially the missionary of nature—a missionary, too, whose doctrine goes straight to the heart. Among women's names many of the most truthful—as Rose, Lily, and others—have been culled from the parterre, partly as describing their need of culture, partly the joy they diffuse around them. There are, we learn from the *Japan Mail*, some few ascetics in Yokohama who would close the new Botanical Gardens on the Sabbath-day. We will not be so profane as to hint that, with equal consistency, they should compel all their female relations to wear mourning on that day; but we will express our sense of true devoutness so far as to remind this minority—which we are glad to learn is very small—that the most charming wild-flowers bloom on Sundays as well as all the rest of the week beneath hedgerows full in bud. On one point we are at issue with the *Japan Mail*. The editor calls this Sabbatarian sentiment peculiarly "Scotch." We cannot agree with him. The feeling is essentially monastic and misanthropic; but, though it has occasionally, no doubt, obtained something of a hold on the Scottish people—through their having formerly suffered so much from persecution as to make them jealous of their habits still—it is certainly not to the most enlightened Scotchmen of the present day, the pioneers of civilisation in the Far East—and the men who honour with such deserved fervour the names of BURNS and SCOTT, that we should look for bigotry or prejudice. If Providence had intended that the beauties of nature should be under an eclipse on Sunday, the sun would not rise, the birds sing, the corn ripen, *or man rest*, on that day. The time has gone by, when men are to be told that susceptibility to the influences of nature, in her most attractive form is inconsistent with devotion or religious duties. Do away with the "refreshment" stand by all means, we say with our contemporary; but do not close the gardens, on any excuse, on Sundays or any other days in the year. The exercise the ramble through them will afford, is far more healthy than that gained by walking round a billiard-table; the reflections suggested by the scene far more useful than those obtained by devoting the mind to the study, amidst breathless silence, of thirteen cards and the trump. The influence of the female visitors is also very beneficial. It is too much the habit of young men in these communities, to consider it a bore to cultivate an acquaintance with their own countrywomen, and to stick to the bachelor amusements of billiards, bowls, and smoking. On every account

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we wish the enterprise success, and we feel that the public of Yokohama, and the parents of young men who may be contemplating sending them there, will readily acknowledge a debt of gratitude to those who have initiated the "humanising influence of flowers" and the society of ladies by the formation of the Bluff Gardens at Yokohama.

ANTICIPATED RECEPTION OF THE JAPANESE EMBASSY IN ENGLAND.

FROM the indifference shown by our officials towards the members of the Burmese Embassy and Panthayan Mission now in this country, parties interested in our relations with Japan are apprehensive that a similar apathetic reception may be given to the Japanese Embassy, which is expected to arrive shortly from America. It must be taken into consideration that this is, without exception, the most important embassy that ever came from the Far East, and it behoves our Government, representing as they do the foremost nation among the Treaty Powers with Japan, to stretch out the hand of friendship and hospitality in the most cordial manner to its distinguished members. IWAKURA the Envoy and his colleagues are not to be ranked with the inferior class of officials composing the Chinese Missions to Europe, whose members were mistakenly allowed audiences of Her MAJESTY. These statesmen hold high rank in the Government, and have the confidence of their sovereign and legislature. Their mission is of more than ordinary diplomatic importance, for, besides the revision of the Elgin Treaty, they are especially commissioned to inquire into the systems of Government and political institutions of the different States to which they are accredited. If we may judge by the reforms effected in the new constitution of Japan, inaugurated since the revolution of 1868, it is evident that the British Constitution has been the model from which they have copied. And shall it be said that old England is wanting in hospitality to the representatives of her maritime counterpart in the Oriental Isles of the Rising Sun! We hope not, and that not only our Government but the commercial bodies interested in our relations with Japan, will give them a cordial welcome. Our cousins across the Atlantic have evinced the most praiseworthy desire to receive them with the highest honour, and it is a proof of success in entertaining and instructing their distinguished visitors, that the Envoy and his colleagues have made a sojourn already of nearly four months in the United States. It is our place in the comity of nations to make an equally favourable, if not a greater impression on the minds of these pioneers of Western civilisation in the East. It should not be forgotten that our Sailor PRINCE was received in the most friendly manner at Yedo, in agreeable contrast to his reception in Peking. Our Plenipotentiary, Sir HARRY PARKES, was the first Envoy to whom the Mikado gave audience. It is fortunate—if it has not been purposely arranged—that he is at present in England to aid Lord GRANVILLE in negotiating the revision of the Treaty. In his hands British interests will not fail to have an able advocate, and if we are not mistaken he will impress upon his lordship the policy of receiving the Japanese Embassy with the highest honours and hospitality.

IT is announced that, in spite of the universal opposition displayed by the merchants and shipowners whose interests are affected by the increased tonnage dues on the Suez Canal, M. DE LESSEPS and the Directors hold to their determination to enforce the revised scale. Meanwhile, a telegram from Constantinople repeats the statement formerly made from the same quarter, that the Turkish Government regards the increased rates as contrary to the terms of the concession granted to the Company, and declines to sanction the alteration. The London agents of the Company have published the reply of the Directors to a memorial which was addressed to them, protesting against the increased dues, in the form of a letter, which appears in another column.

The P. and O. Company's paddle steamer *Delta*, Captain EDMOND, which we have announced as intended for the Company's local service in China and Japan, left Southampton on Thursday with the Bombay mails. She will proceed through the Canal to Bombay, thence to Hong Kong.

WE understand that Monsieur LARRIEN, the concessionaire for the up-river navigation of Saigon, has completed the purchase of four steamers for the service. The *George Reed* has already sailed, and will be followed, during this month, by the *Saltee*, *Atalee*, and *Varco*.

Monetary and Commercial.

The directors of the China Submarine Telegraph Company (Limited) have declared a further interim dividend of 3s. per share on account of the profits for the year ending June 30, 1872. The directors of the British Indian Extension Telegraph Company (Limited) have declared an interim dividend of 6s. per share on account of the profits for the year ending December 31, 1872.

The annual general meeting of the Union Bank of London was held on the 10th inst., when the report was adopted and a dividend as previously announced, at the rate of 15 per cent. per annum for the six months, with a bonus of 2½ per cent. was declared. The net profits for the half-year were £129,611 15s. 9d., making, with the amount carried from previous account, £161,560 17s. 3d. After payment of the dividend and bonus, a balance of £41,560 17s. 3d. will be carried forward. It was announced that the directors intend to call a meeting in October, when they will propose the issue of 10,000 new shares, at the price of £30 per share, or £15 premium, in the proportion of one new share for every eight shares held by the shareholders on the register on the 30th September. £15 per share will be added to capital, making a total of £1,350,000, and the rest to the reserve fund, raising it to £450,000.

The report of the directors of the Consolidated Bank for the half-year ending June 30 gives the net profit available for distribution at £43,073 18s. From this the directers propose to pay a dividend at the rate of 8 per cent. per annum, and to place £32,000 to the reserve fund (which will then amount to £66,000). At the meeting of the Alliance Bank, the directors will recommend a dividend for the past half year at the rate of £6 per per annum; adding £20,000 to the reserve fund.

A dividend of 10 per cent. per annum is recommended by the directors of the United Discount Corporation, a balance of £4,106 11s. 7d. being carried forward. The directors of the Ouvah Coffee Company report that after paying all expenses, and the interim dividend last February, an available balance remains of £8,769 13s. 9d., and a further dividend is recommended of 4 per cent., making 7 per cent. for the year.

At a meeting of the Edinburgh Chamber of Commerce the subject of the proposed increase of dues on vessels passing through the Suez Canal came under discussion. The chairman explained that he had received a communication from the Chamber of Commerce of Newcastle and Gateshead asking the Chamber to co-operate with them in objecting to the increase, and a motion in accordance with the request was proposed and carried. The Glasgow Chamber has also resolved to take action in the matter and express its opinion in general terms that, in levying the increased rates, the Canal Company are exceeding the terms of their concession.

THE BOARD OF TRADE RETURNS.

The Board of Trade returns for the month of June show an increase in the declared value of exportations of £1,365,382, or more than 7 per cent. over the corresponding month of 1871, and more than 19 per cent. over 1870; but the course of business has been marked by variations, the cotton shipments presenting decrease of 3 per cent. in value and 5 per cent. in quantity as regards yarns, and of about ¼ per cent. in value and 8 per cent in quantity as regards the more important item of manufactured goods. Woollen yarns likewise figure for a diminution in value of 30 per cent., and the shipments of haberdashery exhibit a falling off of 6 per cent., and those of earthenware of 4 per cent. The most important items on the favourable side are coals, which show an increase of 53 per cent., iron and steel 24 per cent., machinery 21 per cent., hardware 18 per cent., and silk manufactures 8 per cent. As regards the importations of the month, the arrivals of wheat have been 2,559,448 cwts., valued at £1,594,284, against 2,453,851 cwts., valued at £1,468,647, in the correspond-

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ing month of last year; and that of other grain the value taken has been £1,863,044, against £1,684,052. Of cotton we have imported 1,191,270 cwts., valued at £5,233,965, against 1,016 717 cwts., valued at £3,426,732, in the corresponding month of last year. The total value of exportations during the first six months of the year has been £119,603,804, showing an increase of 17 per cent. on the corresponding half of 1871, and 23 per cent. on that of 1870.

The following is an extract from these returns of the figures which refer to our Export trade with China and the Far East:—

COTTON YARN.

To		For the Month ended 30th June. 1870.	1871.	1872.
China and Hong Kong	lbs.	1,245,550 ...	986,980 ...	734,900
Japan	,,	406,400 ...	1,529,500 ...	1,866,400
Straits Settlements ...	,,	217,940 ...	220,910 ...	181,500
Ceylon	,,	21,600 ...	16,300 ...	3,500
		For the Six Months ended 30th June.		
China and Hong Kong	lbs.	4,813,679 ...	4,657,410 ...	4,223,430
Japan	,,	4,963,680 ...	5,313,830 ...	4,860,260
Straits Settlements ...	,,	1,411,690 ...	1,515,040 ...	789,510
Ceylon	,,	104,756 ...	183,950 ...	44,350

COTTON MANUFACTURES.

To		For the Month ended 30th June. 1870.	1871.	1872.
China and Hong Kong	yds.	30,029,478 ...	40,934,876 ...	35,880,800
Japan	,,	1,395,160 ...	3,846,400 ...	3,381,700
Philippine Islands ...	,,	2,512,700 ...	331,000 ...	1,754,660
Java	,,	2,762,600 ...	2,554,200 ...	2,953,400
Straits Settlements ...	,,	12,155,531 ...	7,108,790 ...	6,935,900
Ceylon	,,	2,992,536 ...	2,738,300 ...	2,245,900
		For the Six Months ended 30th June.		
China and Hong Kong	yds.	167,755,543 ...	272,457,966 ...	211,425,800
Japan	,,	14,492,372 ...	26,553,464 ...	11,749,800
Philippine Islands ...	,,	14,615,540 ...	5,793,616 ...	7,933,860
Java	,,	14,515,654 ...	19,772,080 ...	13,455,600
Straits Settlements ...	,,	47,479,905 ...	39,457,690 ...	44,211,000
Ceylon	,,	13,792,902 ...	14,770,300 ...	17,228,800

WORSTED STUFFS.

To		For the Month ended 30th June. 1870.	1871.	1872.
China and Hong Kong	yds.	1,625,381 ...	2,271,040 ...	1,389,450
Japan	,,	68,134 ...	148,540 ...	228,540
		For the Six Months ended 30th June.		
China and Hong Kong	yds.	9,671,694 ...	7,863,951 ...	7,196,890
Japan...	,,	766,153 ...	1,048,604 ...	1,171,140

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1870.	1871.	1872.
For the month ...	yds.	104,568 ...	136,813 ...	146,237
For the six months ...	,,	1,168,093 ...	931,805 ...	1,032,967

LEAD TO CHINA AND HONG KONG.

		1870.	1871.	1872
For the month ...	tons	611 ...	407 ...	438
For the six months	,,	8,759 ...	4,168 ...	6,447

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Maritimes, (Head Office in Paris), 97, Cannon street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street Square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, secretary.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, Dent, Palmer and Co., agents, King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austinfriars.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Great St. Helens.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 7, Mincing-lane, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Great St. Helens.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank, "Actien Gesellschaft" of Berlin; agencies, National Provincial Bank of England, 112, Bishopsgate-street Within; and German Bank of London, Bartholomew-lane, Lothbury.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, W. H. Vacher, manager, 82, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.
£10	Agra Bank, ...	All	8 to 8½
25	Bank of Egypt	All	50 to 52
20	Chartered Bank Ind., Aust., and China	All	16½ to 17½
25	Chartered Merc. of India and China ...	All	28 to 29
20	City Bank	10	15½ to 16½
100	Colonial Bank	30	58 to 60
500fr.	Comptoir D'Escompte of Paris ...	All	f.675
£28½	Hong Kong and Shanghai Bank ...	All	44 to 46
100	Imperial Bank	20	28½ to 29½
50	London and County	20	59½ to 60½
50	London Joint Stock	15	46 to 47
100	London and Westminster	20	66 to 67
25	Oriental Bank Corporation	All	43 to 44
50	Union of London	15	46½ to 47½
	Telegraph Companies.		
100	Anglo-Mediterranean	All	177 to 180
10	British Indian Extension	All	11⅛ to 11⅜
10	British Australian...	All	7¼ to 7½
10	China Submarine	All	7⅞ to 8⅛
10	Great Northern	All	11 to 12
25	Indo-European	All	13 to 15
10	Mediterranean Extension	All	5½ to 6
12	Telegraph Construction Company ..	All	32⅜ to 33½
50	Indiarubr., Gutta Percha, & Tel. Works Co.	45	43½ to 44½
	Miscellaneous		
20	British India Tea Company	All	5 to 6
20	Brit. and Foreign Marine Insurance Co.	4	7 to 8 pm.
20	Ceylon Company	All	15 to 17
20	Do.	10	5½ to 4½ dis.
50	Colonial Company	20	2 to 1 dis.
5	Credit Foncier of England	All	5¾ to 6¼
10	General Credit and Discount Company	7½	2⅝ to 3⅛ pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	⅜ to ⅝ dis
98	Japan Loan, 9 per cent.	All	109 to 111
20	London and Prov. Marine Insurance Co.	2	2½ to 3 pm.
25	National Discount Company	5	12½ to 13½
25	Ocean Marine Insurance Company ...	5	13½ to 14½ pm.
500fr.	Messageries Maritime of France ...	All	
50	P. and O. Steam Company	All	54 to 56
50	Do. Do. 1867	10	1 dis to par
100	Royal Mail Steam Company	60	85 to 87
20	Realm Marine Insurance Company ..	3	1 to ½ dis.
20	Thames and Mersey Marine Insur. Co.	2	5½ to 6½ pm.
20	Universal Marine Insurance Company	5	7½ to 8½ pm.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—July 11, off Falmouth, from Batavia, Louis; at Queenstown, from Rangoon, Rosetta; at Liverpool, from Rangoon, Genii; 9, at Brouwershaven, from Batavia, Cornelius Wernard Eduard; 12, off Deal, from China, Singapore, &c., via S.C., Hector (str.).

DEPARTURES.—July 8, from Cuxhaven, for Shanghai, Oscar Vidal; 10, from Cardiff, for Galle, Forest Rights; from London, for Cardiff and Chefoo, Therese, Behn.

LAID ON.—At Liverpool, for Manila, Auroritz.

SPOKEN.—Alberta (Dut. barq.), Sourabaya to Holland, May 6, 31 S., 12 E.; Mongol (French), Singapore to London, May 28, 4 S., 20 W.; Maarten van Rossem, Java to Rotterdam, June 25, 35 N., 45 W.

CASUALTIES.—A later telegram received from Aden, dated July 10, states that the Wyberton and Kwang Tung would be sent to salve cargo and render assistance to the Parnassus (str.), stranded off Guardafui.

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ARTICLES OF IMPORT.

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TEA.

The market has assumed a more settled position, as the prices ruling for all Black Tea are undeniably reasonable, and importers having about cleared out their holdings, it is not likely that there will be any further decline in old season's leaf. Though limited supplies of new Tayshan leaf have arrived, it is not saleable except at low rates. New Canton Scented Caper has been offered, and sales are reported of medium quality at 1s. 5d. to 1s. 7d. per lb. Canton Scented Orange Pekoe to the extent of 2,000 boxes were sold, 5th instant., at auction without reserve, at 1s. 6d. to 1s. 8d. per lb., being a further decline of 1½d. to 2d. per lb. The new Black leafs are expected this week by the Deccan and Agamemnon. The Parnassus is reported a total wreck in the Red Sea, cargo estimated at 1,500,000 lbs. The deliveries for the week have amounted to 3,212,671 lbs. against 3,222,550 lbs. last year.

Black.—Siftings and broken leaf (sweet liquoring kind) can be had for 4d. to 6d. per lb., being exceeding low prices; Sayune Kaisow kinds at 1s. 1d. to 1s. 3d. offer real good value, some desirable parcels ex Rollo selling at quotations; fine Kaisow has been sold at 1s. 3½d. to 1s. 7d. per lb. Tayshan Leaf: Supplies continue far beyond current wants, and prices rule very low; some low spurious, in boxes, without reserve fetched 5¾d. to 6d. per lb. Black Leaf: Ordinary to good common is without change; fair to medium quality is scarce; good medium to fine at 1s. 3d. to 1s. 6d. continues the cheapest Tea in the market; fine and finest has sold at 1s. 7d. to 1s. 9d. per lb. Souchong has rarely sold at such low prices, fine, at public sale, being obtainable at 1s. 4d. to 1s. 6d. per lb. Oolong: Some inquiry has set in for the New York market. Scented Tea: Scented Orange Pekoe sold at a heavy decline at public sale. Caper: Old leaf has sold at low rates, clean quality at 8d. to 10d. per lb., the new is selling at 1s. 5d. to 1s. 9d. per lb. *Green:* There is no change in country grown; Canton kinds have been selling freely, though at low prices, supplies for some time past being on a liberal scale. Japan, uncoloured leaf, has been in good demand, and prices rule firm at ½d. to 1d. per lb. in advance on rates a month since.

SILK.

There is less business doing in Asiatic Silk, but prices are firmly maintained. In China there seems a general disposition amongst importers to sell to arrive, and anything offered on reasonable terms is taken up, but in many cases the extreme cost of the Silk precludes business. In old Silk on the spot there is next to nothing doing, as buyers are waiting for the first unloadings of new Silk. Japan Silk is quiet again, but the deliveries are very large, and the stock of useful Mibash is much reduced. For Canton Silk there is still a good inquiry. Deliveries 1st to 10th inclusive:—China, 996 bales; Canton, 393 bales; Japan, 926 bales; total, 2,315 bales.

LONDON QUOTATIONS.—JULY 12.

CHINA.	
Tsatlee, No. 1	31s. 0d. to 31s. 6d.
,, ,, 2	30s. 0d. to 30s. 6d.
,, ,, 3	29s. 0d. to 29s. 6d.
Red Peacock	25s. 6d. to 26s. 0d.
Yuenfaa and Hainin, Nos. 1, 2, and 3 ...	23s. 0d. to 26s. 0d.
Taysaam Keying, Nos. 1, 2, and 3	23s. 0d to 27s. 6d.
Long Reel	19s. 6d to 20s. 6d.
Canton	14s. 0d. to 22s. 6d.
Chinese Thrown	24s. 0d. to 25s. 6d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	25s. 0d. to 30s. 0d.
Idah, Nos. 1 and 2	26s. 0d to 29s. 0d.
Sodai, Nos. 1 and 2	25s. 0d. to 26s. 6d.
Oshiu, Nos. 1, 2, and 3...	26s. 0d. to 30s. 0d.
Koshiu, Nos. 1 and 2	24s. 6d. to 26s. 0d.
Eichizen	22s. 0d. to 26s. 0d.
Mashta	22s. 0d. to 25s. 0d
Hatchoji	21s. 0d. to 23s. 0d

COFFEE.

A good demand has again been shown throughout the week, and the public sales have gone off with active competition for the supplies of Plantation Ceylon offered, which have been taken off at fully last quoted rates, the latest prices paid being triage and ordinary 69s. 6d. to 77s., small 78s. to 80s. 6d., low middling 80s. 6d. to 82s., middling 82s. 6d. to 85s., good middling 86s. to 88s., pea-berry 94s. to 95s. Native Ceylon has also met with good inquiry, but the supply in the public sales has been small; the prices realised have been ordinary 72s. to 72s. 6d., good ordinary and rather bold 73s. 6d. to 74s., pea-berry 74s. to 75s. Privately 400 bags Native have been quitted at 74s., 100 bags Bonthyne Singapore at 75s., and 47 bags Pari Pari Singapore at 71s. 6d., also to arrive several parcels of Native Ceylon at 75s., and 60 tons Manila at 76s. per cwt.

SUGAR.

We have again to report that there has been little or no alteration in the market, no signs being exhibited of recovery from the depression which has prevailed for so long past. Prices show a further slight decline. On the 5th inst. a total of 854 baskets 21,973 bags Java was offered by auction, and as there was little demand the bulk was bought in, 769 baskets 15,319 bags very low dark to common syrups per Juanpore were bought in at 25s. to 27s., of the remainder 85 baskets 5,000 bags sold at a reduction of 1s. per cwt., common syrups (duty 4s.) at 27s., good middling to fine soft brown (duties 4s. to 4s. 9d.) at 28s. 6d. to 30s., grey (duty 5s. 3d.) at 35s., low grainy white (duty 5s. 8d.) at 37s. 6d. By private contract since the sales 1,000 bags fair brown (duty 4s.) have been sold at 29s., and 500 bags syrups at 25s. per cwt. For arrival 500 tons unclayed Manila, distant shipment, have been sold at 25s. landed terms.

CAMPHOR.—*China* continues to show a declining tendency, 400 cases have been sold to arrive at £4, and on the spot 50 cases recently arrived per steamer Priam sold (out of 500 cases offered) at £3 18s. to £3 19s., the remaining 450 cases being bought in at £4 5s. *Japan*: No transactions.

CUTCH continues very dull of sale; at the auction 227 bags have been bought in; privately 500 bags have been sold at 22s., and 500 boxes at 24s. per cwt.

COCOA-NUT OIL.—The market has improved, a fairly active enquiry has been manifested, and prices have advanced, the current rates being Ceylon £34 to £34 10s., Cochin £35 15s. to £39. Business has been done in floating parcels of Ceylon at £35 to £35 10s. per ton.

COIR GOODS.—The supply of Yarn at the auctions has been fair, but the demand was not active, and the sales went off without competition at the previous value. Large quantities of Fibre partly sold at easier rates. Of 1,467 bales Cochin Yarn about 1,200 bales sold, good common to low medium £28 to £29 5s., good medium to good at £32 15s. to £37, fine £39 10s. to £47, 46 tons ditto in dholls were bought in at £28, except two tons which sold at £31 15s. Of 313 bales Ceylon 120 bales sold, medium £29 15s. to £30 5s., fine colour and make at £48; of 75 tons Ceylon 33 bales sold, low coarse at £23, common to medium £27 to £30, good medium to good £32 to £36 10s. Of 1,226 bales Cochin Fibre part sold, fine to superior bright £31 15s. to £33 15s., good £28 10s. to £29 5s., low middling to middling £22 to £26, inferior £20 10s. to £21, 5 tons Ceylon partly sold at £15 15s. to £20 5s. Afloat.—Yarn: About 1,048 tons Cochin and Ceylon, against 1,690½ tons Cochin and Ceylon same time last year. Fibre: 112½ tons, against 309¼ tons. Stock not published.

CARDAMOMS.—No transactions in Ceylon.

CUBEBS.—Quiet, and there is no business to report.

COPRA.—Penang firm, but there is little or nothing doing.

DRAGON'S-BLOOD.—Continues as last reported; fine quality in demand but out of supply.

EBONY.—No transactions in Ceylon; market firm at high quotations.

ESSENTIAL OILS.—Aniseed very dull, and lower; in public sale 20 cases retired. *Cassia*: holders firm, and large trade done at 6s.; 17 cases at auction bought in at 6s. 3d. *Nutmeg* quiet: none in auction. *Cinnamon* continues scarce, and fine is much wanted; common is plentiful and difficult to sell; 10 cases bought in. *Citronelle* dearer; of 54 cases offered one-fourth sold at 2¾d. to 2½d. per oz. *Lemon Grass* firm; 31 cases bought in at high rates.

GALLS.—*China*: The market is quiet, but holders are firm, and decline sales under £2 15s. per cwt., at which figure a small business has been done privately. In auction 310 cases of fresh import were offered, of which 120 cases good quality sold at £2 15s., the remainder being bought in at £2 14s. 6d. to £2 16s., according to quality.

GUMS.—*Benjamin*: Siam is firm for good kinds, but the supply of common is large and for such the market is quiet. 10 cases at auction, half sold; fine at £25 5s. to £26 15s. Sumatra steady, and of 40 cases at auction, one-third sold; 2nds, good, £8 5s. to £8 7s. 6d. *Copal*: Good steady, common cheaper; of 616 cases and 107 bags at auction, two-thirds of the former and all the latter sold; Hard fine bright, clean pale and palish, 39s. to 39s. 6d.; rather dark ditto, 32s.; common rough drossy, part weak, 21s. 6d. to 23s. 6d. *Damar* steady. Of 670 cases offered, only a small proportion sold at 55s. to 56s. for good Bavarian in sorts. *Gamboge* steady; 39 cases sold at auction at £14 to £15 12s. 6d. for good mostly clean pipe, and £13 to £14 pickings of same; drossy dark, £11 12s. 6d. Sales privately to fair extent.

GUTTA-PERCHA.—Very dull, and there are no sales to report.

GAMBIER.—A considerable business has been done in parcels afloat during the week at 21s. 6d. to 22s. for cargoes near at hand, and 20s. 6d. to 21s. distant ex ship with all faults. No transactions have been effected on the spot.

HEMP.—There has been but little demand for Manila during the week, but holders have remained firm. Of 2,669 bales offered in public sale during the week the whole was bought in at £50 to £52 for fair to good roping. Yesterday there were further offers of 544 bales, which were partly sold at £51, and third to first-class damaged at £46 5s. to £50 10s. per ton.

HIDES AND HORNS.—We have nothing to add to the report which appeared in our last issue.

INDIA-RUBBER.—Borneo and Java are scarce and firm.

ISINGLASS.—The monthly sales included only 30 cases Penang, of which about half sold; Leaf, good to fine 3s. 9d. to 4s. 1d.; mixed with dark 3s. 1d. to 3s. 3d.; Tongue, common, part dark 2s. 5d. to 2s. 6d.; rather skinny and rough 2s. 2d., prices being rather easier. 9 packages from Marseilles partly sold, good and fine pale trimmed leaf at 3s. 9d. to 4s. 3d.; Pickings and open purse shape 1s. 9d. to 1s. 11d.

JAPAN WAX.—The market continues quiet; of 245 cases offered at auction, about one-fourth sold at 87s. 6d. per cwt. for fine hard large saucers.

MUSK.—Prices are slightly lower; at public sale 56 caddies and tins Tonquin have been sold; fine selected fair and good shaped pods, 35s. 6d. to 39s. 6d. per oz.; rough and bally, part rather damp, 17s. to 19s. 6d.; pickings, wet, part rotten, 18s. 6d. to 21s. 6d.

PEPPER.—*Black*: Penang has been very firm at higher figures; about 6,000 bags are reported sold on the spot, and for delivery in July to September up to 5¾d. per lb., and at auction at 5¾d. to 6d.; 1,818 bags being offered, and nearly all sold. Singapore is very quiet at late quotations, but the spot parcels available are very limited; 570 bags at auction retired, and 820 bags damp and apparently damaged throughout with salt water sold at 5⅜d. to 5½d. *White* has also advanced, and at auction 213 bags sold from 1s. 0¾d. up to 1s. 1¾d. per lb. for fair to good. Bear sales of about 600 bags were made shortly subsequent to our last at 10½d. for delivery all this year, some of which have been resold up to 1s. 1¼d. for July to September delivery, and floating about 1,500 bags at 1s., closing at 1s. 1¾d., on the spot some 250 bags at 1s. 1¾d.

PLUMBAGO.—Fine is very firm; other kinds are in moderate demand; 280 barrels at auction chiefly sold, very superior bright bold at 37s. to 37s. 6d., middling to good 22s. to 30s., chips ordinary to good 14s. to 18s., dust 8s. to 12s.

RATTANS.—Market firm; 7,670 bundles at auction chiefly sold; Pe-

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nang at 4s. 2d. to 7s. 6d. per 100 canes, remainder mostly damaged Singapore was bought in or withdrawn.

RICE.—On the spot there has been but little business passing, but prices have not undergone any change. In floating Rice sales of fair extent have been concluded at barely late rates. On the spot Rangoon has been quitted at 9s. 3d., Larong, old crop, 9s. 3d., new crop 9s. 9d., Ballam 8s. 6d. to 9s., Dacca 10s. 6d. to 10s. 7½d., and good middling to fine white Bengal at 11s. 6d. to 13s. 6d. per cwt. Afloat, 1,800 tons Necransie, May (steamer) at 9s. 4½d.; 1,000 tons ditto February sailing at 9s. 4½d., 500 tons ditto at 9s. 5½d.; 800 tons Rangoon, March sailing at 10s., 1,300 tons ditto, May (steamer) at 10s., 1,000 tons ditto April sailing at 10s., all Continental terms, damages at valuations, one of 800 tons ditto, February sailing, at 9s. 10½d., and 920 tons Bassein, March sailing, at 9s. 7½d., both ex-ship here.

RHUBARB.—China is dull and lower, of 165 cases at public sale barely half sold at 2s. 4d. to 2s. 6d. per lb. for fairly trimmed medium and boldish fair pinky fracture; 1s. 11d. ditto duller coat; and 1s. 8d. to 2s. rough dull coat to fair fracture, small.

SAGO.—Rather lower, but in fair demand. In auction 1,522 bags were mostly disposed of, good medium size, 19s. 6d.: fair to good bright small, 16s. 6d. to 17s.; and 280 boxes retired. *Flour* cheaper, but better at the close; 1,200 bags at sale were half placed at 15s. 6d. to 16s. for good quality.

SAPANWOOD.—*Ceylon* quiet; 6 tons at auction retired. *Manila* and *Siam* slightly lower; 11 tons Siam at auction quitted at £10 7s. 6d. per ton.

STICKLAC.—Siam has declined in price about 4s. per cwt.; about 120 cases fine bold clean quality have been sold at £4 8s.

SPICES.—*Cassia Lignea*: Market quiet, with large stocks and floating parcels. About 1,000 cases unworked, recent shipment, sold to arrive at 87s. *Buds* remain quiet, and of 100 boxes good at auction one lot only sold at £6 10s. *Cloves*: Market unaltered. *Cinnamon*: Moderate business doing at last quoted rates. *Nutmegs* rather easier; 122 cases at auction, chiefly sold, 69 to the lb., at 3s. 6d.; 82's to 89's, 3s. 3d. to 3s. 2d.; 90's to 114's, 3s. 2d. to 3s.; 120's to 124's, 2s. 11d.; 150's to 170's, rough 1s. 11d. to 1s. 4d. *Mace*: Firm, and about 2d. to 3d. per lb. higher; 39 cases offered, and three-fourths sold; fine bold bright thick red to pale, 4s. to 4s. 4d.; middling to fair, 3s. 8d. to 3s 11d.; broken pieces and chips, 3s. 4d. to 3s. 5d.

STAR ANISEEDS are quiet, although the stock continues small; 90 cases at auction were bought in at last quoted prices, viz. £6 10s.

SOY.—Nothing doing in China or Japan.

SHELLS.—Mother-o'-Pearl are in request and scarce; Tortoise are in little demand.

TAPIOCA.—Market quiet, with limited business at about previous value. Auctions have embraced of Singapore 407 bags, about half sold at 2¼d. to 2½d. per lb. for fair to good, and of Penang 720 bags, few only placed at 2½d. for good; 48 bags Pearl retired.

TIN.—Straits has recovered from the depression lately prevailing, and is £3 10s. to £4 10s. higher than last week, the quotations being on the spot £155 to £156, afloat £154 to £155. Banca and Billiton are without alteration, being quoted £160 and £153 respectively.

VERMILION.—China has declined about 3d. per lb., 20 boxes fine quality having been quitted at 4s. per lb.

ARTICLES OF EXPORT.

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MANCHESTER GOODS.

The slight improvement noticeable last week has not been maintained, buyers having shown rather less disposition to place orders. At the close the feeling is less favourable for sellers of goods, with increased desire on their part to obtain orders, but without undue pressure by more than fractional concessions from quoted prices. Yarns are in some counts sought after at full rates, and many spinners are under contract for the next six to eight weeks, with inquiry for further quantities to some extent for earlier delivery, but this is impracticable.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	6s. 9d.	7s. 6d.	8s. 0d.	8s. 2d.	8s. 9d.	9s. 3d.	9s. 7½d.	10s. 0d.
	—	7s. 7½d.	8s. 1½d.	8s. 7½d.	8s. 10½d.	—	9s. 9d.	—

Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	10s. 3d.	10s. 7½d.	11s. 6d.	12s. 1½d.	11s. 3d.	13s. 1½d.	7s. 7½d.	8s. 10½d.
	10s. 4½d.	—	—	—	—	—	7s. 9d.	9s. 0d.

Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	39	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	8s. 10½d	9s. 10½d.	11s. 3d.	13s. 1½d.	11s. 3d.	12s. 9d.	14s. 1½d.	15s. 6d.
	9s. 0d.	10s. 0d.	11s. 4½d.	—	—	—	—	—

T-CLOTHS.

Width	32 in.	...	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4	
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18	
Price	6s. 3d.	6s. 4½d.	7s. 1½d.	7s. 1½d.	8s. 0d.	9s. 0d.	9s. 3d.	
	—	6s. 6d.	7s. 4½d.	7s. 6d.	8s. 4½d.	9s. 6d.	9s. 9d.	

	s. d.		s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop)	... 10 4½		—
Maddapollams	... 3 10½		—
Long Cloths	... 9 9		—
White Spot Shirtings ... nominal)	... 12 1		—
„ Brocade... ... do.	... 12 4		—
„ Damasks ... do.	... 21 6		—
Cotton Yarn (Water Twist), Nos. 16-24 China...	1 2	to 1	2½
Nos. 28-32 do. ...	... 1 3½	to 1	4
No. 40 do. (mock)	... 1 3½	to 1	5½
No. 40 Mule Twist	... 1 3½	to 1	5½

WOOLLEN AND WORSTED GOODS.

The Leeds market for Woollens and Worsteds shows no alteration. The current quotations are:—

Spanish Stripes, 62 in., 19 yards, Elephant Chop, 3s. 7½d. per yard for scarlet; Long Ells, 30/31 in., 24 yards, Lion Chop, 34s. 6d. per piece for scarlet; Camlets, best SS, 30/31 in., 58 yards, Elephant Chop, 85s. 0d. per piece for scarlet; Lastings, 31 in., 30/31 yards, Lion Chop, 75s. per piece for gentian; Brocades, 31 in., 29 yards, Half Moon Chop, 26s. 6d. per piece for scarlet.

Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
July 2	China	Jordan	Rangoon	Bremerhaven
	Urbino (s.)	Todd	Akyab	Liverpool
	Antoinetta	Molteda	Rangoon	Queenstown
7	Ole Bull	Meidell	Do.	Falmouth
8	Ferdinand Brumm	Voss	Do.	Do.
8	Victory	Jones	Bassein	Do.
8	Mary Emma	Patten	Do.	Do.
8	Ganthoid	Landergren	Akyab	Do.
8	Iphigenia	Peters	Rangoon	Do.
7	Stavanger	Tonnisz	Akyab, for Antwerp	Do.
8	Solid	Schmidt	Rangoon	Do.
10	Norham Castle	Marshall	Singapore	London
10	Argonaut	Sanderson	Yokohama, &c.	Do.
9	Elfin	Beer	Hong Kong	Do.
9	Zephryus	Dennis	Rangoon, for Dordt.	Deal
8	Newcastle	Teasdale	Akyab	Plymouth
9	Ruhtinas	Hartman	Bassein	Falmouth
9	Sarug	Nasso	Rangoon	Queenstown
Jun. 28	Salus	Poland	Colombo	New York
Jly. 10	Empress	Hodgson	Do.	London
10	Antenor (s.)	—	China, Sing, &c., S.C.	Off St. Cthrn's. Pt
9	Parana	England	Akyab	Falmouth
8	H.W.M.	Bruins	Batavia, for Amstdm.	Off Dungeness
10	Eleanor	Moore	Singapr., for Bremen.	Off Falmouth
11	Benledi (s.)	—	Akyab	Off Deal

DEPARTURES.

Date.	Ship.	Captain.	For	From
July 4	Bertha (s.)	Lawrence	Colombo, &c., via S.C.	London
Jun. 25	Sultana (s.)	Mason	Hong Kong	Cardiff
July 5	Matador	Stenzel	Singapore	Do.
8	Saltwell (s.)	Briggs	Colombo, &c., via S.C.	London
8	Glenroy (s.)	Auld	Sing., China, &c., S.C.	Do.
8	F. C. Clarke	Metcalfe	Japan	Do.
	Utrecht	—	Batavia	Brouwershaven
6	Marianne	De Bazelaire	Singapore	Liverpool
6	Cashmere	Tobin	Do.	Shields
9	Virago (s.)	Mills	Colombo, &c., via S.C.	London
	Dordrecht II.	—	Batavia	Rotterdam
6	Uranus	Gossich	Singapore	Penarth
Jun. 27	Delpussund	Day	Yokohama	New York
July 10	Albert Victor	Muir	Shanghai	London

See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Steamer.	From.	For.
Conrad	... Java	... Nieuwe Diep.
Malacca	... Foochow, &c.	... London.
Hong Kong	... China, Singapore, &c.	... Do.
Sunda	... China, &c.	... Do.
Bengal	... Singapore	... Do.
Killarney	... Ceylon, &c.	...

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Lumley Castle.

SAILING VESSELS.—For Yokohama: Rollo, Ada. For Hiogo and Nagasaki: Ivanhoe. For Shanghai: Omba, Chusan. For Hong Kong: Cairnsmore, Nyassa, Gryfe, Tyburnia. For Singapore: Dewa Gungadhur, Queen of the Ocean. For Penang: Alice. For Batavia, Sourabaya, and Samarang: Union. For Colombo: Constancia, Shun Lee, Scawfell.

At LIVERPOOL.—For Manila: Maria Fidela. For Batavia: Willem Poelman. For Batavia and Sourabaya: Jorgen Bruhn. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Priam (str.). For Singapore, Hong Kong, and Shanghai (via S.C.): Petersburg (str.). For Singapore: Otter. For Sourabaya Java, Bastiaan Pot.

At GLASGOW.—For Manila: Angela. For Samarang and Scurabaya: County of Forfar. For Colombo: British Constitution.

SPOKEN.

ALERT, Japan to Chesapeake, June 18, 6 N., 37 W.

TARQUIN (Ger. brq.), Cardiff to Hong Kong, 46 days out, 15 S., 17 W.

ERCOLE (Russ. bq.), Constantinople to Hong Kong, May 18, 17 S., 27 W.

ANDREAS (Ger. brq.), Hamburg to Macassar, June 5, 1 S., 29 W.

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NAPLES, Havana to Hong Kong, lat. 30, lon. 80.
SIBERIA (ship), Shields to Singapore, May 31, 4 N., 24 W.
ESTRELLA (Spanish barque), Swansea to Galle, June 1, 5 N., 24 W.
LATONA (barque), London to Bankok, June 29, 42 N., 11 W.
RANEE (Fr. barq.), Sourabaya to Amsterdam, June 16, 29 N., 43 W.
THOMAS WOOD, China to Falmouth, June 24, 35 N., 44 W.
CAVALIER (ship), Cardiff to Hong Kong, June 2, 25 S., 104 E.
MIROG (?) (Dan. schr.), Swansea to Shanghai, Mar. 28, nr. Gaspar Sts.
HESTER (North German barque), bound to Bankok, March 28.
HOURI, Liverpool to Hong Kong, May 10, 42 S., 41 E.
SUNNY REGION (bq.), Sourab. to Amst., 103 d. out, June 12, 7 N., 26 W.
CHICA, Manila to Cadiz, May 16, 16 S., 6 W.

FREIGHTS AND CHARTERS.

Berth freights to the East remain unchanged, and rates rule as under. Coal freights have an upward tendency. In homeward business there is more doing from Ceylon, Java, and the rice ports.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 100s. meast. To Hiogo: 100s. meast. To Nagasaki: 100s. meast. To Shanghai: 60s. weight or meast. To Foochow: 100s. meast. To Hong Kong: 60s. weight or meast. To Manila: 100s. meast. To Singapore and Penang: 60s. weight or meast. To Sourabaya and Samarang: 95s. meast. To Batavia: 90s. meast. To Padang: 100s. meast. To Saigon: 100s. meast. To Ceylon: 35s. meast.

Per SAILING VESSELS.—To Hiogo: 45s. weight or meast. To Yokohama: 35s. weight or meast. To Nagasaki: 50s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 32s. 6d. weight, 25s. meast. To Batavia and Sourabaya: 20s. weight or meast. To Samarang: 20s. weight or meast. To Singapore: 20s. weight, 25s. meast. To Penang: 35s. weight or meast. To Ceylon: 30s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £33. To Singapore: £26. To Penang: £25. To Galle: £21. From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 40s. To Shanghai: 42s. 6d. To Hong Kong: 35s. To Manila: 23s. To Singapore: 24s. 6d. To Colombo: 21s. To Galle: 21s. to 22s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Singapore, 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

A telegram received from Aden, dated July 9, announces that the Parnasus (str.), Froud, from Hankow to London, was stranded off Gardafui, 5; her cargo may possibly be plundered by natives, but with immediate assistance part of it will probably be saved; master and crew at Aden.

MISCELLANEOUS.

Advices from Cape Town, dated June 4, received at Amsterdam July 5, state that a further quantity of 52 bags Coffee, 129 packages sugar, and 51 packages tobacco, had been sold ex Anna Margaretha, v. d. Straaten, from Banjoewangie to Rotterdam, which vessel put into Table Bay March 2, leaky.

The Wellington, Womback, from Halifax, N.S., arrived at Boston, June 26, with a further portion of the cargo ex Mallard, from Passroeang to Boston, which vessel put into Halifax, leaky.

At Rio Janeiro, Brilliante, Black, and sailed June 12, for Batavia.

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED),

IN CONNECTION WITH THE

FALMOUTH, GIBRALTAR, & MALTA TELEGRAPH COMPANY, LIMITED.

REDUCTION OF TARIFF TO CHINA AND JAPAN.

On and after 1st MARCH next the following Reduced Rates for Telegrams of Twenty Words will come into force:—

	FROM LONDON.	FROM PROVINCIAL STATIONS.
TO HONG KONG }	£4 6 0	£4 7 0
„ SHANGHAI }		
„ JAPAN	5 6 0	5 7 0

Half the above Rates for every additional Ten Words beyond Twenty Words.

No charge for Postage will be made on Messages to China and Japan, which are posted at Hong Kong, Shanghai, or Nagasaki.

Messages should be given in at the Falmouth Company's Office,

No. 74, OLD BROAD-STREET, LONDON.

Messages sent from Postal Stations should be ordered

VIA FALMOUTH

these words being signalled as an instruction by the Postal authorities free of charge.

(By Order)

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
15th February, 1872.

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GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.

Fig. 100.

Fig. 192.

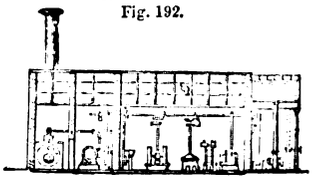

Fig. 121.

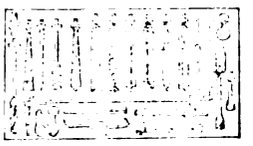

Fig. 105.

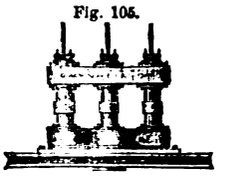

Fig. 189.

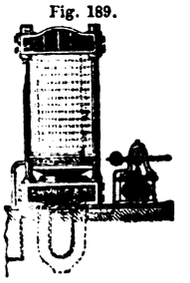

Fig. 141.

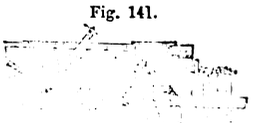

Fig. 207.

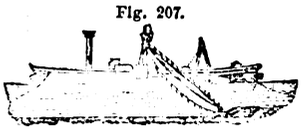

Fig. 30.

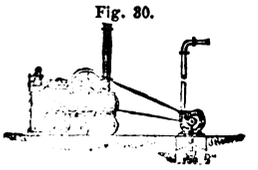

Fig. 43.

Fig. 39.

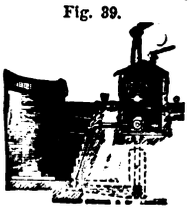

Fig. 24.

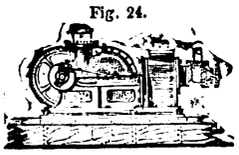

Fig. 117.

Fig. 146.

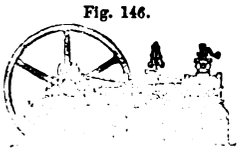

Fig. 154.

NOTE.—These numbers correspond with the numbers in the Catalogue.

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Fig 30.—Gwynne and Co.'s Improved Portable Steam Engines and Centrifugal Pumps.

Fig. 39.—Gwynne and Co.'s Patent Pumping Machinery, as applied to Emptying Docks.

Fig. 43.—Gwynne and Co.'s Patented Wind-power Pumping Machinery, designed for Drainage and Irrigation purposes.

Fig. 100.—Gwynne and Co.'s Improved Double-Barrel Deep-Well Pump.

Fig. 105.—Gwynne and Co.'s Improved Treble-Barrel Lift and Force Pump.

Fig. 117.—Gwynne and Co.'s Brigade Fire Engine.

Fig. 121.—Gwynne and Co.'s Improved Boring Tools.

Fig. 141.—Gwynne and Co.'s Improved Reaction Turbine.

Fig. 146.—Gwynne and Co.'s Improved High Pressure Horizontal Engine.

Fig. 151.—Gwynne and Co.'s Improved Cornish Boilers with double flues.

Fig. 189.—Gwynne and Co.'s Improved Hydraulic Press.

Fig 192.—Gwynne and Co.'s Improved Machinery for Pressing Oil from Seeds, Olives, Fat, &c., &c.

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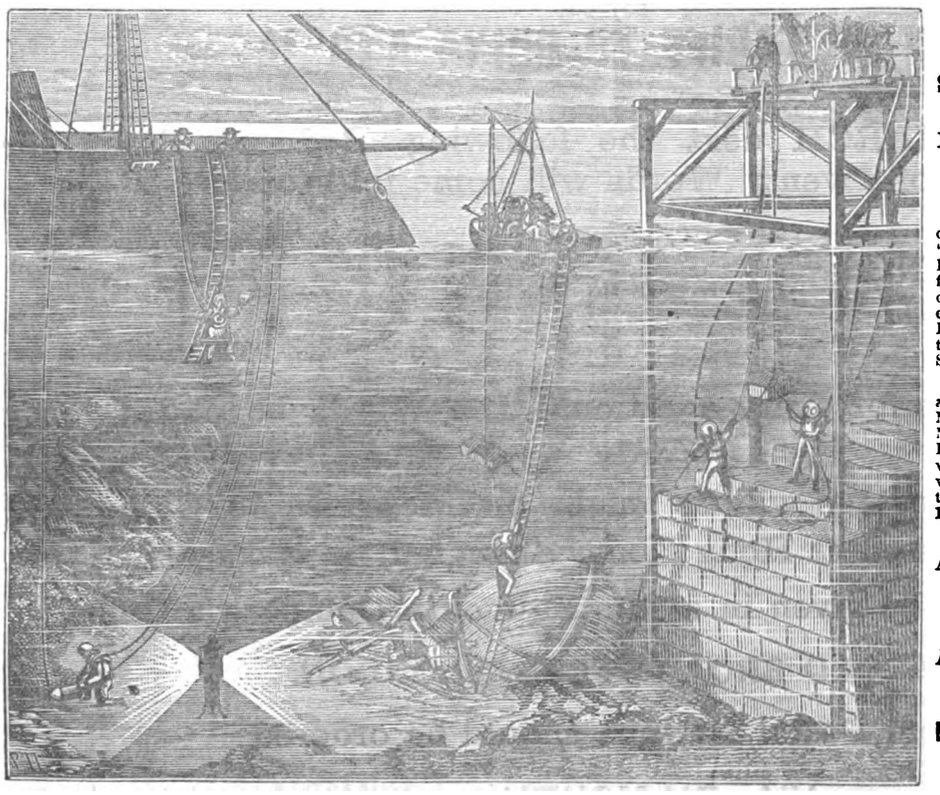

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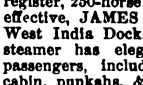

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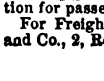

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THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January, 1872. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 464.] LONDON, MONDAY, JULY 22, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received July 22.
JAPAN — Yokohama	April 12	May 27	May 29
Yedo			
Osaka and Hiogo	—	—	,, 23
Hakodadi			
Nagasaki	—	—	,, 21
CHINA — Peking	—	—	,, 24
Tien-tsin	—	—	,, 26
Chefoo	—	—	,, 28
New-chwang	—	—	,, 26
Hankow	,, 5	,, 21	,, 28
Kiu-kiang	—	—	,, 29
Chin-kiang			
Shanghai	,, 19	,, 31	June 2
Ningpo	—	—	May 31
Foochow	,, 12	,, 23	June 2
Formosa			
Amoy	—	—	,, 3
Swatow	—	—	,, 4
Hong Kong	,, 19	,, 26	,, 8
Canton	—	—	,, 7
Macao	—	—	,, 6
PHILIPPINES— Manila	,, 19	,, 27	,, 3
COCHIN-CHINA— Saigon			
SIAM — Bangkok	—	—	,, 9
BORNEO—Labuan	—	—	,, 7
Sarawak	—	—	,, 6
JAVA — Batavia	May 3	June 5	,, 12
Samarang	—	—	,, 11
Sourabaya	—	—	,, 10
MALACCA STRAITS— Singapore	,, 10	,, 9	,, 15
Penang	,, 17	,, 14	,, 18
CEYLON—Galle	,, 31	,, 20	,, 27
Colombo	,, 31	,, 22	,, 25

THE MAILS, &c.

The P. and O. mail, bringing dates as above, was delivered, *via* Brindisi, this morning, its due date. The next (French) mail, with dates, Yokohama June 5, Shanghai June 9, Hong Kong June 15, Singapore June 24, is due, *via* Marseilles, on Monday next, the 29th inst.

List of Passengers.

PASSENGERS INWARD.

To Southampton, per P. and O. steamer *Surat*, arrived July 22.—From Yokohama: Mrs. Angles and three children. From Shanghai: Mr. Lode, Lieut. Lee, Lieut. T. H. Flood, Lieut. J. Hext, Mr. Trout, Mr. T. Narrup, Mr. E. Murphy, Mr. T. Brockton, Mr. J. W. Owen, Mr. W. Waterfield, and three second-class passengers. From Hong Kong: Mr. Lingham. From Galle: Mr. Shaw.

To Southampton, per P. and O. steamer *Malta*, arrived July 15. From Shanghai: Mr. Holmes, Lieut. C. B. Clarke. From Hong Kong: Captain Tracy, R.N., and servant, Mr. and Mrs. Phillips and two children. From Singapore: Mr. T. S. Chapman. From Galle: Mr. Lendall, Staff Assistant Surgeon Eagar.

PASSENGERS OUTWARD.

Per French mail steamer *Camboge*, from Marseilles, July 21 (booked from London).—To Yokohama: Mr. Grant. To Singapore: Mr. Lapice. To Galle: Mr. Alsopp

Per French mail steamer *Peihe*, from Marseilles, Aug. 4 (booked from London).—To Yokohama: Mr. Nicolas, Mr. Ortel. To Shanghai: Mr. A. J. Vickers, Mr. Millot. To Batavia: Mr. H. Beer and wife, Mr. and Mrs. Wusemann and family. To Galle: Mr. R. Beauchamp Downell, Mr. I. L. Kowler.

Per French mail steamer *Le Sindh*, from Marseilles, Sept. 1 (booked from London).—To Shanghai: Mr. Forrest, wife, and family, Miss Mary Carr. To Hong Kong: Mr. and Mrs. Newton.

Per French mail steamer *Tigre*, from Marseilles, Sept. 29 (booked from London).—To Singapore: Mr. and Mrs. Burn.

Per French mail steamer *Hoogly*, from Marseilles, Oct. 13 (booked from London).—To Galle: Mr. A. S. Daniell, Mr. S. W. Daniell.

Per P. and O. steamer *Mongolia*, from Southampton, July 18.—To Yokohama: Mr. H. S. Read. To Hong Kong: Mr. G. O. Scott. To Ceylon: Mr. and Mrs. T. Helmer.

Per P. and O. steamer *Surat*, from Southampton, Aug. 1.—To Ceylon: Captain Younger.

Per P. and O. steamer *Poonah*, from Brindisi, Aug. 12.—To Ceylon: Mr. G. Schulte.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The dates extend to the 29th May. The outward French mail of 12th April arrived on the 27th May. The following summary is from the *Japan Herald*:—

The survey of the part of Yedo which was burnt in the large fire some short time since has now been completed, and the following breadths for the streets have been decided upon by the Government:—The main streets are to be fifteen ken wide (a ken is about six feet), and the cross streets eight ken. Good drains are likewise to be laid down the sides of all the streets, which are all to be made straight, and which will be a great improvement on the old crooked roads.

The Mikado's troops in Yedo seem to be in a deplorably demoralised condition; drinking and quarrelling appear to be the order of the day; the officers seem to have little or no power to control the men under them. Foreigners are insulted by impudent gestures and blackguard epithets. What can the Government be about to permit such a discreditable state of things to continue? The conduct of the police contrasts favourably with that of the swaggering, drunken insolence of the soldiery.

An old conventional restriction has been removed from the Japanese theatres. Until recently, in the representation of historical events, in which important families have been concerned, the use of fictitious names has been required, in order that the sensibilities of the descendants might not be wounded. Thus, for example, in the dramatic version of the well-known story of the Forty-seven Ronins, the time of action was transferred to the Shogunate of Ashikaga, and the hero's name was changed from Oishi to Oboshi. Henceforward, however, the actors will be permitted to use the actual names of participators in the events, and thus impart a more vivid reality, if possible, to their impersonations. By a Government decree all exhibitions of an indecent tendency in the theatres of Yedo are henceforth prohibited.

A most disgraceful fight between some American sailors and marines took place in the Yoshiwarra, and it was not until one man's head had been severely cut by a glass bottle or some such object that the Japanese police deigned to take any notice of the affray; when they did, they went about their work in such a stupid manner that most of the culprits—certainly the worst ones—escaped. We believe that such scenes are of frequent occurrence, and unless Japanese property is damaged or destroyed, the Japanese police generally let the combatants fight it out. It is a matter which ought to be seen to, as such scenes are a degradation to foreigners.

The operations of the Yokohama Gas Company have been much retarded by the late arrival of the plant. The pipes, &c., by the *Oceana*, *Eastern Chief*, and *White Adder*, are now about due. The engineer to the company anticipates being able to light the town with gas in about four months' time, as the retort house and other buildings have been for some time completed. After Yokohama proper has been lit, pipes will be laid on the Bluff and in the suburbs,—all to be completed within a twelvemonth.

The *Japan Mail* announces the arrival at Yokohama, per the P.M.S.S. *America*, of Mr. R. Grant Watson, who takes the place of Mr. Adams as Chargé d'Affaires during Sir Harry Parkes' absence.

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CHINA.

—o—

SHANGHAI.

Our advices from this port by the present mail extend to June 2; the P. and O. mail from London April 19 arrived out May 31, two days early.

The report for presentation to the fifth annual general meeting of shareholders of the Union Steam Navigation Company on the 3rd June shows that the earnings amount to Tls. 77,142.16. The actual net result of the six months' business is Tls. 66,031.49 and the net balance of working account at the end of the year is Tls. 89,330.36 unappropriated profits. The directors recommend a dividend on the capital at the rate of 12 per cent. per annum, and payment of the usual bonus of 5 per cent, to contributing shareholders, together absorbing say Tls. 23,000; the writing off of Tls. 16,450 from the valuation of the steamer *Glengyle*, reducing same to Tls. 130,000; and the carrying forward of a balance of Tls. 49,880.36. Since March 31 the *Rona* has been lost; the insurance has been paid, but the result of the suit against the *Ava* is not yet known. The *Tunsin* has been docked and repaired, being now in a most excellent condition, and the *Glengyle* has een, and is, performing her work very satisfactorily. The fina payment on her was duly made at the end of February last. The development of the company's business and the reduction of its expenses have occupied the constant attention of the board, and their hope is that the coming year will show an even better result than the past one.

A somewhat sudden rise in exchange seems to have had the effect of checking business in Silk, and of causing the dealers to entertain more moderate ideas of the value of the article than they were previously disposed to indulge in. It has long been foretold that a scarcity of money would be felt when the produce season commenced, but probably few persons expected quite so high an exchange as 6s. 3d. in May. At the same time, if with an increasing trade the amount of bullion in circulation proves inadequate, it will require a rate of something like 6s. 3d. to attract supplies from abroad—and the resources of the country seem for the moment to be sufficiently drawn upo1. A high exchange, if steady, would be preferable to those violent fluctuations which from time to time occur, and which are so rejudicial to the interests of commerce.

The materials for the new Lyceum Theatre are, we observe, being rapidly collected on the selected site in the vacant ground to the north of Balfour-buildings; the ground plan of the building is being piled, and the works generally have an aspect of promising activity. The debentures for the building of the theatre have all been taken up, so that nothing now hinders the prosecution of the undertaking.

The English translation of the letter of the Council of Silk Merchants of Lyons to the Shanghai Chamber of Commerce has been reproduced in a handy form by Messrs. Da Costa and Co., accompanied by a Chinese translation. This will make it exceedingly useful for circulation among the Chinese silkmen.

HONG KONG.

The dates extend to the 8th June. The outward French mail of 26th April are hourly expected.

The following summary of news is from the *China Mail*:—

Owing, we presume, to the absence of the major general commanding, the review last evening was on a scale which caused considerable disappointment to the vast crowd of foreigners and Chinese who had assembled to witness the manœuvres. Three *feux de joie* and a march past the saluting point, where H.E. the Governor, Lady Kennedy, Miss Kennedy, and others had stationed themselves, comprised the whole of the proceedings, which, considering that three days' notice had been given, were voted to be rather bald. The artillery and engineers did not put in an appearance, and the twenty-one gun salute was fired by the Murray battery in three instalments of seven each.

The vacancy in the Consular representations of the United States at the new port of Kiung-chow in Hainan, caused by the death of Mr. C. D. Williams, has, says the *Courier*, been filled by the appointment to the post of Mr. B. B. Lewis, long connected with the United States Consulate General at Shanghai, a gentleman whose energy, intelligence, and acquaintance with the native character qualify him in a high degree for the duties of his pioneer position.

A Chinese Customs' cruiser fired a few days since upon a snake-boat at Macao, containing a party of gentlemen out on a picnic, and wounded one of the crew in the leg. They returned to Macao and proceeded to inform his Excellency Viscount de S. Januario of what had happened. Next morning the Governor despatched a steamer with the harbour master and two of the party to the scene of the outrage, and on arrival there they were informed by the commander of one of the cruisers that they had express orders from the authorities at Canton to fire upon all the snake-boats they came across. We hope, for the sake of the cruisers, that similar orders will not be given as to hakows and pullaways in Hong Kong.

Viscount Januario is said to be doing wonders at Macao in the way of improvements. Amongst other matters to which he has given his attention is the erection of a proper slaughter-house, and the enactment of stringent regulations as to the quality of the meat exposed for sale.

We hear from Canton that the river was so high, during the latter part of last week, that several parts of Honan were flooded at high water. It is to be hoped that the next infliction by Joss on the paddy fields will not be inundation.

A notification from the Russian Legation draws the attention of Russian subjects to the prohibition forbidding vessels under that flag to carry coolies. Somebody has evidently been rousing them up in the North. Kamtchatka generally leaves us alone down here.

The steamer *Venus* has changed hands, and it is believed her present owners intend to run her as an emigrant vessel between Macao and Havana.

The *Lingayen*, 46 tons and 40-horse power, built by Mr. J. Jack, left on the 23rd for Manila. We understand that the enterprising firm who fitted her engines, Messrs. J. Inglis and Co., have two steamers being laid down in their yard, one of 60 and the other of 150 feet in length, both vessels to be built, engined, and fitted under their supervision. The *Africa's* broken shaft is being repaired in Messrs. Inglis' fitting shop.

We are glad to note by the *Gazette* that Mr. W. H. Alexander has been appointed a member of the Legislative Council. Mr. Alexander's long experience in the Colony, as Registrar, Acting Chief Magistrate, and Acting Colonial Secretary and Treasurer, conjoined to his thorough knowledge of the local records, will make him a valuable acquisition at the Council table. We understand that the appointment emanates directly from Lord Kimberley, and the compliment to Mr. Alexander is therefore he greater. It is seldom that the Colonial Office manages, of its own motion, to make a selection so generally acceptable as the one under notice. The disposition thereby shown to extend the range of official nominations is, we may also hope, indicative of an intention to shew a similar liberality as regards those of non-officials also. The Council now consists of five official and four non-official members, exclusive of H.E. the Governor. One of the gentlemen formerly holding office will, therefore, it may be presumed, return to his duties as a Legislator.

We hear that the representatives of the German Empire *vis-à-vis* the Chinese authorities demand and insist upon a larger measure of protection both for missionaries and converts than has been asked hitherto for British labourers in the same field. Our readers will remember that we chronicled, some eight months ago, the destruction of a German missionary chapel and station at Shek-lung, near Canton. A Roman Catholic station under French protection was destroyed at the same time, and for this a considerable compensation was demanded and obtained by the Fronch Consul. A sum was paid in compensation, deemed by the Chinese sufficient to recoup the entire loss, rebuild the chapel, and replace all in *statu quo*. The amount, however, not being deemed satisfactory, a demand has been made that a sum similar to that paid to the French representative be handed over to that of Germany. This betokens a firm determination on the part of the latter to enforce the fullest observance of the Treaty engagements made by China.

The launch of the screw steamer *Conchita*, from the building yard of the Dock Company at Kowloong, took place this morning at 9.30, in the presence of a few select spectators. The christening part of the proceedings was performed by Master Robert Duncan, Jun., and punctual to a minute the shores were struck down, and at the command of the Foreman Superintendent, "up daggers, down triggers," the hull of the vessel began slowly, but surely, to move. As she emerged from the launching ways and got safely afloat, the scene was one of great animation, and a round of cheers welcomed one of the most successful launches that have taken place in our port. The vessel has been built for a firm in Manila, and will be employed in bringing produce from up river down to the port of shipment. Light draught, being the greatest consideration, has been happily attained, as her draught, with machinery and boiler on board, is only 25 inches aft and 18 inches forward. Her hull is built on the composite principle with teak planking and decks, the whole being substantially secured to the iron frames with copper bolts. Her principal dimensions are—length, over all, 90 feet; breadth, extreme, 15 feet; and depth of hold, 7 feet.

SIAM.

—o—

BANGKOK.

The *Siam Advertiser* has the following items:—

There are rumours passing the rounds that three or four princesses and two servants have been accused of stealing gold chains, diamonds, and precious stones. The gold chains, diamonds, and other precious stones that were attached to the King's sword had been taken away, and imitation chains and precious stones had replaced them. These depredations, it is rumoured, were made during the late reign, but have only recently been discovered. Some say those accused of the theft have received ninety lashes each. The servants are to be executed, and the princesses disposed of as the law provides for persons of their rank, if found really guilty of the theft. Others say the ladies of rank who are implicated are being tried, and it is not yet known what their punishment will be. If there is any basis for the rumours, and princesses should be implicated and found guilty, their sentence

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will doubtless be death. The execution of princes and princesses would be at some prominent temple. They would be bound—fastened in a bag—a block of Chan-wood of triangular shape would be placed on the ground, the fastened body would be turned face down, so as to bring the neck below the chin on the triangularblock; at a given signal the first executioner, after raising his Chan-wood cudgel, would strike the fatal blow on the back of the neck and the three other executioners, similarly armed, would continue their blows upon the body till it entirely ceased to quiver. The bag containing the executed body would then be weighted and thrown into the river. This it is stated is the way in which his Royal Highness Kroma Luang Rak Konnaset was executed in 1849.

While his Highness the Pusamret Rajakan Pendin was absent at Petchaburi, performing the last duties of respect to the remains of his deceased sister, it seems an attempt was made to enter some part of his extensive buildings. The presumptuous person who aspired to perform so daring a deed was seized, and at first it is said received thirty lashes with a rattan. At another time he received sixty, and was again subsequently whipped by four distinct men. This mode of administering punishment gives us peeps at the manner in which this people are governed and kept in subjection.

THE QUEEN'S BIRTHDAY.

On the 24th Dr. Wm. Campbell gave a ball in commemoration of the Queen's birthday. On that occasion there was a large attendance of gentlemen and ladies, who passed away a very pleasant evening in beautifully decorated rooms, in one of which stood out in prominent letters made of leaves and flowers, "God Bless the Queen," and in the other "God Save the Queen. Subsequently Thomas George Knox, H.B.M.'s Consul-General, issued invitations to friends to dinner on the evening of the 1st of June. The evening was a fine one, rather warm, but free from rain. At the appointed hour, 6.30 P.M., the British part of the company had promptly assembled. The Siamese guests and band were a little behind the time; they arrived after the British guests had taken their seats at the table.

JAVA.

—o—

BATAVIA.

The following translation of the memorial of the manager of the Netherlands India Steam Navigation Company will be found interesting:—

That for more than seven years both the Chamber of Commerce and Industry here and private persons have made uninterrupted efforts to bring Java into more direct communication with the neighbouring country of Australia by means of a regular steam service.

That the advantages connected with such communication have been clearly shown in the printed reports and recommendations of the Chamber of Commerce and Industry.

December 7, 1864	...	...	...	No. 140
April 28, 1865	...	...	...	„ 77
November 11, 1865	...	...	...	„ 144
January 8, 1866	...	...	...	„ 44
March 24, 1866	...	...	...	„ 70
July 11, 1867	...	...	...	„ 55
June 3, 1868	...	...	...	„ 43
August 4, 1869	...	...	...	„ 47
December 13, 1869	...	...	...	„ 82

That all these recommendations proceeded from the supposition that a regular steam service with Australia is only possible by means of a pecuniary subsidy from Government.

That the Netherlands Government, convinced of this, has not hesitated to set down a considerable item in the yearly Budget of Netherlands India; and a large majority of the representatives of the people have just as repeatedly made known their sympathy for an undertaking which purposed to bring Netherlands India nearer to Australia by means of steam.

That the Netherlands Government and Parliament had, however, to make their liberality on this subject dependent on the pecuniary assistance which might with justice be looked for from the Australian Colonies.

That also more than once, and lastly in 1871, negotiations were entered into with the Governments of the various Australian Colonies by Mr. Fraser, head agent and representative of the N.I.S.N. Company, during a voyage expressly undertaken thither for the purpose.

That these Governments, however inclined to give him support, could only, with good result, ask the Colonial Parliaments for the money required, when the distance from Europe would be considerably shortened as to postal communication by the proposed line.

That it need not be proved that Australia, already in the possession of a direct line through Egypt, and another line to North America, would not be profited in its mail correspondence by a line passing Java.

That, therefore, pecuniary support from the Australian Colonies cannot be really reckoned upon.

That in the meantime the interests of Netherlands India more and more pressingly require that an end be put to the existing isolation, and regular steam communication be established with the fifth quarter of the world.

That the trade between Netherlands India and Australia will thereby make a stride, which can be measured only by comparison with the great development which the traffic between the various portions of the Indian Archipelago owes to regular steam navigation.

That many may still remember how Java, before 1845, received from Singapore nothing else than now and then a copy of the then appearing *Free Press*.

That traffic with Singapore has increased since to a hitherto unknown extent through a yearly more extended steam communication; the increasing number of travellers and quantity of merchandise carried between the places visited by the boats of the N. I. S. N. Company furnish the best proof of the proposition that the opening of steam communication is immediately followed by increase of trade.

That your Excellency, impressed with the proposition, will certainly willingly contribute to put an end to the unfortunate isolation in which the Indian Archipelago continues to be toward-Australia.

That the company represented by the petitioner possesses the means of co-operation.

That two of its boats, the *Governor General Mijer*, and *William Mackinnon*, are peculiarly adapted for navigation to Australia.

That it is intended to run these boats from Java to Adelaide Melbourne, and Sydney, and back by the said places, or Torres Straits.

That the voyage from Batavia to Adelaide may be performed in twenty-two days, from thence to Melbourne in two days, and from Melbourne to Sydney also in two days; the stay in Australia will not last more than fifteen days for taking in and discharging cargo.

That, however, the expenses in the beginning would be too high, should the boats depart once a month.

That the company would, therefore, give the preference to sending a steamer once in two months and a half. That in the beginning and by way of proof, this would satisfy in a great measure, the hitherto unsatisfied desires of the mercantile community.

These are the reasons for which the memorialist respectfully requests your Excellency to take this plan into consideration, and, in case of a favourable decision thereon, to be willing to grant a pecuniary subsidy of £12,000 a year.—S. VAN HULSTIJN.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates extend to the 15th June. The outward French mail of 10th May arrived 9th June:—

There is nothing of any interest in our files beyond the opening of the Legislative Council and the Governor's speech, which we gave in our last number.

Satisfactory progress is reported in the operations of the "Chindrass Mining Company." The mines are situated about forty-five miles from Malacca inland, fifteen miles beyond the boundary of English territory, and the mines were worked hundreds of years ago by the natives for alluvial gold, but were subsequently abandoned for about forty years. In June last year Mr. J. Fisher inspected the ancient workings, and found hundreds of holes and excavations that had been made by the natives, showing they must have discovered something to pay them for their labour. After prospecting and taking observations Mr. Fisher commenced to sink a shaft at the foot of one of the numerous hills, and at a depth of 45 feet he came upon a lode or reef of gold-bearing quartz 4½ feet thick, running almost due north and south, with inclination to the west of about 45 degrees. He brought specimens to Singapore and formed the present company. A road has now been cut through the jungle from the boundary direct to themines, the machinery has been placed in position, and it is expected that operations will be commenced by the end of June next. Samples from the lode have been forwarded to London to be assayed, and the result is 4¼ oz. of pure gold to the ton of quartz. There are several other companies on the tapis, amongst which are a tin company in Malacca, and one in the territory of Siam. This last will probably be a very prosperous speculation, the mineral to be worked being "Galanea"—a composition of silver and lead.

Commercial Report.

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(*For dates see first page.*)

IMPORTS.

HANKOW.—There had been a fair demand for Grey Cottons and at the close prices were slightly firmer with a good inquiry for 8¼ lbs. Grey Shirtings. Fancy Cottons and Woollens had met with but little attention. Grey Shirtings, 7 lbs., during the earlier part of the fortnight were weaker, and sales of best makes were made at Tls. 1.72, but at the close were in better inquiry at an advance of one candareen; 8¼ lbs freely sold at Tls. 1.88 to 1.94, closing firmer, and saleable at Tls. 1.89 to 1.95; 9¾ lbs. Tls. 2.55 to 2.75 per piece. White Shirtings: A few, small sales effected at former prices. T-Cloths in moderate request. without quotable change. Drills improving. English, Tls. 3 to 3.15; Dutch, Tls. 2.95 to 3.05 per piece.

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FOOCHOW.—Sales were reported of Grey Shirtings; 8¼ lbs., 500 pieces at $2.82 per piece; 7 lbs., 500 at $2.50. T-Cloths, 7 lb., 2,000 at $2.10 to 3.25; 6 lb. 500 at $1.95. Lead, 400 pigs at $7.00 to 7.25 per picul to teamen.

HONG KONG.—The fortnight had been characterised by extreme dulness; there had been almost no demand for manufactures, and prices, although not showing much change, were weak, and to a great extent nominal. Yarn had met with some inquiry, and a limited business had resulted at about previous valuations. Clearances continued unsatisfactory, and gave evidence of a tight money market among the natives.

MANILA.—The market had been dull, with a declining tendency.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—During the early part of the fortnight the market for Piece Goods kept very quiet, but latterly there has been a better inquiry, which has been freely met by holders. In prices there has been no change of importance, the home advices continue in favour of holders. 39-inch Grey Shirtings, 8¼ lbs.: Sales of ordinary at $2.60 to some extent, and of inferior make at $2.57½; 7 lbs: neglected, and a sale at $2.20 marks a decline of 2½ cents; 6 lbs. dull at $2 to 2.02½. 45-inch, 9 lbs.: neglected and nominal at $2.90. 32-inch Grey T.-Cloths: 7 lbs. not much inquired for; common, $1.85; ordinary, $1.90 to 1.92½. Mexicans, 18 by 18, $2.10 to 2.12½; 6 lbs. $1.70 to 1.72½, and considerable sales made; light weights quite neglected. 32-inch Grey Madapollams: More wanted and steady at $18¾ for 2½ lbs., and $20¼ for 3 lbs. 36-inch Grey Supers: Moderate inquiry; No. 1, $2; common, $1.95. 36-inch White Shirtings, better enquiry for fine, and full prices made; medium taken to fair extent; no enquiry for low qualities. 45-inch wanted at $3.60 to 3.65 for 64 reed. Woollens.—Scarlet Long Ells: Out of stock, and worth 8¼ per piece; Assorted Lustings find buyers in small quantities; Brocade Lustres wanted, supplies not arrived; Scarlet Spanish Stripes firmly held for full prices. Grey Yarn: 18/24s dull, holders of 40s refusing to sell under $137½ to 140. Metals.—Iron continues in fair enquiry at about last rates, but the high prices now ruling put a check on consumption, and the business done is but trifling; in Govan Flat Bar no transactions are reported, and price is firm at $3.85 to 4; a sale of Staffordshire Bar, to arrive, at $3.85; Nailrods, $4; Swedish Flat Bar, $4¼; Yellow Metal, $27 to 27½; Copper Sheathing, in very little inquiry, holders asking $33; Zinc Sheathing, quiet at $8¼ to 9.

PENANG.—A moderate business had been done during the fortnight at previously quoted values.

EXPORTS.

TEA.

YOKOHAMA.—New Teas had been coming in freely, and a fair business had been transacted in them. High prices had ruled, but the tendency was to easier rates at the close, and a lower market was hoped for. Arrivals of New Tea had been about 3,000 piculs, settlements 2,300, and the stock was 446 piculs. At Hiogo the first arrivals of New Tea had been bought at figures $5.00 to 7.00 per picul over those of last year.

HANKOW.—Messrs. Drysdale, Ringer, and Co.'s report is as follows:—We last addressed you per French mail of 21st May, since which date a very fair business has been transacted, settlements for the intervening week amounting to 34,850 chests 42,624 half-chests, 24,613 boxes. Attention has been a good deal engaged with the inspection of the early settlements and the despatch of steamers. Much trouble and annoyance has been occasioned by the arrival of Teas in bulk, greatly inferior to chest muster. This arises from the hurrying down of one or two chests of young leaf to which extra care in manipulation has been given, the Tea in bulk being made up later. This objectionable practice is more in vogue this year than usual, and partly accounts for the very early commencement of the season. The Agamemnon, with 2,550,408 lbs. on board, left port on the 25th, having been one week only in port. She will probably leave the mouth of the river about the same time as the P. and O. steamer Deccan. The Erl King is expected to leave during the day, and will be followed by the Hong Kong and Gordon Castle. With regard to prices, settlements have been made as follows:—Fine to finest Ningchows Tls. 33 to 36, one or two parcels realising up to Tls. 40, medium to fine Tls. 26 to 33 per picul. Oonfars, Tls. 25 to 30; Cheong-sow-kais, Tls. 24½ to 30½; Toong-shans, 25 to 30½, one fine chop selling at Tls. 34½. Yung-tow-toongs, Tls. 23¾ to 28¾, other medium Oopacks and Oonams Tls. 20½ to 26 per picul. A few parcels of Shuntam Tea have been shown, and one or two sales are reported at Tls. 17 to 19½ per picul. These Teas are decidedly better than last year both in leaf and cup, but we think prices too high for safety. The above represent pretty nearly the present quotations for Teas, and considering the inferiority of the parcels now on offer we estimate an advance in value of from one to two taels over the lowest point.

KIUKIANG.—Settlements on the spot from the 15th to the 29th May had been 3,448 half-chests Ningchow at Tls. 33 to 38. Stock 2,481 chests, 26,880 half-chests, and 14,109 boxes, chiefly Ningchows and Hohows.

SHANGHAI.—*Black:* Musters representing about 7,000 chests had been placed on the market, but as yet teamen had not been willing to sell their Teas at such offers as had been made. The majority of the stock on offer consisted of Hohow Teas, and these were not so good as last season's crop, being deficient in both strength and flavour. Settlements for the fortnight, nil; re-shipments on owners' account, 10,100 chests; stock, about 6,400 packages. *Green:* There had not been any business to notice. The stock consisted only of 558 half-chests local-packed Tea, as before reported.

FOOCHOW.—Messrs. Westall, Galton, and Co.'s letter, dated 1st June, reports that since the 25th May a moderate business has been done at opeding prices, which were about 15 per cent. higher than last year. There had been some business in Oolongs, Flowery Pekoes, and Scented Teas. The steamer Malacca having sailed, and the steamer Canton being engaged full, buying was not general, and the market closed weak. Arrivals of Congou to date amounted to 180,638 chests, against 39,536 chests in same period last season. In Congous attention had been paid exclusively to the good medium to finest kinds. The crack chops had been sought after by the buyers for the Russian market, and settled at high prices—one "Kit Faung" having fetched Tls. 42½ short, or Tls. 7½ above last year. The general scale established for finest Sieu Mieu is Tls. 3 to 4 over last year. Choice Chiuy Wo's have been settled up to Tls. 38 short, and Panyongs up to Tls. 36. Yung Hows have been taken as high as Tls. 26, and Saryunes up to Tls. 26½ short. It was stated in the letter of 25th May that the quality of the crop was inferior to last year's; this must be modified, the later arrivals show it to be fully equal to last year's. Souchongs: Only two chops of common low country kinds have been shown. Oolongs have been in fair demand for England, and the quality of late arrivals is better. Flowery Pekoe: Considerable settlements of this description have been made by Continental buyers at high prices. The quality of the chop is fine. Scented Teas are, as usual with early arrivals, rather deficient in scent. Prices are about the same as last year. Quotations are:—Congou: Finest and crack chops, 2s. 3⅜d. to 2s. 7¾d.; fine to finest, 1s. 11½d. to 2s. 2¾d.; good medium to fine, 1s. 8⅜d. to 1s. 11d.; flavoury to medium, 1s. 2⅜d. to 1s. 7¾d.; dust, 7⅜d. Oolongs, 1s. 9¾d to 1s. 11d. Flowery Pekoe: Fine to choicest, 3s. 5½d. to 4s. 7½d. Scented Teas: Fine to finest, 1s. 11d. to 2s. 0¾d. Rates of freight are £4 10s. to £5 per ton of 40 cubic feet per steamer to London, on a scale for a passage of 50 days or under; the ship Duke of Abercorn has a considerable amount of tonnage engaged at £4 per ton of 50 cubic feet. The following steamers are in port: Canton, Glenzyle, Achilles, and Statesman, all for London; for the Colonies, Acacia, Emma, and Adelheid. The steamer Malacca sailed May 31st for London, with 1,261,253 lbs.

AMOY.—Further arrivals of Oolongs had taken place and there was a stock of about 13,000 half-chests on offer, representing 210 chops, which, when fully down from the country, will aggregate about 30,000 half-chests. Teamen were asking very high prices, but no disposition had thus far been shown by foreigners to begin operations.

SWATOW.—No further transactions had taken place in Tea, and there is nothing to report from this place in addition to what was given in our last issue.

CANTON.—The transactions during the fortnight had been to a fair extent, but were mostly concluded shortly after the departure of last mail. Latterly, quietness had prevailed in the market, and more discrimination being exhibited in selection, prices had ruled in favour of buyers. Canton District Congous: 200 chests sold at Tls. 16 to 23. Scented Teas: Scented Orange Pekoes commanded some little attention early in the fortnight, and purchasers of medium long leaf sorts at Tls. 22 to 25 fully supported previous currency, but more late settlements showed better value in this class; small parcels of finest had gone at Tls. 29 to 31 per picul. In new-make kinds, of fair quality, there had been settlements at Tls. 17 to 18½ per picul. Scented Capers were taken freely after the departure of last mail at extreme prices, considering the poor quality of the Teas; the demand, however, shortly subsided, and latterly buyers had chiefly turned their attention to well scented parcels. The fair to medium grades could be purchased at a decline of Tl. 1, but a further reduction would be necessary to induce much buying. Canton Greens: Of Gunpowders, good medium to fine sorts only were wanted for the English market, the few lots of lower class were for shipment elsewhere; in these there had been no change in value. Of Imperial, 4,000 boxes had been purchased for a Continental order.

SILK.

SHANGHAI.—Messrs. Skegg's Circular offers the following remarks:—Bale musters reached here on the 22nd May, and the market was opened on the 24th by small purchases of very common, and No. 5 Tsatlees at from 23s. 9d. to 24s. 9d., with inferior 4½'s at 25s. 2d.; since then exchange has advanced to 6s. 3d., and generally there has been very little desire shown to operate; one or two anxious buyers however have come forward and made a market for Red Peacocks at Tls. 500, and Kukee's Chin Jans at Tls. 520 at exchange 6s. 3d., 27s. 0d. and 28s. respectively. This has not been followed up, and dealers at the close are becoming anxious to sell at a concession of 10 taels per picul. The following are some of the principal settlements:—Red Peacocks, Tls. 500; Ching Hocks, 500; Chin Jans, 520; Blue Elephant, 520; Blue Flag 3rd and Black Lion, 515; Incense 3rd and Gold Lion, 540. With regard to the quality of the Silk we have to express a very unfavourable opinion, the arrivals so far having every character that is bad, coarse, foul, badly reeled and badly packed, but whether it is attributable to hasty preparation or is to characterise the season's produce remains to be seen.

CANTON.—The market has continued active during the fortnight at advancing rates; late arrivals were worse in colour and more knibby than those at first; this being more especially the case with regard to Nos. 4, 5, and inferior Tsatlees; notwithstanding this inferiority, transactions had been considerable, the French Mail steamer having taken about 530 bales, and settlements reported since her departure at 404 bales. The stock remaining was inconsiderable. A large business had also been done in Re-reels at very high rates considering the inferior sort purchased. Stock estimated at 70 bales Loongkongs, 250 bales Tsatlee reels, 80 bales Kowkongs, and 150 bales of inferior descriptions. At 4s. 6½d. Exchange the following were the laying down costs in London per Overland route:—Tsatlee-reel, best selected, 23s. 11d.; do., No. 1, 22s. 10d. to 23s. 2d.; do., No. 2, 21s. 11d. to 22s. 3d.; do., No. 3, 20s. 9d. to 20s. 11d.; do., No. 4, 19s. 1d. to 19s. 10d.; do., No. 5, &c., 18s. 3d. to 19s.; Loongkong, best selected, 23s. 5d.; do., No. 1, 22s. 5d.; do., No. 2, 21s. 6d.; do., No. 3, 20s. 6d.; do., No. 4, &c., 19s. 9d.; Re-reeled Cotengown, No. 1, 27s.; do., No. 2, 25s. 2d. to 26s. 4d.; Re-reeled Cumchuck and Lacklow, No. 1, 23s. 7d.; do., No. 2, 22s. 10d. to 23s.

STRAITS PRODUCE.

SINGAPORE.—Tin after the departure of the last mail was sold for China at $38.50 to 38.90 per picul, but owing to less favourable advices

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from that quarter, as well as from England, and a rise in Exchange the price had gradually declined to $37 to 37.25, at which sales had been made for England and America; stocks only about 300 piculs. Gambier had been very steady at $3.40 to 3.45. Black Pepper in very little demand, and declined to $11 per picul; White in good request at $21½ to 23½ per picul, and very scarce. Pearl Sago nominally worth $3 per picul, no buyers. Sago Flour: Singapore, $2.30 per picul; Borneo, $2.35; Sarawak, $2.31. Tapioca scarce and in good demand at $5 per picul for Flake. Bontyne Coffee: Arrivals of 2,000 piculs placed at $16.37½ to 16.50, and a resale reported of 500 piculs at $17 per picul. Cow Hides: Sales at $16 to 16½ per picul. Buffalo Hides in less demand, best $10½ to 11½, second quality $8 per picul. India-rubber scarce, and taken at $58 per picul. Borneo $40 to 41.75 per picul. Gutta-percha in less demand at $90 to 95 per picul.

PENANG.—Both arrivals of and transactions in produce had been limited during the fortnight, and prices at the close showed a slight decline upon those current for the last English mail.

EXCHANGES, &c.

[*For date see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6⅝d.	4s. 7d.	4s. 7d.
Shanghai ,, ,, ...	6s. 2⅛d.	6s. 3d.	6s. 3d. to 6s. 3⅛d.
Canton ,, ,,	4s. 6⅝d.	4s. 6⅝d.	4s. 6⅝d. to 4s. 6⅝d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6⅝d.	4s. 7d.	4s. 7⅛d.
Manila ,, ,, ...	4s. 5d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	320	233½
,, Hong Kong...	27⅛ to 27¼ dis.	—
Bar silver...	111.3.0.	9½ prem. (nominal).
Mexican dollars	77.8.0	7 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 65; Old, 67 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 29 to 28 per cent. discount.
China Traders' Insurance, $1,475 premium.
Hotel shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, $37 premium.
Hong Kong Fire Insurance Company, $315 to $317½ prem.
Union Insurance Company, $1,400 premium.
China and Japan Marine Insurance Company, Tls. 47 premium.
China Fire Insurance Company, $57 to $58 premium.
Victoria Fire Insurance Company, $54 to $55 premium.
Indo-Chinese Sugar Company, $50 dis.
Shanghai Steam Navigation Company, Tls. 40 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $17 dis.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company ...	500 ...	500 ...	202 ...	4 p.c
Shanghai Gas Company ...	100 ...	100 ...	150 ...	12 p.c
Shanghai S.N. Company ...	100 ...	100 ...	140 ...	12 p.c
S. Tug and Lighter Company ...	850 ...	850 ...	400 ...	5 p.c
French Gas Company	50 ...	50 ...	68 ...	10 p.c
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$515 ...	12 p.c
North China Insurance Co. ...	Tls.1,500	Tls.300 ...	Tls.475 ...	trien.
Do. do. new ...	1,000 ...	300 ...	475 ...	trien.
North China Steamer Company	100 ...	100 ...	68 ...	
Union S.N. Company	100 ...	100 ...	103 ...	12 p.c
Yangtsze Ins. Association ...	500 ...	500 ...	830 ...	15 p.c
Union Insurance Society ...	$5,000 ...	$1,000 ...	$2,500 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	2,500	$475p.s
Hong Kong and China Gas Co.	£10 ...	£10 ...	60 ...	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100 ...	Tls.147 ...	12 p.c
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$160 ...	12 p.c
China Fire Insurance Co. ...	500 ...	100 ...	158 ...	12 p.c
Hongkew Wharf Co. ...	... Tls. 100	Tls. 100 ...	Tls.155 ...	

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, May 16, Ziba; 20, from Glasgow, Zadkis (str).; from Newcastle, 15, Etta Loring; from London, Leander.

At SHANGHAI.—From London, May 23, Sea Gull (str.); 28, Enterprise (str.); 29, Cutty Sark; 31, Colombo (str.), Leucadia; from Liverpool, 19, Achilles (str.); from Glasgow, 22, Chili (str.); from U.K., with coal, 19, Nyborg, Wylong; 21, Ouisi; 30, Weymouth; from Odessa, 18, Tchihatchoff (str.); from New York, 27, Chinaman; previous to July 13; from London, Cyphrenees (str.), J. R. Worcester, Langston; from Cardiff, previous to July 17, Fanny Breslauer, Endymion, Araby Maid; from Sunderland, Agincourt.

At HONG KONG and CANTON.—From London, May 26, Drummond Castle (str.); from Liverpool, Antipodes; 28, Diomed (str.); June 2, Menelaus (str.); from Glasgow, 29, Mary Annie Main; from Cardiff, 26, Douglass Castle; 29, Elizabeth Cushing; Maria Rickmers; 31, G. F. Haendel; from Sunderland, 29, Eveling; June 4, Menam; from London, previous to July 15, Burdwan, Glensannox (str.); from Cardiff, Cymbeline; City of Exeter.

At MANILA.—From Liverpool, May 26, Glenduror (str.); Emiliano (str.).

At SINGAPORE.—From Liverpool, June 14, Nestor (str.); from Cardiff, Oxford.

At PENANG.—From Liverpool, June 11, Nestor (str.); 14, Sarpedon (str.); from London, 14, Russia (str.).

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, May 31, Erl King (str.).

From FOOCHOW.—For London, May 31, Malacca (str.).

From HONG KONG and CANTON.—For London, May 25, Titania (str.); for Callao, 26, Caroline; June 5, Hugo and Otto.

From MANILA.—For Liverpool, May 31, Queen of India; for New York, May 22, Elsinore; 28, John Lidgett; 30, Wilhelmina; for Boston, 23, Great Admiral.

From SINGAPORE.—For London, June 8, Earl Dalhousie; 12, Erl King (str.); 14, Hong Kong (str.); 15, Glengyle (str.); for New York, June 6, Evening Star; for Boston, 4, Cragie Lee; July 16, Tweed (str.), Bolton Abbey.

From PENANG.—None.

VESSELS LOADING.*

At YOKOHAMA.—None.

At HANKOW and SHANGHAI.—For London, Hong Kong (str.), Gordon Castle (str.), Parnassus (str.), Diomed (str.), Hindostan (str.), Colombo (str.), Enterprize (str.), Cheops (str.), Cutty Sark, Undine, Blackadder, Thermopylæ, Lahloo; for Odessa, Tchihatchoff (str.).

At FOOCHOW.—For London, Canton (str.), Glengyle (str.), Achilles (str.), Statesman.

At HONG KONG and CANTON.—For London, Tweed (str.), Carmarthenshire.

At MANILA.—For London, Stonehouse, Catalina, Tamesa; for Falmouth, Walsgrif; for Liverpool, Mary E. Ray, Emiliano (str.); for Channel, Matchless, Edmond Gressier; for New York, Garibaldi, Don Quixote, Jubilee, Forward Ho; for Boston, Florence, Sonora.

At SINGAPORE.—For London, Canton (str.); for Liverpool, Windhover; for Boston, Hope.

At PENANG.—For London, Charles Collet.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—There is no vessel on the berth, either for London or New York.

At SHANGHAI.—To London, per steamer, £4 per ton of 40ft.; per sailing vessel, £4 per ton of 50ft.

At FOOCHOW.—To London, £4 10s. to £5 per steamers, and £4 per sailing vessels.

At HONG KONG and CANTON.—For London, the Tweed (str.), is loading at £4, and the Carmarthenshire at £3 per ton.

At MANILA.—To London, per sailing vessel, £3 10s. sugar, £4 5s. measurement; and £4 10s. and £5 10s. per steamer.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
July 19 ...	Cutty Sark	... Shanghai	... London 32 days.

LATEST TELEGRAMS.

CHINA.

HONG KONG, JULY 20.—Market for Cotton Goods dull; for Woollen Goods quiet but steady. Grey Shirtings, 6½ catties, 8½ lbs., $2.53; Cotton Yarn (Water Twist), 16-24, $125; T-Cloths, 6 lbs. (ordinary), $1.65; 7 lbs. (Mexican), $2.12. Canton Tea Market quiet, buyers holding back; settlements since opening of the season 32,000 boxes; stock 50,000 boxes. Foochow Tea market firm, but settlements small; settlements since opening of the season, 330,000 chests; stock, 58,000 chests. Total export of Tea (from China and Japan) since commencement of the season, 58,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 5⅝d.

SHANGHAI, JULY 20.—Market for Cotton and Woollen Goods improved; Grey Shirtings, 6½ catties, 8½ lbs., Tls. 1.9.3; T-Cloths, 6 lbs. ordinary, Tls. 1.2.3; 7 lbs. Mexicans, Tls. 1.5.9. Silk: Firm; Tsatlee, 3, Tls. 590; No. 4, Tls. 535; total export (from China and Japan) to date, to England 14,000 bales, to the Continent 5,000 bales; stock 8,000 bales. Tea: Black quiet, Green firm; Hankow market quiet. Exchange on London: Bank bills, six m.s., 6s. 1d.; Mexican dollars Tls. 78.

STRAITS SETTLEMENTS.

SINGAPORE, JULY 19.—Cotton Yarn, 40's, $136; Grey Shirtings, 39-in., 8½ lbs., $2.57½; 7 lbs., $2.20. T-Cloths, 6 lbs., ordinary $1.70. Gambier, $3.85. Pepper: Black, $12.25; White, $22. Tin, $38¼. Exchange on London: Bank bills, six m.s., 4s. 7⅛d.

PENANG, JULY 19.—Tin, $37.30; Pepper, black $12.15; white, $24.25; Sugar, No. 3, $3.50. Exchange on London: Bank bills, six m.s., 4s. 7d.

NEW SEASON'S TEA SHIPS.

GIBRALTAR, JULY 19.—The P. and O. steamer *Hindostan* from Shanghai, left here to-day for London.

* By telegraphic advices, several of the above vessels have been reported as left.

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EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th July, 1872, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th July, 1872, 5,685,191 yards; for the twelve months, 88,791,180 yards; for the twelve months, 1871, 112,354,717 yards; for the twelve months 1870, 50,073,419 yards. Decrease for 1872 against 1871, 23,563,537 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1872, 268,230 yards; for the twelve months, 2,070,114 yards; for the twelve months, 1871, 13,907,889 yards; for the twelve months, 1870, 4,021,540 yards. Decrease for 1872 against 1871, 11,837,725 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1872, 141,320 yards; for the twelve months, 2,956,289 yards; for the twelve months 1871, 2,126,469 yards; for the twelve months, 1870, 1,881,633 yards. Increase for 1872 against 1871, 829,820 yards.

COTTON YARN.—Export for the month ended 16th July, 1872, 893,600 lbs.; for the twelve months, 8,510,448 lbs.; for the twelve months 1871, 11,286,932 lbs.; for the twelve months 1870, 7,316,829 lbs. Decrease for 1872 against 1871, 2,776,484 lbs.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th July, 1872, 25,548,193 yards; for the twelve months, 318,906,381 yards; for the twelve months 1870, 368,814,507 yards; for the twelve months 1869, 229,840,521 yards. Decrease for 1871 against 1870, 49,908,126 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1872, 1,024,844 yards; for the twelve months, 8,581,882 yards; for the twelve months 1871, 8,539,264 yards; for the twelve months 1870, 14,065,545 yards. Increase for 1872 against 1871, 42,618 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1872, 513,519 yards; for the twelve months, 8,764,183 yards; for the twelve months 1871, 2,503,652 yards; for the twelve months 1870, 6,798,220 yards. Increase for 1872 against 1871, 6,260,531 yards.

COTTON YARN.—Export for the month ended 16th July, 1872, 152,330 lbs.; for the twelve months, 949,050 lbs.; for the twelve months 1871, 870,082 lbs.; for the twelve months 1870, 657,540 lbs. Increase for 1872 against 1871, 578,968 lbs.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th July, 1872, 2,484,086 yards; for the twelve months, 22,696,553 yards; for the twelve months 1871, 45,867,377 yards; for the twelve months 1870, 19,769,188 yards. Decrease for 1872 against 1871, 23,170,824 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1872, 236,226 yards; for the twelve months, 2,390,409 yards; for the twelve months 1871, 2,097,045 yards; for the twelve months 1870, 2,832,699 yards. Increase for 1872 against 1871, 293,364 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1872, 88,578 yards; for the twelve months, 1,285,198 yards; for the twelve months 1871, 868,746 yards; for the twelve months 1870, 906,448 yards. Increase for 1872 against 1871, 416,452 yards.

COTTON YARN.—Export for the month ended 16th July, 1872, 1,961,960 lbs.; for the twelve months, 11,164,259 lbs.; for the twelve months 1871, 10,380,007 lbs.; for the twelve months 1870, 8,761,091 lbs. Increase for 1872 against 1871, 784,252 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th July, 1872, 5,607,068 yards; for the twelve months, 61,798,669 yards; for the twelve months 1871, 74,880,893 yards; for the twelve months 1870, 67,273,339 yards. Decrease for 1872 against 1871, 13,082,224 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1872, 488,548 yards; for the twelve months, 4,932,064 yards; for the twelve months 1871, 8,376,843 yards; for the twelve months 1870, 8,359,123 yards. Decrease for 1872 against 1871, 3,444,779 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1872, 259,906 yards; for the twelve months, 4,032,904 yards; for the twelve months 1871, 4,322,832 yards; for the twelve months 1870, 6,433,338 yards. Decrease for 1872 against 1871, 289,928 yards.

COTTON YARN.—Export for the month ended 16th July, 1872, 189,500; for the twelve months, 1,586,798 lbs.; for the twelve months 1871, 3,349,589 lbs.; for the twelve months 1870, 2,940,571 lbs. Decrease for 1872 against 1871, 1,762,741 lbs.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th July, 1872, 2,190,322 yards; for the twelve months, 19,013,086 yards; for the twelve months 1871, 18,756,776 yards; for the twelve months 1870, 12,842,866 yards. Increase for 1872 against 1871, 256,310 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1872, 1,886,872 yards; for the twelve months, 8,919,830 yards; for the twelve months 1871, 11,530,629 yards; for the twelve months 1870, 9,312,172 yards. Decrease for 1872 against 1871, 2,610,799 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1872, 1,168,268 yards; for the twelve months, 9,971,918 yards; for the twelve months 1871, 12,733,070 yards; for the twelve months 1870, 6,702,571 yards. Decrease for 1872 against 1871, 2,761,152 yards.

COTTON YARN.—Export for the month ended 16th July, 1872, 9,200 lbs.; for the twelve months, 458,014 lbs.; for the twelve months 1871, 745,118 lbs.; for the twelve months 1870, 293,460 lbs. Decrease for 1872 against 1871, 292,104 lbs.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th July, 1872, 1,180,240 yards; for the twelve months, 10,298,727 yards; for the twelve months 1871, 12,841,076 yards; for the twelve months 1870, 20,778,168 yards. Decrease for 1872 against 1871, 2,542,849 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1872, 836,284 yards; for the twelve months, 8,229,193 yards; for the twelve months 1871, 7,609,295 yards; for the twelve months 1870, 9,871,343 yards. Increase for 1872 against 1871, 619,898 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1872, 39,948 yards; for the twelve months, 318,426 yards; for the twelve months 1871, 852,651 yards; for the twelve months 1870, 1,455,810 yards. Decrease for 1872 against 1871, 534,225 yards.

COTTON YARN.—Export for the month ended 16th July, 1872, 21,400 lbs.; for the twelve months, 483,641 lbs.; for the twelve months 1871, 509,890 lbs.; for the twelve months 1870, 274,091 lbs. Decrease for 1872 against 1871, 26,249 lbs.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th July, 1872, 1,670,119 yards; for the twelve months, 29,345,128 yards; for the twelve months 1871, 26,821,947 yards; for the twelve months 1870, 25,686,233 yards. Increase for 1872 against 1871, 2,523,181 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1872, 133,848 yards; for the twelve months, 2,028,914 yards; for the twelve months 1871, 2,676,414 yards; for the twelve months 1870, 2,507,383 yards. Decrease for 1872 against 1871, 647,500 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1872, 363,067 yards; for the twelve months, 3,820,025 yards; for the twelve months 1871, 1,748,193 yards; for the twelve months 1870, 3,522,012 yards. Increase for 1872 against 1871, 2,071,832 yards.

COTTON YARN.—Export for the month ended 16th July, 1872, 16,400 lbs.; for the twelve months, 174,312 lbs.; for the twelve months 1871, 349,895 lbs.; for the twelve months 1870, 462,417 lbs. Decrease for 1872 against 1871, 175,583 lbs.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—July 18, off Deal, from Akyab, for Hamburg, Christina Aquerona; 16, at Cuxhaven, from Akyab, Nicoline; 14, at Bremerhaven, from Akyab, Trento; 16, at Texel, from Banjoewangie, Maarten van Rossem; at Zierikzee, from Sourabaya, Constantia. July 17, at Bremerhaven, from Rangoon, Otac Milo; at Texel, from Batavia, Jacob Roggeveen; at Queenstown, from Akyab, Firenzi; 20, at London, from Hong Kong, &c. (via S.C.), Sunda (str.); 19, at Liverpool, from Akyab, Argo; 15, at Cardiff, from Manila, Chica; 22, at London, from Foochow (via S.C.), Malacca (str.); 20, off Dover, from Rangoon (via S.C.), Beethoven (str.); 22, at London, from China, Singapore, &c. (via S.C.), Bengal (str.); 21, at Falmouth, from Rangoon, Dorothea.

DEPARTURES.—July 18, from London, for Penang, Alice; for Yokohama, Rollo; from Glasgow, for Manila, Angela; from Shields, for Batavia, Gazelle; 16, from Hamburg, for China, &c., Olympia (str.); from Amsterdam, for Batavia, B.R.H.; July 20, from Liverpool, for Singapore, China, &c. (via S.C.), Priam (str.); 18, from Glasgow, for Colombo, British Constitution.

SPOKEN.—Ohio (?), Colombo to London, 78 days out, 81 S., 36 E.; Brama (Eng.), Shanghai to New York, 51 days out, April 21, 34 S., 29 W.; Dordrecht II., Rotterdam to Batavia, July 12, 50 N., 4 W.; H. D. V. F. (com. code), Japan to New York, June 3, 36 S., 21 E.; S. D. Carlton, Cardiff to Hong Kong, May 23, 18 S., 38 —; Dalkarisa, Pasaroeang to Stockholm, June 10, 16 E.; Samuel, Colombo to London, June 18, 27 S., 11 E.; Scotland, Clyde to Hong Kong, May 16, 19 S., 28 W.; Gessina Maria, Pasaroeang to Amsterdam, June 22, 31 N., 45 W.

CASUALTIES.—The Ornate, Sampson, from Manila to London, put into Algoa Bay, June 11th, with bowsprit carried away, foremast-head shattered, and catheads, &c., damaged, having been struck with a sea during a heavy W.N.W. gale on the 9th off Cape St. Francis. The Constance, Schroot, from Sourabaya to Boston, which vessel put into Simon's Bay, 4th June, had lost mainyard, sails, and steering-gear, during severe gales from S.E. and S.W. 27th and 28th May, in lat. 32 S., long. 32 E. A telegram received from Port Said, dated July 20, states as follows:—The master of the Excelsior (str.), from London to Colombo, &c., writes from Tor, on the 14th, that the steamer is on shore at Shab Ali Reef, Ost Ras, Mohamed, and requires immediate assistance.

MISCELLANEOUS.—At St. Helena, June 13, California, Deinum, from Java for Holland; 21, Middlesex, Massey, from Colombo for London; 22, Maria, Barcelo, from Macao for Havanna; 25, Amazon, Petterson, from Probolingo for Holland; La Paix, Magniay, from Singapore for London; 27, Oleander, Taylor, from Colombo for London. Off St. Helena, June 15, John Milton, from Japan for New York; 23, Rosa del Turia, from Macao for Havanna; 24, Hendreka, from Java for Holland. At Table Bay, Shooting Star, and sailed, June 11, for Colombo. At Simon's Bay, June 4, Constance, Schroodt, from Sourabaya for Holland. The hull of the Fred Warren, from Manila to New York, which vessel put into Algoa Bay, March 5, leaky, was sold by auction on the 12th June; also her spars, furniture, stores, &c., anchor and chains—the whole realising £1,065. A later telegram, received from Port Said, dated July 18th, announces that the Prins van Orange (str.), from Java to Amsterdam, which put into Port Said for repairs, having completed the same, would proceed on 20th July for her destination.

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BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

BAYLEY—On the 14th July, at Lee road, Blackheath, the wife of Henry Bayley, Esq., Managing Director P. and O. Company, of a daughter, stillborn.

DALE—On the 14th June, at Singapore, the wife of the Rev. Wm. Dale, of a daughter.

ISEMONGER—On the 11th June, at Singapore, the wife of E. H. Isemonger, Esq., of a daughter.

WOODS—On the 4th June, at Arthur's Seat (the residence of George Maitland, Esq.), Kandy, the wife of Frederick Charles Woods, of Kandekettia, Ceylon, of a daughter.

MARRIAGES.

BLACKSTONE—WEST.—On the 4th June, at Point de Galle, Ceylon, George Burleigh Blackstone, of Beverley Estate, Morowa Corle, son of Joseph Blackstone, Esq., of Regent's-park, to Clare Ashburner West, of Maidenhead, Berkshire, youngest daughter of the late William West, Esq.

BYRNE—SAUNDERS.—On the 10th July, at St. Anne's Church, Aigburth, Liverpool, by the Rev. Teusch Hecker, rector of Misterton, Leicestershire, assisted by the Rev. R. J. Livingstone, vicar of St. Anne's, Frederick William, eldest son of Thomas Byrne, Esq., of New Orleans, to Sarah Julia, younger daughter of Frederick Saunders, Esq., of St. Anna, Aigburth, Liverpool.

MACKENZIE—AYDON.—On the 17th June, at Syon-park Cottage, Isleworth, by special licence, Kenneth R. H. Mackenzie, Esq., to Miss Alexandrina May Alice Maud Aydon. No cards.

DEATHS.

AMES—On the 30th May, at Bangkok, Mrs. Ames, wife of Captain S. J. B. Ames, Commissioner of Police.

KNIGHT—On the 7th July, at Chefoo, China, Henry (Harry) Knight, of Shanghai, aged 32, eldest son of the late Henry Knight, Esq., formerly of Reading.

RODYK—On the 7th June, at Banda Illier, Malacca, Agnes Sophia, the eldest daughter of Mr. William Alexander Rodyk, aged one year.

MISCELLANEOUS.

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MRS. SASSOON'S GARDEN PARTY.—Mrs. Sassoon received a fashionable company at a garden party at Ashley Park, Walton-on-Thames, on Monday afternoon. The band of the Coldstream Guards and the Tyrolese Singers entertained the company until *dejeuner*, which was provided by Duclos in a spacious marquee on the lawn. Earlier in the day the children of the Royal Caledonian Asylum and of the Newport-market Refuge had been provided with a good dinner and tea, and in the afternoon they marched round the grounds, headed by their bands. Among the guests present were Mrs. W. E. Gladstone and the Misses Gladstone, his Highness the Nawab Nazim of Bengal and son, Sir Seymour Fitzgerald, Sir R. and Lady Macdonnell, Sir Albert and Lady Woods, Sir John and Lady Lubbock, Hon. Philip Stanhope, Prince Iskander Baritsky, the Persian Minister, Sir Patrick and Lady O'Brien, Lord William Hay, Lady Hutt, Sir Patrick and Lady Colquhoun, Mr. and Lady Rose Weigall, Baron and Baroness de Stern, Baroness de Worms, Sir George and Lady Jessel, Misses Frere (2), Mr. J. Shaw Stewart, Mr. and Mrs. Money Wigram, the High Sheriff of Surrey and Mrs. Sandeman, Count Metaxa, Baron von Donop, Baron D'Ecury, Colonel Wynne, Captain Warren Anderson, Admiral Hillyar, Colonel and Mrs. Terry, Mrs. and the Misses Bircham, Mr. and Mrs. De Michele, Captain Hastings, Mr. and Mrs. Vicat Cole, Mr. and Mrs. Macrae Moir, Mr. and Mrs. Charles Abbott, Mr. and Mrs. T. A. Hickley, &c. The entertainment was concluded with a dance in the picture gallery to the music of Coote and Tinney's band. The company were conveyed to Walton by a special train, thence by private carriages to Ashley Park, returning the same way.

LABUAN COAL.—*The Times* says with regard to the supply of coal it seems extraordinary that while virtually inexhaustible mines of good quality are known to exist in the East, where labour is abundant, and where, owing to the extension of steam navigation, a supply is most wanted, no successful effort is made for their development. About a quarter of a century ago the discovery that our island of Labuan was one of the richest centres of this material attracted general attention; but although all subsequent reports have confirmed the representations as to its accessibility and quality, and it has since been shown that the adjacent coast of Borneo possesses equally large supplies, nothing has been attempted for their development beyond some small or questionable schemes under obviously incompetent management which have resulted in loss to all concerned. It must be borne in mind that no discovery of fresh supplies either in Europe or America would cause any decisive benefit, because the present difficulty is not from want of coal but from want of labour, owing to the fact that from the effects of intemperance, on the one hand, and Trades' Union influences on the other, the higher the wages paid the less is the work done. The East is the only quarter where labour is untrammelled, and it would be interesting to the English public to learn, as far as the coal question is conlerned, why, in a British settlement where labour and material are both in abundance, nothing can be accompshed to mitigate an evil which promises to become one of the mostliserious ever inflicted upon the in dustry of civilised nations.

MR. WHITE, the son of the member for Brighton, has completed a large painting of the late eruption of Vesuvius as seen from the island of Capri.

Foreign Intelligence.

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GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, July 16.

An event of some importance has occurred here within the last few days, which cannot fail to interest your readers that have any commercial relations with this city, as it affects the existence of what is known as the Hamburg Bank Valuta. When I stated in a former letter that Bremen had resolved to adopt the new monetary system of Germany based upon an exclusively gold currency, which she has really put into execution from the 1st inst., I added my conviction that the axe was laid at the root of our old Banco money, and that as soon as the law became compulsory for the whole of the Empire it would be swept away like all the other different currencies, whatever attempts might be made to save and retain it. The Chamber of Commerce, a body elected by the Exchange, and containing some of our most long-headed and clear-sighted men of business and experience in financial matters, entertained from the beginning very decided opinions on the subject, and immediately after the final debate in the German Parliament, in which the Hamburg members pleaded forcibly, but in vain, for retaining the Bank Valuta, when they saw the hopelessness of doing anything more to save it, set themselves down to consider how the blow might be averted with the least possible injurious consequences to the commercial world. They therefore memorialised the Senate, suggesting the immediate conversion of Banco into the currency of the Empire at the fixed rate of 300 marks Banco for 150 thalers—as long as these were permitted to circulate—or 450 marks of the new gold money. This proposal met the general approbation of the Exchange, but was vigorously resisted by the Senate. To appreciate fully this opposition it may be needful to explain in a few words the composition of that body. According to the revised constitution of this city the Senate consists of sixteen members, eight of whom are lawyers and the other eight merchants or bankers or shipowners—in short connected with trade. They are all elected for life. Thus far they would be equally balanced, but by a side wind they have managed to introduce six other membess under various denominations, viz., three Syndici, two Secretaries of the Senate, and the keeper of the Archives, who have all seats and votes at the Board, and are all lawyers. It is, therefore, plain that on all questions of finance and commerce the mercantile members, who, of course, have the greatest practical knowledge of the subject, must be outvoted and left in the minority.

It cannot be said that the Senate hurried themselves to reply to the memorial of the Chamber of Commerce; but after the lapse of two months they did vouchsafe to return an answer containing something very like a snubbing, for they refused acceding to the proposal, describing it with a greater effusion of verbosity than logic, as "inopportune, neither legally admissible, nor advisable from the point of view of political economy." Further explanation they did not give.

But the Chamber of Commerce was not to be so easily put down and silenced; and it was therefore determined to bring the subject before the Burgerschaft, and appeal to the good sense of that body as the direct representative of the people. Accordingly, Herr C. Koyemann, who is the president of the Chamber of Commerce, and at the same time an elected member of the Burgerschaft, moved a resolution, signed by forty-eight other members as his seconders and supporters, praying the House to pass a Bill he brought in (embodying the proposals contained in the rejected memorial) and send it up to the Senate for their consent and approval. As the subject was not only of great importance, but urgently pressing, the House being about to adjourn for six weeks, it was placed at the head of the order of the day; but as a long debate ensued, and it was the last ordinary sitting, it was agreed to hold an extra sitting last Saturday, which was accordingly done, the result being that on the division the measure was carried almost unanimously—the numbers being 102 ayes to 5 noes. The House then adjourned till the 4th of September.

Thus the matter rests for the present, and it remains to be seen what the Senate will do. The Bill is so framed that they can accept and promulgate it immediately and without further application to the Burgerschaft, which is now no longer in session. But it is not generally expected that such will be their course of action, but rather delay giving any answer at all, as they have a great aversion to the appearance of being dictated to. I must confess that I also do not anticipate the Senate taking action, at all events immediately; because I happen to know that the senator who fills the Presidential chair this year, and is, moreover, the representative of Hamburg in the Bundesrath or Federal Council of the Empire—and consequently a personage of great influence—is violently opposed to the proposal. He is, besides, one of the above-mentioned lawyers, and of course has the majority at his command. He is a very shrewd and acute man of business, but cannot be expected, from the nature of his training, to have mastered such a difficult problem, and to understand the pros and cons of the theory of a subject which is an unfathomable mystery to at least nine-tenths of the Exchange.

From Copenhagen we learn that the Royal Commissioners appointed to inquire into the expediency of changing the currency of the country from silver to gold have terminated their labours, and urgently recommend the immediate adoption of the new German monetary system. The Bill founded on this suggestion has been read the first and second time and passed unanimously; but it will require some time before it can be practically put in execution, as the new gold coins must first be coined before the present silver rixdalers and skillings can be called in and put out of circulation. In consequence of this success, an agitation for a similar alteration of the currency has been commenced in the sister kingdoms of Norway and Sweden, and the proposal has met with the most enthusiastic reception. I may here add that the proposed alteration in the three Scandinavian kingdoms is not confined to

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the monetary system, but extends to the weights and measures, which are to be in strict accordance with the decimal metrical system.

Young lawyers of a certain standing and of the forensic rank of *Gerichts-Referendaries* are sought for by the German Government for the Consular Service abroad. Those who apply are to be sent out at once to China and Japan for two years to study the languages of those countries, at the end of which period, and after passing their examination, they will be employed at first as translators, and then be permitted to work their way up to promotion in the service.

COMMERCIAL.

There is but little to report to-day. Tea is perfectly quiet, as is also the market for cleaned Rice; of rough, 6,000 bags of the recent arrivals have been taken by the millers at former rates. The imports during the first six months of this year were only 63,000 bags, against 86,000 ditto in the corresponding period of 1871. There is a fair consumptive demand for Cassia Lignea at 10 sch. bco.; and a better feeling prevails for Pepper, which is a shade dearer, 7¼ sch. bco. having been paid for Singapore. A few transactions are recorded in Spelter, amounting altogether to 1,500 centners at 15 mks. 1 sch. to 15.5 for special marks.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, July 17.

The new Cabinet is a piece of good luck for the newsvendors in this dead season. There is the utmost want for any political fact of some importance; but, nevertheless, our journalists can easily fill their columns with more or less speculative contemplations about the vitality of the Cabinet. The Liberal press is generally well content with the Ministry de Vries; and only the *Arnhemsche Courant* entertains with me the fear that the struggle for the mastership between the official Premier and Mr. van de Putte will sooner or later become the stumbling-block. The Conservative papers become every day more furious that this occasion has passed without Mr. Heemskerk being able to take hold of the reins of Government. It is asserted—and I think it very credible—that the members of the Second Chamber will not meet in this Session for the despatch of business, and that the programme of the Ministry will be laid down in the Royal Speech, with which the new Session will be opened.

In my former letter I told you that either Mr. Blusse or van Bosse would be made candidate for the vacant seat in the Lower House. This rumour has proved to be somewhat unfounded. It is quite true that Mr. van Bosse has been put on the list, but he is not the serious candidate. Both our election clubs have, it is whispered, according to the wishes of Mr. Fransen van de Putte, promoted earnestly the candidature of a man whose name sounds extremely well in India, Mr. Otto van Rees. There is not the least doubt that he will be duly elected, now that his greatest competitor, Mr. Verniers van der Loeff, has declared that he will retreat. Mr. van Rees will certainly be one of the ablest members of Parliament, and the Colonial question will find in him a very warm and liberal promoter.

Up to this moment nothing transpired about official measures which would be taken in order that our colonies should be represented on the Vienna exposition. We, however, now learn by an Austria correspondence that Mr. Van Bosse, the former Minister, has co-operated with the commission in order that our colonies should be duly represented, whilst the Dutch Trading Company will forward a rich collection of samples of East India produces. The correspondent says nothing about the private traders and industrials, so that we are quite at a loss whether they will forward articles to this exhibition. In the same letter it is asserted that China will send all sorts of things. He says:—"Les nouvelles qui viennent d'arriver de la Chine sont aurri très favorables et font espérer une exposition des plus intéressantes. Toutes les classes de la société, les autorités, les industriels, marchands, etc., ont promis leur concours, et les travaux ovet commencè avec un yèle qui promet les meilleurs résultats. L'exposition Chinoise comprendra; l'industrie séricicole, articles de commerce, produits de poterie, vases et utensiles en porcelaine, instruments aratoires, chaussures, habits. tissus, tableaux, instruments de musique, etc. L'exposition universelle de Vienne sora la première qui offrira un tableau compret de l'industrie Chinoise."

The annual report of the Dutch India Railway Company has been published. The directors state that their task has become somewhat more pleasant, and that the dark clouds have passed away. They are of opinion that the means at disposal will be more than sufficient to construct the lines Samarang, Principalities and Batavia, Buitenzorg. The traffic of the lines cashed f.714,145.99, leaving a net balance of f.317,293.90. The number of passengers transported between Samarang and Bringin was 318,194.

His Majesty the King started the day before yesterday to Switzerland. Her Majesty is slightly indisposed, so that she cannot leave her seat near the Hague.

It is officially stated that seventy-nine students have passed their examination for the East India service, and of this number sixty were highly commended.

COMMERCIAL.

A quiet tone continues to prevail in business generally, as usual at this period of the year, but prices remain almost unaltered. The late advance in Tin has made further progress. The market for Sugar remained stationary, in anticipation of the coming Trading Company's auction. The valuations run between f.30 for No. 5; f.35¾ for No. 12; f.36¾ for No. 16; and f.37 for No. 20. Spices: More inquiry has manifested itself for Nutmegs, and prices advanced for No. 1 at 202 cs. Cloves have crept up a little. Rice looks very quiet. Kapok, 1,065 bales Java were offered for sale, but the greatest quantity was bought in; about 300 bales were sold at f.27 to f.37. Hides: Some lots ex Dunmore, Nestor, and Tiburnia found buyers. Cotton still dull. Arrack, 180 casks, ex Tiburnia, were sold.

SHIPPING.

ARRIVALS.—July 10, at Texel, from Batavia, H. W. M.; at Zierickzee, from Rangoon, Zephyrus; 13, at Brouwershaven, from Rangoon, Ferdinand Brumm; 14, at Brouwershaven, from Sourabaya, County of Sterling; from Akab, Newcastle; from Rangoon, Antoinetta; at Texel, from Sourabaya, Rance; 15, at Flushing, from Akyab, Gauthiod; 16, at Texel, from Banjoewangie, Maarten van Rossem; from Samarang, Concordia; at Zierikzee, from Sourabaya, Constantia.

DEPARTURES.—July 16, from Texel, for Batavia, B. R. H.

PASSENGERS INWARD.—From Java, per Cornelis Wenard Eduard, Messrs. Rappard and family, Ocberse and family, Hamilton and family, Bruin, Dr. Hamilton and family, Mrs. Heyting and family, Mrs. Bothling and family, Mrs. Schoon and family, Miss Newman, Klein, Mr. Bruin; per H. W. M., Messrs. G. A. van Delden, J. C. Levysohn.

FREIGHTS.—The Trading Company has chartered the following vessels to convey produce from Java to the following harbours:—to Amsterdam: Ottolina, W. Ouwehand, 778 lasts, f.74.99; Anna Lucretia, A. G. Rijnsaardt, 333 lasts, f.75.98. To Rotterdam: Industrie, C. B. Brandligt, 975 lasts, f.75.75. To Dordrecht: Catharina Maria, J. Boon, 398 lasts, f. 76.40.

PORTUGAL.

(FROM OUR OWN CORRESPONDENT.)

LISBON, July 13.

The Royal family started on the 25th ult. on a visit to the Northern Provinces, and arrived on the same day at Oporto. Their Majesties received the day following all the persons who were in the case to appear before them. The concourse was very extraordinary. At night their Majesties went to St. Joao's Theatre, where they were received with enthusiastic cheering, many flowers, and waving of handkerchiefs. On the 27th they visited the Custom-House, Stock-Exchange and Military Hospital. They were warmly applauded through all the streets from the windows, and at night again in the theatre. On the 28th they drove to Vianna do Castello; they arrived at half-past seven in the morning at Villa do Conde, and started at half-past nine for Povoa: they reached at noon Necessidades, and they made their appearance at Vinana at half-past seven in the evening.

Their first steps were directed to the church, where a *Te Deum* was chanted, and they went afterwards to the house which was destined for their residence. Their Majesties and Highnesses were heartily welcomed amidst many cheerings and other demonstrations of rejoicing in that town, as well as in Villa do Conde, Povoa do Varzim, Barcellos, and the boroughs in their transit. On the 30th the Royal family started from Vianna to Braga, where they were received in all the streets with the greatest enthusiasm. As soon as they arrived there was chanted a *Te Deum*, and at night they went to St. Geraldo's Theatre. During their stay they visited the splendid chapels in Bom Jesus. Their Majesties were the object of the most enthusiastic and gorgeous manifestations of respect and sympathy that can be imagined. On the 3rd inst. they were at Amarante. On their entrance the town was adorned in every street with many signs of quiet rejoicing. At night Amarante was illuminated in a surprising manner.

On the 4th they were at Villa Real, and an immense concourse cheered their Majesties and Highnesses. Many people were received by the Royal family. Such was the enthusiasm and love for their Majesties that the majority of the people kissed their hands, and kneeled, evidently against the will of the Royal persons. On the 6th they arrived at Regna, where they visited Ponte Nova, the Quay, and the Baths of Moledo, amid the most energetic acclamations. On the 8th they returned to Oporto, going down the river. They arrived at Freixo at seven o'clock in the morning, accompanied by many boats and barges adorned with flags, which were to meet their Majesties beyond Avintes. In the palace of Freixo, belonging to a viscount of the same title, was prepared a magnificent lunch for their Majesties.

There was a ball given in honour of their Majesties. On the 9th the whole of the inhabitants of Oporto, in presence of the Royal Family, celebrated worthily the anniversary of the entrance of the Liberal army into that city. All the press commemorated that glorious fact, and the city was dressed in its best ornaments to grace it. On the 12th they started from Oporto to Coimbra, where they have been assisting at the Feast of the Queen Santa Isabel. On the 15th their Majesties are expected in Lisbon from their tour.

The Commission named to study the causes of emigration from Portugal have held a meeting, in which the contracts of colonisation and the passages of emigrants on board the vessels and steamers were discussed. The Commission resolved to ask, through the Foreign-office, the consular and diplomatic agents, the laws on emigration in Brazil, United States, England, and Germany.

The Queen of Sweden, who had come here to pay a visit on the 24th ult., has already left. I was told that she was so pleased with the beauties of this country that she promised to come again next year, to stay some weeks. Her Majesty visited the splendid mansion on the Pena, in Cintra, belonging to his Majesty D. Fernando, father of the King of Portugal, and the Palace of Monserrate, belonging to Mr. Cook, honoured two years ago by the King with the title of Viscount of that same place. The Queen was surprised at the form of the building, and at the exquisiteness and richness of the ornamentation of those palaces and gardens.

On the 6th ult. the corvette *Estephania* and the steamer *Lynce* received orders to sail for a secret commission. The corvette has been expecting until now the last determination of Government. I was told that Government were informed of an important debarkment of guns to be made in our territory with destiny to Carlists. Others say that Government feared some revolt during the stay of their Majesties at Oporto.

The new Treaty of Commerce between Germany and Portugal has been in force since the 10th, but the first cargoes that arrived in Portugal have not profited by its provisions through not having the necessary certificate from the ports of departure.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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The London & China Telegraph.

LONDON: MONDAY, JULY 22, 1872.

TESTING CONSULAR PASSPORTS IN CHINA.

MR. BABER'S adventure at Nanchang has demonstrated in the most practical way the truths of the ill reports brought by travellers of the officials and people of that city. The idea of stripping Mr. BABER of his official rank, and of sending him in the guise of a private individual to test the temper of a Nanchangese was a happy one, and completely answered the desired end. His experiences tally accurately with those of missionaries and others who have from time to time had the ill-fortune to visit that city. His arrival was the signal for the collection of a stone-throwing crowd, over whom the Mandarins, who were amongst the rioters, professed to have no control. Willing to ascertain the feeling of the higher authorities Mr. BABER forced his way to the Governor's Yamen. Here at first he was met with the same excuses and prevarications as he had encountered on first landing, and it was not until he had drawn the Governor's attention to the Chinese version of his passport, and had warned him of the consequences of refusing him protection, that that functionary at length consented to provide him with an escort to protect him on his way back to his boat. Here, then, we have another instance of the determination of the Mandarins to ignore the provisions of the Treaty. And it must be remembered that but for the facts that Mr. BABER was quite prepared for all contingencies, and was able to speak Chinese, the disturbance might very possibly have had a far more tragic ending. We trust that this event will add a further inducement to our Government, to press on the audience question, for it is certain that a satisfactory settlement of that all-important point, will alone put an end to the outrages to which foreigners travelling in China are now constantly subjected. As long as the Foreign Ministers are excluded from the Imperial presence, so long will the provincial Mandarins treat Western travellers as subjects of inferior powers, and so long will the lives and property of foreigners, when beyond the reach of the Consular authorities, be in imminent peril.

IN our last number we announced the names of the successful candidates for the three vacancies for Student Interpreters to be Messrs. FRASER, HOLLAND, and PLAYFAIR. An open competition will be held on the 30th inst. for five more vacancies. The examination will be in the following subjects:—Obligatory.—1. Handwriting and orthography. 2. Arithemetic (including vulgar and decimal fractions). 3. English composition. Optional.—1. Precis. 5. Geography. 6. Euclid (books 1 to 4.) 7. Latin. 8. French. 9. German. 10. The elements of Civil and Criminal Law; the text books being Smith's "Mercantile Law" and Archbold's "Pleadings and Evidence in Criminal Cases." Candidates failing in any of the obligatory subjects will not be admitted to the further examinations. Applications to be examined in the obligatory subjects at Dublin or Edinburgh will be specially considered.

THE P. and O. steamer *Deccan*, Captain Soames, with the first of the new teas, arrived and docked on the evening of the 16th, followed by the *Agamemnon* the next evening. The *Deccan* left Woosung on the 29th May, and the *Agamemnon* the day before, the respective passages being forty-eight and fifty days. The *Deccan* brings 2,500 tons, and the *Agamemnon* 3,500 tons of tea. The freight by the former was £6 10s. and £7, if under forty-five days, out of which the Company had to bear the freight down from Hankow. The *Agamemnon* loaded at Hankow at £5 per ton. The *Malacca*, with the new teas from Foochow, is reported at Gravesend, and the *Sunda*, from Canton, arrived on the 20th. The *Deccan* will shortly take her place again on the Indian side. Several steamers are proceeding out *via* the Suez Canal, of which particulars will be found in our advertising columns.

WE believe that the departure of Mr. PAUNCEFOTE, the Attorney-General of Hong Kong, has been postponed until the second mail in August, arriving in time for the opening of the Court on 12th Oct. Chief Justice SMALE will, we understand, proceed about the same time.

THE Board of Trade have received from the Secretary of State for Foreign Affairs, an extract from a despatch from Her MAJESTY'S Minister at Peking, reporting that arrangements have been made for opening the port of Kiungchow in the island of Hainan, to foreign trade.

WE understand that Mr. C. W. HOWELL, the Secretary to the P. and O. Company, who has been thirty years in the service of the company, retires, and will be succeeded by Mr. BETHUNE, formerly superintendent at Bombay, and lately assistant managing director in London.

CHINA CONSULAR REPORTS.

The missing commercial reports of Her Majesty's Consuls in China for the year 1870 have just been published:—

SHANGHAI.

Mr. Consul Markham reports a falling off in British imports of £263,958. This decline is chiefly in Cotton Piece Goods, but Woollen Goods also decreased slightly. Metals show a small increase, mainly in Lead. The import of Coal, Coke, and Needles decreased; as did miscellaneous goods from the Colonies. There was, however, an increase in the importation of Opium from India. Taking the imports from all foreign countries together, we find a decrease of Tls. 2,744,190, viz., Tls. 52,453,448 in 1870, against Tls. 55,197,642 in 1869. The British export trade shows an increase of Tls. 802,385, viz., Tls. 25,114,202 in 1870, against Tls. 24,311,817 in 1869; but it appears that the export trade to Hong Kong was omitted in 1869, so that, if this be deducted from 1870, there was a real decrease of Tls. 2,000,000. The total export of silk declined 900 bales. The gross value of the trade of Shanghai for 1870 was Tls. 106,425,772, showing a decrease of about Tls. 3,500,000. 730 British ships entered the port in 1870, against 863 in 1869. The whole number of vessels, British and foreign, entering the port, shows a falling-off of about 200 ships. As there was a decrease in the general trade, there was of necessity a decrease in the amount of duties received; but, the import of opium having increased, the total duties collected was about Tls. 60,600 more than in the previous year. A falling-off in the import and export of treasure direct from foreign countries is perceptible by about £1,300,000, but the indirect trade in this item shows an increase of about £400,000. The decrease in the importation of coal from Great Britain is owing to the successful working of the Takusima mines, near Nagasaki, the coal from which is every day coming into more extensive use, and to the consumption of native coal by the two lines of steamers plying on the Yangtsze. The cost of British coal ruled at about 50s. per ton; the price of native coal ranged from 25s. to 30s. The cultivation of the poppy is reported as daily increasing, and the price of the native drug is therefore likely to be steadily reduced until Indian opium is driven out of the market altogether, unless it can be placed in the consumer's hands at a lower price. There is no obstacle whatever to the cultivation of opium throughout the length and breadth of China.

Mr. A. Davenport, Acting Vice-Consul, and Assessor of the Mixed Court, reports the working of the Mixed Court as unsatisfactory. The jurisdiction of the Court is too circumscribed; the rank and pay of the Sub-Prefect too low; there is considerable prejudice in the minds of the natives that great difficulties lie in the way of their obtaining justice in cases brought against British subjects; the inadequacy of the punishments inflicted amounts to an incentive to crime; and the reckless manner in which many British subjects give credit to natives is another main cause of the failure of the mixed Court. Mr. Davenport recommends that the Court should be placed under the direct authority of the Intendant of Circuit; that all cases between Chinese and British subjects should be tried by the Consul and Intendant without assessors; and that the unsatisfactory nature of the punishments should be remedied by a system of hard labour, at the expense of the Municipal Council. Mr. Davenport sums up an exceedingly interesting and exhaustive report by observing that, if his recommendations are adopted, the relations between the natives and ourselves would re-assume the friendly tone which existed many years ago, but which cannot be restored so long as the offices of Intendant of Circuit and District Magistrate are filled by mere popularity hunters, exhibiting uncompromising hostility to foreigners.

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The export of Black Tea from Shanghai for the year 1870 amounted to 63,025,983 lbs., against 59,990,709 lbs. in the preceding year. Green Tea also rose from 29,656,149 lbs. in 1869, to 31,265,267 lbs.

The population of the native city and suburbs may be put down at about 320,000.

CHINKIANG.

This port is at present under the jurisdiction of Shanghai. Looking back over the history of the past four years, Mr. Markham is of opinion that its reduction from the rank of a consulate in 1867 was premature. Sir Rutherford Alcock, who recommended the measure at the time, changed his mind on the subject, and advised its restoration to a consulate in the following year. In no port open to foreign commerce in China has the trade shown such powers of expansion as in Chinkiang. At its present rate of development Chinkiang will become one of the most important emporiums of foreign commerce in China in a few years. One of the most promising features in the future of this port is the cultivation of Silk. Teas are also largely grown in the neighbourhood, and, from a political point of view, Chinkiang is of very considerable importance, situated as it is close to Nanking, the seat of the most powerful viceroyalty in the Empire. During the past few years almost all the political disturbances that have occurred in the central provinces have had their origin in this vicinity. It is very desirable to have a Consular officer of such rank at Chinkiang as can call upon a viceroy at Nanking, and settle any differences that may arise in the interior or on the coast. Shanghai is too far away for this purpose; and the Consul there can only visit Nanking after a considerable delay, and at much inconvenience. The entire value of the British trade at this port in 1870 was £6,000,000, the Consular fees steadily and rapidly increasing and it is hoped that it will now be restored to its old footing as a full Consulate.

TAIWAN (FORMOSA).

Mr. Acting Consul Hewlett reports the full realisation of the favourable anticipations he expressed in his last report as to the development of this district. The year 1870 shows the highest figure that the returns have reached since the opening of these ports since 1864. In shipping and tonnage there was, in spite of the discouraging political events of the year, a most marked increase; and there sprang into existence, moreover, a direct trade between Taiwan and the British colonies of Hong Kong and Australia. British vessels, however, cannot compete successfully in the coasting trade with those under foreign flags, owing to the lighter draught and larger carrying capacity, in which North German and Danish vessels have a decided superiority.

A large quantity of opium comes to Formosa in junks. The importer in foreign vessels is at a disadvantage as compared with the shipper in native craft. The latter pays no import duty, and is, consequently, able to undersell the foreign merchant by £46 5s., the amount collected under tariff.

There was in 1870 an increased demand for Woollen and Cotton Fabrics, the consumption of which exceeded that of the preceding year by 21,525 pieces, valued at £19,856.

Treasure imports rose from £26,133 in 1869, to £133,335 in 1870—the increase being occasioned by the large export of sugar, and by the comparatively low rates at which Opium sold during the year.

It is calculated that only one-fifth of the Rice grown in Formosa leaves the island in foreign vessels; nevertheless the export of this article in 1870 exceeded that of the previous year by 5,794 piculs, valued at £5,449—an increase which is only £500 less than the total value of the Rice exported in 1868.

The chief product of the island, and that on which the commercial prosperity of these ports mainly depends, is Sugar. The returns for 1870 show an amazing increase in the export of this article, the Sugar exported in that year having nearly trebled that in the year preceding. The shipments were chiefly to Japan, where, owing to the failure of the crop, they sold at highly profitable rates.

The event of the year which excited the most interest was, of course, the proposed disestablishment of the foreign Consulates and the consequent closing of the island to foreign trade. Against this proposal the foreign residents protested, and Mr. Hewlett supported their arguments in a memorial, which must be fresh in the recollection of our readers. The result of the trading of 1870 proves beyond doubt the justice of Mr. Hewlett's views and the value of the port to us. It must be added to that, although the Formosan officials are generally rapacious, when foreign interests do not affect their personal aggrandisement, there is not much to complain of in them. As soon as intelligence of the Tientsin massacre reached this place, the Taoutai took steps to prevent any popular outbreak, and repressed any rumours calculated to inflame the popular mind against missionaries. There is only one Protestant mission in Formosa; its members belong to the English Presbyterian Church. They own no property away from the Treaty ports, all chapels at inland ports being registered in the name of Chinese converts. By exercising great caution in the admission of native members, and by rigidly abstaining from interfering in the temporal concerns of the converts, they disarm suspicion, conciliate the authorities, and move about the country unmolested, if not unnoticed. The Roman Catholic missionaries are believed to be equally impressed with the importance of avoiding collision with the native authorities. In connection with the Presbyterian mission, and supported by its funds and voluntary contributions, are two hospitals, in one of which relief was afforded to 2,000 natives in 1870, and the other is equally appreciated, the Taoutai having presented a donation to it, and declared that the authorities would willingly subscribe to such institutions.

The constant shipwrecks on the Pescadores make the erection of lighthouses on those dangerous islands of urgent importance, not only to the local shipping, but to all vessels of the larger class engaged in the China trade.

TAMSUY (FORMOSA).

Mr. Vice-Consul Gregory reports, the import of British manufactures as maintained, and, on the whole, increased. The exports show a large increase as compared with those of the last five or six years, mainly owing to the rapid growth of the tea trade. This trade may be said to have commenced in 1866, when 180,824 lbs. were exported; by a rapid and steady development it has now attained seven or eight times that amount. The manner of conducting the trade differs from that which prevails at other ports. Here the British merchant buys the tea in an unprepared or partly-prepared state, and in small quantities. It is then prepared for exportation on his premises and under his direction. One cause of the rapid growth of the trade may be found in the care and the honesty with which the tea is prepared by the British exporters. Another cause is the advantage of climate and situation. The greater part of the tea exported goes to America. Until 1871 there was no inland tax on tea in Formosa. The lekin tax was then imposed amidst much discontent and opposition. Notwithstanding this check Mr. Gregory believes the export will show a continued increase. The tax, after several tentative reductions, has been fixed at the moderate rate of about a farthing per lb.

Rice was in 1870 the second export in point of value—which was greater than in any year since 1864. Camphor showed a larger export also, reaching 17,239 cwt. The overthrow in 1868 of the monopoly of this article greatly lowered the price and increased the trade. An attempt to levy a small lekin tax on this article was not persevered in in consequence of the opposition it met with. Mr. Gregory is of opinion that, from the peculiar character of the camphor manufacture and trade, a well-managed and honestly worked official monopoly under European superintendence might be advantageous.

Coal is exported almost entirely from Keeling, and not from Tamsuy itself; the export of 1870 was much smaller than that of any year since 1868. The collection or manufacture of the sulphur of Tamsuy is prohibited by orders from Peking. It is much to be wished that the manufacture of this product was established under official sanction, either on Government account or otherwise.

The total value of imports and exports in European vessels, excluding treasure and re-exports, was £314,000, about £180,000 of which was British or British Indian. The rice-fields of Bangka, ten or twelve miles from this port, yield two harvests per annum; the first crop is reaped in July, the second in November. The rice bears a high character in the Chinese market. Tea planting is on the increase in the inner country near the aborigines' borders. Windmills are unknown, but there are flour mills worked by the overshot water-wheel.

JAPANESE NAVAL ARMAMENTS.

A report by the captain of the Russian corvette *Boyarin*, published in the *Constradt Messenger*, gives some curious details on the present state of the naval armaments of Japan. On the 14th July, 1871 (he says), five Japanese ships of war entered the harbour of Yokohama. One of these ships is a corvette of English construction, armed with six long cast-iron guns and two bronze guns. The second ship is an ironclad ram, the *Stonewall Jackson*, formerly part of the American Confederate fleet. It is armed with a 300-pounder and two Armstrong rifled 70-pounders. The three other vessels are screw gunboats of English construction, each armed with three guns. The crews of these vessels are composed exclusively of Japanese, with a uniform exactly the same as that of English sailors. On the 28th March a casemated Japanese corvette, the *Reuzeokan*, armed with eight guns, also entered the harbour. The railway between Yedo and Yokohama (continues the report) is now quite finished, and will shortly be open for public traffic. The telegraph is already being used along the whole of the line, and a second telegraphic wire is being laid between Nagasaki and Yokohama. The Japanese army is equipped and armed in the French manner, and its rifles are according to the Albini system. In the Gulf of Yedo there is an arsenal, situated on a terrace cut into the side of a mountain; this arsenal is provided with a large dock, 407 feet long, 82 feet wide, and 21 feet deep. The largest ocean steamers can enter it for repairs. The water of the dock is exhausted in ten hours by three large steam-pumps. Its construction occupied eighteen months, and cost the Japanese Government 240,000 Mexican dollars. Thirty vessels have already been refitted in this dock. Another dock of smaller dimensions is being constructed by the side of the first for ships of small tonnage. The Admiralty also has a rope manufactory, a foundry, a boiler manufactory, a mechanical forge, a steam sawing-machine, and all the necessary appliances for repairing ships. Engines and boilers are now being constructed for river steamers. The

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buildings are all of wood; they are not supplied with much machinery, but what they have is sufficient for the wants of the harbour. This small establishment will evidently never become the naval arsenal of Japan, but it forms an excellent nucleus for the young Japanese fleet, and will afterwards be of great use for the squadron which the Japanese Government is apparently about to keep up in the neighbourhood of the capital. The arsenal was built by a French engineer, M. Verny, who has been retained as manager of the establishment. Thirty Frenchmen are attached to it in the capacity of foremen, assistants, and instructors. The maintenance of the works costs $00,000 Mexican dollars a-year; and since they were begun, five years ago, the expenses of the establishment have amounted to 1,500,000 dollars.

EXTRACTS FROM LANMAN'S JAPANESE EMBASSY.

THE GIRLS SENT FOR EDUCATION.—The names of this delegation of Japanese girls are as follows:—Lio Yoshimas, aged fifteen; Tei Wooyeda, aged about fifteen; Stematz Yamagawa, aged twelve; Shinge Negai, aged ten; and Ume Tsuda, aged eight years. They represent in their persons five distinct families, and while they are not immediately connected with the Imperial Family of Japan, they do belong to that particular class which would, in this country, be called the aristocracy of intellect and wealth combined. How these particular girls happened to be selected is not important; and, although their fathers or friends were abundantly able to send them abroad, they have in reality come to this country as the wards of the Japanese Government. Their fathers are all connected with the present Government, and rank as follows:—Yoshimas, retainer of a Prince of Tokzyawa; Wooyeda, second secretary of the Department of State; Yamagawa, first chamberlain to the Prince of Adzu; Nagai was formerly a retainer of the Tycoon, but now holds allegiance to the ruling power, and has a public position; Tsuda is one of the secretaries of agriculture, as well as a geologist and civil engineer. They were consigned to the care of the Japanese Minister, Mr. Mori, in Washington, and in view of very numerous applications that were made by educational institutions throughout the country to take them in charge, and while debating what was best to do with the girls, Mr. Mori resolved to keep them for a few months under his immediate protection, and obtained comfortable and cheerful homes for them in Georgetown, under the general supervision of the editor of this volume. With regard to the kind of education which the Government of Japan would have bestowed upon these girls, that is a question which will probably be decided by Mr. Mori, and his personal views have been freely expressed in Washington society. He would, in the first place, have them made fully acquainted with the blessings of home life in the United States; and, in the second place, he would have their minds fully stored with all those kinds of information which will make them true ladies.

REPUBLICAN GOVERNMENT, BY MR. ENOUYE.—The Government is influenced to a great extent, not by the opinions of a King, or what is worse, those of a few ambitious politicians, but by the mighty voice of an almost infallible people. It is evident that the Government thus situated will be more faithful in the execution of its duties than in monarchical countries, where the character of the Government depends a good deal on the disposition of the sovereign. Another strong point in a republic is the bicameral feature of its Government. One body acts as a check on another, and if their characters are different, for instance, the first Radical and the second Conservative—the course of legislation will be neither too progressive, with which the people cannot keep pace, nor so Conservative as to interfere with the enterprises of the country. The right to struggle for fame, for learning and wealth, is the grandest heritage of humanity, and this right is most scrupulously respected in almost all the republican countries of the present day; hence the poorest and humblest can have fair play to become superior in position to any other. Beholding a republic with her weakness and strength before us, and a monarchy with hers in the same position, we shall fear the latter as our enemy, for she is strong, but the former we shall love as we love the truth; we shall encourage as we would an inexperienced youth, for her strength is not yet as fully developed as that of her elder sister, monarchy.

THE POSITION OF WOMEN IN JAPAN.—Whatever customs have been introduced among the lower classes through the pernicious teachings of Chinese literature, they have been constantly resisted by our better classes. Never original to Japan, our efforts have been to eradicate them as fast as possible. In proof of these assertions I refer to our ancient history, showing that out of 124 sovereigns, rulers of Japan, eight Empresses are included in the list. These ladies ruled long and wisely. Under the rule of an Empress Japan attacked and conquered Korea, after a brilliant campaign, which country she held as a dependency for over 600 years, when, finding it had become more care than value, we voluntarily relinquished it. Under the rule of an Empress Japan attained high literary culture, religion was inculcated and respected, and facilities for general education were greatly improved. China never had an Empress. Throughout most of the countries of Europe and Asia lines of hereditary descent have been wholly male; but I am happy to say Japan has prospered under eight such reigns. Finding our ancient practice confirmed by the experience of Western nations, Japan need not hesitate now to enforce among all classes that respect and consideration for women that has never been wanting about her court and among her better families. Thus may Japan hope to insure the stability of her civilisation, and regain her early chivalry, and, by enlisting the assistance of educated mothers and daughters, secure a noble future.

THE JESUITS AND EARLY MISSIONARIES.—The Christian Missionaries, seeing their growing influence over the consciences of the people, commenced to meddle with the politics of the state, whereupon the Dutch warned our people of the danger from this. Acting upon this suggestion the Government prohibited its propagation and compelled all foreigners, except the Dutch, to leave the country. At the siege and subsequent fall of Osaca the final victory of the ancestors of the Tokungawa family was gained, andmany leading officers who were in the city escaped to Shunabarra, near Nagasaki, where the people generally professed Christianity, and excited them to open insurrection, by deluding them into the belief that the Government intended to prohibit Christian Worship. Those people, labouring under this delusion, rebelled against the Government, and maintained their position for over two years; and soon after they were overcome they still continued to be rebellious and fanatical, mixing their religious belief with party spirit. This caused the Government to take steps to prohibit this worship entirely throughout the empire; therefore, on this account, and not on account o the belief itself, it was prohibited. This is further proved to have been the motive by the fact that Buddhism was not also prohibited, which is not the faith of the Mikado, he being Sintoo, in his faith. These things occurred about the year 1630. At the time Commodore Perry entered Yeddo the Tycoon made the Treaty with him in opposition to the sentiments of several of the great daimios, who, having long been jealous of the Tokungawa clan (of which the Tycoon was a member), took advantage of the anti-foreign sentiment of the people, then prevailing, and pretending also to make war to uphold the religion of the Mikado rebelled against and overthrew the Tycoon, and put his majesty the Mikado on the throne in his stead. In fact, they made use of the Mikado as a puppet to execute their desires in his name, and seemingly by his authority. The present Government, owing to its declarations, was necessarily severe against any who followed any foreign religion. Against those who professed Buddhism, which being generally professed in the empire, they took measures only against the priests, who were deprived of many privileges hitherto granted to them. Whatever promises may have been made by it, relative to the mild treatment accorded to native converts, their punishment continues to be severe and cruel. Under the late Government the punishment was the crucifixion of the convert, but by the law of this Government the punishment extends over eight families, to wit, parents, grandparents, elder and younger brothers and sisters, uncles, aunts, sons, daughters, grandchildren, and male and female cousins of the convert, and is death. It certainly has done away with the punishment by crucifixion, but simply doing this can hardly be called mild treatment. Those converts who were imprisoned year before last would have been killed according to this law, but for the remonstrances of the foreign representatives.

Monetary and Commercial.

Advices from Constantinople confirm the news of the Porte's objections to the increase in the Suez Canal tonnage dues, and state that the project for cutting a second canal with English capital is again being mooted. It is asserted that, as the new canal could be made at less than one-third the cost of the present one, it would pay the shareholders a fair dividend, even if it were used only by British shipping.

Telegrams have been received from Singapore, anouuncing the failure of the well-known Chinaman Whampoa. A compromise has been arranged at 55 cents. The firm of Smith, Harrison, and Co., in which Whampoa was a partner, have also had a meeting of creditors, and agreed to pay in full. Mr. Harrison the London agent, has not stopped payment.

The tenders for £600,000 in bills on India were received at the Bank of England, when the amounts allotted were—to Calcutta, £432,000; to Bombay, £163,200; and to Madras, £4,800. The minimum price was fixed, as before, at 1s. 10¼d. on all the presidencies, and tenders on each at 1s. 10⅜d. will receive about 96 per cent. These results show a slight increase of demand for means of remittance to the East.

Messrs. Schroeder and Co. announce the payment of the interest on the Japan Customs Loan due on the 1st August.

The China clipper *Ariel*, which left London Feb 4, for Sydney, had not arrived out on June 20, 135 days. Fifty guineas premium has been paid on her.

The amount of bullion by the P. and O. Company's steamer *Mongolia*, which left Southampton on the 18th inst., was, in gold —to Galle, £100; to Singapore, £1,000; to Bombay, £5,000; to Madras, £801; in silver—to Singapore, £25,500; to Hong Kong, £13,250; to Shanghai, £2,675; to Calcutta, £1,000; total, in gold, £6,901; in silver, £41,925.

There is but little doing in Bar Silver, the supplies on hand being limited. The current price is 60 3-16d. per oz. standard. Mexican Dollars show no alteration. We quote the old coinage 62¼d., and the new 59¾d. per oz. The large amount known to be on its way from Mexico will probably arrive early in August.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Maritimes, (Head Office in Paris), 97, Cannon street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. G. Waldusk, secretary.

Hong Kong Distillery Company (Limited), Hong Kong; Deverill and Titterton, agents, 6, Crosby-square, E.C.

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Singapore Gas Company, 8, St, Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street Square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, secretary.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, Dent, Palmer and Co., agents, King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austinfriars.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Great St. Helens.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 7, Mincing-lane, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Great St. Helens.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank, "Actien Gesellschaft" of Berlin; agencies, National Provincial Bank of England, 112, Bishopsgate-street Within; and German Bank of London, Bartholomew-lane, Lothbury.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, W. H. Vacher, manager, 32, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.
£10	Agra Bank, ...	All	8 to 8¼
25	Bank of Egypt	All	51 to 53
20	Chartered Bank Ind., Aust., and China	All	16¾ to 17¼
25	Chartered Merc. of India and China ...	All	27 to 29
20	City Bank	10	16 to 17
100	Colonial Bank	30	56 to 58 xd.
500fr.	Comptoir D'Escompte of Paris	All	f.675
£28¼	Hong Kong and Shanghai Bank ...	All	44 to 46
100	Imperial Bank	20	29 to 30
50	London and County	20	59¼ to 60¼
50	London Joint Stock	15	46 to 47
100	London and Westminster	20	66 to 67
25	Oriental Bank Corporation	All	43 to 44
50	Union of London	15	45 to 46
	Telegraph Companies.		
10	British Indian Extension	All	11⅛ to 11⅜
10	British Australian...	All	7½ to 7¾
10	China Submarine	All	8 to 8¼
10	Great Northern	All	11 to 12
25	Indo-European	All	13 to 15
10	Mediterranean Extension	All	6 to 6¼
12	Telegraph Construction Company ..	All	31¼ to 32 xd.
50	Indiarubr., Gutta Percha, & Tel. Works Co.	45	35 to 37
	Miscellaneous		
20	British India Tea Company	All	5 to 6
20	Brit. and Foreign Marine Insurance Co.	4	7 to 8 pm.
20	Ceylon Company	All	15 to 17
20	Do.	10	5¼ to 4¼ dis.
50	Colonial Company	20	2 to 1 dis.
5	Credit Foncier of England	All	5⅞ to 6¼
10	General Credit and Discount Company	7½	2¾ to 3¼ pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	⅜ to ⅝ dis
98	Japan Loan, 9 per cent.	All	109 to 111
20	London and Prov. Marine Insurance Co.	2	2½ to 3 pm.
25	National Discount Company	5	12½ to 13¼
25	Ocean Marine Insurance Company ...	5	12½ to 13¼ pm.
500fr.	Messageries Maritime of France ...	All	
50	P. and O. Steam Company	All	53 to 55
50	Do. Do. 1867	10	1¼ to ⅜ dis.
100	Royal Mail Steam Company	60	86 to 88
20	Realm Marine Insurance Company ...	3	1¾ to ⅝ dis.
20	Thames and Mersey Marine Insur. Co.	2	6 to 6½ pm.
20	Universal Marine Insurance Company	5	7½ to 8½ pm.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

Since last mail the tone of the Market has been barely so steady, and producers have shown more disposition to induce business by accepting somewhat lower rates, which has, however, failed to bring about renewed activity. At the close the desire to make sales has rather increased, and both spinners and manufacturers, but more particularly the latter, have laid themselves open to offers, but they have resisted any material decline, and although prices generally are easier, there is an absence of depression.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	6s. 9d. —	7s. 6d. 7s. 7½d.	8s. 0d. 8s. 1½d.	8s. 6d. —	8s. 9d. —	9s. 0d. —	9s. 7½d. 9s. 9d.	9s. 10½d. —
Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	10s. 1½d. —	10s. 3d. —	11s. 3d. —	12s. 0d. —	11s. 3d. —	13s. 0d. —	7s. 7½d. 7s. 9d.	8s. 10½d. 9s. 0d.
Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	39	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	8s. 10½d. 9s. 0d.	9s. 10½d. 10s. 0d.	11s. 3d. —	13s. 0d. —	11s. 3d. —	12s. 9d. —	14s. 1½d. —	15s. 6d. —

ARTICLES OF IMPORT.

TEA.

The following is from Messrs. Capel and Co.'s Circular:—

The market for old season's Teas during the week has been very quiet, the chief sales making being at public auction, without reserve, prices showing but little alteration. Further arrivals of new District Congous and Scented Teas have also come to hand, but have met with but little demand. Capers have realised rather better prices than Orange Pekoes, but both show a reduction on last week's rates. New District Congous have also again sold in favour of buyers. The deliveries for the week have amounted to 2,865,540 lbs., against 3,097,378 lbs. last year.

The arrival of the Deccan, in dock, on the evening of the 16th, and of the Agamemnon on that of the 17th, have been the chief feature of interest. The Teas by the former were placed on the market on the 17th inst., and those of the latter yesterday. They have not met with much demand; the finer Teas have alone found competition, the medium to fine kinds having been prejudiced by the declaration of about 2,000 packages for public sale, without reserve, for to-day and to-morrow. The quality on the whole we consider about the same as last year, certainly showing no improvement. The sales have amounted to over 10,000 packages, from 1s. 6d. to 1s. 10d. for fair to good, 1s. 11d. to 2s. 6d. for fine to finest, in chests and half-chests, and 1s. 11d. for good, and 2s. 1d. to 2s. 8d. per lb. for fine to extra fine, in boxes. A parcel of finest Pak Lin, in boxes, arrived overland, has been taken at 2s. 9d. per lb., the quality being considered superior.

Black: Red-leaf kinds: Siftings show no change. Broken-leaf kinds sold rather easier. Fair to good common remain firm; fair to good and fine Kaisows and Pak Lin kinds show no change. Black-leaf kinds: The low qualities show no improvement, good common have been quiet, fair to good kinds show no alteration. In fine to finest old season's there is nothing to report; of the new we have written above. New make Canton kinds: Common to fair have sold ½d. to 1d. per lb. lower, good 1d. per lb. lower, the demand being *limited*, fine have been rather firmer. In Oolongs, Souchongs, and Flowery Pekoes there is no new feature to report. Scented Teas: Canton Capers, further supplies of new season have been freely offered, both by public and private sale, and prices show a decline of 1d. to 2d. per lb., prices ranging from 1s. 2½d. to 1s. 6d. for fair to good quality. Canton Orange Pekoes have been sold with difficulty at a decline of fully 1d. per lb., at public sale, for good quality, fine at 1s. 10d. also show fully 1d. per. lb. decline. Foochow kinds show no change. Uncoloured Japans have been steady at previous prices. *Green*: In the absence of fresh arrivals the market has been firm, but business has been small, prices showing no alteration.

SPECIAL REPORT ON NEW SEASON'S TEA.

Canton Teas.—The steamer Antenor brought full supplies of all kinds. Of new make Congou, Tay-Shan leaf, sales have been made of fair quality strong burnt at 11d. to 1s. per lb., and strong malty burnt kinds at 1s. 0½d. to 1s. 2d. per lb., fine at 1s. 2½d. to 1s. 4d. per lb.; finest at 1s. 5d. to 1s. 7d. are neglected, being interfered with by new black-leafs.

Canton Scented Capers.—It is seldom the out-turn has proved so inferior, as with few exceptions Teas are largely mixed with "lie tea" and other matter, and most parcels are wanting in scent. The few small lots of truly fine quality were briskly competed for and realised high prices, say 2s. 6d. to 3s. per lb.

Scented Orange Pekoe.—The quality of this class of Tea is fairly good, and quite equal to last season's, but prices rule lower, as there has been great haste shown by importers to sell, and prices rule very moderate, 1s. 4d. to 1s. 5d. for good medium strong scented, 1s. 6d. to 1s. 8d. for fine, and 1s. 9d. to 2s. 2d. per lb. for finest.

Black Leaf.—The steamer Deccan's samples were offered on the 17th inst., and, contrary to general ideas, the market opened at a very fair range of prices, but buying has not been continued; with the cargo of Agamemnon on offer, and a great desire on the part of importers to sell, a thorough collapse took place, and transactions were on a small scale, at fully 1d. to 2d. per lb. decline on sales made the first day for second quality teas; finest rule tolerably firm, and doubtless the loss of the Parnassus (reported to have the bulk of the crack Ningchows) will tend to keep this grade up.

The quality of the crop, on the whole, we consider slightly preferable to last season's, as the infused leaf is of good quality; most chops, however, owing to hasty curing, are much mixed, and not properly twisted.

SILK.

Business during the interval has been restricted to actual wants,

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and the trade have been anxiously awaiting the arrival of the new China Silk. Sales "to arrive" have been more difficult to make, and prices are barely maintained; for silk on the spot there is little demand, and that only for the better descriptions of Tsatlees, the lower classes being neglected. In Canton Silks there have been sales "to arrive," in market No. 1 Tsatlee reel at 19s. 3d. to 19s. 6d., the stock on the spot of such descriptions being very small; some of the new season's Cantons have arrived (50 bales), and a larger quantity is expected. In Japan Silk there has not been much doing, and Bengals have been very quiet. The deliveries have been well maintained, being from 1st to 17th July:—China, 1,536; Canton, 587; Japan, 1,012; Bengal, 351; total, 3,486 bales.

COFFEE.

The tone of the market for Plantation Ceylon during the past week has been quieter than of late, and the supplies at public sale have met with less demand, and have been quitted at lower prices that have of late been current, the ruling rates being as follows:—Triage, 72s. to 77s.; small, 77s. 6d. to 79s. 6d.; low middling, 80s. to 82s.; middling, 82s. 6d. to 84s.; good middling, 86s. to 88s.; peaberry, 94s. 6d. to 96s. 6d. In Native Ceylon there are no transactions reported, either in public sale or privately.

SUGAR.

Extreme dullness has again been the prevailing characteristic of the market. Scarcely any business has been done, and the few transactions effected establish a further decline of 6d. on the spot, and 2s. 6d. in floating cargoes.

CAMPHOR.—Privately 100 cases China have been sold at 79s. per cwt.

COCOA-NUT OIL.—Privately the market is steady and fairly active at £38 10s. for Cochin, and at £34 10s. to £35 for Ceylon, and afloat 50 tons Ceylon September-October shipment have been sold at £35 15s. In auction of 443 casks Ceylon offered 8 pipes fair sold at £34 10s., and 123 hogsheads yellow to mixed partly good at £32 15s. to £33 15s., the rest being bought in at £34 to £34 10s.

CUTCH.—No transactions reported.

COIR GOODS.—The small supplies of Yarn offered by auction have consisted wholly of Ceylon in dholls, which met a steadier demand, and sold at firmer prices; 60 tons Ceylon Yarn in dholls sold—common £28 to £28 15s., good common to middling £29 5s. to £30 10s., better qualities from £32 to £39; 26 bales Cochin Fibre sold at £22 10s.; 25 bales (1½ tons) Ceylon ditto and 159 coils Ceylon Rope were withdrawn.

GAMBIER.—The market continues to improve. On the spot 150 bales have been sold at 22s., 200 bales block at 21s. 9d., 400 mats fine pale cubes at 26s, and 50 tons arrived in dock at 21s. 6d. ex ship. For arrival 100 tons April shipment have been sold at 21s. 7½d., 50 tons May sailing at 21s. 6d., and 100 tons June at about 21s. per cwt.

HEMP.—A large supply of Manila of recent import, amounting to 3,364 bales, was offered at the periodical auctions, but there was little demand and the bulk was bought in, only a small portion finding buyers at a decline of 20s. to 30s. per ton. Of the whole 550 bales sold, sound fair to good £47 10s. to £49, good £49 15s., Sorsagon £50, Boluzan £51, first-class sea damaged fair to good £47 10s. to £49 10s., the remainder being bought in, mixed to good fair roping £47 to £49 10s., good to superior £50 to £52, good white (of which 611 bales were offered) mostly Quilot at £63 to £65, Lupez at £100, except 10 bales which sold at £62 and £80 respectively.

PEPPER.—*Black*: In public sale Singapore has met a moderate demand at the previous value; of 1,472 bags offered, only 300 bags sold at 6¾d., the remainder being bought in at 6¾d, and 263 bags dust at 3¾d.; small lots of Penang have changed hands on the spot at 6d., but for future delivery a fair business has been done, including 500 bags October at 6d., and for arrival 200 bags July-August shipment at 5⅞d. *White*: On the 17th inst. unusual excitement prevailed in the market, and considerable fluctuations in prices occurred; at public sale 650 bags Singapore were all sold, commencing at 1s. 2⅞d. to 1s. 2½d., and rising gradually to 1s. 3¼d., when a brisk competition caused a very rapid advance, and the last few lots brought 1s. 8d., after which 109 bags Penang sold, commencing at 1s. 4d. and receding to 1s. 3½d. Since the auction sales of Singapore have been effected at 1s. 3¼d. to 1s. 3½d.; contracts for delivery in September have been made at 1s. 3¼d. to 1s. 0d.

RICE.—The market has continued quiet. On the spot middling white Bengal has realised 10s. 10½d., Askoolie 10s. 9d. to 11s., Ballam 8s. 6d., fine Java 16s. 6d., and old Rangoon 8s. 10½d. to 9s. 3d. The floating cargo per Maddalena Vassalo, 870 tons Bassein, April sailing, has been sold at 9s. 7½d. open charter, and the floating cargo per Catalina, 830 tons Necransie, April sailing, at 9s. 4½d. open charter. Sales have also been effected "to arrive" of about 3,000 tons Burmah late shipment (August or September), viz, two cargoes of Rangoon at 9s. 9d., and one Necransie at 9s. 3d. open charter.

SPICES.—The market has shown little or no alteration since our report of last week. *Cinnamon*: Of 7 bales Ceylon offered 2 bales sold at 2s. 6d. to 2s. 7d. *Chips*: 46 bags middling sold at 5d. *Cloves*: In auction 20 cases fine Penang were bought in at 1s. 5d. *Nutmegs*: 36 cases limed Singapore sold at about the previous value, average 72 nuts to the lb. at 3s. 2d., 80's 3s. 1d., 99's at 3s. 11d., 110's 2s. 10d. to 2s. 11d., 160's shrivelled 1s. 9d. to 1s. 10d.; 42 boxes Penang 105's were withdrawn. 14 cases Grenada sold, 88's at 3s. 1d., 115's at 2s. 9d. *Mace*: In auction 35 cases Penang and Singapore met less demand, and only 7 cases sold at easier rates, low middling red and dull 3s. 10d., pickings 3s. 5d. to 3s. 6d., the remainder withdrawn.

TIN.—The market has shown some fluctuation in prices during the week, although there has been a good demand and transactions have been extensive. The closing quotations—which exhibit a slight reduction upon those of last mail—are Straits on the spot £154, for forward delivery, £152 to £154, Banca, £161, Billiton nominal, there being no stock.

TOBACCO.—In the sales on Thursday 175 bales Japan leaf sold at 5⅜d. to 9d., one lot 2½d., 180 ditto ditto damaged 2½d. to 7½d., twenty ditto China ditto 2⅜d. to 3d., two ditto Java at 9d., fifteen ditto ditto damaged 7½d. to 7¾d.

Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
Jly.11	Louis	Goudevard	Batavia	Falmouth
15	Rosetta	Viganzo	Rangoon	Off Beachy Head
9	Cornelis W. Eduard	Swart	Batavia	Brouwershaven
11	Genii	Maples	Rangoon	Liverpool
11	Hector (s.)	Bewley	China, Sing, &c., S.C.	London
13	Leverington (s.)	Garden	Rangoon, &c.—S.C...	Do.
10	Globe	—	Batavia, for Antwerp	Scilly
15	British Empire	Rowe	Singapore	London
12	O.C.K.V. (Ger. barq.)	—	Bassein	Prawle Point
11	New Webeno	Matthias	Akyab	Liverpool
14	County of Sterling	Dalgarno	Sourab., for Rotrdm.	Brouwershaven
1	Parolos	Chauvecan	Singapore	New York
12	D. H. Watjeen	Deetjen	Rangoon, for Bremen	Dungeness
16	Mongol	Rabardy	Singapore	London
15	Narenta (s.)	Suttara	Akyab, &c., via S.C..	Liverpool
13	Jeverland	Bruggemann	Rangoon	Bremen
Jun.11	Emigrant	Ferriera	Macao	Callao
12	Rosalia	Garcia	Do.	Do.
12	America	Gregori	Do.	Do.
Jly. 13	Virginia	Minemann	Bassein, for Bremen	Off the Owers
14	Francisca	Rivarolo	Rangoon, for Bremn.	Off Deal
17	Sarah and Emma	Roberts	Akyab	Off Dover
16	Thos. Dryden	Wallis	Colombo, &c.	London
16	Wilhelmina & Elise	Pribee	Batavia, for Amstdm.	Off Deal
15	Concordia	Wulff	Samarang, for Atdm.	Off Dover
16	Helen Burns	Brown	Rangoon	Liverpool
	Agra	—	Hong Kong	New York
16	Deccan (s.)	Soames	Shanghai, &c., v. S.C.	London
	Havelock	—	Singapore	New York
	Samuel G. Reed	—	Do.	Do.
12	Firenze	Fraverso	Rangoon, for Bremen	Off the Lizard
17	Agamemnon (s.)	Middleton	Hankow, &c., via S.C	London
15	Rance	Rouiller	Sourabaya	Texel

DEPARTURES.

Date.	Ship.	Captain.	For	From
July10	Therese Behn	Holst	Cardiff and Chefoo	London
19	Forest Rights	Dare	Galle	Cardiff
8	Oscar Vidal	Kessel	Shanghai	Cuxhaven
13	Etha Rickmers	Friedeuchr	Cardiff and Shanghai	London
13	Cairnsmore	Kewley	Hong Kong	Do.
13	Omba	Thomson	Shanghai	Do.
14	Bastiaan Pot	Rosendaal	Sourabaya	Liverpool
14	Willem Poolman	Peeters	Batavia	Do.
May30	Isabel	Aguero	Macao	Callao
Jun. 2	Luisa Canevaro	Venturini	Do.	Do.
	Amstelstroom	Appel	Batavia	Amsterdam
20	Frisch	Voss	Do.	Rio de Janeiro
18	Baron v. Pallandt, &c	Dietz	Do.	Bahia
Jly.17	Nahn	Mwak	Cardiff and Galle	London
17	Petersburg (s.)	Black	Sing., China, &c., S.C.	Liverpool

See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
July 1—15 ...	Belliqueuse	... Toulon	... China
	Erl King	... Hankow	... London
	Hindostan	... China, &c.	... Do.
	Gordon Castle	... Do.	... Do.
	Canton	... Do.	... Do.
	Achilles	... Do.	... Do.
	Glengyle	... Do.	... Do.
	Fitzpatrick	... Glasgow	... Singap., &c.
17 ...	Statesman	... Foochow, &c.	... London

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Colombo: Crosby. For Penang, Singapore, Hong Kong, and Shanghai: Lumley Castle, Olympia. For Singapore, Hong Kong, Shanghai, and Yokohama: Ben Ledi.

SAILING VESSELS.—For Yokohama: Ada, Coulnakyle. For Hiogo and Nagasaki: Ivanhoe. For Shanghai: Chusan. For Hong Kong: Nyassa, Gryfe, Tyburnia. For Singapore: Dewa Gungadhur, Queen of the Ocean. For Penang: Alvington. For Batavia, Sourabaya, and Samarang: Union. For Colombo: Constancia, Shun Lee, Scawfell.

At LIVERPOOL.—For Yokohama: Lake Sincoe, Lizzie Iredale. For Manila: Maria Fidela, Aurorita. For Singapore: Otter. For Batavia and Sourabaya: Jorgen Bruhn. For Sourabaya: Java.

At GLASGOW.—For Samarang and Sourabya: County of Forfar.

SPOKEN.

GUINEVERE, London to Hong Kong, April 1, on the line.
DRAGON, London to Hong Kong, May 1, 40 S., 55 W.
A FRENCH BARQUE, Hamburg to Nagasaki, 50 days out, May 14.
CEYLON (barq.), Cardiff to Japan, May 16, 17 S., 26 W.
GESINA MARIA, Pasaroeang to Amsterdam, June 17, 27 N., 43 W.
GLORIA (Span. ship), Cardiff to Manila, May 24. 10 N., 25 W.
ESTRELLA, Swansea to Galle, June 2, 5 N., 24 W.
EARLY MORN, New York to Hong Kong, May 30, 4 N., 26 W.
PHILLIPS VAN MARNIX, Rotterdam to Samarang May 30, 4 N., 26 W.
LOUISA (ship.), Tyne to Hong Kong, 52 days out, June 2, 28 S., 25 W.
ARACAN, Liverpool to Shanghai, June 11, 3 S., 26 W.
ATTILA, Newcastle to Galle, June 12, 1 S., 26 W.
ADA, Rotterdam to Batavia, June 17, 9 N., 27 W.
CORMORANT (?) (ship), China to London, June 10, 21 N., 40 W.

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SIRIUS, Java to Amsterdam, June 28, 33 N., 28 W.
SAMUEL BROWN, Clyde to Hong Kong, May 18, 28 S., 27 W.
VMRH, Cazamance to Shanghai, June 22, 31 N., 43 W.

FREIGHTS AND CHARTERS.

There is more animation in berth freights to the Eastern Ports, and present rates rule firm. Coal freights from the outports are steady. Homeward a moderate amount of business is doing.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 100s. meast. To Hiogo: 100s. meast. To Nagasaki: 100s. meast. To Shanghai: 60s. weight or meast. To Hong Kong: 60s. weight or meast. To Manila: 100s. meast. To Singapore and Penang: 60s. weight or meast. To Sourabaya and Samarang: 95s. meast. To Batavia: 90s. meast. To Padang: 100s. meast. To Saigon: 100s. meast. To Ceylon: 35s. meast.

Per SAILING VESSELS.—To Hiogo: 45s. weight or meast. To Yokohama: 35s. weight or meast. To Nagasaki: 50s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 32s. 6d. weight, 5s. meast. To Batavia and Sourabaya: 20s. weight or meast. To Samarang: 20s. weight or meast. To Singapore: 20s. weight, 25s. meast. To Penang: 35s. weight or meast. To Ceylon: 30s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £33. To Singapore: £26. To Penang: £25. To Galle: £22. From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 40s. To Shanghai: 42s. 6d. To Hong Kong: 35s. To Manila: 23s. To Singapore: 23s. 6d. to 24s. To Colombo: 21s. To Galle: 22s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Singapore, 21s. To Colombo: 15s. to 16s. To Galle: 16s.

CASUALTIES.

The following telegraphic advice, received from Aden, dated July 12, relates to the Parnassus (str.), Froud, from Hankow to London, which stranded, July 5, off Guardafui:—"Kingston arrived, report Parnassus (str.) very bad; Resident refuses passage Kwang Tung; consequently abandon ship, proceed England first opportunity."

Advices received from Bahia, dated June 26, state that the Aftenstjernen, Evensen, from Newcastle to Singapore, put in there, 19, with loss of foremast.

Advices from Rotterdam, dated July 16, state that a telegram was received there from Port Said, announcing that the Prins v. Orange (str.), from Java to Amsterdam, which vessel put into Port Said for repairs, had shipped new screw blades on 14th, and was taking in the discharged portion of her cargo.

A telegram received from Port Said, dated July 16, states that the Ajax, from Liverpool to Singapore, China, &c., was aground in the Canal.

Advices received at Antwerp, July 14, from Mauritius, by telegraph from Aden, state that the Kosmopoliet I., Dienak, and the Hollandstrouw v. Thayen, both from Batavia to Rotterdam, had put into Mauritius to repair damages received during severe gales; the former vessel lost her sails and bowsprit.

The Agamemnon, from Hankow, carried away a blade of her screw in the Canal.

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED),

IN CONNECTION WITH THE

FALMOUTH, GIBRALTAR, & MALTA TELEGRAPH COMPANY, LIMITED.

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No. 74, OLD BROAD-STREET, LONDON.

Messages sent from Postal Stations should be ordered

VIA FALMOUTH

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(By Order)

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
15th February, 1872.

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Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

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J. THOMSON Chairman.

ORIENTAL BANK CORPORATION.

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CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130, 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

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	From Southampton.	From Brindisi.
GIBRALTAR MALTA ALEXANDRIA. ADEN BOMBAY	Every Thursday at 2 P.M. " "	— Every Monday at 5 A.M. "
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Thursday, July 4, at 2 P.M. And every alternate Thursday thereafter.	Monday, July 15, at 5 A.M. And every alternate Monday thereafter.
AUSTRALIA NW. ZEALAND (Cargo only.)	Thursday, July 4, at 2 P.M. And every fourth Thursday thereafter.	Monday, July 15, at 5 A.M. And every fourth Monday thereafter.

And all Ports at which the British India Company's teamers call.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of EBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight, WHICH HAVE BEEN MUCH REDUCED, and all other information, ap at the Company's Offices, 122, Leadenhall-st ondon; or Oriental-place, Southampton.

EXTENSION VENICE. — On Friday, 26th Jul and every Friday thereafter, one of the Peninsular Oriental Company's Steamers will leave VENIC or ANCONA, BRINDISI, and ALEXANDRIA.

Via Suez Canal.

THE Company will despatch the steamship URAT, 2,578 tons and 500 h.p., from SOUTHAMPTON, on 1st August, direct to BOMBAY and CHINA.

THROUGH RATES FROM MANCHESTER.

	Yarns.	Cottons.
To Bombay	45s. ...	50s. per ton.
" Straits, Hong Kong, and Shanghai	60s ...	60s. "
" Yokohama, Nagasaki, Hiogo, Batavia, and Manila	100s. ...	100s. "

All with 10 per cent. primage.
London goods by special agreement.
Transhipment and conveyance to ports not touched at by the Company's steamers will be at the Company's expense, but shipper's risk.
Goods to be consigned to MR. T. BLACK, the Company's agent at Southampton.

STEAM TO BOMBAY, via the Suez Canal.—Passengers and Shippers are respectfully informed that the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY propose to despatch steamers from SOUTHAMPTON to Bombay, via the Suez Canal, as follows:—

		Tons.	H.P.
Sept. 21 ...	HYDASPES ...	2,983 ...	500
Oct. 3 ...	MIRZAPORE ...	3,763 ...	600
" 17 ...	KHEDIVE ...	3,742 ...	600
Nov. 7 ...	PEKIN ...	3,777 ...	600

RATES OF PASSAGE MONEY.

First-class	£66
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" Yokohama, Nagasaki, Hiogo, Batavia, and Manila	100s. ...	100s. "

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Transhipment and conveyance to ports not touched at by the Company's Steamers will be at the Company's expense, but Shipper's risk.
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STEAM (via the Suez Canal) to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, &c. The following full-powered, high-classed SCREW STEAMERS will be despatched as under:—

Steamer.	Class.	Tons.	Dock.	To Sail.
Hong Kong, s.s. ...	100 A1	1,221	SWID	Aug. 10
Canton, s.s.	100 A1	1,215	SWID	To follow
Nankin, s.s.	100 A1	1,650	SWID	To follow
Chin-Kiang, s.s. ...	100 A1	1,000	SWID	To follow

Excellent accommodation for first-class passengers.
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Extra steamers will be despatched from San Francisco on the 16th, and from Hong Kong on the 27th of every month, until further notice.

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San Francisco,	8 days from England.	
Japan	in 38	" "
China	in 44	" "
New Zealand	in 42	" "
Australia	in 47	" "

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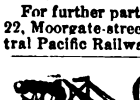

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Ava ...	... July 7		
Cambodge	... July 21		
Peiho ...	... Aug. 4		
Mei Kong	... Aug. 18		
Alphee	... Sept. 1		

The steamers of the 7th July, 4th Aug., and 1st Sept. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 23rd June, 21st July, and 18th Aug. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

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" Constantinople...	" Saturday, 5 P.M.
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PENANG, SINGAPORE, CHINA, and JAPAN.

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Peng., Sing., Hg. Kg., & Shanghai..	Olympia s.s., v. S.C....	A1 90 3-3rds L 1 1...	SWID	July 25
Hong Kong	Tyburnia ...	A1 14 yr.	SWID	With des.
Shanghai ...	Chusan	A1 14 yr.	SWID	With des.
Yokohama & Hiogo	Ada.....	A1 17 yr.	SWID	With des.
Do.	Coulnakyle..	A1 13 yr.	SWID	To follow

For Freight and Passage apply to ROBERTSON and Co., at 5, Newman's-court, Cornhill, London; 10, Orange-court, Liverpool; or York Chambers, 55, King-street, Manchester.

STEAM (via the Suez Canal) to SINGAPORE, HONG KONG, SHANGHAI, and YOKOHAMA, taking goods for transhipment to NAGASAKI and HIOGO. Last shipping day, July 25. The splendid Clyde-built full-powered steamer BEN LEDI, 100 A1, 1,000 tons register, 1,557 tons gross, 160-horse power, 800 effective; J. BUCHANAN, Commander; East India Docks. Has good accommodation for passengers.

Apply to KILLICK, MARLIN, and Co, 10, George-yard, Lombard-street, London, E.C.

With quick despatch.

FOR HONG KONG, direct, the splendid clipper ship, NYASSA, A1 10 years, 800 tons register; J. W. LAWSON, Commander; East India Docks.

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"Castle" line of steam packets. Via Suez Canal.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods for Java and Japan, the magnificent new Clyde-built steamship GORDON CASTLE, 100 A1, 2,000 tons register, 255-horse power nominal; 1,250-horse power effective, WILLIAM HOLMES, Commander; South West India Dock. To sail early in August. This steamer has elegant accommodation for first-class passengers, including bath-rooms, ice-house, ladies' cabin, punkahs, &c. The cabins are provided with bedding, linen, and all necessaries.

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With despatch.

FOR HONG KONG, the splendid clipper ship GRYFE, *AA1, 1,073 tons register; T. ROBERTS, Commander; London Docks. Has excellent accommodation for passengers.

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Liverpool Line of Packets for Java.

FOR BATAVIA AND SOURABAYA, with prompt despatch the splendid clipper ship JURGEN BRUHN, —IVERSEN, Commander; 738 tons register; classed 3-3 L 1.1, the highest class in veritas; coppered and copper-fastened. This splendid vessel is well known to the China trade; and having invariably delivered her cargoes in good order presents an excellent conveyance for fine goods. Loading in Prince's Dock.

For further particulars apply to MORS LE BLANCH and Co., the Albany, Liverpool; or East India-avenue, London.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Olympia, s.s.	1,011	Robertson & Co. ...	July 24
Gordon Castle, s.s.	1,281	Thos Skinner & Co.	Aug. 5
Kromatah, s.s.	805	Smith, Son, & Cole	Aug. 10
Hong Kong, s.s. ...	1,221	Norris & Joyner ...	Aug. 10
Ben Ledi, s.s.	1,000	Killick, Martin, & Co.	July 25

LIVERPOOL.

Antenor, s.s.	1,601	Alfred Holt	Aug. 6
Hector, s.s.	1,522	"	Aug. 14

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

STEAM to BANGKOK, SIAM, via the Suez Canal. calling at Tanjong Pagar Wharf, Singapore, the first-class screw steamer, KROMATAH, Commander W. B. HAFFENDEN, offering a splendid opportunity to shippers of machinery, fine goods, and other merchandise. Superior passenger accommodation.

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CEYLON.
COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 1,500 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B. — Fifty-seven estates now on the register. Thirty-eight have been sold.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's. in the City of London.—Monday, July 22, 1872.

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 465.] LONDON, MONDAY, JULY 29, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.		OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received July 26.
JAPAN —	Yokohama	April 12	May 28	June 5
	Yedo			
	Osaka and Hiogo	—	—	May 30
	Hakodadi			
	Nagasaki	—	—	June 2
CHINA —	Peking	—	—	May 28
	Tien-tsin	—	—	„ 29
	Chefoo	—	—	„ 31
	New-chwang	—	—	„ 30
	Hankow	„ 5	„ 21	June 4
	Kiu-kiang	—	—	„ 2
	Chin-kiang			
	Shanghai	„ 19	„ 31	„ 9
	Ningpo			
	Foochow	—	—	„ 10
	Formosa			
	Amoy	—	—	„ 8
	Swatow	—	—	„ 6
	Hong Kong	May 3	June 9	„ 15
	Canton	—	—	„ 13
	Macao	—	—	„ 14
PHILIPPINES—	Manilla	—	—	—
COCHIN-CHINA—	Saigon	„ 10	„ 18	„ 20
SIAM —	Bangkok	—	—	„ 14
BORNEO—	Labuan	—	—	„ 14
	Sarawak	—	—	„ 13
JAVA —	Batavia	„ 17	„ 19	„ 20
	Samarang	—	—	„ 19
	Sourabaya	—	—	„ 18
MALACCA STRAITS—	Singapore	„ 17	„ 16	„ 24
	Penang			
CEYLON —	Galle	June 7	July 1	July 8
	Colombo	—	—	„ 1

THE MAILS, &c.

The French mail, bringing dates as above, was delivered, *via* Marseilles, on the 26th inst., three days in advance of due date. The next (P. and O.) mail, with dates, Yokohama June 12, Shanghai June 16, Hong Kong June 22, Singapore June 30, is due, *via* Brindisi, on Monday next, the 5th proximo.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Meikong*, arrived July 23.—From Yokohama: None. From Shanghai: Mr. Churton, Mr. and Mrs. Bird, Mr. and Mrs. Gordon, Mr and Mrs. Webb, M. le Comte Mejan (French Consul-General). From Hong Kong: Messrs. Hume, Martinez, Gomez de Postillo, Briant, Goderne, Mr. and Mrs. L'Orde, Mr. and Mrs. Willaras. From Saigon: Messrs. Gourier, Victor. From Singapore: Messrs. Warberg, Haworth, Ranter, Enslie, Scamer, Schlegel, Duret, Rouquiette, Alles, Deslandes, Mr. and Mrs. Brandon, Mr. and Mrs. Heck.

PASSENGERS OUTWARD.

Per P. and O. steamer *Mongolia*, from Southampton, July 18.—To Yokohama: Mr. H. S. Read, and four second-class passengers. To Hong Kong: Mr. G. O. Scott. To Singapore: Mr. A. Brook, Mr. J. Reid. To Ceylon: Mr. and Mrs. T. Helmer. Mr. P. M. Anstruther, Mr. White.

Per P. and O. steamer *Ceylon*, from Venice, July 26.—To Hong Kong: Mr. Wasserfall.

Per P. and O. steamer *Surat*, from Southampton, Aug 1.—To Yokohama: Mr. Mouat. To Ceylon: Captain Younger, Mr. and Mrs. Carey, Mr. T. C. Allen, Mr. F. Noone, Mr. W. Strachan, Mr. L. Brock, Mr. A. Field, Mr. H. Tupper.

Per P. and O. steamer *Poonah*, from Brindisi, Aug. 12.—To Ceylon: Mr. G. Schulte.

Per P. and O. steamer *Deccan*, from Southampton, Aug. 15.—To Ceylon: Lieut. C. E Gessing, R.N.

Per P. and O. steamer *Hindostan*, from Southampton, Aug. 29.—To Ceylon: Miss Lloyd.

Per French mail steamer *Peiho*, from Marseilles, Aug. 4 (booked from London).—To Yokohama: Lieut. M. Cognel, Mr. Hinon, Mrs. Mouchy, son, and child. Mr. and Mrs. Lion Dubrif, Mr. and Mrs. All Dubrif. To Shanghai: Mr. A. J. Vickers, Mr. Millot. To Hong Kong: Mr. Lording. To Batavia: Mr. H. Beer and wife, Mr. and Mrs. Wusemann and family, Mr. Haas, Mr Biegman. To Singapore: Mr. Bates, Mr. Hay. To Galle: Mr. R. Beauchamp Downell, Mr. I. L. Kowler.

Per French mail steamer *Le Sindh*, from Marseilles, Sept. 1 (booked from London).—To Shanghai: Mr. Forrest, wife, and family, Miss Mary Carr. To Hong Kong: Mr. and Mrs. Newton.

Per French mail steamer *Tigre*, from Marseilles, Sept. 29 (booked from London).—To Singapore: Mr. and Mrs. Burn.

Per French mail steamer *Hoogly*, from Marseilles, Oct. 13 (booked from London).—To Galle: Mr. A. S. Daniell, Mr. S. W. Daniell.

Per steamer *Priam* (Holt's line), from Liverpool, July 20.—To Port Said: Captain Stapledon. To Hong Kong: Captain Vaughton, Mr. E. Vincent, Mr. A. Field, Mr. C. D. Smith. To Shanghai: Mr. John Hill, Mr. John Reid, Mr. C. Wilck.

Summary of News from the Far East.

CHINA.

TIENTSIN.

(FROM A CORRESPONDENT.)

TIENTSIN, MAY 26, 1872.

The late floods with which we have been visited have done no particular damage to foreign houses here. The rains found out the weak places on the roofs of houses and godowns, and the water from below came through the cellars to the height of about two feet—otherwise little damage was done. About Tientsin the plain on both sides the river is still covered with water, but it is subsiding—most likely by evaporation—for hereabouts nothing has been done which should have been done in the way of drainage. Li' Hung Chang, our British Minister tells us, is an energetic man; but if so, in these quiet peaceable times, he has not shown much energy about Tientsin. The plain around us admits of easy drainage into the Peiho, and the land now under water for so long would, if drained, have produced most excellent crops, as other flooded lands in the neighbourhood have done; the cultivation of these lands would have given employment to many hundreds, and the produce of these lands would have been sufficient to feed many thousands, but the country all round the city and settlement—where we must regard drainage in a sanitary point of view—remains under water, and the consequences are now, as were to be expected, people half-starved and half-clothed and unsheltered during the inclement winter. They are now said to be dying at the rate of upwards of one hundred every day in and about the city, and ten to twelve of these poor people are being buried in a trunk at one time without coffins. Several bodies may, it is said, be seen almost daily floating down the river. During winter the poor people get only about two-thirds to three-fourths of their normal allowance of food from the mandarins. A good deal of clothing was sent up from the south, but little compared to what was required by those who had lost their all. Most of the foreign residents have generously subscribed considerable sums, which were distributed by the foreigners personally at several of the villages round Tientsin, and were most thankfully received by the poor people. On my visiting the city one day a poor man asked me if foreigners were going to do anything to assist them. I told him the foreigners had subscribed a large sum of money, which would be given to the poor by-and-by. The man said he hoped it would not be given through the mandarins, as the poor would then see but little of it. All through the winter season about one-sixth of the entire space within the city walls was covered with ice, with filthy water below. The population within the walls cannot be more than 80,000, but city and suburbs, the latter extending for miles on both sides the river, are estimated to contain in all about 500,000; as large, if not larger population, than Peking has. The latter city by travellers and residents has been variously estimated to contain from 800,000 to 900,000 souls. About the country outside the south walls of the city lie many of our brave soldiers who helped to take the Taku Forts, and who fought their way to the walls of Peking. The monuments have

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almost entirely disappeared, and the better-class tombstones are much defaced by the action of the frost and water. I hope the British Government will see to the stones being raised and enclosed—once the waters have subsided.

With regard to foreign affairs Mr. Low, United States Minister, has lately stood up manfully for his Treaty rights with respect to a chapel purchased by the American missionaries. The censor of the district claimed the right to prohibit foreigners from going into the Chinese city to open chapels; hitherto they had confined themselves to the Tartar city. He has several times tried hard to get Mr. Low to give it up, and give up the title deeds, but this the Minister has refused to do. The chapel has been opened, and preaching carried on in it, but the affair still remains undecided. The present censor's time of office expires in a couple of months, and it is thought the Court will, for peace sake, put in a less crotchety individual, and that Mr. Low will gain his cause. Had not the middleman in the affair—who was a convert to our English mission—been severely beaten, *after* Prince Kung gave his word of honour that the man should not be punished in any way, the affair might not have been carried out so bravely as it is now being done. It is only by taking a bold stand on Treaty rights—such as Mr. Low is now doing—that any good for China or the Chinese ever will be accomplished. It is to be hoped that you are correct in the statement that the new French Minister has orders to deliver into the hands of the Emperor, and into his alone, the letter of M. Thiers in answer to the Emperor's about the Tientsin massacre. Should M. Geoffroy act in accordance with his instructions, and demand an audience, he will gain a just end. Relative to this visit of the French Minister, H.E. Chung How is said to be ill at case. It is believed he has promised, or led the French to infer, that more would be granted than the Government are willing to grant.

The Emperor is to be married in October, and we may then consider he has come of age. Little of the Boy Emperor is known to foreigners; the best that is known about him is that he is self-willed, and may therefore act for himself. Augen, his late tutor now dead, was the head of the anti-foreign party and his wife and concubine are also from anti-foreign stock—whether this foreshadows the policy to be followed out remains to be seen. A change of some kind must come, and that change must be for the better. If the Emperor is of the same mind as his late tutor, a war, either native or foreign, not unlikely both, may precede the change. Some foreigners resident in Peking, who have great opportunities of knowing the state of affairs at the capital, take a hopeful view of things, and consider that material progress cannot now be much longer delayed.

I see from extracts from the *Peking Gazette* that it is proposed to have a line of steamers to carry the tribute grain to Tientsin, the junks being old and unserviceable. This is a step in the right direction, but I fear we have comparatively few men who are bold enough to advocate foreign improvements, although there is no doubt a good many of them who oppose while seeing the need of new appliances. On the other hand, we have a great many who are unable to see anything except that foreigners are in the way, and these do all they can to sow distrust amongst the people, even when foreigners are doing their best for the suffering poor. An instance will explain. Of money subscribed by foreigners for the relief of the poor part was used in hiring a house, making it warm and comfortable, and keeping a supply of hot water for those who cared to take up their quarters in it; the house would accommodate seventy or eighty when full. A few days after it was opened some petty mandarin spread a report that foreigners were offering to house them only for their own bad purposes, and that shortly there would be a scooping out of hearts and eyes, &c.—a repetition of the massacre story over again. The consequence was that the poor wretches demanded some 300 cash a day to go and take up their quarters in the house so kindly provided for them. They did not dare, although homeless, to disobey their mandarin, unless paid for it. So long as the officials live by squeezing, so long will it be their interest to keep the people in ignorance. Pay these officials a fair salary for their work, and let their promotion be according to merit alone, and their excuse, bad as it is, would be taken from them.

The Japanese have sent over here to have the treaty made last year readjusted, especially with reference to the offensive and defensive clause. It is also reported that the Japanese Ambassador has committed hurakiri, because his Government was not satisfied with the treaty he made. Will H.E. Chung How do the same?

The river steamer that was got out to shelter natives here has unfortunately not yet arrived at its destination, Shanghai being unable to find a vessel to bring it on to Tientsin. This delay is very disappointing to all concerned. Many of the Chinese have seen the wagon marquees, and approve of them. Several of the officials also say they are in favour of them, but until actually here and in working order little can be said as to the success or non-success of the project. Personally I believe it will eventually succeed, although opposition from interested parties may give some trouble at first.

On the Foreign Settlement, the "British Concession," as it is called, but in which all foreigners now reside, improvements are going on steadily—although not rapidly; but, unlike several others of the late new settlements, it has no vacant houses, and has ten new hongs now building for residents, besides some other less pretentious buildings.

The new French Cathedral, built on the French Concession adjoining the British Concession, is externally almost finished. The Cathedral stands in the centre of the grounds. At one end is the residence of the priests, and at the other that of the sisters and orphanage. Of foreign sisters we have unfortunately none here at present. It is also intended to build a foreign hospital, either in or adjoining the British Concession, in connection with the French Mission.

SHANGHAI.

Our advices from this port by the present mail extend to June 9; the French mail from London April 26 was due the day this mail left. The following items of intelligence are from the *Courier*:—

The *Customs' Gazette* for the first quarter of 1872 published yesterday gives evidence of a fairly satisfactory state of trade at the ports. In articles of foreign importation there has been a falling off in the business in Grey Shirtings at the outports—Tientsin, Chefoo, and Hankow; but the imports into Shanghai for the quarter are also considerably below those of 1871. At Chinkiang the imports both of Shirtings and T-Cloths are doubled; while other kinds show little alteration. At the out-ports generally T-Cloths have improved in favour, and at Tientsin and Cheefoo there has been a large increase in these, as well as in Drills. The Northern Ports continue to take off needles in large quantities. The transit past system, by which natives and foreigners alike may avail themselves of the Treaty privilege, so long as the goods are foreign, has been made use of freely at Shanghai, Chinkiang, and Kiukiang, while at Hankow the transit business continues to be very much what it was before the new order came out. It would be difficult to estimate how much of the increase of business at Chinkiang is due to the transit pass facilities, but at Kiukiang, where an unprecedentedly large quantity of foreign goods have been sent inland under transit pass, the total quantity of foreign goods imported there in the quarter is not greater than for the corresponding period of last year. Mr. Commissioner Drew, however, partially explains this by the fact that the system was not practically introduced until after China New Year—9th February—when half the quarter was gone.

The rice trade at Swatow is reported by Mr. Huber to have been an unfortunate one, owing to over-trading. Taking the number of people who were in want of rice as "one fourth of the entire population of the Chao-chow-fu prefecture, which altogether does not exceed a million souls,"—a slight ambiguity here—"and taking the consumption of rice as being only a catty a day per head as an average"—Mr. Huber comes to the conclusion that there were not enough hungry people in the district to consume the rice that was sent, hence enormous loss, and many failures were expected among the traders. An increase in the opium duty is reported both north and south. At Swatow the le-kin of 10 taels per chest has been raised to Tls. 14, the increase going by the name of Tie-shiang, which is for the support of the troops of General Fang. This General Fang is a popular personage with the gentry of his district, for he keeps order in the country, and has put a stop to highway robberies and the clan fights which were so injurious to peaceful commerce. At Newchwang the opium tax is raised from Tls. 0.1.8.6 to Tls. 0.3.2.2 per catty, by order of Li-hung-chang; and at Chefoo it is raised from Tls. 21.2.8 to Tls. 35.7.4 per chest, to meet the expenses entailed on the authorities by the Tientsin distress of last year. This is doubtless the reason for the new levy at Newchwang also.

The meeting of the Union Steam Navigation Company was held on the 3rd June. The report—which was summarised in our last issue—recommending a dividend for the six months at the rate of 12 per cent. per annum, with a bonus of 5 per cent., was carried, and the retiring directors were re-elected.

The foundation stone of the new British Consulate and Supreme Court was laid on the 1st of June. About noon the Judicial and Consular staff marched in procession towards the scene of the great fire, where the foundation-stone was waiting to be placed in its proper position. A few pieces of coin, English and Japanese (China having none), were put into a tin vessel, which was put under the stone. Miss Goodwin gracefully spread the mortar, and the stone was finally got into position amid the enthusiastic cheers of those present. In similar ceremonies at home it is usual to place along with the coins under the foundation-stone the leading newspapers of the day, but in the present instance this part of the programme was omitted. After the ceremonies the officials present were entertained by the architect at a sumptuous tiffin. We most sincerely hope that this new building will escape the melancholy fate of the old Consulate.

Mr. Douglas Cooper, who from 1862 to 1865 practised as a solicitor in the Courts of Shanghai, has recently resumed the practice of his profession at this port. Mr. R. T. Rennie, for some years the leader of our local bar, has left for Europe. Mr. R. W. M. Bird, barrister, has also left Shanghai, and his business will be carried on by Mr. Alex. Myburg.

Count Mejan, who for the past four years has been French Consul-General at Shanghai, has been transferred to a similar appointment at Havana, and Count Chappedelaine will act as Consul-General till the arrival of M. Godeau, who has received the appointment.

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A singular *emeute* took place at Chinkiang on the 30th May. There was some kind of religious festival going forward, and people had been flocking in thousands from the surrounding districts on the two preceding days. Soon after noon on the day mentioned they thronged the bund of the foreign settlement to the number of about 3,000, probably having a look at the foreign belongings visible thereabouts. A number of foreign gentlemen were sitting on a verandah, and one of them took up a binocular glass, and was looking across the river, when some one in the crowd pointed to the foreigner, and cried that he was going to shoot. A panic at once seized the crowd, who fled along the bund towards the city, those who were able scaling the walls of the various compounds to seek shelter behind. But when no report of a gun followed, the people gradually gained confidence and returned. So far the affair would have been harmless; but, unfortunately, in the stampede old people and children were thrown down and trodden under foot, and we hear of at least one life lost, and many severe injuries were inflicted. A great number also were robbed. In about half-an-hour after the first alarm a second panic was created by a cry being raised that the notorious Chen-kwo-jui and his old confederate, but now mortal enemy, Li, were coming with their braves to fight it out on the foreign Bund. Again the people fled; again the infirm were trodden on, and again many robberies were committed. The explanation given of these occurrences seems very probable:—viz., that they are caused by a band of Yangchow desperadoes at present infesting Chinkiang for the purpose of plundering. With the same object fires are got up in the city almost every night.

The cups given by the brokers as a Prize for club fours at the last autumn S. R. C. Regatta have recently arrived from England. They are exceedingly massive and elegant, and all the particulars of the victory are engraved on each.

H.M. gunboats *Cochchafer* and *Firm* were sold at auction, on the 3rd June, the former realising $5,600; the latter $5,800.

A case of some interest has been decided in the Supreme Court. Messrs. Geo. Barnet and Co. sold to a Chinaman a parcel of T-Cloths which should have had three pink stripes in the margin, whereas it turned out they had only two. A portion had been delivered. The contract contained a clause that there was to be no claim made for any difference after delivery was taken. The plaintiff, however, claimed for loss on the whole lot. Defendants had on discovering the difference as to the stripes (though it seems the actual value of the goods delivered was the same as that claimed under the contract) paid into Court Tls. 60 as compensation on the portion not taken delivery of. His Lordship ruled that the clause in the contract concerning the delivery rendered it impossible to claim on the portion taken away, and with regard to those still in godown the jury awarded the sum of Tls. 60 paid into Court.

The eclipse of the sun on the 6th June was well seen, for a fair portion of the time it lasted, though the weather was cloudy at times. It was at its height at about 11 A.M., when nearly a quarter of the sun's disc was obscured.

HONG KONG.

Advices extend to June 15; the French mail from London, April 26, arrived out on the 8th, and the following P. and O. mail of May 3 on June 9. The weeks' news contains few items of interest to home readers. We take the following from the columns of the *China Mail* and the *Daily Press*:—

Apropos of the opening of Hainan to foreign trade, somewhat startling intelligence of a revolt has just reached us from native sources. A correspondent of the Hong Kong *Chinese Mail* writes that on May 25 the inhabitants of Tam Chow, a large town south-west of K'iung Chow, rose against the officials, and that the Ling Shan district city has fallen into the hands of the insurgents. We understand that pressing application has been made to the Viceroy of Canton for aid, which will, it is presumed, necessitate the services of some of the steam gunboats. We are not aware of the exact importance of the outbreak, but, judging from the fact of help being asked from Canton, are inclined to believe it to be serious. Can the news that K'iung Chow has been thrown open to the barbarian have anything to do with it?

A meeting of shareholders in the Union Steam Navigation Company was held on June 3rd. The accounts showed a net profit on the half-year ended in March last of Tls. 66,031, raising the net disposable balance at the end of the year to Tls. 89,330. It was resolved to declare a dividend of 6 per cent. for the half-year, to return the usual bonus of 5 per cent. to contributing shareholders, and to write off Tls. 16,450 from the value of the *Glengyle*, carrying forward the balance of Tls. 49,880. The *Rona* account is not yet closed; only Tls. 63,000 of the Tls. 75,000 at which she was valued is recoverable from insurance; but the remaining Tls. 12,000 must not be considered a clear loss, as she had made two profitable trips in the interval. Messrs. Francis, Brown, Ringer, Hayes, Hip Mow-hong and Amook were re-elected directors.

Mr. Baber has taken charge of the Tamsui Consulate, Mr. Fraser going home on leave. We learn that Tamsui is fast becoming an important port. The indigo fields have this year been planted with tea, which ensures three years' tea trade. The tea production has been rapidly increasing for the last five years, and promises to attain very large proportions. Oolong is the only variety, and most of it finds its way to the United States. Two new houses have been established, and altogether both foreigners and natives are jubilant.

A visit has been paid by Sir Arthur Kennedy to St. Saviour's College, the Hon. C. C. Smith and Captain O'Callaghan accompanying him. The English, Portuguese, and Chinese schools were inspected by the Governor, who expressed himself obliged for the courtesy showed by the Principal and the other gentlemen attached to the institution.

The P. M. S. Company's steamer *Colorado*, which leaves on the 27th June, will be the first of the fortnightly service. Curiously, too, she was the first which crossed from San Francisco to China, so she deserves to be the pioneer vessel in this extended development of American enterprise.

We learn that the American ship *Congress* has been arrested at Swatow by the authorities, for an infringement of the laws relating to the carrying of coolies. We also learn that proceedings have been instituted against people connected with the affair.

The Cobra de Capellos are beginning to show themselves, two specimens having been caught at a compound a little distance up the hill westward and one at Kowloong.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings dates from this port to the 24th June; the outward P. and O. mail of May 17 was received on the 16th June, and the following French mail of 24th May was hourly expected. We are indebted to the *Singapore Daily Times* for the following items of intelligence:—

We understand the Government is about to put the Contagious Diseases Ordinance into operation, working by degrees, so as not to excite opposition. As the object is only to benefit those who will be affected by it, there is no ground for alarm, or for serious opposition to it.

The members of the Exchange have taken into consideration the suggestion of making every Wednesday a half-holiday for the next five months, or so long as the arrival of outward and homeward mails necessitate work on Sunday. The proposal was unanimously agreed to, and every godown will henceforth be closed on every Wednesday at one o'clock accordingly.

The steamer *Luzon* has, we learn, been purchased by Chinese merchants here for $8,400, and is now undergoing repair. She will probably ply between Singapore and Penang. The British steamer *Sunfoo* has been purchased by the Singapore Steamship Company for the sum of £35,000, and it is intended to run between Singapore and Jeddah.

Singapore is to be honoured with a visit fron His Imperial Highness the Grand Duke Alexis Alexandrovitch of Russia, who is on his way in the Russian frigate *Svetland*, attended by the Imperial Russian Squadron. He is expected here in a few days hence. Singapore will, we trust, give his Royal Highness a fitting reception.

Mr. Fentum, who has been so long and favourably known in the community as the organist of St. Andrew's Cathedral and a professional musical instructor, and to whom the public are indebted for a number of excellent musical *soirees*, has given a farewell concert at the Town-hall, previous to his departure for Shanghai. The entertainment was under the patronage of his Excellency the Governor and Lady Ord, and was an excellent one.

In the latest number of the *Sarawak Gazette* there is an item of news that may prove of interest in connection with the suggestion of ex-Governor Hennessey to incorporate Labuan with the Straits Settlements. The *Gazette* says the loss of the Sooloo trade to Labuan was owing partly to the war with Spain and partly to restrictions imposed by the late Governor's creation of monopolies of opium and tobacco. It is well known that no very good feeling existed between the Sarawak authorities and Governor Hennessey, and the latter's policy has been unsparingly criticised. It may be, however, that there is a great deal of truth in the charges made against him, and should the question of the union be taken up by the Colonial-office, the most searcking inquiry should be made, no merely to ascertain whether the revenue of Labuan is at present sufficient to cover the expenditure, but the effects of the policy of its late Governor upon its trade and future prospects.

Commercial Report.

(*For dates see first page.*)

IMPORTS.

SHANGHAI.—Manufactured Cotton Goods.—Owing to the extremely high rates for Sterling Paper, holders had readily submitted to a decline of a few candareens per piece in order to effect sales for cash, and a fair business had consequently been done in most articles. Grey Shirtings were in steady demand at Tls. 1.8.3 to 1.9.2 for 8.4 lb. chops, and Tls. 1.6.4 to 1 6.7 for 7 lb. White Shirtings and T-Cloths were also saleable to a fair extent at a fall of about 2 candareens per piece on last quotations. Values of Drills showed little change; English were quoted Tls. 3. to 3.1.0, Dutch Tls. 2.9.0 to 2.9.7, and a small sale of

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P. M. C. American cloth was reported at Tls. 3.4.7. In Woollens and Fancy Cottons no alteration of importance had transpired.

HONG KONG.—Fair settlements of Raw Cotton had been made at previous rates. Cotton Yarns were receiving some attention, and were firmly held. Manufactured Cotton Goods had been but sparingly taken, and values were unchanged. Blankets were still wanted. Metals had been comparatively neglected.

SAIGON.—The market was almost unaltered; the demand was somewhat better, but transactions had only been made amongst the Chinese. Quotations were as follows:—Grey Shirtings, 8¼ lbs., $2.70 per piece; 7 lbs., $2.35 to 2.40. Irish Linen, No. 150, $1.70 to 2.75; No. 120, $1.60 to 2.65. T-Cloths, 6 lbs., $1.75; 5 lbs., $1.50; 4¼ lbs., $1.30; 4 lbs., $1.10.

SINGAPORE.—The market had shown little or no alteration. The closing quotations were—40s Mule Twist, $137½. 8¼ lbs. Shirtings, $2.60; 7 lbs., $2.22½. 5 lbs. T-Cloths, $1.40 to 1.37½; 6 lbs., $1.72½; 7 lbs., $1.90. Cambrics, 15s and 16s, $32½.

EXPORTS.

TEA.

HANKOW.—Messrs. Drysdale, Ringer and Co.'s Report of June 4 says:—Since May 27 settlements (at exch. 6s. 5d., and frt. £5, adding Tls. 3 for duty, &c.) have been made as follows:—5,569 chests, 14,724 half-chests, 4,838 boxes at Tls. 25 to 32; 7,611 chests, 11,701 half-chests, 3,490 boxes, at Tls. 20 to 24½; 1,160 chests, 6,914 half-chests, at Tls. 14 to 17; 1,386 chests, 882 half-chests, contracts; total 15,726 chests, 34,221 half-chests, 8,328 boxes. Ningchows have ruled from Tls. 24½ to 32; Oonfars, Tls. 23 to 29; Cheong-sow-kais, Tls. 24½ to 27; Soong-yongs, Tls. 22½ to 30; Yong-low-toongs, Tls. 22 to 25½; Flavoury Oonams, Tls. 20 to 25.60; and Shuntams, Tls. 14 to 17 per picul. Total settlements to date as compared with the same number of days last year are:—113,893 chests, 192,836 half-chests, 75,737 boxes; against 156,102 chests, 95,123 half-chests, 21,283 boxes. Shipments to Shanghai on native account 7,700 chests, against 17,500 chests. Stocks 30,000 chests, against 21,000 chests. We previously advised an advance in prices of about two taels; this was maintained for several days, but since the departure of the steamers we make the market easier. There is however very little Tea with quality now on offer. The later arrivals of Shuntam kinds are very inferior, and they are only realising about Tls. 14 per picul. The delivery of chops inferior to chest muster has been so general that meetings have been held by the native brokers and the foreign community to propose some means by which it may be checked next year. The result of these proceedings is not yet officially announced, but with the assistance of the Consuls and the native authorities it is thought quite possible to prevent in future the transit of chest musters from the Tea districts in advance of the full chops. A great many of the Shanghai buyers have now returned and we look for a quiet business in the coming fortnight. During the week the Hong Kong, Gordon Castle, and Parnassus have left the port, leaving only the Galley of Lorne, which is loading for Shanghai, and the Russian steamer Tchihatchoff.

SHANGHAI.—Black: During the past week a moderate business had taken place on this market, settlements equivalent to 3,348 chests being reported. The larger proportion of the purchases consisted of Hohows, at prices ranging from Tls. 21½ to 24 for fair medium to medium to Tls. 28½ for fine, and a few parcels fine Ningchow had been taken at Tls. 32½ to 34. Reshipments had been 3,800 chests, and the stock (not including some 15,000 chests in course of shipment), was about 30,000 chests. Green: Two chops new Pingsuey, equal to 877 half-chests, had been taken at Tls. 66 and Tls. 42 respectively, the former parcel being of very fine quality and assortment; musters of ten chops were on the market. So far as could be judged the Teas were about equal in make to those of last year, but fresher and of better quality in water. For New York the clipper ship Chinaman had been circulated at £4 per ton of 40 feet. For London, the steamers Colombo, Diomed, Cheops, and Enterprise, are loading at this; and the Drummond Castle and Hong Kong were the only steamers from Hankow with disengaged space; rate £5 from Hankow and £4 from Shanghai per ton of 40 feet. The following clippers were circulated at £4 per ton of 50 feet:—Cutty Sark, Argonaut, Thermopylæ, Undine, and Lahloo.

FOOCHOW.—Since the date of our last week's report—June 2—there had been continued activity, the daily settlements averaging over 9,000 chests Congou. Prices had not materially changed, although there had been a downward tendency all the time which had encouraged settlements. Arrivals of Congou to date amounted to 260,000 chests, and it was thought that 50,000 to 60,000 chests more would complete the supply of first crop, so that the second crop would be coming to market in two or three weeks from date. Already they were picking the second crop in the Pakling district, we hear, buyers having left this port for the purpose of purchasing second crop leaf. Finest Souchongs had been taken at Tls. 35.8 to 38.8 o.b., or at about last season's figures. Some of the chops compared favourably with last season's, but there were hardly enough parcels on hand to judge correctly of the crop. Oolongs continued to be taken (as we understand, for England) at Tls. 23.8 to 32.8 o.b. for common to superior cargo. Arrivals to date amounted to nearly 20,000 half-chests; but it would seem as if the Teamen were sending down their worst parcels first, for nothing strictly deserving the name of fine had made its appearance. The teas to hand were rough in appearance and more or less wanting, and many smoky in liquor. Scented teas had met with moderate inquiry. Energetic measures were being taken to settle the dust question, and it was stated on good authority that both the English and American Consuls at this port were endeavouring to induce the local mandarins to waive altogether the internal tax on dust and siftings, in order that teamen might be induced to bring them for sale separately instead of mixing with the whole leaf. This duty levied on Tea not being *ad valorem* makes the dust cost relatively more than higher grades laid down at this port; but whether the Consuls succeed or not, it was believed that Oolongs would be cleaner this season than of late. It is reported that highs price were being paid for Oolong leaf up country in consequence of the abolition of the duty in the United States, but the report is doubtless somewhat exaggerated. The steamers Canton, Glengyle and Achilles had sailed, the Statesman would follow on the 11th June, and the Lord of the Isles was loading. The steamer Colombo had been circulated to call at this port for Tea. The sailing vessel Duke of Abercorn was said to be fully engaged at £4 per ton.

AMOY.—The market was opened on the 6th June; purchases had since been actively proceeded with, all desirable parcels having been settled. Prices were very irregular, but were higher than last year. It was difficult to form an exact idea of the advance, as the Teas were finer and much more desirable than last year, owing to the diminution of the proportion of dust, but it was considered, as an extreme, to be about $4 to 5 per picul on grades under finest, and $5 to 8 on the choice and choicest kinds. Many Teas, however, had been bought under, but none over these figures. Opening rates were $38½ per picul for a parcel a little better than superior cargo, and purchases up to date had, on an average, been on a par with these. Settlements were stated at 30,000 half-chests, about a third of which had been "to arrive." Quotations were: Good cargo, $29 to 34; superior, $35 to 39; fine, $40 to 45; finest, $47 to 50; choice and choicest, $52 to 60. Arrivals to date had been 20,384 half-chests. Congous had not been dealt in and no offers had been made for them. In quality they were much the same as last year; arrivals had been 2,366 half-chests.

CANTON.—The market remained quiet, and prices were a shade easier. The quality of the musters shown continued poor, and a further decline in rates was expected to take place before any considerable amount of business could be done.

SILK.

SHANGHAI.—A comparatively large business had been done, the settlements aggregating 2,000 bales. The prices paid showed a decline of Tls. 5 to Tls. 10 on the opening figures, but this fall had been more than counterbalanced by the further advance in Sterling Exchange. With regard to quality the opinion expressed was the same as that referred to in our last issue, the further arrivals having apparently the same faults as were then spoken of. Total settlements since the opening of the market had been 3,500 bales, and the unsold stock was estimated at 3,500 bales.

CANTON.—No change had taken place in the state of the market; some further contracts had been entered into, the particulars of which had not been made public. Several musters of second crop had arrived, but they were not very clean; an improvement in quality, however, was anticipated later on. The present (French) mail steamer took 210 bales. Since the opening of the season some 300 to 400 bales No. 2 waste had been purchased at $70 to 71. Quotations were unchanged.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6⅝d.	4s. 7d.	4s. 7d.
Shanghai ,, ,, ...	6s. 3¼d. to 6s. 3⅜d.	6s. 4d.	6s. 4¼d.
Canton ,, ,,	4s. 6¼d.	4s. 6⅜d. to 4s. 7d.	4s. 7d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6⅝d.	4s. 7d.	4s. 7⅛d.
Manila ,, ,, ...			

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	320	238½ to 238⅝
,, Hong Kong...	28 to 28⅛ dis.	—
Bar silver	111.3.0.	9½ prem. (nominal).
Mexican dollars	77.3.0	7 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 67; Old, 69 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 28 per cent. discount.
China Traders' Insurance, $1,450 premium.
Hotel shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, $36 premium.
Hong Kong Fire Insurance Company, $325 prem.
Union Insurance Company, $1,400 premium.
China and Japan Marine Insurance Company, Tls. 49 premium.
China Fire Insurance Company, $59 premium.
Victoria Fire Insurance Company, $54 premium.
Indo-Chinese Sugar Company, $50 dis.
Shanghai Steam Navigation Company, Tls. 40 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $15 to $16 dis.

EXPORT OF TEA AND SILK, SEASON 1872-73.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1, 1871, to April 30, 1872	—	78808978	49025480	—	17152671	144987129	64037
Corresponding period last season.....	10829	71079427	47262039	349147	13050828	131753467	49204

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Shipments Since:

May	11	per Travancore (str.)	From Shanghai, &c.	200,000	160
—	17	... Antenor (str.)	... Do.	1,365,897	83
—	18	... Cambodge (str.)	... Do.	46,200	163
—	25	... Geelong (str.)	... Canton	51,908	463*
—	27	... Sunda (str.)	... Do.	1,365,365	50*
—	28	... Agamemnon (str.)	... Hankow	2,537,000*	
—	29	... Deccan (str.)	... Shanghai	1,848,148	118*
—	31	... Erl King (str.)	... Hankow	1,311,625*	
June	1	... Malacca (str.)	... Foochow	1,409,826*	
		Peiho (str.)	... Shanghai	447,000*	
		Do.	... Canton	279,460	512*

* New Season's.

TO THE CONTINENT.

		Bales.
From June 1, 1871, to April 30, 1872	5108429	2625
Corresponding period last season.....	2386282	

Shipments Since:

May	11	per Travancore (str.)	From Shanghai	—	7
—	18	... Cambodge (str.)	... Do.	—	104
—	25	... Geelong (str.)	... Do.	—	143
June	1	... Peiho (str.)	... Do.	—	499

TO UNITED STATES.

		Pcls.
From June 1, 1871, to April 30, 1872	54143918	2783
Corresponding period last season.....	48029184	2376

Shipments Since None.

TO AUSTRALIA.

From June 1, 1871, to May 31, 1872 ... ... 12,728,962 lbs
Corresponding period last year 11,779,521

Shipments Since: None.

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844.....	51,022,600	...*	1862 to 1863.....	121,273,580	72,887
1845 to 1846.....	57,334,200	18,600	1863 to 1864.....	117,463,586	46,603
1850 to 1851.....	63,972,000	22,144	1864 to 1865.....	121,236,870	32,313
1853 to 1854.....	77,327,800	61,283	1865 to 1866.....	118,333,042	62,890
1855 to 1856.....	92,240,300	50,481	1866 to 1867.....	118,423,290	50,052
1857 to 1858.....	76,990,255	68,315	1867 to 1868.....	116,890,430	57,449
1858 to 1859.....	65,789,792	83,134	1868 to 1869.....	142,789,804	70,917
1859 to 1860.....	85,560,452	64,169	1869 to 1870.....	139,740,193	63,807
1860 to 1861.....	90,066,160	70,644	1870 to 1871.....	131,969,850	51,329
1861 to 1862.....	109,854,040	79,199			

* Including the Continent.

LATEST TELEGRAMS.

CHINA.

HONG KONG, JULY 25.—Market for Cotton Goods dull and heavy; Yarn and Woollen Goods quiet. Grey Shirtings, 6½ catties, 8¼ lbs., $2.52; Cotton Yarn (Water Twist), 16-24, $125; T-Cloths, 6 lbs. (ordinary), $1.65; 7 lbs. (Mexican), $2.12. Tea freights at all ports flat. Exchange on London Bank bills, six m.s., 4s. 5½d.

STRAITS SETTLEMENTS.

SINGAPORE, JULY 25.—Cotton Yarn, 40's, $136; Grey Shirtings, 39-in., 8¼ lbs., $2.57½; 7 lbs., $2.20. T-Cloths, 6 lbs., ordinary, $1.70. Gambier, $3.85. Pepper: Black, $12.50; White, $22. Tin, $38. Exchange on London: Bank bills, six m.s., 4s. 7⅛d.

PENANG, JULY 19.—Tin, $36.75; Pepper, black, $12.15; white, $25; Sugar, No. 3, $3.50. Exchange on London: Bank bills, six m.s., 4s. 7⅛d.

NEW SEASON'S TEA SHIPS.

We have to note the arrival of the steamers *Hong Kong* from Hankow, on the 23rd, *Hindostan* from Shanghai, on the 24th, *Gordon Castle* from Hankow, on the 26th, and *Erl King* from Hankow, on the 27th inst.

The *Achilles*, *Drummond Castle*, and *Statesman* have passed through the Suez Canal.

The *Westbury* sailed from Amoy for New York with new season's Teas on the 24th inst.

WE understand that Mr. C. W. HOWELL, the Secretary to the P. and O. Company, who has been thirty years in the service of the company, retires, and will be succeeded by Mr. BETHUNE, formerly superintendent at Bombay, and lately assistant managing director in London.

AN official communication has been received at the Japanese Legation in Paris, stating that the Japanese Embassy, which is now on a visit to the United States, will embark at Boston on the 6th proximo direct for England.

A LETTER from Kiukiang, having reference chiefly to the present condition and future prospects of the port, appears in *The Times* of the 24th inst.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Albuera, Whiteadder; from Glasgow, Eastern Chief.

At SHANGHAI.—From London, June 1, Drummond Castle (str.); 2, Deerhound; 4, Sir Lancelot; 6, Eliza Shaw; from Liverpool, 3, Staffordshire, Diomed (str.); from Sunderland, Ravensworth Castle; from Cardiff, 6, Annesley; from New York, 3, Cashmere; 6, C. C. Leary.

At HONG KONG and CANTON.—From Cardiff, June 13, Jung Frau; 13, Ambassador.

At SINGAPORE.—From London, June 16, Craigforth; from Liverpool, 16, Sarpedon (str.); from Glasgow, 20, Rosedale; from Sunderland, 20, Larnax; from Cardiff, 15, Bolton Abbey; 20, Hermit; 21, Pere de Famille; from Hamburg, 20, Androklus; from Shields, 19, George Shotten; from Boston, 18, Peruvian; from U. K., July 25, Duecalion.

At BATAVIA.—From London, June 8, County of Bute.

At PENANG.—From London, July 25, Peri, Teviot.

At SAIGON.—From Marseilles, May 22, Julie.

DEPARTURES.

From NAGASAKI, for London, via Shanghai, June 1, Lahloo.

From SHANGHAI.—For London, June 3, Hong Kong (str.); 7, Parnassus (str.); 8, Hindostan (str.).

From FOOCHOW.—For London, previous to June 12, Canton (str.), Glengyle (str.), Achilles (str.), Statesman (str.).

From HONG KONG and CANTON.—For Hamburg, June 14, Sampan.

From SINGAPORE.—For London, June 14, Canton (str.); 15, Glengyle (str.); 18, Parnassus (str.); 20, Statesman (str.); 15, Gordon Castle; for Liverpool, 18, Windhover.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—July 24, at Falmouth, from Akyab, Norge; from Rangoon, Bessie Morris; at Venice, from Akyab, for Gibraltar (via S.C.), Paraense (str.); at Nieuwe Diep, from Java (via S.C.), Conrad (str.); 26, at London, from China (via S.C.), Gordon Castle (str.); 26, off St. Catherines Point, from Colombo, Sir John Lawrence; at Falmouth, from Rangoon, Saga; from Java, Amandine, from Akyab, Ole Smith Plong; from Bassein, Hercules; 25, at Liverpool, from Rangoon, Theophane; 27, off Deal, from China (via S.C.), Erl King (str.).

DEPARTURES.—July 25, from London, for Colombo, &c. (via S.C.), Crosby (str.); 24, from Cardiff, for Manila, Trinidad; from Newcastle, for Sourabaya, Maria Eliza.

MISCELLANEOUS.—At Mauritius, May 31, Eliza Blanche, Henry, from Singapore; Balgownie, Mill, and sailed June 22, for Colombo; Bakia Letchimy, Walkey, and sailed, 25th, for Singapore. A telegram announces that the Drummond Castle (str.), from China, Singapore, had entered the Suez Canal.

LAID ON.—At London, for Colombo, &c., Coromandel; for Hong Kong and Shanghai (via S.C.), Sunda (str.).

SPOKEN.—Borneo, Boston to Batavia, June 27, 25 N., 44 W.; Golden Wave (of London), Colombo to London, July 10, 33 N., 48 W.; PGBR (Collins of Cork), for Newchwang, July 19, 47 N., 9 W.; Geerdina Wilhelmine, Padang to New York, May 27, 33 S., 15 W.; Bobur (French ship), Cardiff to Singapore, April 23, 39 S., 17 W.; VNJW, Cardiff to Hong Kong, May 5, 41 S., 12 E.; Sea Chief' Cardiff to Galle, June 13, 7 S., 33 W.; Robin, Cardiff to Singapore, March 10, 1 N., 26 W.; Castle, Cardiff to Singapore, May 23, 33 S., 96 E.; Nightingale, Singapore to Boston, June 8, in Banka Straits, Europa (ship), Boston to Hong Kong, June 27, 25 N., 39 W.

CASUALTIES.—A further telegram received from Port Said, dated July 24, states that a steamer had arrived from Tor, and had brought about twenty bales of Manchester goods from the Excelsior (str.), from London to Colombo, &c., which vessel was stranded at Shab Ali Reef. The Hollandstrouw (barque), v. Stryen, of and for Amsterdam, from Batavia, with indigo, sugar, coffee, tobacco, &c., which put into Mauritius, June 2, with damage, had lost jibboom, foretopgallantmast, sails, &c., and was making about three inches water per hour, her topsides being in need of caulking. The vessel had experienced very heavy weather from May 9 to 15, in lat. 30 to 37 S., lon. 30 E.; she has discharged about half her cargo and caulked from copper to copper afloat. Some bales of tobacco, cotton, &c., had to be sold, being damaged by sea water; she was refitting her spars. The Kosmopoliet I. (ship), of Dordt, Dienske, from Batavia to Rotterdam, with sugar, tobacco, tin, hides, &c., which put into Mauritius, June 10, with bowsprit broken and loss of sails, had experienced a cyclone, May 27, in lat. 32 S., lon. 33 E. The vessel has been caulked outside, and is having a new bowsprit and a set of sails made. The Caldera, Evans, from London to Colombo, which put into Mauritius, May 24, leaky, had been docked and repaired. The leak was found in her starboard bilges. She was reloading. A telegram received from Port Said, dated July 25th, states that the damaged goods ex Excelsior (str.), from London to Colombo, &c., are being sold.

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BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

ZECHARIAH—On the 14th June, at Singapore, Mrs. S. I. Zechariah, of a daughter.

MARRIAGES.

FLETCHER—LOVEKIN.—On the 23rd July, at St. Paul's, Knightsbridge, by the Right Rev. Bishop Piers Claughton, assisted by the Rev. James O'Brien, D.D., Ralph Warneford C. Fletcher, of Trinity College, Cambridge, and The Grange, West End, Hants, Esq., to Frances Mara, only child of the Rev. A. P. Lovekin, M.A., Government Chaplain of Galle, Ceylon, and granddaughter of the late Major-General James Grant, C.B.

JOHNSTON—BLACKWELL.—On the 5th June, at H.B M. Consulate, Shanghai, and afterwards at Trinity Church, by the Rev. Canon Butcher, James Johnston, Esq., M.D., to Annie, third daughter of the late Thomas Blackwell, Esq., Edinburgh.

DEATHS.

ARMESON—On the 19th May, at the Imperial Railway Works, Japan, of heart disease, James Armeson, aged 42 years.

PURCELL—On the 28th May, at Yokohama, Mary Augusta, the beloved wife of T. A. Purcell, Esq., staff assistant surgeon.

RUSSELL—On the 22nd July, at Cheltenham, aged 41, Henry . Oldnall Russell, Government Agent for the Central Provinces of Ceylon, youngest son of the late Sir William Oldnall Russell, Chief Justice of Bengal.

WOOD—On the 18th July, at his residence, College-grove, Wakefield, Yorks, very suddenly, J. G. Wood, aged 72 years

NAVAL AND MILITARY.

—o—

Staff Captain Jabez Loane has been appointed Master Attendant and Queen's Harbour-master at Chatham dockyard. He served in the Driver in the Yangtaze river in 1842, and was second master of the Agincourt, 72, flagship, in the East Indies, and in charge of the second barge in the expedition to Bruni, Borneo, and subsequent service in 1846, for which he was promoted to the rank of Master. In 1857 he was appointed to the Princess Charlotte on the China station, and in 1858 removed into the Calcutta, flagship, on the same station. He subsequently obtained command of the Hesper storeship, also at China, and remained in her until appointed, in 1860, acting Master Attendant at Hong Kong, which post he held until 1861. He was then transferred to the home station, and has since 1869 held the post of Assistant Master Attendant at Portsmouth dockyard.

Notices have been issued from the Department of the Accountant-General of the Navy, to all persons interested therein, that preparations are now being made for the intended distribution of the bounties awarded for services against pirates of the following dates and by the undermentioned ships:—On the 22nd October, 1863; 28th February and 20th October, 1864; and between the 21st and 25th March, 1865, by Her Majesty's ship Cockchafer; between the 17th and 24th September, 1866, by Her Majesty's ships Haughty and Opossum; on the 9th, 12th, and 24th March, 1868, by Her Majesty's ship Algerine.

Captain Charles T. Curme has been appointed to the command of the Repulse, armour-plated 12-gun ship, commissioned for the Pacific station. Captain Curme served as lieutenant on the China station in 1857 and 1858 in the Nankin and the Sybille.

Lieut. H. T. Clanchy, who until lately commanded the Cockchafer on the China station, has been appointed to the command of the Jackal, iron paddle vessel of 2 guns, 340 tons, 150-horse power.

Foreign Intelligence.

—o—

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, July 24.

The thermometer marks ninety degrees in the shade, and the heat is quite insupportable and makes one quite unfit for work. Everything has come to a standstill; politicians have left the Hague to recruit themselves in the mountain-air of Switzerland and Italy, and merchants and bourse-men are following their example. There is thus a lull in both politics and commerce, and even the issue of the monster loan of the French Republic is not sufficiently attractive to induce financial men to remain in town. All who have the means and the opportunity are leaving their occupations to find a refuge from the heat. Notwithstanding the excessively high temperature our public health continues good. Of cholera and other contagious diseases peculiar to the season nothing is heard, except that the Asiatic epidemic is raging in St. Petersburg, and that fears are entertained that it will reach Berlin, where the authorities are terribly careless in sanitary matters. It might have been reasonably hoped that the knowledge of these facts would serve as a warning to our Government to take such measures as should prevent the introduction of the epidemic through our seaports, but up to this moment we hear nothing about the enforcement of the necessary quarantine regulations.

The only member of the new Ministry who has shown any sign of life is Mr. van Limburg Stirum. Your readers will remember the scandalous behaviour of Lieutenant Keyser, who was formerly in garrison in Leeuwarden. The late Minister of the War Department was of opinion that he possessed no power to summon that officer before a military tribunal. Mr. Stirum, however, has other ideas with regard to the matter; in a very short time Lieutenant Keyser's shortcomings will be submitted to the judgment of his brother officers. Of course this question must seem to your readers to be one of but little importance, but I can assure you that here it is regarded as a concession to outraged public feeling, and the measure taken by the Minister proves that he is a promoter of right and justice, and that he possesses firmness of character. The Minister of the Colonial Department, Mr. Fransen van de Putte, remains at Marienbad. Rumours were current during the early days of his accepting office that he intended to change his Secretary General, but it is now evident that they were without foundation. If Mr. van de Putte had any intention of appointing a new Secretary General he would not linger so long at a watering place. The Conservative press is spreading the rumour that Jhr. Sypestein will be charged by the Minister of the Colonial Department with a mission of high importance. We are at a loss what this may mean. The new functions of this member of the Opposition are not named, we are only assured that they will oblige him to give up his seat as M.P. It becomes more and more probable that the members of the Lower House will not meet before the opening of the new session, and I am glad to state that it is now almost certain that Mr. Otto van Rees will then appear among the members. He is practically the only candidate in this district.

I regret to state that in several towns more or less serious strikes are being organised. I think, however, that in the end they will be of slight consequence, notwithstanding that our Conservative and Ultramontane papers are crying out almost every day that we must prepare ourselves for the Commune when the leading members of the Internationale Society hold their forthcoming Congress in the Hague. But our nation is too cool, too prudent to take much notice of the clamorous proceedings of these social revolutionists.

The Thorbecke meeting has been held at Utrecht, and it was decided that a monument should be erected in the Hague to the memory of the great statesman. Very strange and curious projects (viz., to make dry land of the Zuyderzee, and to name the new province thus created Thorbecke; to provide every Dutch town with a statue of the late statesman, &c.) were brought forward, but they, of course, were dropped. I regret that there is still a vehement opposition displayed against the Bill granting the daughters of the late Minister a pension of f.4,000, This is not creditable to the Opposition press.

De Standaard tells us the news that Prince Frederic will shortly resign his office as Grand Master of the Freemasons, and that another Prince will be elected in his place. Who this latter Royal personage may be I don't know, because I hear that none of them are members of the craft. Another report says that Mr. Sloet van de Beele is the Grand Master *in spe*.

Scheveningen, our beautiful watering-place, is crowded; amongst the many strangers there is Mr. Ruysenares, our Consul-General in Egypt. Some days ago he dined with the Queen, whose illness has passed away.

PRODUCE MARKETS.

There is not much alteration to report in the general feature of our market for Colonial and Foreign produce, the business done having been upon a limited scale, and prices of most articles remain the same. The Trading Company's July sale of Java Sugar took place at Amsterdam yesterday, and gave a satisfactory result.

COFFEE remains in a healthy position, and rather more inquiry has prevailed to meet the consumptive wants. The reservedness of holders concurs to impart great firmness to prices, and good ordinary Java is not on sale under 47c. The business done since my last embraces 1,520 bags ex County of Ayr, 400 ditto ex Susanna Johanna, 104 bags Macassar ex Macassar.

SUGAR has remained very quiet, in anticipation of the Trading Company's July sale of 65,256 baskets Java, held at Amsterdam, which has gone off at the following prices:—

No. 5...	... —	No. 9	... —	No. 13	... f.36½	No. 17	... f.37
„ 6...	... —	„ 10	... f.33½	„ 14	... 36⅜	„ 18	... 36⅝
„ 7...	... —	„ 11	... 34⅜	„ 15	... 36⅛	„ 19	... 36½
„ 8...	... —	„ 12	... 35½	„ 16	... 36⅝	„ 20	... 37

According to these prices the value of the Dutch standard has been fixed by the brokers as follows, to which I add, for the sake of comparison, the currency established at the late March and May sales:—

	21st Mar., 1872.	24th May, 1872.	23rd July, 1872.		21st Mar., 1872.	24th May, 1872.	23rd July, 1872.
No. 5	f.28¼	f.30¼	f.29	No. 12	f.36	37½	36½
„ 6	30½	32½	31	„ 14	36½	37⅝	36⅝
„ 7	30	32	30½	„ 15	36⅜	37⅞	36½
„ 8	32	33½	32	„ 16	36⅝	37¾	36⅝
„ 9	33	34½	33	„ 17	37	37⅞	37
„ 10	33½	34⅝	33½	„ 18	37½	37¾	36⅝
„ 11	34½	35⅜	34⅜	„ 19	37½	37⅝	36½
„ 12	35½	36½	35½	„ 20	38	38	37

JAVA TOBACCO.—Some small parcels have changed hands, whilst offers by secret tenders are invited for important lots.

TEA is firm, but there is hardly anything doing.

SPICES.—Nutmegs have been in active speculative request, and prices have further advanced 10c.; No. 1's sold at 212c., and No. 2's at 202c. Some demand has also continued to manifest itself for Mace, prices of which are fully supported; 130 chests, ex Kosmopoliet II., changed hands at a full price. Cloves attract but little attention; Amboina seconds are quoted 41½c. to 42c.

RICE.—Without any alteration in prices. Sales have been closed here of 1,226 bags Java, ex Cornelus Wernard Eduard, at f.8½, and at Amsterdam of 1,105 bags Java, table, ex Kosmopoliet II., at a price not named.

TIN.—A firm tone has continued to prevail for this article, sales of Banca having been making for usual prompt at f.96½, and for delivery, ex the coming autumn sale, at f.94 and f.95, but the duller accounts subsequently received from London caused the latter portion to be disposed of at f.94¾ to f.94½.

HIDES.—The sales closed embrace 1,628 and 372 Sourabaya Cows, ex County of Sterling.

INDIGO.—Offers by secret tender are invited here to day for about 260 cases Java, in anticipation of which no business has been doing in this article by private contract.

SHIPPING.

ARRIVALS.—July 17, at Texel, from Batavia, Jakob Roggeveen; 18, at Texel, from Banjoewangie, Sirius; from Batavia, Wilhelmine en Elize; 19, at Brouwershaven, from Rangoon, Serug; 20, at Texel, from Passaroeang, Geesina Maria; 21, at Brouwershaven, from Rangoon, Beathoven (str.).

DEPARTURES.—July 20, from Hellevoet, for Sourabaya, Hoek van Holland.

PASSENGERS INWARD.—From Java, per Jakob Roggeveen, Messrs. E. Perne and family, M. J. H. Sauer, J. H. B. Jager, A. F. Hillebrandt and family, F. I. van Oppen.

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Monetary and Commercial.

The result of the first ten days' working of the new tariff on the Suez Canal was that on thirty four vessels which passed, the receipts amounted to f.574,520; under the former system the sum would have been f.384,890; the increase consequently has been f.189,630, or over 49 per cent. The hearing of the suit brought by the Messageries Maritimes, contesting the right of the Canal company to make the change, has been postponed.

The directors of the London and County Banking Company have decided on paying the usual dividend of 6 per cent., with a bonus of 4 per cent., being together 10 per cent. for the half year ending 30th June last, and equal to 20 per cent. per annum, carrying forward £10,634 to profit and loss new account. A dividend at the rate of 7½ per cent. per annum is recommended in the report of the London and Provincial Bank. The available balance for the half year is £7,766 4s. 10d.

The report of the Thames and Mersey Marine Insurance Company for the year ending the 30th June last states that the underwriting accounts have resulted in a profit of £97,000, and of this sum it is proposed to carry £25,000 to the reserve fund, which will then amount to £225,000. The directors recommend a dividend of 2s. per share and a bonus of 6s., making, with the distribution on account in January last, 10s. per share, or 25 per cent. for the year.

At the meeting of the Credit Foncier of England, the directors will recommend the payment of a dividend at the rate of 10 per cent. per annum, being 2 per cent. more than last year, and that £50,000 shall be added to the reserve fund, thus increasing it to £100,000.

The official liquidators of the London, Bombay, and Mediterranean Bank (Limited) have, with the sanction of Vice-Chancellor Wickens, declared a third dividend of 1s. in the pound (making 4s. 6d. in the pound).

Bar Silver is lower in price, and may be quoted as 60 1-16d. per oz. standard. The supplies on the market are very small. Mexican Dollars are scarce, and prices remain as last quoted.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.
£10	Agra Bank, ...	All	8 to 8¼
25	Bank of Egypt	All	51 to 53
20	Chartered Bank Ind., Aust., and China	All	16¾ to 17¼
25	Chartered Merc. of India and China ...	All	27 to 28
20	City Bank	10	16 to 17
100	Colonial Bank	30	56 to 58
500fr.	Comptoir D'Escompte of Paris	All	f.675
£28½	Hong Kong and Shanghai Bank ...	All	44 to 46
100	Imperial Bank	20	29½ to 30½
50	London and County	20	59½ to 60½
50	London Joint Stock	15	46 to 47
100	London and Westminster	20	66 to 67
25	Oriental Bank Corporation	All	43 to 44
50	Union of London	15	45 to 46
	Telegraph Companies.		
10	British Indian Extension	All	11⅛ to 11⅜
10	British Australian...	All	7⅛ to 7⅜
10	China Submarine	All	8¼ to 8⅜
10	Great Northern	All	11 to 11½
25	Indo-European	All	13 to 15
10	Mediterranean Extension	All	6 to 6½
12	Telegraph Construction Company ...	All	32½ to 32⅝
50	Indiarubr., Gutta Percha. & Tel. Works Co.	45	36 to 38
	Miscellaneous		
20	British India Tea Company	All	5 to 6
20	Brit. and Foreign Marine Insurance Co.	4	7 to 8 pm.
20	Ceylon Company	All	15 to 17
20	Do.	10	5¼ to 4½ dis.
50	Colonial Company	20	2 to 1 dis.
5	Credit Foncier of England	All	5⅞ to 6¼
10	General Credit and Discount Company	7½	2¾ to 3 pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	⅛ to ¼ dis
96	Japan Loan, 9 per cent.	All	110 to 11
20	London and Prov. Marine Insurance Co.	2	2⅛ to 3 pm.
25	National Discount Company	5	12½ to 13½
25	Ocean Marine Insurance Company ...	5	13½ to 14 pm.
500fr.	Messageries Maritime of France ...	All	
50	P. and O. Steam Company	All	52 to 54
50	Do. Do. 1867	10	2 to 1 dis.
100	Royal Mail Steam Company	60	87 to 89
20	Realm Marine Insurance Company ...	3	1½ to ¼ dis.
20	Thames and Mersey Marine Insur. Co.	2	6 to 6½ pm.
20	Universal Marine Insurance Company	5	7½ to 8½ pm

COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Maritimes, (Head Office in Paris), 97, Cannon street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. C. Walduck, secretary.

Hong Kong Distillery Company (Limited), Hong Kong; Deverill and Titterton, agents, 6, Crosby-square, E.C.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street Square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, secretary.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, Dent, Palmer and Co., agents, King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austinfriars.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Great St. Helens.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 7, Mincing-lane, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 84, Great St. Helens.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

NEW YORK MARKET REPORT.

TEA.

Trade from first hands has been rather slow, and the market is quiet at previously ruling prices. A public sale, comprising some 6,000 half chests Green, Oolong and Japan, has been held, but, as the offerings consisted for the most part of undesirable parcels made up of broken invoices and odds and ends, the bidding was without spirit, and only about one-third of the catalogue was worked off. Under the circumstances, the prices realised affords little or no criterion of the market. We annex the particulars. 332 half chests Hyson sold at 31½c. to 59½c.; 446 do. Young Hyson, 50c. (to 90½c.; 551 do. Gunpowder, 49c. to 96c.; 244 do. Imperial, 36c. to 78c.; 215 do. Oolong, 40c. to 68c.; 267 do. Souchong, 16c. to 45c.; and 125 do. Congou, 45c.

Coffee.—There is still little or no inquiry for Brazil from first hands, though dealers are distributing a fair amount of stock; the demand, however, since the 1st inst., has been scarcely up to the expectations that were formed previous to the removal of the duty. Stocks are held firmly, notwithstanding the absence of demand, importers being strengthened by the receipt of mail advices from Rio to 11th ult., noting higher values and a firm market there, and subsequent telegrams quote the enhanced prices maintained. The receipts there, however, are increasing, from which we infer that the new crop is beginning to come forward. The demand for Java is confined to jobbing lots, at unchanged prices, viz., 19½c. to 20c., for Government 20c. to 22c., for mats. Singapore is quoted 16c. to 18c., Manila 17½c. to 18c. Native Ceylon, 17½c. to 19c. The withdrawals from warehouse since the 1st July have been Padang, 177,594 mats; Batavia, 49,176; Singapore, 10,276; Samarang, 6,059; Ceylon, 7,116 bags; Ceylon, 602 casks.

Cordage.—The market is steady at the following prices:—Manila, sizes above 12-thread, 19½c.; 6-thread and 9-thread (¼ inch and 5-16 inch diam.), 20½c.; 12-thread (⅜ inch diam.), 20c.; Manila Hay Rope, 20c.; do. Cordage, Bolt Rope Yarns, 21½c.; do. 6-thread and 9-thread, 22½c.; Tarred Manila, 19c.; fine Tarred Manila Lath Yarn, 20½c.; Sisal Rope, sizes above 12-thread, 17c.; 6-thread and 9-thread, 18c.; 12-thread and Hay Rope, 17½c.

Camphor.—China is quoted 18c. gold in bond.

China Preserved Ginger rules at $8.25 currency, duty (50 per cent. *ad val.*) paid.

Essential Oils.—Aniseed is quoted $2.75 to 2.87½ gold, and Cassia $2.12½ gold, duty paid.

Fire Crackers.—Nothing doing; quotations nominal.

Hemp.—In Manila there has been some movement within the past three days, the sales embracing 2,000 bales from store at about the rates previously current, viz., 12c. to 12½c. gold.

Indigo.—Market very quiet at 95c. to $1 currency for Manila.

Rice.—Rangoon is in fair demand at $7 to 7.37½ currency duty paid, and $3.20 to 3.25 gold in bond.

Sugar.—There has been an improved demand, a concession in prices, together with quickened movement and better returns for refined goods, having induced refiners to stock more freely. The offerings have been pretty large, and the market is somewhat irregular, especially on refining grades. We have no transactions to report in East India descriptions.

Spices.—There is little or no demand for whole parcels for consumption, and the market is heavy. For Pepper there continues to be some inquiry for export, and sales have been made of 2,000 bags Singapore and 300 bags Sumatra in bond, on private terms. Mace is held with more confidence, owing to an advance of 4d. to 6d. in the European markets. Nutmegs and Cassia are dull and weak. Cloves, Stems, and Zanzibar Red Peppers are firm, with an upward tendency. The additional accounts from Zanzibar leave no room for doubt but that the supply of Cloves and Clove Stems thence will be small for the next three or four years. Pepper is steady. The distributing demand is very moderate. We notice sales to the trade of Mace at $1.15 to $1.22½; Nutmegs, 88 to 90 cents: Pepper, 17 for Sumatra and 18 for Singapore; White Pepper, 35; Cloves, 19½ to 20¼; Stems 9½; Mace, 10¼; and China Cassia, 26 to 26½, all gold.

Tin.—The market is a little firmer, Straits being held at 35 to 35½ cents gold for August delivery, and 36 to 36½ on the spot.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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The London & China Telegraph.

LONDON: MONDAY, JULY 29, 1872.

MORE MISSIONARY MISTAKES IN CHINA.

THE Roman Catholic missionaries in China are either very unwise or extremely unfortunate. To the minds of most people the Tientsin tragedy would be deemed of a kind not easily to be forgotten, and the lessons it inculcated not lightly to be ignored; and yet, before even the negotiations to which it gave rise are completed, instances are reported from different parts of China of the repetition on the part of the missionaries of two principal indiscretions which led up to that terrible outbreak. From Chin-Keang we learn that the appearance at that city of a boat containing Père MASSA and a number of orphan children, on their way from Yangchow to an orphanage at Tantu, gave rise to a report that the cargo was the result of a fortunate kidnapping expedition. This was enough to set the whole town in an uproar. The boat was attacked, the crew were made prisoners, and the children were taken under the friendly protection of the mob. Père MASSA, on the first symptoms of disturbance, rushed off to his Consul, and afterwards to the District Magistrate, from whom he received protection and shelter. Meanwhile, the children were removed to some native orphanages in the town. Fortunately, thus far the affair passed off without any serious consequence; but the necessity of extreme caution in all that relates to orphanages cannot be too strongly impressed on the Roman Catholic missionaries. Foreigners are perfectly aware of the uprightness of their intentions, but Chinamen are not; and as the good opinion of the latter is more important than the approbation of the former, it behoves them to avoid outraging their prejudices, however mistaken they may be. The other report to which we have referred reaches us from Peking, and is to the effect that much irritation has been felt in the capital by a claim advanced by the Roman Catholic missionaries for the possession of some land, which in former times belonged to their Jesuit brethren. This is also a question which requires most careful handling; and, as in another massacre even the same amount of discretion as was exercised at Tientsin in the choice of the victims may not be observed, we should be glad to hear of a display of a little more forbearance and a great deal more wisdom on the part of the priests.

FORMOSA.

ALL our experience of China goes to furnish a remarkable illustration of the truth of the adage that—"Second thoughts are best." Some two years ago a proposal was very nearly being carried into effect—the Formosan Consulates would have been dis-established, and that fertile island and its resources consequently closed to our trade. Against this proposition Mr. ARCHER W. HEWLETT, Acting Consul at Taiwan, had the courage to protest, in a report, in which he explained the resources of the island, and drew the most encouraging inferences from the prospect of our future trade and intercourse with it, provided, of course, that our relations with it were not suspended. In consequence of Mr. HEWLETT'S timely remonstrance and the representations of the London merchants engaged in the China trade, the disestablishment of the Consulates was postponed. The result has proved the utter shortsightedness of the officials who would tamper with, and endeavour to circumscribe, British trade in the Far East. It is now some 180 years ago since the unprincipled genius known as GEORGE PSALMANAZAR passed himself off as a Formosan convert, educated by the Jesuits, and imposed upon no inconsiderable section of English learned society a pretended language, alphabet, and grammar of that island, together with a new division of the year into twenty months and a new religion, which he said prevailed among the natives. How this PSALMANAZAR'S ignorance was detected by his being requested to translate a passage from CICERO into his pretended Formosan language *twice*—the first copy being withheld while he attempted to execute the second—the elder DISRAELI has told us; but it is doubtful whether the ignorance of PSALMANAZAR concerning the island was half so injurious to the world as the unreflecting blindness which recently prompted the disestablishment of our Consulates there. Every line in Mr. HEWLETT'S latest report—which will be found included in our general *resume* of the China Consular Reports—goes to prove the sagacity with which he discerned the opening development of trade and intercourse with Formosa, if they were duly encouraged and protected. It is not too much to say that Mr. HEWLETT has added to—or at least has prevented being removed from—the commerce of the world an island which would have been deserted by the Western Powers, of whom we are supposed to be the pioneers. We will not detract from the importance of Mr. HEWLETT'S services in this matter by another word of comment on the report in which he describes Formosa as "a country which already imports no small amount "of the productions of Great Britain and its possessions, "which offers great scope for British industry and enter-"prise, and which promises to afford another outlet for the "increasing wants of our mercantile marine." We hope that something in Taiwan will be named after the man, who foresaw its value to the Western world; and, on that place, when he who founded it shall have departed, may well be placed a tablet in the words of the epitaph of the great architect—"Si monumentum quæris circumspice."

THE REPORT ON THE CONSULAR SERVICE.

THE Report on the Diplomatic and Consular Services, a *résumé* of which will be found in another column, illustrates a curious phase in our Parliamentary system. As long ago as 1858 a Parliamentary Committee was appointed to inquire into the condition of the services above mentioned. After long consideration and lengthy examinations of numerous witnesses a report was framed in which, while the general efficiency of the services was well spoken of, certain recommendations were made—amongst others, that a system of Consular education and promotion should be established, and that the Consular service should be organised and classified. From the report of the present Committee it appears that no notice has been taken of these suggestions, and, in fact, that the recommendations of the 1858 Committee have never been seriously taken in hand or considered by the Foreign-office. The probable fate, thus foreshadowed, of the result of their own deliberations, coupled with the very contradictory nature of much of the evidence which was brought before them, seems to have robbed the present Committee of all inclination to advocate any but very half-hearted measures. They reiterate some of the recommendations of the former Committee, and referring especially to China and Japan, "they think the frequent "changes in the amounts of salaries attached to higher posts "are unsatisfactory and discouraging, and owing to the un-"healthiness of the climates, they recommend a special system "of superannuation." This is well so far as it goes, but there appears to be a tendency throughout the report to suggest a reduction in the number of Consular officers employed, and this must only be listened to on the understanding that the other part of the recommendation, viz., that the pay of those who remain in the service be increased, will be carried out. Sir HARRY PARKES affirmed that the Consulates in Japan were efficiently worked with a smaller staff than in China. And it is possible that under a new system a small reduction might be made in the number of officers employed in the latter country. It is well known, however, that for years the Consular officials in China have considered themselves aggrieved at the low rate of pay they received, and at the general want of consideration which has been shown towards them. Men in this frame of mind are not likely to do more work than they are obliged to, but it is possible that were the Government to issue a more liberal scale of pay, and to provide—as recommended by the Committee—a special system of superannuation, they might find the work performed with equal efficiency, with fewer men, and at, per-

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haps, a smaller cost. We fear, however, that in all probability the recommendations of the present Committee will meet with as little consideration as did those of the Committee which sat in 1858, and that the only good which will arise from their investigations will be to show Parliamentary economists that no further reduction can be made in the pay of men who are serving their country faithfully, and who are risking health and life in an ill-paid and ill-constituted service.

THE PEKING HOSPITAL.

HOSPITALS are the only institutions of foreign growth which Chinamen can be brought to regard with unmixed approval. The Merchants' Hong is in their eyes the foremost foe to their cherished policy of exclusiveness, and in the missionary schools and churches they see, or fancy they see, thanks to the mistaken conduct of the French priests, hotbeds of sedition and temples of unholy rites. To a Chinaman's mind the idea of men rendering the gratuitous services of a lifetime for the good of their fellow-creatures is so entirely foreign that, when undoubted cases of such disinterestedness is forced on his attention, he is all the more likely, in the words of Captain CUTTLE, "to make a note of them." The object with which merchants come to China is obvious enough; and just sufficient ground has been given by the French Missionaries for the suspicion which is so widely spread among the Chinese that the real aim of their labours in China is to secure for themselves an earthly as well as a heavenly crown. But not even the most jealous son of HAN can attribute to the medical superintendents of the hospitals which are now dotted about at the foreign Settlements any motives than those of the purest philanthropy. The continuance and growth of this feeling is of importance with regard to our future relations with China, and nowhere is its encouragement more essential than in the capital from whence is directed the course of political action throughout the Empire. "The Tenth Annual Report of the Peking Hospital for 1871," which lies before us, encourages us to hope that in addition to the relief which has been afforded to suffering humanity at Peking, this end has been largely attained. Dr. DUDGEON announces in its pages the receipt of the two first Chinese donations in money which have been received since the foundation of the hospital. This is a hopeful sign, and though, owing to various causes—the Tientsin massacres, and the floods which inundated the country around Peking during the winter months of last year among others—the numbers of patients prescribed for during 1871 shows a falling off compared with the numbers attended in 1869, being 10,128, against 14,420 of the latter year, yet here is abundant evidence to show that increased confidence in the skill and philanthropic motives of the foreign doctor is gaining ground among all classes in Peking. Unlike all individual attempts to improve the moral and social condition of the Chinese which are confined to the few who can be immediately reached, the hospitals prove centres from whence are carried to all parts of the Empire by restored patients the enlightening influences of Christianity and science. Thus year by year an ever-widening circle of the most useful knowledge is spread throughout the length and breadth of the land. To be engaged in such a work is to fulfil a noble mission, and we congratulate Dr. DUDGEON on the success which is attending the part he is playing in this great undertaking.

REPORT ON THE CONSULAR SERVICE.

We have received the Report of the Committee appointed to inquire into the Diplomatic and Consular Services; the following is a *résumé* of the contents:—

In 1858 a committee sat for the same purpose, and the r report which was of a favourable character with regard to the efficiency of the service, was accompanied by the following recommendations:—

1. The establishment of a system of Consular education and promotion, chiefly with the view of preventing the necessity of employing any other than British subjects in the Levant and North Africa.
2. That Consuls should be prohibited from trading
3. Diminution of the number of Vice-Consuls in Europe, and gradual abolition of their licenses to trade.
4. Organisation and classification of the service.
5. Appropriation of all fees to Government account (except in case of unpaid Consuls) and collection of those fees by means of stamps if practicable.
6. Revision of Consular instructions.

The evidence given by Mr. Hammond, Under-Secretary State, and Mr. Wylde and Mr. Murray, of the Foreign-office, hav now tended to show:—

1. That during the last fourteen years no steps have been taken to establish any system of education and promotion such as was recommended.
2. Prohibition to trade has become the general rule of the service; but it does not appear that any general rule has been laid down which would separate the places where a salaried Consul prohibited from trading is or is not required.
3. The dimnuition of the number of Vice-Consuls seems to have been going on, but not in any regular or comprehensive plan.
4. Nothing has been done as to organisation or classification of the service.
5. The payment of fees into the Exchequer has only been imperfectly and occasionally enforced.

The recommendations of the former Committee never having been seriously taken in hand or considered by the Foreign-office, the present Committee consider that paid Consuls should be separated by some definite mark or title from those whose unpaid services are accepted, and that, until this is done, it is impossible to make use of unpaid service to the extent required without raising the objections of rival merchants.

In China, Japan, and Siam (the Report proceeds) the well-known close system of entry, education, and promotion works well. It appears beyond question from the evidence of Sir H. Parkes that the Consulates in Japan are efficiently worked with a smaller staff than in China. Mr. Medhurst recommends the abolition of the class of interpreters, and the amalgamation of the office of Chief Judge of the Supreme Court of Shanghai with that of Hong Kong. Sir Rutherford Alcock would reduce the number of students at Peking to six. Mr. Alabaster, late Acting Consul at Bangkok, considers there should be a marked reduction in the establishment in Siam. All the witnesses, however, complain of the inadequacy of the pay, especially in the case of juniors; they think the frequent changes in the amounts of salaries attached to higher posts are unsatisfactory and discouraging, and, owing to the unhealthiness of the climates, they recommend a special system of superannuation.

Mr. Brackenbury, H.M.'s Consul at Lisbon, thinks that the more nearly our Consular service is assimilated to that of France the better. The French system is simply that of making the service a profession. On the other hand, Mr. Crawfurd, H.M.'s Consul at Oporto, is opposed to any introduction of the French or Russian systems, which, he thinks, would lead to an "injurious *esprit de corps*, ambition, over zeal, and desire for change." "Consular officers," he says, "are already too prone to attempt brilliant services in the domain of politics." "The motives to a quiet and unambitious existence (the ideal of a Consul's career—according to Mr. Crawfurd) might be seriously interfered with by holding out prizes to ambition or vanity."

The success of the mission of Mr. Kennedy, the present head of the commercial department in the Foreign-office, in reducing the estimates of the Consulates in Turkey and Egypt, suggests the propriety of similar experiments being tried in the Levant, the North Coast of Africa, France, the Baltic, Italy, and the Peninsular, with a view to the consolidation of the Consulates there into Consulate districts. Mr. Kennedy is of opinion that all needful increase of salaries can be obtained by the reduction in the number of officers—excepting in the United States, where an increased vote will be required.

The Committee describe the fees chargeable in respect of duties connected with shipping as exceptionally low; it is a matter of complaint that the habits of British sailors are such as to cause disproportionate trouble to the Consuls, and it is recommended that greater power to deal with refractory seamen should be given to them.

Whether it would be better to revise the scale of fees, or to substitute for them a tonnage duty, is a matter which deserves attention. The notarial duties of Consuls should, it is agreed on all hands, be paid for by the parties availing themselves of their services. These notarial duties might be extended, and probably the scale of fees increased.

The revision and consolidation of the rules and instructions issued by the Board of Trade is imperatively demanded; and, when this is done, perhaps the returns and forms filled up by Consuls may be simplified, and thus reduce the work imposed upon them.

The gross sum charged in the current year's estimates for the general service is £168,147, which is reducible by anticipated extra receipts to about £135,000 nett. These estimates exhibit a reduction of about £5,000 as compared with those of the previous year, which again were lower by £7,300 than those of 1869-70. The universal complaint of insufficient pay would alone press on the Government the necessity of looking about for some means of retrenchment to be set off against the increased cost of salaries. If better retirements, classification, leave of absence, promotion and other like advantages are to be conceded, the service must, give up its stationary and residential character, and be subject to more frequent change at the discretion of the Foreign-office. This may not be considered an unmixed advantage by the Consuls themselves.

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ARTICLES OF IMPORT.

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TEA.

Messrs. Shepard, Harrison, and Rehden's Circular is as follows:—The new season's Teas have arrived in quantity during the past fortnight; the steamers Antenor and Hector, with Canton district, Deccan, Agamemnon, and Hong Kong, with black leafs, Malacca, with red leafs, besides, imports, per French mail steamers. The quality of the black leafs in the infused leaf is better than last season, and the crop would have been very fine, but the outturn is depreciated by hasty curing; the result is, many chops are much mixed, and the dry leaf uneven twisted. Fine quality has sold at full prices, and closes firm, but all second-class Teas rule lower than opening rates by 1d. to 1½d. per lb., and are difficult of sale. The red-leaf crop, from the few parcels inspected, does not appear any better than last season's. Sales to a small extent have been made; second quality, Sayune and Ankoi kinds 1s. 6d. to 1s. 11d., and finest Kaisow 2s. 2d. to 2s. 4d., Pakling at 2s. 4d. to 2s. 9d. per lb. For the Continent buyers are picking up the finest quality only, and appear quite willing to pay extreme rates of 2s. 4d. to 2s. 8d. per lb. for true Ningchows. The loss of the steamer Parnassus, reported to have the finest chops of Ningchow, has helped to establish the high range current for this class. To New York and Canada but little has been done.

Black: Old season's red leaf generally shows no alteration in price. Of new leaf, transactions so far are limited at 1s. 6d. to 1s. 9d. for second-class, 1s. 10d. to 2s. 3d. for finest Kaisow. Paklings: Full supplies are offering, finest sell readily up to 2s. 9d. per lb. Taysham leaf: The Antenor cargo, only a small portion has been sold at 11d. to 1s. for strong burnt, 1s. 0½d. to 1s. 1d. for malty, and 1s. 2d. to 1s. 4d. for fine. Black leaf: Since arrival of new leaf, little has been done in old season's. Quotations for new season's close at 1s. 4d. to 1s. 7d. for good medium to fine Oonams, 1s. 8d. to 1s. 11d. for strong Pekoe flavoured kinds, 2s. to 2s. 8d. for fine to extra quality. Souchong: No change. Oolong: New leaf is moving off slowly, and the few sales at 1s. 10d. to 2s. 2d. per lb. are lower than opening rates of last season. About 2,000 packages are in course of shipment to New York. Scented Tea: Supplies of Canton kinds have been very large, and great difficulty is experienced in effecting sales either of Orange Pekoe or Caper, except finest quality, which is selling at satisfactory rates. Foochow district: No new has arrived. *Green*: The chief business has been in Canton district growth, arrivals of which have been on a liberal scale; fine and finest, Tayshan district sells at full rates of 2s. to 3s. 6d. per lb., the leaf being very well made and quality in the cup equal to country-grown. Common to good medium sells slowly at 10½d. to 1s. 5d. per lb. Japan leaf: There has been less doing.

An auction of 2,585 boxes new season's Canton scented tea, per steamer Sunda, was held Thursday; 1,313 boxes scented Caper sold at 1s. 2½d. to 1s. 7½d., 1,272 ditto Orange Pekoe 1s. 3½d. to 1s. 4½d. These prices mostly show a decline of about 1½d. per lb. as compared with those paid for similar kinds at the auctions of the 15th instant. A small sale of finest new season's Green will take place on the 31st inst.

SILK.

The market has been quiet during the week, and there is very little business doing, as buyers generally are awaiting the next arrivals from China. The market is nevertheless firm, and deliveries are very good. In China Silk the business to arrive has sensibly decreased, and for Silk on the spot there is little or no demand; a few bales of new Silk have come in, but they are of an inferior description. Japan Silk is neglected, and prices for the present seem on the decline. Canton Silk is without alteration. Deliveries 1st to 24th inst. inclusive, China, 2,134 bales; Canton, 918; Japan, 1,269; total, 4,321 bales.

LONDON QUOTATIONS.—JULY 26.

CHINA.	
Tsatlee, No. 1	31s. 0d. to 31s. 6d.
,, ,, 2	30s. 0d. to 30s. 6d.
,, ,, 3	29s. 0d. to 29s. 6d.
Red Peacock	25s. 6d. to 26s. 0d.
Yuenfaa and Hainin, Nos. 1, 2, and 3 ...	23s. 0d. to 26s. 0d.
Taysaam Keying, Nos. 1, 2, and 3	23s. 0d. to 27s. 6d.
Long Reel	19s. 6d. to 20s. 6d.
Canton	14s. 0d. to 22s. 6d.
Chinese Thrown	24s. 0d. to 25s. 6d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	24s. 6d. to 30s. 0d.
Idah, No. 2	26s. 0d. to 27s. 0d.
Sodai, No. 2	24s. 6d. to 25s. 0d.
Oshiu, Nos. 1, 2, and 3...	25s. 6d. to 30s. 0d.
Koshiu, No. 2	24s. 0d. to 25s. 0d.
Eichizen	22s. 0d. to 26s. 0d.
Mashta	22s. 0d. to 24s. 0d.
Hatchoji	20s. 0d. to 22s. 0d.

COFFEE.

The market continued quiet for a few days subsequent to our last report, but latterly an improvement has set in. Fair supplies of Plantation Ceylon have been placed upon offer and have met a good demand at full rates, extending in some instances to an advance of 1s. to 2s. 6d. per cwt. The latest prices paid have been, triage, 72s. 6d. to 77s. 6d.; small, 79s. to 81s. 6d.; fine fine ordinary grey to low middling, 80s. to 82s.; middling, 83s. to 84s. 6d.; good middling, 86s. to 87s.; fine bold, 92s. 6d.; pea berry, 97s. 6d. to 101s. There have been no offers of Native Ceylon in public sale, but privately a quantity of fine ordinary quality has been quitted at 75s. per cwt., also 1,000 bags at 73s. 6d. for good ordinary, and 75s. 6d. for bold. The sale is reported of 200 bags pale Manila damaged at 72s. to 74s. per cwt.

The deliveries last week showed an important improvement, and exceeded those of the corresponding week 1871 by 630 tons; as, however, the landings were the largest in any week this year, and nearly 2,000 tons larger than last year, the surplus in the stock is increased to 2,300 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 120,374 cwt., against 266,392 cwt. at the corresponding date of 1871; Native, 19,775 cwt., against 34,615 cwt. The quantity of Coffee landed in the twenty-nine weeks ended July 29, 1872, was, of Ceylon, 20,677 tons, against 20,371 tons during the corresponding period of 1871; of all descriptions, 35,943 tons, against 36,799 tons. The quantity entered for home consumption was, of Ceylon, 6,024 tons, against 6,179 tons; of all descriptions, 10,560 tons, against 10,949 tons. The quantity exported was, of Ceylon, 13,096 tons, against 17,401 tons; of all descriptions, 25,504 tons, against 33,147 tons. The stock on July 20 was, of Ceylon, 10,688 tons, against 10,396 tons; of all descriptions, 19,803 tons, against 17,501 tons.

SUGAR.

The market continues to exhibit a very depressed tone, and at public sale a fair supply of refining qualities met biddings only at a further reduction of about 6d. per cwt., and only a few lots found buyers at lower prices. By private contract scarcely any inquiry has appeared and business is almost suspended. Not a single transaction in East India kinds has been entered into either publicly or privately; an offer of 2,430 bags soft brown China (duty 4s.) was bought in at 26s. 6d. per cwt.

A further addition has been made to the previous light stock by the large landing of 6,760 tons last week, which is 3,400 tons larger than in 1871. The deliveries were again small, and barely one-half the amount recorded in the previous year, so that the deficiency in the stock is reduced to 28,200 tons. Stock, July 13, 41,835 tons, against 76,225 tons; July 20, 46,207 tons, against 74,469 tons. The quantity of Sugar landed in the twenty-nine weeks ended July 20, 1872, was, of Penang, 1,985 tons, against 974 tons in the corresponding period of 1871; of Manila, Java, and China, 14,759 tons, against 13,470 tons; the quantity entered for home consumption was, of Penang, 1,559 tons, against 2,245 tons; of Manila, Java, and China, 17,019 tons, against 17,741 tons. The quantity exported was, of Penang, 70 tons, against 164 tons; of Manila, Java, and China, 949 tons, against 1,013 tons. The stock on July 20 was, of Penang, 813 tons, against 1,541 tons; of Manila, Java, and China, 8,859 tons, against 22,480 tons.

CAMPHOR.—The market has been dull during the past fortnight, and the only sale to report is of 100 cases old China at £4 per cwt. re-weights.

CARDAMOMS.—No transactions in Ceylon.

CANES.—At the sales of 115,000 Borneo offered only 11,000 sold at 3d., the remainder bought in at 3d. to 3¼d. Of 52,000 Partridge offered about 31,000 sold at 3d. to 4¼d., mouldy 2⅝d. to 4¼d.

CHINA MATTING.—At auction 250 rolls, chiefly sold—6/4 white 33s. 6d. to 51s., 4/4 white 33s., 4/4 red at 34s. to 35s. 6d., 6/4 red at 51s. per roll.

CUBEBS continue quiet, and there is no business to report upon.

COPRA.—Penang remains firm, but there is little or nothing doing.

CUTCH.—There is somewhat more inquiry manifest, but there is as yet no activity in the market, and business is still almost suspended; in auction 1,420 cases good to fine Pegue were all bought in at 25s.

COCOA-NUT OIL.—The demand for Cochin has been sluggish at £38 to £38 10s., while that for Ceylon has been more active at rather firmer prices, a good business having been done at £33 10s. to £35 for ordinary to fine on the spot, while £35 15s. has been paid for July to September shipments. The public sales held since our last went off as follows:—Of 340 casks Cochin 25 hogsheads sold at £38 15s.; the remainder withdrawn or bought in at £38 15s. to £39. Of 217 casks Ceylon 171 casks sold—dull to good in pipes £33 10s. to £34 15s., brown to fair in puncheons at £33 to £34 5s., very yellow to good in hogsheads at £34 5s. to £35; the rest bought in at £35, at which price 20 tons were afterwards sold.

COIR GOODS.—Extensive supplies have been brought forward, comprising 3,483 bales and 360 tons in dholls Yarn, 410 bales 4½ tons Fibre and 25 tons Rope. The demand for Yarn was almost equal to the supply, and nearly the whole was disposed of; medium to good qualities of good colour and make went off with more spirit at steady rates, but low and ordinary coarse kinds in dholls were difficult of sale, and prices were in favour of buyers. Good and fine qualities of Fibre also sold well. Rope met a steady demand, and was all sold. Of Yarn 8 bales good Ceylon sold at £36 10s.; of 150 tons ditto about 120 tons sold, very common £26 5s., fair common to low middling £28 to £29, middling to fine £31 5s. to £39, superior £47 5s. Of 410 bales Cochin Fibre 270 bales sold, middling to good £22 to £29 10s., fine bright £31 15s., superior £35, 656 ballots (4½ tons) ordinary Ceylon chiefly sold at £10.

DRAGON'S-BLOOD.—Market very dull; an offer of 27 packages fine quality was retired.

ESSENTIAL OILS.—*Aniseed* is lower, there being sellers at 9s. per lb., at which and at 3d. higher some 50 cases have been sold. In public sale 14 cases offered and 2 sold at 9s. 6d. *Cassia*: Stock concentrated in one hand, and 6s. 3d. paid. *Nutmeg* quiet; none offered. *Cinnnmon* scarce, and wanted. *Citronelle* quieter; 74 cases at auction retired. *Lemon Grass* firm, but inactive.

EBONY firm, and scarce; no offers during the interval.

GALLS.—*China* are dull at a slight decline, about 300 cases being sold privately some days since at £2 14s. to £2 15s., and 120 cases subsequently at £2 13s. per cwt. In public sale offers of 440 boxes were all retired. *Japan* are scarce, and in good demand.

GUMS.—*Benjamin*: Siam firm for good kinds, but supply of common large; two cases at auction sold; fine drop and block at £18; brown second at £10 10s. Sumatra steady, and of 54 cases at auction, one-half sold at £7 17s. 6d. to £9 for middling reddish to very good seconds. *Copal*: Lower and dull; of 930 cases at auction a small proportion only sold; hard, partly scraped little drossy and dark 33s.; more drossy 30s.; soft yellow 24s.; run 20s. *Damar* flat; of 106 cases offered only a small proportion sold at previous value. *Gamboge* steady; a new parcel sold at £15 10s. for fine.

GAMBIER.—Prices continue to advance, and there have been large sales of floating parcels near at hand at 21s. 6d. up to 22s. 7½d.; distant at 21s. to 21s. 9d., with all faults, ex ship.

GUTTA-PERCHA.—Market very dull, and arrivals in excess of de-

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mand; 625 baskets and cases, 546 blocks and 3 tons loose at public sale retired.

HEMP.—The market for Manila is quiet, but the last-quoted values are steadily maintained. Of 608 bales offered in auction, the sound portion was bought in at €40 10s., £48, and £50; and 14 bales damaged sold—first class £48 5s., second class £46 15s. per ton.

HIDES.—No business to report.

HORNS.—Market firm; about 6 tons Siam offered and sold; horns averaging about 3 lbs. at 36s. to 37s. per cwt.

INDIA-RUBBER.—The market generally is lower. *Assam* dull; 171 bags in sale retired, except a few bags foul and earthy sold at 1s. 0½d. per lb.; *Borneo* flat at 1s. 9½d., and fine *Java* scarce and wanted.

ISINGLASS.—There is a good market for fine qualities. Nothing of consequence has been done since the sales reported on in our issue of the 15th inst.

JAPAN WAX.—Market quiet, and of 340 cases at auction, a very few only sold at the sale, and subsequently, at the former value, viz., £4 7s. 6d. for fine saucers.

MUSK.—In fair demand at previously ruling rates.

PEPPER.—*Black* has continued very firm at precisely previous figures, but only a small business has been done on the spot, say 2,000 bags Singapore at 6¾d., Penang at 6d.; July to September delivery at 6d., to 5 15-16d.; of 3,250 bags offered in auction, chiefly Singapore, small part sold at same figures. *White* has been speculatively dealt in to a very large, but at the same time, greatly magnified extent, and nearly all the reported "bear" contracts were bought back at from 1s. 1d. to 1s. 3d. per lb.; last week the price of good Singapore in auction was worked up to 1s. 8d.; for a lot or so (the bulk selling at 1s. 2⅞ to 1s. 4d.), but without the desired result, there being almost immediately an overwhelming number of sellers at about 1s. 3d. on the spot and for early delivery, and the market has since gradually become very quiet, fair Penang, to fine Singapore selling in auction at 1s. 1⅞d. to 1s. 2¼d. per lb.

PLUMBAGO.—Fine Ceylon very firm, but other qualities continue in moderate demand; of 542 barrels at auction half sold, lump fine bright bold 36s., low and ordinary 16s. to 22s., chips fine 22s., dust middling to fine 10s. 3d. to 13s.

RATTANS.—Market firm and prices unchanged.

RHUBARB.—Of 160 cases China at public sale half sold at 2s. to 2s. 6d. per lb. for fairly trimmed medium and boldish fair pinky fracture, 1s. 9d. to 1s. 11d., ditto duller coat, and mixed with small root, being 2d. lower.

RICE.—The market on the spot has been quiet at last quoted rates; the floating cargo per steamer Mary 850 tons Rangoon, June sailing, has been sold at 10s., ex ship London.

SAGO.—Market quiet; in auction 904 bags and 100 boxes were retired. *Flour* steady, with fair private trade in good at 15s. 9d. At public sale 1,030 bags were retired.

SAPANWOOD shows a declining tendency; of 61 tons *Manila* offered in auction a small portion was quitted at £8 per ton for medium quality. Of *Ceylon* 40 tons have been offerdd and retired.

STICKLAC.—Siam is steady at the recent decline; about 200 cases fine quality have been sold at £4 8s. per cwt.

STAR ANNISEEDS continue dull, and large arrivals have tended to further depress the market; 70 cases at auction were retired.

SHELLS.—*Mother'o Pearl* continue very scarce, and are in active request at £13 for Manila and £14 for Singapore. *Tortoise* are quiet at the previous value.

SPICES.—*Cinnamon* steady at the previous value. *Cassia Lignea*: market steady, but quiet, with large stocks. About 1,000 cases unworked sold privately at 86s. per cwt.—the former value. None at auction. *Buds*: Quiet, and 17 boxes at auction retired. *Cloues*: steady, but quiet. *Nutmegs* steady: 90 cases at auction, chiefly sold; fine Penang 71 to the lb. at 3s. 7d.; 103's at 3s. to 3s. 1d., but chiefly limed at proportionate recent values. *Mace:* quieter and little done. Of 106 cases at sale a very few only sold at 3s. 5d. to 3s. 10d. per lb. for broken dull to fair.

SOY.—No transactions.

TAPIOCA.—The market is quiet at the previous value; at public sale, of 369 bags Singapore offered, part sold; damaged at 1½d. to 2d.; 102 bags Pearl brought 22s. for fine small; 25s. 6d. fine large, and 26s. to 27s. medium.

TURMERIC.—*China* steady; *Java* very dull.

TIN.—The active demand has continued, and an advance in prices of about £2 has been established. The current quotations are—Straits on the spot £156, afloat or for forward delivery £154 to £156; Banca £161, Billiton £154 per ton.

VERMILION.—Market steady at last quoted rates.

ARTICLES OF EXPORT.

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METALS.

IRON.—Welsh: Rails, £12 to £12 10s. Bars, £12 10s. to £13 10s. Staffordshire Best: Bars, £16 10s. to £17; Nail Rods, £16 10s. to £17; Hoops, £18; Sheets, £20 to £22; Scotch Pig, No. 1, £6 13s. to £7 10s.; Swedes, Bars, Hammered, £16; Swedes, Steel in kegs, ⅜ and ½ in., £18.

YELLOW METAL.—Sheets, 4 by 4 ft., 10d.; Sheathing and Rods, 10d. to 10½d. per lb.

TIN.—English Refined, £160 to £162. Tin Plates: Charcoal I C, per box, 43s. to 48s.; Coke, 40s. to 42s.

LEAD.—W.B., nominal; do., other brands, £19 5s. to £20; Spanish, soft, ex ship, £19 5s. to £19 10s.; Sheet, £21; Shot (kegs extra), £23; White, do., £27 10s.; Red do., £23 5s.

SPELTER.—Silesian, £23 to £24; English, smelted from ores, £23 10s.

QUICKSILVER.—In bottles of 75 lbs. each, £13 10s.

Messrs. French and Smith report upon the market as follows:—*Iron*: Owing to the difficulty in producing, many of the makers of finished Iron are refusing orders, and prices are nominal. Scotch Pig Iron Warrants have reached the extraordinary price of 137s. per ton. *Copper* is dull, and in order to effect sales lower prices have been accepted. Market closes firmer. *Spelter* quiet. *Lead* rather easier.

MANCHESTER GOODS.

Since last mail this market has continued inactive, and prices have favonred buyers. Considerable irregularity has prevailed according to the position of producers, but Goods generally have been more pressed for sale than Yarns. There are some symptoms that prices have almost touched a point that will cause a revival in demand, but the offers so far made have in most cases been too low to find acceptance, and only a limited business has resulted.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	6s. 9d. —	7s. 4½d. 7s. 6d.	8s. 0d. —	8s. 4½d. —	8s. 6d. —	8s. 10½d. —	9s. 7½d. —	9s. 9d. 9s. 10½d

Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	10s. 0d. —	10s. 3d. —	11s. 3d. —	11s. 9d. —	11s. 1½d. —	13s. 0d. —	7s. 7½d. 7s. 9d.	8s. 10½d. 9s. 0d.

Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	39	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	8s. 10½d. 9s. 0d.	9s. 10½d. 10s. 0d.	11s. 1½d. 11s. 3d.	13s. 0d. —	11s. 1½d. 11s. 3d.	12s. 9d. —	14s. 1½d. —	15s. 6d. —

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	6s. 1½d. —	6s. 3d. 6s. 4½d.	7s. 1½d. 7s. 4d.	7s. 1½d. 7s. 6d.	7s. 9d. 8s. 1½d.	8s. 9d. 9s. 1½d.	9s. 0d. 9s. 6d.

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	10 0	—
Maddapollams	3 10½	—
Long Cloths	9 9	—
White Spot Shirtings ... nominal) ...	12 1	—
„ Brocade... ... do. ...	12 4	—
„ Damasks ... do. ...	21 6	—
Cotton Yarn (Water Twist), Nos. 16-24 China...	1 1¾ to	1 2½
Nos. 28-32 do.	1 3¼ to	1 4
No. 40 do. (mock)	1 3½ to	1 4¾
No. 40 Mule Twist	1 3 to	1 4¾

WOOLLEN AND WORSTED GOODS.

The Leeds market for Woollens and Worsteds is quiet, and prices in some instances rule lower. The current quotations are:—

Spanish Stripes, 62 in., 19 yards, Elephant Chop, 3s. 6½d. per yard for scarlet; Long Ells, 30/31 in., 24 yards, Lion Chop, 34s. 6d. per piece for scarlet; Camlets, best SS, 30/31 in., 58 yards, Elephant Chop, 82s. 6d. per piece for scarlet; Lastings, 31 in., 30/31 yards, Lion Chop, 72s. per piece for gentian; Brocades, 31 in., 29 yards, Half Moon Chop, 25s. 6d. per piece for scarlet.

Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
Jly.18	Christina Aquerona	Sapelli	Akyab, for Hamburg	Off Deal
16	Nicoline	Heim	Do.	Cuxhaven
14	Frento	Porcella	Do.	Bremerhaven
16	Maarten van Rossem	Huyzer	Banjoewangie	Texel
16	Constantia	Borrendam	Sourabaya	Zierikzee
17	Otac Milo	Cattecich	Rangoon	Bremerhaven
17	Jacob Roggeveen	Rolff	Batavia	Texel
	Firenze	Nicoline	Akyab	Queenstown
20	Sunda (s.)	Fentiman	Hg. Kg., &c., via S.C.	London
19	Argo	Grau	Akyab	Liverpool
15	Chica	Larragan	Manila	Cadiz
22	Malacca (s.)	Gaby	Foochow, via S.C.	London
22	Bengal (s.)	Langlands	Singapore, via S. C...	Do.
20	San Fiorano	—	Rangoon, for Rotrdm	Off the Lizard
20	Geesina Maria	Bek	Pasaroeang	Texel
21	Dorothea	Hillmann	Rangoon, for Gsemd.	Falmouth
	Fleetwing	Bailey	Macao via S.C.	Queenstown
23	Hong Kong (s.)	Symington	Hankow, &c., via S.C	London
23	Noach L.	v. Schelven	Batavia	Off Dungeness
23	Osmo	Soderholm	Bassein, for Bremen	Off Falmouth
23	Ocean	Petersen	Akyab	Do.
21	Beethoven (s.)	Cumming	Rangoon, via S.C.	Helvoet
Jun.21	Italy	Cauben	Hong Kong, &c.	Rio de Janeiro
Jly. 24	Hindostan (s.)	Roshell	China, Sing., &c., via S.C.	London
24	Florence Braginton	Davies	Rangoon	Falmouth
24	Michiel Loos	Zellier	Akyab	Do.
24	Admiral	Muller	Akyab, for Copnhag.	Do.
24	Gazelle	Warness	Do., for Antwerp	Do.

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DEPARTURES.

Date.	Ship.	Captain.	For	From
July 18	Alice	Pounder	Penang	London
18	Rollo	Way	Yokohama	Do.
16	Angela	Onate	Manilla	Glasgow
	Gazella	Calangich	Batavia	Shields
16	Olympia (s.)	Romkes	China, &c., via Londn.	Hamburg
	B.R.H.	Beisserbruck	Batavia	Amsterdam
20	Prism (s.)	Butler	Sing., China, &c., S.C.	Liverpool
18	British Constitution	Shaw	Colombo	Glasgow
21	Josefina	Sarachego	Manilla	Cardiff
22	Toivo	Blomberg	Cardiff & Singapore	London
23	Gysbertus Hermanos	—	Batavia	Shields
20	County of Forfar	Stephen	Sourabaya	Glasgow
10	Gemsbok	Bunker	Hong Kong	New York
10	Nevada	—	Singapore	Do.
20	Walmer Castle	Wildash	Galle	Penarth
21	Hermann	Thede	Singapore	Hamburg
21	Alex. Lavalley	Lougin	Cardiff and Shanghai	Havre
Jun. 15	Elizabeth Mentz	—	Batavia	Monte Video

See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
etween July 11 & 20	Winestead	London	Colombo, &c.
	Ajax	Liverpool	Sing., China, &c.
	Excelsior	London	Colombo, &c.
	Hilton Phillipson	Shields	China
	Mary	Galle	Gibraltar
	Bertha	London	Colombo, &c.
	Glenroy	Do.	Sing., China, &c.
	Bin Tan	Glasgow	Singapore, &c.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Hong Kong and Shanghai: Sunda. For Penang, Singapore, Hong Kong, and Shanghai: Hong Kong, Gordon Castle. For Singapore, Hong Kong, Shanghai, and Yokohama: Ben Ledi. For Colombo, &c.: Othello.

SAILING VESSELS.—For Yokohama: Ada, Coulnakyle. For Hiogo and Nagasaki: Ivanhoe. For Shanghai: Chusan. For Hong Kong: Nyassa, Gryfe, Tyburnia. For Singapore: Dewa Gungadhur, Queen of the Ocean. For Penang: Alvington. For Batavia, Sourabaya, and Samarang: Union. For Colombo: Constancia, Shun Lee, Scawfell. For Colombo: Coromandel.

At LIVERPOOL.—For Yokohama: Lake Sincoe, Lizzie Iredale. For Manila: Maria Fidela, Aurorita. For Penang, Singapore, Hong Kong, and Shanghai (VIA S.C.): Antenor (str.), Nestor (str.), Agamemnon (str.). For Singapore: Otter. For Batavia and Sourabaya: Jorgen Bruhn. For Sourabaya: Java.

At GLASGOW.—For Hong Kong, &c.: Aancitia.

SPOKEN.

OHIO (?), Colombo to London, 78 days out, 31 S., 36 E.
BRAMA (Eng.), Shanghai to New York, April 21, 34 S., 29 W.
DORDRECHT II., Rotterdam to Batavia, July 12, 50 N., 4 W.
HDVF (com. code), Japan to New York, June 3, 36 S., 21 E.
S. D. CARLTON, Cardiff to Hong Kong, May 23, 18 S., 38 —.
DALKARLSA, Pasaroeang to Stockholm, June 10, 16 E.
SAMUEL, Colombo to London, June 18, 27 S., 11 E.
SCOTLAND, Clyde to Hong Kong, May 16, 19 S., 28 W.
TITANIA, Canton to London, May 31, off the Macclesfield Bank.
ALCHYMIST (ship), London to Colombo, June 14, 5 S., 26 W.
BATO, Pasaroeang to Amsterdam, June 13, 9 N., 24 W.
BLACKWALL, Cardiff to Hong Kong, 112 days out.
CLYDE, Manila to Liverpool, in Gaspar Straits.
SEA CHIEF (British ship), Cardiff to Galle, June 5, on the line, 30 W.
CORNELIS GIPS (Dutch), Sourabaya to Rotterdam, July 7, 40 N., 34 W.
BENVOIRLICH, New York to Shanghai, June 6, 1 N., 30 W.
SUSANNA, Rotterdam to Samarang, May 23, 38 S., 83 E.

FREIGHTS AND CHARTERS.

Berth freights to the East continue firm at current quotations, and ships are eagerly sought for. In coal freights there is no material change to note, and the undermentioned rates are well maintained.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Hiogo: 90s. meast. To Nagasaki: 90s. meast. To Shanghai: 50s. weight or meast. To Hong Kong: 50s. weight or meast. To Manila: 100s. meast. To Singapore and Penang: 50s. weight or meast. To Sourabaya and Samarang: 95s. meast. To Batavia: 90s. meast. To Padang: 100s. meast. To Saigon: 100s. meast. To Ceylon: 35s. meast.

Per SAILING VESSELS.—To Hiogo: 45s. weight, 45s. to 50s. meast. To Yokohama: 35s. weight, 35s. to 40s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 35s. to 40s. weight, 30s. to 35s. meast. To Hong Kong: 32s. 6d. to 35s. weight, 25s. to 30s. meast. To Batavia and Sourabaya: 20s. weight or meast. To Samarang: 20s. weight or meast. To Singapore: 20s. weight, 25s. meast. To Penang: 35s. weight or meast. To Ceylon: 30s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £33. To Singapore: £24 to £25. To Penang: £25. To Galle: £22. From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 42s. 6d. To Shanghai: 42s. 6d. To Hong Kong: 35s. To Manila: 25s. To Singapore: 24s. To Colombo: 21s. To Galle: 21s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Singapore, 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

The following telegrams relate to the Excelsior (str.), from London to Colombo, &c., ashore at Shab Ali Reef:—

PORT SAID, July 20, 5.30 A.M.—The master of the Excelsior (str.), from London to Colombo, &c., writes from Tor, on the 14th, that the steamer is on shore at Shab Ali Reef, Ost Ras, Mohamed, and requirer immediate assistance.

PORT SAID, July 20.—The Egyptian Government has granted a steamer to proceed to the assistance of the Excelsior (str.), from London to Colombo, &c., ashore at Shab Ali Reef; a lighter and labourers will be sent with her.

PORT SAID, July 22.—The Columbian, P. and O. steamer, from Bombay, reports having spoken the Excelsior (st.), passing the Dædalus light, short of coals.

SUEZ, July 22.—The Columbian (str.), arrived here from Bombay, reports having passed the Excelsior (str.), of Shields, at 5 P.M. on the 19th July, steering south.

The latest telegram received respecting the Excelsior (str.), from London to Colombo, &c., announces that she had jettisoned 1,000 packages of cargo, natives plundering.

The Constance, Schroot, from Sourabaya to Boston, which vessel put into Simon's Bay, 4th June, had lost mainyard, sails, and steering-gear, during severe gales from S.E. and S.W. 27th and 28th May, in lat. 32 S., long. 32 E.

The Ornate, Sampson, from Manila to London, put into Algoa Bay, June 11th, with bowsprit carried away, foremast-head shattered, and catheads, &c., damaged, having been struck with a sea during a heavy W.N.W. gale on the 9th off Cape St. Francis.

MISCELLANEOUS.

At St. Helena, June 13, California, Deinum, from Java for Holland; 21, Middlesex, Massey, from Colombo for London; 22, Maria, Barcelo, from Macao for Havana; 25, Amazon, Petterson, from Probolingo for Holland; La Paix, Magniay, from Singapore for London; 27, Oleander, Taylor, from Colombo for London.

Off St. Helena, June 15, John Milton, from Japan for New York; 23, Rosa del Turia, from Macao for Havanna; 24, Hendreka, from Java for Holland.

At Table Bay, Shooting Star, and sailed, June 11, for Colombo.

At Simon's Bay, June 4, Constance, Schroodt, from Sourabaya for Holland.

A later telegram, received from Port Said, dated July 18, announces that the Prins van Orange (str.), from Java to Amsterdam, which put into Port Said for repairs, having completed the same, would proceed on 20th July for her destination.

The hull of the Fred Warren, from Manila to New York, which vessel put into Algoa Bay, March 5, leaky, was sold by auction on the 12th June; also her spars, furniture, stores, &c., anchor and chains—the whole realising £1,065.

ADMIRALTY NOTICE.

Sulu Archipelago—Bazilan Group—Newly Discovered Rock—The Netherlands Government has given notice, that a rock has been discovered by the Captain of the Dutch barque Wilhelmina Frederika, in the passage between the Basilan and Sulu groups. The Wilhelmina rock is partially covered with sand, and is awash at high water, with no bottom at 30 fathoms near it. Position, lat. 6 deg. 25 min. N., long. 121 deg. 22 min. E.

Pangutarang Group—Position of Teomabal Island.—Also from the same authority, it is said that the Island of Teomabal, of the Pangutarang group, lies N. by E. 7 miles from the position assigned to it on the chart, and that the reefs on the north side of the island extend 12 miles in a N.N.E. direction.

THE steamer Japan, lately launched by Messrs. C. Mitchell and Co., Low Walker, underwent a trial trip on the Tyne last week. The vessel has been built for Messrs. Apcar and Co., of Calcutta, and is intended for the India and China trade. Her principal dimensions are—length, 350 feet; beam, 37 feet 4 inches; and depth, 28 feet; she is built to the highest class at Lloyd's, and is fitted with a pair of compound surface-condensing engines, combining all the latest improvements for economy of fuel. The Japan proceeded along the coast as far as Hartlepool, the speed by log being over eleven knots. The vessel afterwards proceeded to London, to load for Calcutta.

THERE has been launched from the building yard of Mr. Thomas Seath and Sons on the Clyde a handsome paddle steamer, for the King of Burmah. The vessel, which is intended for the navigation of Irrawady, is 140 feet in length, 22 feet in breadth, and 7 feet deep. It is fitted with a pair of oscillating engines of 70-horse power, and has two circular boilers. It is to be employed in the service of the Burmese Government, and if found suitable for the purposes for which it is designed there is a probability of a number of similar vessels being built by the Messrs. Seath.

THERE has been launched from the shipbuilding yard of Messrs. John Fullerton and Co., Merksworth, Clyde, a fine screw-steamer of 200 tons register, named the Vaïco—the name of a river in Cochin-China. The dimensions of the vessel are as follows:—Length of keel and forerake, 135 feet; breadth of beam, 19 feet; and depth of hold, 9 feet 6 inches. She is classed A 90 at Lloyd's, and will be propelled by compound engines of 40 nominal horse-power. The engines are to be fitted up by Messrs. Young and Co., Vulcan Works, Ayr. The Vaïco has, we understand, been transferred to a French firm, who intend employing her in the transport service of France, running between the French ports and Saigon.

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GLYCERINE POMADE against scurf.
GLYCERINE SOAP for chaps and chilblains.
GLYCERINE ANTIPELLICULAIRE to prevent the hair falling off.
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Fig. 100.

Fig. 192.

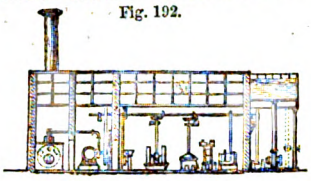

Fig. 121.

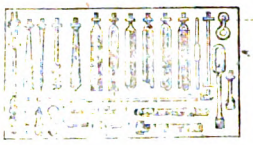

Fig. 105.

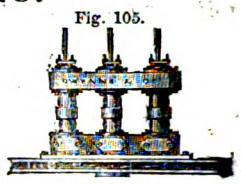

Fig. 189.

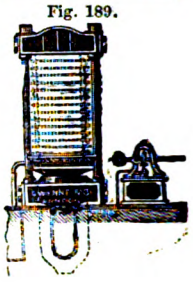

Fig. 141.

Fig. 207.

Fig. 30.

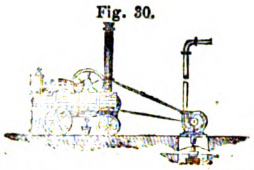

Fig. 43.

Fig. 39.

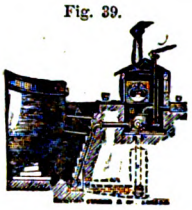

Fig. 154.

Fig. 24.

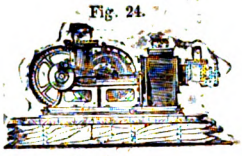

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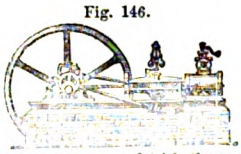
Fig. 146.



NOTE.—These numbers correspond with the numbers in the Catalogue.

Fig. 24.—Gwynne and Co.'s Patent Combined Centrifugal Pumps and Engines for High Lifts.

Fig 30.—Gwynne and Co.'s Improved Portable Steam Engines and Centrifugal Pumps.

Fig. 39.—Gwynne and Co.'s Patent Pumping Machinery, as applied to Emptying Docks.

Fig. 43.—Gwynne and Co.'s Patented Wind-power Pumping Machinery, designed for Drainage and Irrigation purposes.

Fig. 100.—Gwynne and Co.'s Improved Double-Barrel Deep-Well Pump.

Fig. 105.—Gwynne and Co.'s Improved Treble-Barrel Li and Force Pump.

Fig. 117.—Gwynne and Co.'s Brigade Fire Engine.

Fig. 121.—Gwynne and Co.'s Improved Boring Tools.

Fig. 141.—Gwynne and Co.'s Improved Reaction Turbine.

Fig. 146.—Gwynne and Co.'s Improved High Pressure Horizontal Engine.

Fig. 154.—Gwynne and Co.'s Improved Cornish Boilers with double flues.

Fig. 189.—Gwynne and Co.'s Improved Hydraulic Press.

Fig 192.—Gwynne and Co.'s Improved Machinery for Pressing Oil from Seeds, Olives, Fat, &c., &c.

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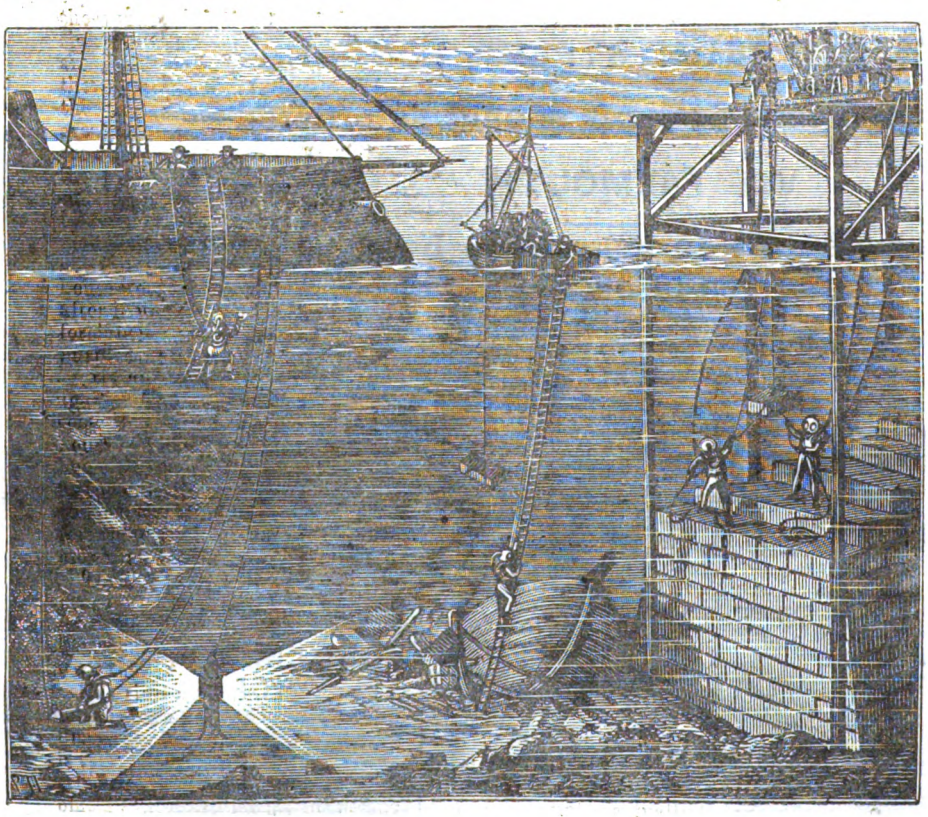

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J. THOMSON Chairman.

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One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

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BANKERS—London and County Bank.

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Shanghai	Yokohama	Ingapore
Foochow	Hiogo	Bombay
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Address, J. D. B., care of the Editor of the *London and China Telegraph*, 2, Cowper's-court, Cornhill, to whom references are kindly permitted.

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THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January, 1872. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
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Yokohama	LANE, CRAWFORD, & Co.
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OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR	Every Thursday at 2 P.M.	—
MALTA		—
ALEXANDRIA		Every Monday at 5 A.M.
ADEN	,, ,,	
BOMBAY		
GALLE	Thursday, July 4, at 2 P.M. And every alternate Thursday thereafter.	Monday, July 15, at 5 A.M. And every alternate Monday thereafter.
MADRAS		
CALCUTTA		
PENANG		
SINGAPORE		
CHINA		
JAPAN		
AUSTRALIA	Thursday, July 4, at 2 P.M. And every fourth Thursday thereafter.	Monday, July 15, at 5 A.M. And every fourth Monday thereafter.
NW. ZEALAND (Cargo only.)		

And all Ports at which the British India Company's Steamers call.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of EBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

EXTENSION TO VENICE. — On Friday, 26th July, and every Friday thereafter, one of the Peninsular and Oriental Company's Steamers will leave VENICE for ANCONA, BRINDISI, and ALEXANDRIA.

Via Suez Canal.

THE Company will despatch the steamship SURAT, 2,000 tons and 500 h.p., from SOUTHAMPTON, on 1st August, direct to BOMBAY and CHINA.

THROUGH RATES FROM MANCHESTER.

	Yarns.	Cottons.
To Bombay	45s. ...	50s. per ton.
,, Straits, Hong Kong, and Shanghai	60s. ...	60s. ,,
,, Yokohama, Nagasaki, Hiogo, Batavia, and Manila	100s. ...	100s. ,,

All with 10 per cent. primage.

London goods by special agreement.

Transhipment and conveyance to ports not touched at by the Company's steamers will be at the Company's expense, but shipper's risk.

Goods to be consigned to Mr. T. BLACK, the Company's agent at Southampton.

STEAM TO BOMBAY, via the Suez Canal.—Passengers and Shippers are respectfully informed that the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY propose to despatch steamers from SOUTHAMPTON to Bombay, via the Suez Canal, as follows:—

		Tons.	H.P.
Sept. 21 ...	HYDASPES ...	2,983 ...	500
Oct. 8 ...	MIRZAPORE ...	3,763 ...	600
,, 17 ...	KHEDIVE ...	3,742 ...	600
Nov. 7 ...	PEKIN ...	3,777 ...	600

RATES OF PASSAGE MONEY.

First-class	£86
Second-class	£36

VIA SUEZ CANAL.

THE Company will despatch the steam ship SUNDA, 1,682 tons and 300 h.p., from LONDON, on 4th August, direct to CHINA.

Through Rates from Manchester.

	Yarns.	Cottons.
To Straits, Hong Kong and Shanghai	60s. ...	60s. per Ton.
,, Yokohama, Nagasaki, Hiogo, Batavia, and Manila	100s. ...	100s. ,,

All with 10 per cent. primage.

London goods by special agreement.

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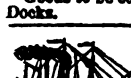
Goods to be consigned to the East and West India Docks.



STEAM (via the Suez Canal) to PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, &c. The following full-powered, high-classed SCREW STEAMERS will be despatched as under:—

Steamer.	Class.	Tons.	Dock.	To Sail.
Hong Kong, s.s. ...	100 A1	1,221	SWID	Aug. 10
Canton, s.s.	100 A1	1,215	SWID	To follow
Nankin, s.s. (new)	100 A1	1,650	SWID	To follow
Chin-Kiang, s.s. (new)	100 A1	1,000	SWID	To follow

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Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	Ariel

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The Pacific Mail Steamship Company's steamers also leave New York on the 10th, 20th, and 30th of every month for San Francisco, via Panama, calling en route at Kingston, Jamaica, and ports along the North Pacific coast.

For rates of fare from England, which include railway transit across the American continent, and other information, apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

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San Francisco,	18 days	from England.
Japan	in 38 ,,	,,
China	in 44 ,,	,,
New Zealand	in 42 ,,	,,
Australia	in 47 ,,	,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Steamship Company and United States, New Zealand, and Australian Mail Steamship Company.

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The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, or to New Zealand and Australia, by the United States, New Zealand, and Australia Mail Steamship Line, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, tia Brindisi.

The journey may be broken at any point, and resumed at pleasure.

Fare, via China, £221; via New Zealand and Australia, £197.

For further particulars apply to H. STARR and Co., 22, Moorgate-street, London. Agents Union and Central Pacific Railway, &c.

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Domai	... June 22	For	Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Ava ...	... July 7		
Cambodge	... July 21		
Peiho ...	... Aug. 4		
Mei Kong	... Aug. 18		
Alphee	... Sept. 1		

The steamers of the 7th July, 4th Aug., and 1st Sept. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 23rd June, 21st July, and 18th Aug. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
,, Constantinople... ,, Saturday, 5 P.M.
,, Algiers ... ... ,,

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. LETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

"Castle" line of steam packets. Via Suez Canal.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods for Java and Japan, the magnificent new Clyde-built steamship GORDON CASTLE, 100 A1, 2,000 tons register, 255-horse power nominal; 1,250-horse power effective, WILLIAM HOLMES, Commander; South West India Dock. To sail early in August. This steamer has elegant accommodation for first-class passengers, including bath-rooms, ice-house, ladies' cabin, punkahs, &c. The cabins are provided with bedding, linen, and all necessaries. The s.s. Glengyle and s.s. Drummond Castle to follow.

For Freight or Passage apply to THOS. SKINNER and Co., 5, East India Avenue, London, E.C.

CHINA AND JAPAN.

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong	Tyburnia ...	A1 14 yr.	SWID	With des.
Shanghai ...	Chusan	A1 14 yr.	SWID	With des.
Yokohama & Hiogo	Ada.....	A1 17 yr.	SWID	With des.
Do.	Coulnakyle..	A1 13 yr.	SWID	To follow

For Freight and Passage apply to ROBERTSON and Co., at 5, Newman's-court, Cornhill, London; 10, Orange-court, Liverpool; or York Chambers, 55, King-street, Manchester.

STEAM (via the Suez Canal) to SINGAPORE, HONG KONG, SHANGHAI, and YOKOHAMA, taking goods for transhipment to NAGASAKI and HIOGO. Last shipping day, July 27. The splendid Clyde-built full-powered steamer BEN LEDI, 100 A1, 1,000 tons register, 1,557 tons gross, 160-horse power. 800 effective; J. BUCHANAN, Commander; East India Docks. Has good accommodation for passengers.

Apply to KILLICK, MARLIN, and Co, 10, George-yard, Lombard-street, London, E.C.

With quick despatch.

FOR HONG KONG, direct, the splendid clipper ship, NYASSA, A1 10 years, 800 tons register; J. W. LAWSON, Commander; East India Docks.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

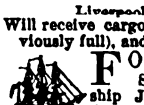
With despatch.

FOR HONG KONG, the splendid clipper ship GRYFE, *AA1, 1,078 tons register; T. ROBERTS, Commander; London Docks. Has excellent accommodation for passengers.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Liverpool Line of Packets for Java.

Will receive cargo until the 31st instant (if not previously full), and be despatched the following day.



FOR BATAVIA AND SOURABAYA, the splendid clipper ship JURGEN BRUHN, J. IVERSEN, Commander; 738 tons register; classed 3-3 L 1.1, the highest class in veritas; coppered and copper-fastened. This splendid vessel is well known in the China trade; and having invariably delivered her cargoes in good order, presents an excellent conveyance for fine goods. Loading in Prince's Dock.

For further particulars apply to MORS LE BLANCH and Co., the Albany, Liverpool; or East India-avenue, London.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Dewa Gungadhur...	594	Wright Bros. & Co.	Aug. 14
Gordon Castle, s.s.	1,281	Thos. Skinner & Co.	Aug. 5
Kromatah, s.s.	805	Smith, Son, & Cole	Aug. 10
Hong Kong, s.s. ...	1,221	Norris & Joyner ...	Aug. 10
Ben Ledi, s.s.	1,000	Killick, Martin, & Co.	Aug. 1
LIVERPOOL.			
Antenor, s.s.	1,601	Alfred Holt	Aug. 6
Hector, s.s.	1,522	,, ...	Aug. 14

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens' E.C.

STEAM to BANGKOK (Crossing the Bar.)

Via the Suez Canal, with all possible despatch, calling at Tanjong Pagar Wharf, Singapore, the new, powerful, first-class screw steamer KROMATAH, 805 tons, 150-horse power nominal, W. B. HAFFENDEN, Commander; South West India Docks. Splendid accommodation for passengers.

For Freight, Passage, or further particulars apply to SMITH, SON, and COLE, 12 George-yard, Lombard-street, London, E.C.

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VIEWS OF CEYLON, NATIVE CHARACTERS, &c.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 466.] LONDON, TUESDAY, AUG. 6, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London	OUTWARD. Arrived out.	HOMEWARD. Received Aug. 5.
JAPAN — Yokohama	April 19	June 2	June 12
Yedo			
Osaka and Hiogo	—	—	„ 6
Hakodadi			
Nagasaki	—	—	„ 7
CHINA — Peking	—	—	„ 9
Tien-tsin	—	—	„ 12
Chefoo	—	—	„ 13
New-chwang	—	—	„ 9
Hankow	„ 19	„ 5	„ 18
Kiu-kiang	—	—	„ 12
Chin-kiang			
Shanghai	May 3	„ 14	„ 16
Ningpo	—	—	„ 14
Foochow	„ 3	„ 14	„ 17
Formosa			
Amoy	—	—	„ 18
Swatow	—	—	„ 17
Hong Kong	„ 10	„ 17	„ 23
Canton	—	—	„ 20
Macao	—	—	„ 21
PHILIPPINES—			
Manila	„ 3	„ 10	„ 18
COCHIN-CHINA—			
Saigon	„ 10	„ 13	„ 20
SIAM — Bangkok	—	—	„ 19
BORNEO—Labuan	—	—	„ 20
Sarawak	—	—	„ 19
JAVA — Batavia	„ 17	„ 19	„ 24
Samarang	—	—	„ 23
Sourabaya	—	—	„ 22
MALACCA STRAITS—			
Singapore	„ 31	„ 29	„ 30
Penang	„ 31	„ 27	July 2
CEYLON—Galle	June 14	July 7	„ 11
Colombo	—	—	„ 9

THE MAILS, &c.

The P. and O. mail, bringing dates as above, was delivered, *via* Brindisi, yesterday, the 5th inst., its due date. The next (French) mail, with dates, Yokohama June 19, Shanghai June 23, Hong Kong June 29, Singapore July 8, is due, *via* Marseilles, on Monday next, the 12th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Poonah*, arrived Aug. 1.—None.

To Southampton, per P. and O. steamer *Pekin*, expected to arrive Aug. 14.—From Shanghai: Mr. M. Newmad. From Hong Kong: Mr. J. Arthur. From Singapore: Mr. A. Pearce, Mr. Simpson, Mr. Nicholson, Mr. and Mrs. Gravit and child.

Per Pacific mail steamer *America*, from Yokohama, arrived at San Francisco July 13.—For New York: J. W. Goddard, U.S.N., Mrs. Frederick Watt, and Mrs. J. L. Brower. For Philadelphia: Mrs. William McGregor. For Chicago: W. F. Stevenson. For Omaha: Captain A. Bloomfield. For Europe: J. H. Alston, W. E. Briggs, eleven Japanese officers, Merashima Tosa, Mr S. T. Kinseo, Mr. Kanemotz, Mr. Okada, Mr. Condo, Mr. T. Hunda, Mr. S. Amamo, Mr. K. Yori, Mr. K. Iwami, Mr. H. Mitznoke, Mr. Yoske. For San Francisco: George F. Weller, J. Joy, Captain B. Marsh, F. D. Healy, W. J. Healy, Rev. C. H. Carpenter, wife and servant; Rev. S. R. J. Hoyt, wife, two children and nurse; Rev. C. A. Stanley, wife and three children; W. L. Clark, Mrs. Frederick Wilkie and two children; F. H. Fincke, Mrs. Wilson, Miss F. Temple, Lord Blandford and servant, Dr. Miller, C. Masterman, J. O. Irwin, Mr. O Kubo, Mr. Hirobumi Ito, Mr. Ohara, Mr. Suta, Mr. Iwamoto, Mr. Nyangoka, Mr. Katsuke, Mr. Karazaki, Mr. Mee, Mr. Esuka, Mr. Sooka, Mr. Simgee, Mr. Okasaki, Mr. Nagasaki, Mr. Yamanoyuje, Mr. Matsunomeya.

PASSENGERS OUTWARD.

Per French mail steamer *Peiho*, from Marseilles, Aug. 4 (booked from London).—To Yokohama: Mr. Hinon, Mrs. Mouchy and child, Mr. and Mrs. Lion Dubrif, Mr. and Mrs. All Dubrif, Mr. and Mrs. Corgnet, and one second-class passenger. To Shanghai: Mr. A. J. Vickers and one second-class passenger. To Hong Kong: Mr. Lording. To Batavia: Mr. H. Beer and wife, Mr. and Mrs. Wusemann and family, and two second-class passengers. To Singapore: Mr. Etby, Mr. Hay, and one second-class passenger. To Galle: Mr. R. Beauchamp Downell, Mr. L. L. Kowler.

Per French mail steamer *Le Sindh*, from Marseilles, Sept. 1 (booked from London).—To Shanghai: Mr. Forrest, wife, and family, Miss Mary Carr. To Hong Kong: Mr. and Mrs. Newton.

Per French mail steamer *Provence*, from Marseilles, Sept. 15 (booked from London).—Mr. and Mrs John Bradford.

Per French mail steamer *Tigre*, from Marseilles, Sept. 29 (booked from London).—To Shanghai: Mr. and Mrs. J. Bradfield. To Singapore: Mr. and Mrs. Burn and one second-class passenger.

Per French mail steamer *Hoogly*, from Marseilles, Oct. 13 (booked from London).—To Galle: Mr. A. S. Daniell, Mr. S. W. Daniell.

Per P. and O. steamer *Surat*, from Southampton, Aug 1.—To Yokohama: Mr. Mouat, Dr. D. Bloodgood. To Ceylon: Captain Younger, Mr. and Mrs. Carey, Mr. T. C. Allen, Mr. F. Noone, Mr. W. Strachan, Mr. L. Brock, Mr. A. Field, Mr. H. Tupper.

Per P. and O. steamer *Poonah*, from Brindisi, Aug. 12.—To Singapore: Mr. W. R. Scott. To Ceylon: Mr. G. Schulte.

Per P. and O. steamer *Deccan*, from Southampton, Aug. 15.—To Penang: Mr. W. O. Bennett. To Ceylon: Lieut. C. E Gessing, R.N., Dep. Inspr. Gen. of Hospitals Watt, Mr. Moss.

Per P. and O. steamer *Ceylon*, from Brindisi, Aug. 26.—To Hong Kong: Mr. G. E. Noble.

Per P. and O. steamer *Hindostan*, from Southampton, Aug. 29.—To Shanghai: Mr. G. M. W. Playfair, Mr. W. Holland, Mr. M. F. A. Fraser. To Ceylon: Miss Lloyd.

Per P. and O. steamer *Mooltan*, from Brindisi, Sept. 9.—To Yokohama: Mr. Gowland.

Per P. and O. steamer from Southampton, Sept. 26.—To Hong Kong: Mrs. Andrews.

Summary of News from the Far East.

JAPAN.

TEN DAYS' LATER VIA SAN FRANCISCO.

The Pacific Mail Company's steamer *America* arrived at San Francisco from Yokohama June 22. The following items have been telegraphed to the New York papers:—

The Mikado leaves shortly on a tour of inspection to several ports, and on his return will depart for France, *via* the Suez Canal.

Terashima Tozo has been appointed Japanese Minister to London. Yuzi, the late Governor of Yedo, goes to Paris to prepare the way for his Majesty.

The Japanese fleet, consisting of three vessels, will shortly leave for Hong Kong.

Katzawa, formerly Admiral-in-Chief of the late Tycoon, has been reappointed to that position.

The railroad to a distance of fifteen miles, is in working order, and takes well with the natives, although the rates are 50c. and $1.50, and the time occupied in the passage is thirty-five minutes.

Serious disturbances at Nee-e-gata, where some 40,000 persons, high and low, were implicated in an attempt to restore the late Tycoon, have been quelled after a loss of many killed.

Mr. Watson, the new Chargé d'Affaires for England, refuses to meet the Mikado unless he stands in his presence instead of squatting down. Terashima Tozo, the Minister of Foreign Affairs, refuses to accede, and in consequence Mr. Watson will wait for instructions from home before he will present himself.

The United States frigate *Colorado* has sailed for Hakodadi, with Gen. Capron on board, to take a look at Yezo and the Kurile Islands.

The Tunisian steamer *Zadkia*, being now a treaty vessel and in debt, has been seized by the Japanese governor. The Tunis officer has protested against the right of the seizure, and will hold the Japanese Government responsible.

New Silk has arrived at 700 per picul. The total settlements for the season were 14,700 bales, with but 100 bales in stock.

New Tea is arriving freely, and is of superior quality. Business is brisk.

The steamer *America* has engaged freight enough to fill her, and three vessels have been engaged for San Francisco. Vessels are scarce.

The exports of Tea to America from the 1st of July to date, 11,500,000 lbs.—2,000,000 lbs. less than last season.

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YOKOHAMA.

Dates by the present mail are to the 12th June; the outward French mail of 12th April arrived on the 28th May, and the following P. and O. of 19th on 2nd June. The *Japan Mail* has the following items:—

It is reported that a large meeting of Buddhist priests has been convoked at Yedo, and is to be held next week. It is conceivable that in some shape or another the question of the toleration of Christianity may directly or indirectly be discussed on the occasion. But nothing like religious reform or an advance in religious toleration can ever be expected from an assembly of priests in any part of the world. A reforming priest is always looked upon by his brethren as a wounded porpoise is by his. He is immediately killed, or what amounts to the same thing in ecclesiastical procedure. Statesmen must always lead such reforms, in view of the necessity for them, and the possibility of carrying them.

It is generally understood that Terashima has been appointed Minister Resident in London, and that Wooyeno is shortly to return to England.

On the 6th June the race between the *Sappho* and the *Will o' the Wisp* took place. The distance was round the lightship and back to a lighter moored off the French Hatoba. The *Will o' the Wisp* was manned by a crew of six Japanese, all strong men, four of them having formed part of the crew of the *Hibernia* at the regatta, and the other two part of the crew of the *Will o' the Wisp*. The *Sappho* was manned by the crew of the captain of the *Colorado's* gig, and, having a great reputation as a fast boat, and, besides, having two oars more than the *Will o' the Wisp*, was backed heavily. Indeed, beside the stakes, $150 a side, there was considerable speculation on the relative merits of the two crafts. The sea during the match was far from fit for shell-boat racing, but this was supposed to be in favour of the *Sappho*, although the *Will o' the Wisp* had a piece of canvas stretched over her bows to keep the water out. The boats started evenly at a few minutes past ten, and in the first hundred yards the *Will o' the Wisp* managed to draw clear from her opponent. As they proceeded, however, it appeared from the starting post that the Japanese took a very bad course, far away to leeward, and it was confidently expected that the *Sappho* would round the lightship in advance. But the *Will o' the Wisp* soon made up its leeway, and was round before the *Sappho* had commenced to turn. The race was then practically over. The *Sappho* pulled a gallant stern race, but was easily defeated by 1 min. 44 secs., or with time allowance for oars, by 2 min. 04 secs. The time of the race was 37 min. There is no doubt that the *Sappho* was overloaded for such a heavy sea; at the same time, it must be remembered that the *Will o' the Wisp* beat the *Sappho* on both occasions when they met at the regatta. This seems to prove that a native crew can beat men-of-war's men in shore boats in any weather. Whether or not a different result might be attained if there were only six men in the *Sappho* we do not know, but we understand there is to be another race between the boats.

The *Colorado* and *Benicia* will leave for Yedo. Admiral Jenkins and several other officers will be presented to H.M. the Mikado. Mr. Shepard will accompany the party.

On the 1st June a handicap rifle match was shot off at the rifle range at 200, 300, and 500 yards, Mr. Benson proving the winner. He was in receipt of eight points, but won by one point from Capt. Hill without his allowance.

The P. M. S. S. Co. have purchased the Japanese steamer *Osaca*, which has been lying on the Kanagawa beach, where she was blown during the typhoon of August 24, 1871. Vigorous efforts have been made to float her, and she was moved about twenty-four feet, and will no doubt soon be safely afloat again. She is to undergo a thorough overhaul, and when finished will most likely be put on the Hakodadi branch of the Company's line.

The *Daijiokwan* notifies that the great work of telegraphs all round the world is nearly complete. The object of these telegraphs is to make rapid communication all over the universe; and it is a work to which the Government of Japan gives its heartiest approval and support. In a short time the people will learn to appreciate it also. But as, since the erection of poles from Nagasaki to Yedo, discontented people have often destroyed the poles, cut the wires, and otherwise damaged them, notice has been given to all Kens that they should employ officers to keep a vigilant eye over them for their protection. Any persons guilty of destroying telegraph property will be very severely punished.

The following notification is one of many inserted in the *Nishin Shinjishi*:—

All makers and traders in silkworm eggs throughout the country are hereby notified that:—

"Although certain rules for manufacturing silkworm eggs were laid down in the proclamation of the 4th month of last year, the manufacturers and sellers of silkworm egg cards are disposed to take little trouble, and, it is said, are disobediently making the eggs roughly. The value of this celebrated article of production is thereby importantly diminished, and silk is unfit for export. As it is a mistake that dealers in this industry should be encouraged in their diminishing the production, it is hereby forbidden to trade in carelessly manufactured cards. It is forbidden to sell what are laid upon common cards—bad silk eggs—as Yotsziki Natsako or eggs of second birth, mixed eggs, &c.

"Any persons desirous of manufacturing silkworms' egg cards, and buying cocoons signing the cards with his own name, the producing district will not be known. Therefore, if silkworms' egg sellers buy cocoons of other people, the cards they manufacture must be signed with the name of the original seller of the cocoons.

"The above must be proclaimed in every ken and district. And the inspectors and officers must make the rule known in all the villages.

"Any persons disregarding this proclamation will be punished according to the previous laws upon silkworms' eggs manufacture."

HIOGO.

Attention is being drawn to the defective quantity, and most objectionable quality, of the water supply of the Foreign Settlement, and the Consuls are to be urged to apply to the Japanese authorities for the grant of a suitable site for a reservoir, into which streams from the hills can be conducted. At a meeting of the Municipal Council on the 29th May $600 was voted for the laying out of the Cremation Ground as a public garden; and $1,000 for loaming and turfing the Bund. The Kami or Governor of Hiogo Ken, in reply to a question about the application to Government for land for a recreation ground, said he had as yet received no answer from Yedo. Mr. Hart, Municipal Engineer, and Mr. Cobden, Municipal Superintendent, having both resigned, it was resolved to advertise for gentlemen qualified to do the duties of both offices, with a salary of $3,000 a year. The *News* advocates the adoption of some uniform for the Municipal police, and points its moral by instancing a native fire brigade whose uniform bears a badge composed of a blending of the flags of different foreign nations. How this idea percolated from the *communi sigillum* of the Shanghai Municipal Council to the Japs of Hiogo does not appear. Visitors to the Kioto Exhibition are becoming more numerous, and should they continue to do so its closing may be postponed even beyond the 5th of July, which is the date at present announced for its close. But intending visitors are urged to do so before the hot weather fairly sets in. Several Japanese at Osaka have been burned by incautiously opening a cannister containing sticks of phosphorous, which was picked up by a lad at ebb tide in the bed of the river. A decidedly improved steamer, as compared with the wretched native craft, is about to be started between Osaka and Kioto by Mr. Segar. Hiram S Wilkinson, Esq., of the Inner Temple has taken his seat as H.B.M. Acting Vice-Consul for Hiogo and Osaka.

After six months' delay, caused by the Hiogo Ken demanding from the Railway Department $40,000 for the privilege of carrying the line across the old race course; the department has diverted the line past the course, and the works are being prosecuted with vigour.

CHINA.

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TIENTSIN.

Under date of May 28th the correspondent of the *North China Daily News* writes as follows upon the transactions of the Roman Catholic priests at Tientsin:—

The ground in the Eastern suburbs, formerly occupied by the Sisters of Charity and the establishment called by the Chinese Ying-tsze-tang. has been, during the last twelve months, covered with Chinese shops and residences; the Roman Catholic priests have furnished the necessary funds for the erection of the buildings, from which they will of course receive a yearly revenue. The Roman Catholic church, commenced last year, is now covered in, and will, I imagine, be completely finished in the interior in another month, and be then opened for public worship. It is situated close to the north extremity of the British settlement, and to the west of the Custom House. It has been very well built, costing, owing to the great quantity of stone-work about it, a good deal of money; the building, however, speaks highly in favour of the architects and work people, as it is really a very beautiful and strong structure. The Consul for France, I understand, is at present negotiating for the purchase of the ground adjoining the Customs to the north and north-west; and as I do not hear of French merchants having arrived at Tientsin to establish themselves in business, it may be true, what the Chinese people affirm that the Priests are going to erect shops and residences on the land, to let to ship compradores, and to other Chinese people who employ themselves in providing for the wants of the shipping class. The Priests were at one time desirous of establishing an hospital, for Chinese within the British settlement, and asked H.B.M.'s Minister for permission to do so. I have reason to suppose that a change has taken place in their views in that respect; and we shall no doubt see the hospital erected on the land which they are about purchasing. If a cemetery is made at the north part of the land, the requirements of nautical people will be complete and well combined within one piece of ground.

Last year, or earlier, the Priests purchased lot 11 in the British Settlement, originally purchased from the British Government by Smith Kennedy and Co. in 1862. They are at present erecting on it a two storied dwelling-house and a godown, rented by one of the resident mercantile firms. They are the largest land-renters at this port, and judging from the number of buildings they have already erected, appear to possess considerable funds for invest-

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ment in buildings and land. Their action in the building way has created considerable life in the settlement, and in the adjoining ground to the north.

SHANGHAI.

Our advices from this port by the present mail extend to June 16; the French mail from London April 26 arrived out on the 13th, and the following P. and O. mail of May 3 on the 15th June. The following items of intelligence are from the *Courier*:—

The French Despatch war-steamer *Linois* arrived on the 12th June, having on board H.E. M. Geoffroi, the new French Minister to Peking. The *Linois* has called at Swatow, Amoy, Foochow, and Ningpo, so that H.E. will have had a passing glimpse of the various foreign Settlements on the coast, which, cursory as it must necessarily have been, may prove of some value when he reaches the diplomatic seclusion of the capital.

A well-known owner and agent of house property in the settlement, having apparently instructed his compradore to affix to an untenanted foreign hong in a leading thoroughfare a notice in Chinese equivalent to our "No admittance except on business," there duly appears on the gate of the house in question an intimation that "the barbarian proprietor forbids all Chinese," etc. Can the compradore of a respectable firm be so ignorant as to mistake the word barbarian for the word foreigner? Can he mean deliberately to apply an insulting name to his employer? We need scarcely ask whether the employer knows that his own servant has styled him a "barbarian."

The 10th June being the annual festival of the dragon boats (Tuen-u-tsit), many of our Chinese neighbours devoted themselves to religious observances and subsequent social enjoyment. From time to time boats gay with banners and gonfalons, propelled by a small sail of blue silk edged with crimson and by five oars on each side, shot across the harbour, while a man, apparently a bonze, in the stern sheets, beat a hollow wooden instrument, giving, according to Chinese ideas, a religious character to the excursion. The rowers were also dressed in the greyish-yellow worn by the native monks, but were really, we are told, laymen gone a mumming.

The last meeting for the season of the local branch of the Royal Asiatic Society has been held. The Rev. G. E. Moule sent a paper on "The Obligations of China to Europe, in the matter of Physical Science, as acknowledged by eminent Chinese." Mr. Stent followed up his racy account of Chinese Ballads by one on the kindred topic of "Chinese Legends;" while Dr. Macgowan briefly showed that the Chinese were ahead of Dr. De Jongh and his Cod Liver Oil, by explaining their "Use of Shad or Samlai in consumption." Thereafter Judge Goodwin explained some hieroglyphs which were laid on the table. This fourfold bill of fare had variety enough to suit many different tastes; and the subjects, with the remarks they elicited, made it an unusually interesting meeting. It was announced that Mr. Goodwin, being about to leave for Europe, resigned his position as president, and a very cordial vote of thanks was awarded him for his services to the society. Many valuable books were presented to the library, and a collection of shells and other specimens of natural history to the museum.

The P. and O. steamer *Hindostan*, which left the harbour on the 8th June, did not get away from Woosung till the following day. She drew 21 ft. 10 in., and as the tide was the highest of the springs and calculated to give 22 ft. 6 in. on the Bar, no difficulty was anticipated. But on getting in sight of the signal tower it was seen that only 20 ft. 6 in. was hoisted, and it became necessary to anchor. The difference in depth was due to a change of wind. Tugs and lighters were at once sent for, and by relieving her of a considerable weight of coal and water she got over the bar, and having again taken her load on board she sailed as above mentioned.

The frigate lately launched at the Kaou-Chang-Meaou Arsenal is being rapidly fitted up. Two of her four boilers, together with the cylinders, have been already put on board. A sister frigate, made, indeed, from the same moulds, has been for some time on the stocks, and is expected to be finished in about twelve months, with machinery complete. Besides these there are in course of construction two iron steamers, 60 feet long by 12 feet beam and 4 ft. 9 in. depth of hold. These were laid down by the express orders of the late Viceroy Tseng-kwo-fan, who intended to use them as despatch boats between Soochow and Nankin. They are to be fitted with twin screws, the two points to be aimed at being great speed and light draught; each to carry an 18-pounder rifled gun. Besides these, there is to be built a large iron steamer—the first of her class—about 220 feet long by 32 feet beam, and calculated at 1,300 tons measurement. The plates for her have arrived from England, and she will be commenced immediately. The powder works at Lungwha (near the Pagoda) are being pushed forward, as also a factory for making ammunition for breachloaders. In the small arms factory, under the direction of mechanics from Enfield, rifles, &c., are produced equal to any in Europe.

The annual meeting of the municipality of the French concession was held in the Municipal Hotel on the 11th June. There were present M. le Comte de Chappedelaine, Acting Consul-General for France, M. E. Morel, Acting President of the Council, M. Forbes, Vice-President, MM. Galle and Aymeri, members, M. Sayn, secretary. The unofficial taxpayers were represented by M. Baron. The Budget, showing a favourable balance of Tls. 4,423, was passed.

The *Courier* has been publishing a series of very long and exhaustive articles on the "tonnage dues," and, like other productions of the sort, they contain a good deal that is very true with much that is inaccurate. The writer quotes some remarks by Mr. Hart in his memorandum of January 31st, 1867:—

> The coast of China, notwithstanding its fogs in spring, its typhoons in autumn, and its heavy northerly blows in winter, is comparatively free from the shoals, sunken rocks and dangerous headlands which in other parts of the world contribute so much to swell the amount of losses by shipwreck. (19) A properly-prepared *résumé* of the marine mishaps of the last five-and-twenty years would go far to show that, typhoons excepted, the causes must be looked for not so much in the dangers of the navigation as in the carelessness of those on watch, resulting in collision, fire, or stranding, and in the reckless competition which has sent goodly vessels to the bottom with all sail set. Much, therefore, as the appropriation of funds to the purpose of lighting the coast may do towards insuring against the few dangers that do exist, it may almost be said to have for its objects the convenience of navigators rather than the security of life and property at sea.

Upon this, the writer in the *Courier* adds a note detailing the casualties, during the present year, of the *Suwonada*, *Chukiang*, *Peiho*, *Hailoong* (got off), *Ulysses* (slightly injured); *Norna* (got off), *Rona*, and *Douglas*, and to this list prefixes the following astounding statement:—"The losses by shipwreck on the Chinese coast during the last year or two have been so great as to induce all the local Insurance Companies to cease taking any risks on ships, whether steamers or sailing vessels. Whence he derived this information we cannot say, but we may remark that every one of the above, which sailed from Hong Kong, *was* insured, and that so far from Insurance Companies declining risks, they take them as freely as ever. It is a pity that misstatements of this sort should abound in otherwise able essays."

HONG KONG.

Dates by this mail extend to the 22nd June. The outward French mail of 10th May arrived on the 17th June. The following summary is from the *China Mail*:—

The return of Mr. Hart, from Canton affords the Colonial Government a last chance of ascertaining from him personally the intention of the Chinese authorities as to the Blockade question—a question in which our mercantile community feels naturally a vivid interest. As this is a subject upon which Mr. Hart is the peculiar and legitimate adviser of the Chinese, his opinion is of value. We can hardly believe that so able a man is blind to the unnecessary annoyance at present inflicted upon local trade by the Customs' cruisers, or that he desires to take up a position of direct antagonism to the colony, when so many alternatives are open whereby the Customs revenue can be efficiently protected, while deprived of the hostile aspect attending the existing system.

We understand that H.M. Vice-Consul elect for Hainan, Mr. Allen, will remain at Canton, pending receipt of instructions from Peking respecting the course to be pursued in view of the difficulties and delay now interposed in regard to the opening of the port of Kiung Chow.

It is rumoured here, among Chinese usually well informed, that the Canton Viceroy is about to take serious measures in respect to the removal of the guard boats and stations by Governor Sam Januario from the vicinity of Macao. Unless these boats are immediately allowed to resume their posts and their duties, it is said that all native trade with Macao, from Canton or the coast, is to be strictly interdicted.

The *Boletim do Governo* publishes two invitations to tender, which will be received up to June 25, the first for the privilege of selling salt, and the other for opening the Waiseng lottery for the term of three years, commencing on Sept. 27 next. For the latter licence the highest offer above $22,000 will be accepted.

We have received the report of the girls' school at the Roman Catholic Convent in Caine-road. The average foreign attendance during the past year has been 80, and their progress is stated to be satisfactory. Of other schools two for Chinese provide for 40 infants and 88 older girls; 20 attend one in Wanchai and 48 are enrolled in the St. Enfance at Spring Gardens; 220 are said to be fed, clothed and cared for by the sisters of the convent; and some 15 are instructed under the direction of the Portuguese ladies.

Amongst the passengers by ohe *Meikong* for Europe were Mr. and Mrs. J. McL. Browne, from Peking, and Mr. A. Frater, H.M. Acting Vice-Consul at Tamsui.

A Commission has been appointed consisting of the Hon. Charles May and the Hon. P. Ryrie, to inquire into the working of the opium monopoly in Hong Kong. It may be recollected that statements were made to the effect that the amount received from the opium tax in Hong Kong was far short of what it ought to realise, and though opinions varied on the subject, there seemed to be considerable reason to conclude that the amount paid was smaller than it should be. It is to be presumed that this point, which is of much importance to the financial welfare of the colony, will be set at rest by the investigation.

The following is the account, duly certified, of the average amount of bank notes in circulation in Hong Kong during the month ending 31st May, 1872:—

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Banks.	Average Amount.	Specie in Reserve.
Oriental	$705,128	... $250,000
Chartered Mercantile of India, London, and China	418,519	... 200,000
Chartered of India, Australia, and China	393,220	... 150,000
Hong Kong and Shanghai ...	1,029,883	... 500,000
Total	$2,546,750	... $1,100,000

IN ADMIRALTY.

(Before His Lordship the Acting Chief Justice, with Captains Hewlett, R.N., and Barnet, R.N., as Assessors.)

The *Rona* } Cross Suits.
The *Ava* }

Mr. Drummond, instructed by Mr. J. J. Francis, appeared for the *Rona*, and the Acting Attorney-General, instructed by Messrs. Caldwell and Brereton, for the *Ava*.

His Lordship delivered the following judgment to day :—

These were cross-causes of damage arising out of a collision which occurred at about a quarter to eight on the evening of the 14th April last, when the colliding vessels were about twenty miles S.S.W. of Turnabout Island. The colliding vessels were the *Ava* and the *Rona*. The *Ava* was one of the French mail packets, at the time of the collision carrying the mails from Hong Kong to Shanghai; the *Rona* was the private property of a Merchant Steam Company, and, at the time of this sad accident, resulting in its total loss, the loss of the lives of several on board and the whole of the cargo, was sailing under the British flag from Shanghai to Swatow.

Now I am of opinion that the most convenient course for determining this case on the merits is to examine the questions proposed to the nautical Assessors and their general replies to them. The questions are as follows:—Was there such negligence or want of ordinary care or caution on the part of the *Ava*, the *Rona* or both, as but for such negligence or want of care or caution, the collision would not have occurred? Was the collision in your judgment occasioned by inevitable accident—understanding by the term inevitable accident whether the collision could not possibly have been prevented by proper care and seamanship under the particular circumstances of the case? If you answer the first question affirmatively, be pleased to state in what in your opinion such negligence or want of care or caution consisted. After due consideration with the gentlemen who have assisted me, the Court is of opinion that there are no circumstances or facts proved before it which could range the present case under the category of inevitable accident. That question therefore is altogether disposed of, and brings us to the next. Were both vessels to blame for the collision? That question is answered by the nautical Assessors in the negative, and the Court fully concurs in the conclusion at which they have arrived. The only remaining question therefore is, which of the two vessels, the *Ava* or *Rona*, is solely to blame for the collision? The Court is satisfied the *Rona* is solely to blame, for the following reasons:—First, there was want of proper care and caution on her part in carrying sail and maintaining such high rate of speed when her lights and those of any vessel approaching from the opposite direction would obviously be obscured by her smoke. Secondly, there was neglect in not porting the helm of the *Rona* at the instant of seeing the *Ava's* lights. This the Assessors advise me was in their opinion a case of meeting nearly "end on," and each having the other (according to calculation) not more than a point on the bow.

There appears to have been further neglect on the part of the *Rona* in not causing her engines to be stopped, when danger was imminent. I think it proper to add that both Assessors give it as their opinion in distinct terms that no blame for this unfortunate accident can be imputed to the *Ava*.

Applying my own judgment therefore to the advice tendered to me by the Assessors, I pronounce the *Rona* solely to blame for this collision, and decree accordingly. The costs in both causes will follow the event.

A. MCLEOD *v.* THE HONG KONG DISTILLERY COMPANY.

His Lordship delivered the following judgment in this case:—

I am of opinion that the filing of a Bill on the equity side of this Court against a shareholder, under the circumstances set forth in the pleadings, afford no answer to an action by a party against this Company for refusing to register the shares transferred to him by such shareholder, and that such party is entitled to a mandamus commanding the transfer.

Amongst the Articles of Association of this Company are to be found the following, and upon the construction to be put upon them, the case must be determined:—

Clause 28 is in these terms:—

Clause XXVIII.—The company shall have a first and paramount lien upon all the shares of any shareholder, for all money due to the company, either from him alone or jointly with any other person; and where a share is held by more persons than one, the company shall have a lien thereon, in respect of all moneys so due to it, from all or any of the holders thereof.

Clause 36 provides:—

Clause XXXVI.—The company may decline to register any transfer of shares, whilst the shareholder making the same, is either alone or jointly with any other person, indebted to the company on any account whatever.

Now, giving to these clauses my best consideration, I am unable to follow the Attorney-General to the conclusion that a claim for a breach of trust confers a lien which it is in the power of this company to enforce within the meaning of that term in Clause XXVIII., or can be considered a debt which, so long as it remains unsettled, can authorise the company to refuse the registration of a transfer. The case of R. *v.* Pitt, reported in 10 Adol. and Ellis 272, which was cited in the course of the argument, in reality does not affect the question. There the Court of Chancery was, to use a legal term, seised of the case, had already acted, and had full jurisdiction to do all that ought to have been done. Lord Denman, C.J., therefore, might well say that into such a case a Court of common law ought not to intrude its jurisdiction. Another authority furnished to me since the argument would tend to confirm me, if my mind required confirmation in the propriety of the judgment I am delivering. The case to which I refer is *re* the London, Birmingham and South Staffordshire Bank, 34 L. J. Ch. 418. There was an actual subsisting debt due to the Company by the intending transferor. such debt being for money lent and advanced, and which said debt was only suspended during the currency of a Bill of Exchange accepted by the intending transferor. The Master of the Rolls, after time taken to consider these, of course decided that there were moneys due to the Company from the intending transferor when the deed of transfer was presented for registration. and that the Company by virtue of the Articles of Association, which were nearly similar to those we are considering, were entitled to receive a lien. The circumstances of the present case, however, are in every respect different. Judgment must be entered for the plaintiff.

Mr. Drummond, instructed by Messrs. Caldwell and Brereton for the plaintiff, and the Acting Attorney-General, instructed by Messrs. Sharp and Toller, for the distillery company.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings dates from this port to the 30th June; the outward French Mail of 24th May was received on the 24th, and the following P. and O. mail of 31st May, on the 29th June. We are indebted to the *Straits Times* for the following items of intelligence:—

The Legislative Council has held two meetings during the past fortnight; its time has been mainly occupied in remodelling the Police Ordinance passed last year. The Honourable Mr. Greenshields, at the meeting on the 27th June, proposed a resolution that the Chinese element should be more largely represented in the force, but the Attorney-General's amendment, limiting the increase in the Chinese element to the Detective force, was carried. The Bill now under consideration is mainly merely a modification of the one passed last year and now in force; but if any opinion can be formed from the limited experience the public have had of the new law, there is still great room for improvement before the police force will be brought to any degree of efficiency. One much needed improvement in connection with the police force, namely, providing the members and their families with proper quarters, is, we are glad to see, to be carried out, the barracks at the Sepoy Lines having been fixed upon for the purpose, and the Council having sanctioned the necessary alterations. Another matter of public interest is the proposed change to be made in the treatment of prisoners in the jails; the correspondence relating to this question was placed before the Council at the opening of the session, and later memorandums on the same matter have since been published, detailing the changes to be made in the discipline, the staff necessary to carry them out, and the cost of the alterations required in the jail buildings. The Council have approved the estimate for the alterations and the proposed establishment, and ordered the sums to be placed on the supplementary estimates for the year.

Among the measures introduced at the opening of the session was a Bill for the "Regulation of Ports and Harbours," which the "objects and reasons" state was prepared as far back as 1867, but was held in abeyance, owing to the press of more important matter for legislation. The colony has not suffered materially by the delay, and unless the Bill be redrafted, and some of its provisions left out altogether, it would be more to the public advantage that it should be put aside for another five years—containing as it does sections not required here, proposals to farm out the fishing stakes and the Government beaches, &c., &c.

The last mail brought out Earl Kimberley's despatch to the Governor on the question of the New Harbour Railway, in which his lordship expresses his readiness to allow the work to be undertaken by a company, providing one can be formed to carry it out on the basis decided upon. This decision has given great satisfaction to the community, who were certainly averse to the employment of public money on the railway; and it is all the more gratifying when it is considered that his lordship at the time fully believed that the chairman of the public meeting held here, the speakers, and all who voted for the resolutions, were either directors or shareholders in the Tanjong Pagar Company—his lordship's informants having been Messrs. Ker and Co. The various interests concerned have now an opportunity of showing

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their faith in the financial success of the railway by subscribing the capital and beginning the work without further delay.

Telegraphic communication with the Australian colonies has been at last established, by bridging over the gap in the land lines by means of a horse express. An experimental express having proved successful, the first regular one started on the 25th June. The distance to be travelled is, we believe, only about 175 miles, which is constantly being shortened by the extension of the telegraph wires, and, should the weather prove favourable, it is expected the lines will be completed soon.

Some anxiety is felt here regarding the Spanish steamer *Emiliano*, which left Manila two days before the Manila mail steamer, the latter vessel having been here now four days. It is possible she may have met with some accident to her machinery, or have put back to Manila.

The arrivals *via* the Suez Canal have been—the *Sarpedon* from Liverpool, *Russia* and *Craigforth* from London, on the 16th June, *Macgregor* from Leith on the 24th, and *Cyphrenes* from London on the 25th. Departures homeward have been the *Hindostan*, *Achilles*, and *Parnassus* for London, and *Turn* for Toulon on the 18th June, the *Statesman* for London on the 20th, *Una* for London on the 25th, *Tchihatchoff* for Odessa on the 26th, and *Diomed* for London on the 27th.

Commercial Report.

(*For dates see first page.*)

IMPORTS.

YOKOHAMA.—A fair business had been done during the interval in Cotton Yarn and in Grey Shirtings, and prices of both, owing to scantiness of supplies, had advanced. As regards other Cotton Goods, Turkey Red Shirtings had been quiet. T-Cloths and Drills were neglected, and the demand recently shown for Blankets had ceased. Woollen Goods were quiet, at unchanged rates, with the exceptions of Alpacas and Mousselines, for which some inquiry had been manifested, at $9 to 9.80 for the former and 21c. to 24c., plain, 25c. to 35c. printed for the latter. The closing rates were—for Cotton Yarn, No. 16 to 24, $43.75 to 44.25 per picul; No. 28 to 32, $46.25 to 46.75; No. 38 to 42, $44 to 44.75; G.E. Grey Shirtings, 7 lbs., 38½ yards, 39 in., $2.32½ to 2.37½ per piece; do., 8 lbs., $2.52½ to 2.57½; do., 9 lbs., $2.85 to 2.90.

HANKOW.—The sales reported showed a considerable business in Grey Cottons for the fortnight, whilst those of other fabrics continued on a most limited scale. Grey Shirtings: Small sales of 7 lbs. at Tls. 1.70 to 1.73; medium makes of 8¼ lbs. in favour with buyers at Tls. 1.89 to 1.91, the market closing weak; Eagles had not attracted so much attention, 9¾ lbs., Tls. 2.63 to 2.75 per piece. White Shirtings: Sales small. T-Cloths: 6lbs. saleable with difficulty at 2 to 3 candareens reduction; 7 lbs. also slightly weaker with fair sales; 8 lbs. realised Tls. 1.81 to 1.89 per piece. Drills: An advance of about 1 mace has taken place, but owing to free supplies prices were not strong. Fancy Cottons: Sales very limited. Woollens and Worsteds: Sales almost entirely confined to Long Ells, Scarlet being most readily saleable. Lustres: Former values maintained with sales to a moderate extent. Metals.—Lead: Steady at Tls. 4.65 to 4.75 per picul. Quicksilver: Weak at Tls. 75 per picul.

SHANGHAI.—At the reduced prices lately established a fair business in Grey Shirtings and T-Cloths had been done, but a considerable quantity of mildewed Goods had been disposed of by public auction. This had satisfied immediate wants, and the market closed very dull. The monetary pressure had continued, and it had been most difficult to get goods cleared. The rate of exchange on London having declined, and the Native money market looking easier, an advance in the price of goods, and a better feeling generally was looked for. Stocks of the leading staples showed no diminution whatever since the beginning of the year. Fancy Cottons: Scarlet ground and small pattern Chintzes had been in fair inquiry, but Dyed Goods were neglected. Woollens: The market was very quiet, a few sales of good assortments of Figured Orleans were reported, and Plain Black Lustres were still sought after for Japan.

FOOCHOW.—Sales had been, 1,950 pieces 8¼ lbs. Grey Shirtings, at $2.85 to 2.87½ per piece; 300 pieces 8 lbs. at $2.75 per piece. T-Cloths, 8 lbs. 400 pieces at $2.75 to 2.80 per piece; 7 lbs. 1,850 pieces at $2.12½ to 2.50 per piece; 6 lbs. 300 pieces at $1.92½ per piece. Lead, 400 pigs at $7 to teamen.

HONG KONG.—There had been no improvement in the market for manufactures. The stagnation which had existed for a long time past continued without any sign of change for the better occurring. The late Rice famine had evidently disorganised trade more than was at first expected. Money was scarce, and the small inquiry which existed for Piece Goods had been met in a great measure by auction sales of mildewed Goods, supplies of which were on the increase.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—39 inch Grey Shirtings: Demand for 8¼ lbs. improved and considerable clearances effected at $2.57½ to 2.62½. Sales of 7 lbs. at $2.20 to 2.22½, principally at the lower price. 6 lbs. in large stock, and demand very limited. 45 inch: 8 lbs. wanted at $2.65; 9 lbs. in poor request at $2.90 to 3. 32 inch T-Cloths continued in good demand; 6 lbs. most wanted at $1.70 to 1.72½, good business done; 7 lbs. in better enquiry at $1.90 to 1.92½; for lighter weights only trifling demand. 32 inch Grey Madapollams: Fair demand for 2½ lbs. at $18.50 to 18.75; 3 lbs. $20. 36 inch Grey Supers: Common makes in moderate demand at $1.92½ to 1.95 for No. 1; no enquiry for best qualities; No. 3 in some request at $2.20. 36 inch White Shirtings: Better inquiry for fine at previous rates; Medium are hardly so active, low unsaleable. 45 inch: Little enquiry. White Spots saleable to small extent at $2.60 to 2.62½. White Brocades are quite neglected. Woollens: Camlets firmly held, but few sales effected. Scarlet Long Ells in some request at $8. Sales of Spanish Stripes at 85 cents, and stock low. Brocade Lustres quieter. Assorted Lastings taken in small quantities. Grey Yarn: 40s had been in good enquiry during the early part of the fortnight at $137½, but demand having subsided prices were about $2 lower. Nothing done in 30s. Iron firm. Govan flat bar worth $3.90 to 4, no sales. Nailrods held for $4½. Hoop advanced to $4¾ to 5. Swedish flat bar, $4½ to 4¾. Lead is weaker; L B sold at $6.20.

EXPORTS.

TEA.

YOKOHAMA.—Native dealers having considerably reduced their pretensions, a large business had resulted, and settlements since May 23 amounted to about 5,500 piculs, consisting principally of good medium grades; there had been very little of the choice kinds on offer, as it was yet early in the season for them. Supplies had come in freely, and further large arrivals were expected; the stock of new Teas was about 2,500 piculs. The quality was fair, and there was every prospect of an abundant crop. The last P.M.S.S. steamer for San Francisco took 209,234 lbs. for New York, 45,330 lbs. for San Francisco, 11,775 lbs. for Boston, and 2,374 lbs. for Chicago. Quotations:—Common, good common, medium, nominal, good medium, $35 to 39 per picul; fine, $40 to 44; finest, $45 to 50; choice, $52 to 60.

HANKOW.—Messrs. Drysdale, Ringer and Co.'s Report says:—Since the issue of our report for the French mail, dated 4th June, we have had rather a fluctuating market. The easier tone of things then noticed continued till a reduction of from one to two taels took place, but a recovery at once ensued, latest settlements showing the market to have returned to fully its previous firm position. The Teas on offer are low to fair medium kinds, ranging at a laid down cost in London of from 1s. 4d. to 1s. 10d., prices which offer but little prospect of a favourable outturn. Lee-lings, Wun-kais, and other of the inferior Oonam kinds are selling at the lower price, and the higher rates are commanded by Cheong-sow-kai, Soong-yong and Toong-shan teas. Good useful Oonfar Tea can be bought at Tls. 23 to 24, at which prices they offer the best value, but the cost in London, say 1s. 8d. to 1s. 8½d., is too high for safety. The transactions of the week amount to 20,519 chests, 15,737 half-chests, 4,358 boxes, viz.:—At exchange 6s. 3d., and freight £5 adding Tls. 5 for duty, &c. The Customs export to 7th June, made up for the Chamber of Commerce Circular, is 19,155,728 lbs., against 12,029,625 lbs. last year, and 12,575,240 lbs. in 1870. It must be remembered, however, that there is a difference of a week's business in the above figures. Our estimate of shipments to date, including Ningchows, compared with the same number of days last year, is 27,900,000 lbs., against 23,200,000 lbs.

KIUKIANG AND SWATOW.—No business had been transacted at these ports.

SHANGHAI.—Buying of Black Teas began on June 3 by the settlement of two parcels of fair medium Hohows at Tls. 21½, and since then a steady business had been done. The reported settlements amounted to the equivalent of 18,836 chests, and comprised Hohows at Tls. 17 to 28½, Oopacks at Tls. 25½ to 35, and Ningchows at Tls. 26 to 35 per picul—a range of prices which does not differ materially from those current at the corresponding date last season. Reshipments were estimated at 13,610 chests, and stock at 56,337 chests, against 36,000 chests at about same date last year. The market for new Pingsueys opened on June 5—a week earlier than last year—by the settlement of a parcel of very fine quality and assortment at Tls. 66 per picul, and a fair amount of business had since been transacted at prices ranging from Tls. 42 to 61, the total settlement reported being equal to 8,284 half-chests. Since the departure of the American mail steamer on June 12, for shipment by which some of the earlier settlements were made, holders had been asking more moderate prices than when the Teas were first placed upon the market, and in some instances had accepted offers considerably below those which they had previously declined to entertain. Messrs. Olyphant and Co.'s Circular says:—"We consider the crop, so far as we have seen it, to be superior in quality to that of last season, the Teas being fresh in water, and of good flavour. In the make little difference is noticeable; but it would seem that somewhat more attention than usual has been paid to the appearance, a fair proportion of the chops offered being of bright and attractive finish. The present range of prices is higher than the opening rates of last season; but we estimate that it varies little from the values at which the bulk of the business took place ac the season advanced—making allowance for the improvement in quality before alluded to. The stock is 19,939 half-chests, of which 1,000 half-chests are local-packed Teas."

FOOCHOW.—The Congou market had been rather more active; in a measure owing to the entrance of Australian buyers, and a gradual concession on the part of holders had encouraged settlements. Prices of all but the finest grades were quoted one to two taels lower. In the Pakling district some second crop leaf had been purchased at prices which were about two taels higher than last season's, and Teas from this as well as from other districts were expected to arrive in a week or ten days from date. Souchongs had commanded prices within about one tael of what was given last year, while the Teas of this season were rather preferable in quality. Settlements of Oolong had amounted to nearly 6,000 half-chests, a portion being intended for the American market, but, with the exception of two or three small parcels in boxes, they include cargo grades, and in fact musters of fine chops had not been shown, the same being kept up country until the usual strings are completed. The Oolongs to hand so far were in many instances rather irregular in make, and mixed with yellow leaf. Scented Teas had been settled to the extent of about 9,000 boxes, and they had dropped one to two taels in value. Settlements had been:—Congou, 133,352 chests at Tls. 7.8 to 8.8 o.b. for dust and siftings; Tls. 11.8 to 13.8 o.b. for broken leaf; Tls. 16.3 to 18.8 o.b. for ordinary to common; Tls. 20.8 to 27.8 o.b. for medium to good medium; Tls. 28.8 to 42.8 o.b. for fine to choicest. Souchong, 5,841 chests at Tls. 27.8 to 32.8 o.b. for low medium to fine; Tls. 35.8 to 39.8 o.b. for finest. A few fancy parcels

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commanded Tls. 43.8 and 62.8 o.b. Oolong, 5,746 half chests at Tls. 23.8 o.b. for common cargo; Tls. 29.8 to 32 8 o.b. for superior cargo and fine. Scented Tea 8,802 boxes at Tls. 28.3 to 35.3 o.b. for medium to finest. Flowery Pekoe, 3,491 chests at Tls. 30.3 to 94.8 o.b.

Amoy.—The market opened on June 6 by the purchase of about 5,000 packages at rates equal to $4 over last year's opening prices. Musters had since been shown representing 53,200 packages. Settlements amounted to 24,382 packages, and being almost entirely in strings comprising different qualities, approximate quotations for the different grades can only be given, say:—Choicest, $48 to 60; finest, $42 to 47; fine, $38 to 41; superior, $34 to 37; good, $30 to 33.

Canton.—A steady business had been doing during the fortnight, resulting in rather a large aggregate. Prices, on the average, had not varied much; fair to medium Scented Capers were at one time selling at cheaper rates, while Gunpowders had realised very extreme value. Scented Teas: Of Scented Orange Pekoes, the assortment of long leaf sorts had not been at all attractive, and, quality considered, in many instances full prices had been paid; a fair proportion of the settlements, however, were comprised of new make kinds, which had been selling at Tls. 16½ to 17 per picul. Scented Capers, of fair to medium quality, were purchased at the full decline advised by last English mail, but the stock of desirable leaf being much reduced, holders were showing more firmness; the finer kinds had throughout maintained their value. Canton Greens: Gunpowders had been taken at very full prices, compared with the early settlements, and were dear, taking in view the depressed state of the market in London for this description. A few Young Hysons had found buyers at Tls. 19 to 20 per picul; and further purchases of Imperial were reported for the Continent. Settlements from 5th to 19th June:—Canton District Congous, none; Scented Orange Pekoe, 12,000 boxes, at Tls. 16½ to 31; Scented Capers, 28,000 boxes, at Tls. 16 to 30. Canton Greens: Gunpowder, 5,000 boxes, at Tls. 19 to 28; Imperial, 500 boxes, at Tls. 22; Young Hyson, 1,200 boxes, at Tls. 19 to 20. Stocks estimated at:—2,000 boxes Canton District Congous, 10,000 boxes Scented Orange Pekoes, 25,000 boxes Scented Caper, 15,000 boxes Gunpowder, 2,000 boxes Imperial, and 15,000 boxes Young Hyson.

SILK.

Yokohama.—About 300 bales had been settled during the interval—nearly all of Oshu kinds—at unaltered prices. There remained no stock on offer, and the season was considered to have closed, the settlements having reached a total of 14,600 bales.

Shanghai.—Messrs. Skeugs and Co.'s Circular says:—Our last issue was published on the 1st June, since when we have had a very active market; prices continued to range about the same until the departure of the French and American mails, when exchange began to show symptoms of weakness; this, coupled with news of the failure of the Italian crop, gave a fresh stimulus to buyers, and settlements for the fortnight have reached nearly 6,000 bales, including a few held over from last English mail; prices close firm at an advance of 10 to 15 taels. The quality of Silk appears to be improving, and the size somewhat finer, but most of it is still very foul and cased. Telegraphic advices have been received reporting sales of new Silk to arrive, Red Peacocks, 25s. 6d. to 25s. 10½d., Black Lion, Blue Elephant, and Chin Jan, 26s. 9d. respectively. Incense and No. 1 Dancing Bear, 27s. 3d., thus showing a margin of loss on present purchases of 1s. to 1s. 6d. per lb.

Canton.—The second crop produce began to arrive on June 15; very high rates were ruling in the country, and this, coupled with the fact that 60 per cent. of the produce was Yellow Silk, has put a stop to business. The Silk was in all respects better than the first crop, but still not clean or fine enough, although of good colour. Natives reported an unusually large crop, anticipating that fully 3,000 bales short reels would be sent down; a portion of this (say about 500 bales) would be re-reeled, leaving 2,500 bales available for shipment to Europe. Settlements of 3,000 boxes re-reels are reported at previous quotations. The stock was estimated at 50 bales Loongkongs, 200 bales Tsatlee reels, 70 bales Kowkongs, 20 bales Cumchucks, Lacklows, &c., and 150 bales of inferior descriptions.

EXPORT OF TEA AND SILK, SEASON 1871-72 & 72-73.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1. 1871, to May 31, 1872.....	—	79097317	51637980	—	19039098	149774395	54589
Corresponding period last season.....	10826	71079427	47262939	349447	13267211	131969850	42141

Shipments Since:

June 4	per Canton (str.)	From Foochow	... 1,874,832	
— 5	... Glengyle (str.)	... Do.	... 1.709 503	
	Gordon Castle (str.)	... Shanghai	... 2,070,849	
— 7	... Parnassus (str.)	... Do.	... 1,783,276	
— 8	... Ellora (str.)	... Shanghai, &c.	... —	1,212
— 9	... Hindostan (str.)	... Do.	... 1,511,391	1,160
	Achilles (str.)	... Foochow	... 2,254,447	
— 11	... Statesman (str.)	... Do.	... 1,921,435	
— 15	... Meikong (str.)	... Shanghai, &c.	... —	415
— 17	... Diomed (str.)	... Do.	... 1,067 600	
	Do.	... Canton	... 397,954	1,017

TO THE CONTINENT.

							Bales.
From June 1, 1871, to May 31, 1872.....	...	...	...	...	...	5108420	2625
Corresponding period last season.....	...	...	...	...	...	2386282	

Shipments Since:

June 8	per Ellora (str.)	From Shanghai	... —	280
— 15	... Meikong (str.)	... Do.	... —	1,019

TO UNITED STATES.

							Pcls.
From June 1, 1871, to May 31, 1872.....	...	...	...	...	...	54198319	2783
Corresponding period last season.....	...	...	...	...	...	49063207	2926

Shipments Since:

May 25	per Great Republic (str.)	From Yokohama	... 268,713	
June 13	... Golden Age (str.)	... Shanghai	... 309,644	96
	America (str.)	... Do.	... ...	152

TO AUSTRALIA.

From June 1, 1871, to May 31, 1872	... 12,728,962 lbs
Corresponding period last year	... 11,779,521

Shipments Since:

June 8	per Adelheid	From Foochow	... 284,000
— 15	... Emma	... Do.	... 228,500

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844.....	51,022,600	...*	1862 to 1863.....	121,273,580	72,887
1845 to 1846.....	57,334,200	18,600	1863 to 1864.....	117,463,586	46,603
1850 to 1851.....	63.972.000	22,144	1864 to 1865.....	121,236 870	32,313
1853 to 1854.....	77,327,800	61,283	1865 to 1866.....	118,333 042	62,890
1855 to 1856	92.240 300	50,481	1866 to 1867.....	118,423,200	50,052
1857 to 1858.....	76.990.255	63,315	1867 to 1868.....	116,890,430	57,449
1858 to 1859.....	65.789,792	83,134	1868 to 1869.....	142.789,804	70 917
1859 to 1860.....	85,560,452	64,169	1869 to 1870.....	139.740,193	63,807
1860 to 1861.....	90,066,160	70,644	1870 to 1871.....	131,969,850	51,329
1861 to 1862.....	109,854,040	79,199	1871 to 1872.....	149,774 395	54,589

* Including the Continent.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 7d.	4s. 7¼d.	4s. 7¼d.
Shanghai ,, ,, ...	6s. 2½d.	6s. 3½d. to 6s. 3¾d.	nominal.
Canton ,, ,,	4s. 6½d. to 4s. 6¾d.	4s. 6¾d.	4s. 6¾d
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6¾d.	4s. 7d.	4s. 7¼d.
Manila ,, ,, ...	4s. 4¾d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	317	233½ to 233¾
,, Hong Kong...	27 to 27½ dis.	—
Bar silver	111.3.5.	9½ prem. (nominal).
Mexican dollars	78.9.0	7 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 67; Old, 69 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance, $1,450 premium.
Hotel Shares, 48 per cent. discount.
Hong Kong and Macao Steamboat Company, $36 premium.
Hong Kong Fire Insurance Company, $327½ prem.
Union Insurance Company, $1,400 premium.
China and Japan Marine Insurance Company, Tls. 50 premium.
China Fire Insurance Company, $59 premium.
Victoria Fire Insurance Company, $55 premium.
Indo-Chinese Sugar Company, $50 dis.
Shanghai Steam Navigation Company, Tls. 37 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $16 to $17 dis.

LATEST TELEGRAMS.

CHINA.

Hong Kong, Aug. 3.—Grey Shirtings, 6½ catties, 8¼ lbs., $2 50; Cotton Yarn (Water Twist), 16-24, $124 to 127; T-Cloths, 6 lbs. (ordinary), $1.65; 7 lbs. (Mexican), $2.12. Exchange on London Bank bills, six m.s., 4s. 4¾d. Tea: Foochow market fairly active; settlements since commencement of the season, 350,000 chests; stock, 90,000 chests; Canton market dull and nothing doing; settlements since commencement of the season, 340,000 boxes; stock, 46,000 boxes. Total export of Tea (from China and Japan), for the season, 67,000,000 lbs.

Shanghai, Aug. 3.—Grey Shirtings 6½ catties, 8¼ lbs., Tls. 1.9.8.; T-cloths, 6 lbs. ordinary Tls. 1.2.3; 7 lbs. Mexicans, Tls. 1.5.8.; Cotton (Shanghai), Tls. 12.2.0. Tea: Black in fair demand, Green unchanged; Stock: Black, 6,000 chests, Green, 88,000 chests; Hankow Tea market unchanged. Silk: Tsatlee, No. 3, Tls. 600; No. 4, Tls. 530; total export from 1st June, to England 17,000 bales, to the Continent 7,000 bales. Exchange on London: Bank bills, six m.s., 6s. 1d.

STRAITS SETTLEMENTS.

Singapore, Aug. 2.—Cotton Yarn, 40's, $136; Grey Shirtings, 39-in., 8¼ lbs., $2.57½; 7 lbs., $2.20. T-Cloths, 6 lbs., ordinary, $1.70. Gambier, $3.90. Pepper: Black, $12.50; White, $22.50. Tin $38. Exchange on London: Bank bills, six m.s., 4s. 7¾d.

Penang, Aug. 2.—Tin, $37.30; Pepper, black, $12; white, $24.25; Sugar, No. 3, $3.50; Cotton Yarn (Mule Twist) 30's $118, 40's $137. Exchange on London: Bank bills, six m.s., 4s. 7¾d.

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Shipping Intelligence.

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ARRIVALS.

At Shanghai.—From Liverpool, June 9, Menelaus (str.); July 31' Glensannox (str.).

At Hong Kong and Canton.—From New York, June 19, Oracle, Midnight; from Liverpool, July 31, Deucalion (str.).

At Manila.—None.

At Singapore.—From London, June 24, Roslin Castle; 25, Alcestis, Cyphrenese (str.); from Glasgow, 24, Ulva; from Leith, MacGregor (str); from Liverpool, 25, Miranda, White Star, Adeline; from Cardiff, D. Draper, Adelaide, Robin; from Sunderland, John George; from Swansea, Twilight.

At Penang.—From London, June 14, Russia (str.), Craigforth (str.); 22, Rifleman, Cyphrenees (str.); from Liverpool, Sarpedon (str.).

DEPARTURES.

From Nagasaki.—for London, June 6, Santos.

From Shanghai.—For London, June 11, Colombo (str.); 12, Diomed (str.).

From Foochow.—For London, August 1, Harlaw.

From Hong Kong and Canton.—For London, June 17, Diomed (str.); 19, Cordova (str.).

From Manila.—For London, June 3, Stonehouse; 5, Edmond Gressier; for Liverpool, 16, Emiliano; May 29, Mary E. Ray; 8 June, Aleppo; for Channel, 12, Walsgrif; for New York, 12, Garibaldi.

From Singapore.—For London, June 24, Una (str.); 25, Diomed (str.); July 30, Galley of Lorne (str.).

VESSELS LOADING.

At Shanghai.—For London, Cheops (str.), Enterprise (str.), Menelaus (str.), Cutty Sark, Lahloo, Undine, Thermopylæ, Argonaut, Leicester; for New York, Chinaman.

At Foochow.—For London, Lord of the Isles (str.), Duke of Abercorn.

At Hong Kong and Canton.—For London, Tweed (str.), Carmarthenshire.

At Manila.—For London, Catalina, Tamesa; for Liverpool, Madura; for Channel, Matchless, Adria; for New York, Forward Ho, Florence, Charmer; for Boston, Sonora, Pegassus; for Cadiz, Carolina.

At Singapore.—For London, Adelaide, Rosedale; for Liverpool, Bolton Abby; for Boston, D. Draper, Escort, Frances, Henriette; for New York, Larnax, Roslin Castle; for Channel, John George.

At Penang.—For London, Charles Collet, Edinburgh Castle, Una (str.).

FREIGHTS AND CHARTERS.

At Yokohama.—No vessel on the berth.

At Shanghai.—To London, £3 10s. per ton, steamers and sailing vessels.

At Foochow.—To London, £3 per ton.

At Hong Kong and Canton.—To London, £3 per ton.

At Manila.—To London, £3 15s. sugar, £4 10s. hemp, with downward tendency.

At Singapore.—To London, £3 2s. 6d. dead weight, £3 12s. 6d. light cargo.

At Penang.—To London, £3 17s. 6d. to £4 5s.

VESSELS PASSED STRAITS OF SUNDA.

Date.		Ship.		From		To.
June 8	...	Maiden Queen	...	London	...	Hong Kong
„ —	...	Hollandia	...	Amsterdam	...	Batavia
„ —	...	Benares	...	Cardiff	...	Hong Kong
„ —	...	Anna	...	Cronstadt	...	Amoor River
„ —	...	Trinidad	...	Greenock	...	Samarang
„ —	...	Prinses Amalia	...	Rotterdam	...	Batavia
„ —	...	Mathilda	...	Hamburg	...	Shanghai
„ —	...	Susanna	...	Rotterdam	...	Samarang
„ —	...	Jacoba Christina	...	Amsterdam	...	Batavia
„ —	...	Eastern Chief	...	Glasgow	...	Japan
„ —	...	Copernicus	...	Cardiff	...	China
„ —	...	George Peabody	...	Do.	...	Do.
„ 9	...	Albuera	...	London	...	Yokohama
„ —	...	J. D. Marshall	...	Shields	...	Hong Kong
„ 10	...	Franklin	...	New York	...	Batavia
„ —	...	Cavalier	...	Liverpool	...	Hong Kong
„ —	...	Jessie Isabel	...	London	...	Do.
„ 11	...	Arvia	...	Shields	...	Singapore
„ 14	...	Robert Kerr	...	Singapore	...	Liverpool
„ 15	...	Sea Ripple	...	Do.	...	Mauritius

SHIPPING POSTSCRIPT.

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Arrivals not in the Tables.—July 28, off the Wight, from Soura baya, for Amsterdam, Solo; 20, at Boston, from Samarang, Argonaut; from Pasaroeang, Louisa Schipper; 31, at Texel, from Batavia, Nicolaas Witsen, Aria and Betsy; at Brouwershaven, from Pasaroeang, Anna Margaretha, Kortenaar; Aug. 1, at Texel, from Pasaroeang, Bato, Auguste; from Batavia, Singapore; 5, at London, from Galle, &c. (via S.C.), City of Poonah (str.); July 30, at Trieste, from Singapore, Lochlee; 18, at Havana, from Macao, Altagracia.

Departures.—Aug. 1, from London, for Singapore, China, &c. (via S.C.), Ben Ledi (str.); July 31, from Glasgow, for Hong Kong, &c., Amicitia. August 2, from London, for Newcastle and Singapore, Majestic; 3, for Java, Union; 1, from Cardiff, for Singapore, Chillingham; 3, from Newport, for Canton, &c., Warrior; 3, from Liverpool, for Batavia, Jorgen Bruhn; from Rotterdam, for Batavia, Helena; 2, from London, for Colombo, Dunehelm; 5, from Liverpool, for Penang, Singapore, China, &c. (via S.C.), Antenor (str.).

Laid On.—At London, for Colombo, Dunelin.

Spoken.—Alta Gracia (barque), Macao to Havana, June 21, 5 N., 35 W.; Innesauld (N. G. ship), for Batavia, June 16, 1 S., 49 W.; England's Glory, Colombo to London, May 28, 34 S., 19 E.; QBKD (Dut. barq.), Cardiff to Hong Kong, June 21, 6 N., 26 W.; Hector (Brit. barq.), Colombo to Liverpool, July 5, 30 N., 45 W.; Flying Spur, for Shanghai, June 4, off Pulo, Sapata.

Steamers Passed the Suez Canal.—Between July 21 and July 31, Diomed, from China, &c., for London; Tarn, from Saigon, for Toulon; Colombo, from China, &c., for London; Enterprise, from China, &c., for London; Correze, from Toulon, for Saigon; Tchihatchoff, from Hankow, for Odessa; Aug. 4, Priam, from Liverpool, for Singapore, China, &c.

Casualty.—A telegram from Port Elizabeth, received at Cape Town July 2, states that the Miako, from Boston to Yokohama, had put into Algoa Bay, with fore and main topmasts and mizenmasts cut away, and cargo shifted, having encountered a heavy gale off Cape St. Francis, during which she was thrown on her beam ends.

Miscellaneous.—At Table Bay, June 29, Jacques Sourin; from Macao, and sailed July 3 for Havanna; July 1, Charles Tottie, sailed for Batavia. At Simon's Bay, June 29, Curacao, Demme, from Batavia. The Excelsior (str.), from London to Colombo, &c., which ran aground on Shab Ali reef previous to July 15, reached Colombo August 2 unhurt, and was to proceed on the following day.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

Baumgarten—On the 19th June, at Singapore, the wife of A. Baumgarten, Esq., of a son.

Ferries—On the 28th July, at Canton Villa, Forres, N.B., the wife of Captain S. Ferries, of a son.

Hirth—On the 17th June, at Canton, the wife of F. Hirth, of the Imperial Maritime Customs, of a daughter.

Mackenzie—On the 28th July, at 69, Chepstow-place, Bayswater, the wife of Samuel Mackenzie, Esq., of a son.

Millar—On the 16th June, at Hong Kong, the wife of A. Millar, Esq., of a daughter.

Smith—On the 27th July, at Vanbrugh-park, Blackheath, the wife of Thomas Smith, Esq., of a son.

Tait—On the 4th August, at 24, Bath-street, Portobello, N.B., Mrs. James Tait, of a son.

MARRIAGES.

Johnston—Blackwell.—On the 5th June, at H.B.M.'s Consulate, at Shanghai, and afterwards at Trinity Church, by the Rev. Canon Butcher, James Johnston, Esq., M.D., to Annie, third daughter of the late Thomas Blackwell, Esq., Edinburgh.

Meeking—Steains.—On the 30th July, at Holy Trinity Church, Sydenham, by the Rev. W. H. Harke, rector of Mickleham, Surrey, cousin of the bride, assisted by the Rev. H. Stevens, vicar, Frank Meeking, of No. 2, Marlboro'-road, Lee, son of Thomas Meeking, Esq., of Ipswich, late of Wood Hall, Sudbury, to Annie, third surviving daughter of Arthur Steains, Esq., of the Mount, Forrest-hill, and 54, Old Steyne, Brighton. At home 11th and 12th September.

Waters—Lines.—On the 31st July, at the parish church, Willesden, by the Rev. H. Victor Macdona, M.A., incumbent of St. Paul's, Kilburn, John Waters, Esq., of Hiogo, Japan, to Emma Maria, the younger daughter of the late William Lines, of Rugby, and only granddaughter of the late Francis Poole, solicitor, of Cullompton, Devon.

Welsh—Remnant.—On the 27th July, at St. Mark's, Lewisham, by the Rev. B. W. Bucke, of Holy Trinity Church, Lee, assisted by the Rev. Thomas West, H. M. C. Welsh, Esq., of the P. and O. Service, son of F. M. Welsh, Esq., of Yalding, Kent, to Kate Septima, youngest daughter of the late Frederick Remnant, Esq., of Paternoster-row, London, and the late Mrs. Remnant, of Brandram-road, Lee, Kent. No cards.

DEATHS.

Coryell—On the 14th June, at Shanghai, Mrs. Miers Coryell.

Wiber—On the 29th July, at 7, Bonchurch-road, Notting-hill, of rapid consumption, Charles Henry Wiber, eldest son of the late Robert Wilson and Maria Elizabeth Wiber, late of Singapore and China, aged 23.

The amount of bullion by the P. and O. Company's steamer *Surat*, which left Southampton on the 1st inst., was, in gold—to Galle, £8,400; to Madras, £205; in silver—to Penang, £51,800 to Singapore, £78,500; to Hong Kong, £14 800; to Shanghai, £4,690; to Melbourne, £500; total, in gold, £8,605; in silver, £150,290.

Captain Thomas Maitland Rodney died last week, aged sixty-one. The deceased officer was the eldest surviving son of the late Hon. John and Lady Louisa Rodney. He entered the navy in February, 1824, and was made lieutenant in August, 1832. He served on the South American station and at New South Wales, participated in the earlier operations of the China war, and was promoted to commander in November, 1846, after subsequently serving in the Pacific.

Mr. Anderson, one of the founders, and up to his death chairman of the P. and O. Company, having left by his will £1,000, the interest to be expended annually in a dinner to the officers in the employ of the company to commemorate the establishment, the first dinner was held last week at the Crystal Palace, when forty-nine officials were present, Mr. Hadow, chairman of the company, occupying the chair.

Information has been received by the mail to the effect that from the 1st inst. the port charges at Aden will be reduced as follows:—Inner harbour port dues, 1 anna; inner harbour pilotage, 4 pies; inner harbour moorings free; vessels coaling only pay half the above, and vessels in the outer harbour pay no pilotage.

The *Gazette* notifies that the Queen has been pleased to approve of Don Jose de Navarro as Vice-Consul at Hong Kong for his Majesty the King of Spain.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

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The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

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The London & China Telegraph.

LONDON: TUESDAY, AUGUST 6, 1872.

THE HARGREAVES CASE.

IT is with feelings of regret, on every account, that we find the painful scandal which resulted in the conviction of Mr. HARGREAVES last year at Shanghai revived in an unsatisfactory sort of paper war—we cannot call it a correspondence—which has been originated by the ill-judged defendant himself. We could have hoped that the interval of suffering which Mr. HARGREAVES has had to submit, to in consequence of his own acts, would have furnished opportunity for such calm reflection as would have convinced him that the position he assumed was morally untenable, assured him that the sentence arrived at after patient inquiry was not more severe than public justice demanded, and persuaded him to employ his unquestionable talents in a more legtimate way on his release. Mr. HARGREAVES cannot but be aware of the pain which was felt by the community by the utter absence of any satisfactory method of clearing up, or accounting for, the nature of his transactions. It is painful to speak severely of any man who has paid the penalty of his misconduct—we had much rather agree with DICKENS's Mr. MADGWICK, in "Great Expectations," when that reformed convict says, "Never mind what I did in them days—*all that's worked off.*" But it is still more painful to find a culprit afflicted with a moral obtuseness, which Mr. MADGWICK would have disdained, and appealing to popular sympathy in the face of facts.

Mr. HARGREAVES's "address to the mercantile community "and others at Shanghai, and other trading ports of North "China," can only be regarded as a blunder tacked on to a crime. Its arguments are sophisms, as wire-drawn as they are obstinately clung to; and the sole consequence of his present manifesto will be to prejudice him in the minds of those who, from old associations, had hoped that his conviction in law would have been attended with the moral conviction which he vainly attempts to repudiate. "Go; and sin no more!" was the reflection which Mr. HARGREAVES's best friends could have wished him to have seen inscribed on the prison door, when it released him after expiating his wrong-doing, and sent him into the world again, as we hoped, "a wiser and a better man." We do not propose to follow Mr. HARGREAVES through the mazes of his apology. Indeed, we are not sure that Mr. THORBURN, notwithstanding the provocation he received, has not devoted too much labour to demolishing with such elaboration so flimsy an argument. Public justice was satisfied; the verdict of the jury, and the sentence of the Judge, had been fully confirmed by public opinion; and, when Mr. HARGRAVES rushed into print on his release, we think Mr. THORBURN could very well have afforded to "let him alone "most severely"—as SYDNEY SMITH says. We, who, at the time of his trial, expressed the regret with which we found ourselves compelled to concur in the justice of the sentence, shall not be suspected of any undue leaning towards Mr. HARGREAVES. We now feel similar regret that he should have taken a false step, which may probably tell to his disadvantage on his re-entering the commercial world.

"——— The past
Is past, and, profitless to memory,
Had better be forgotten,"

is ever the feeling of society when it is accompanied by pity and evoked by manly contrition for an avowed fault. But where the contrition is absent, and the fault glossed over, society is apt to keep its pity in its pocket.

JAPANESE FARMERS.

IN commenting recently on the rapid political changes which have taken place within the last few years in Japan, we expressed our belief that the very rapidity of the onward movement would inevitably give rise, from time to time, to reactionary protests on the part of those who deem their own particular interest jeopardised by the reforms introduced. The mail just arrived from Japan confirms the truth of our remark. Agriculturists are, as a rule, more opposed to change than any other body of men, and in this respect the Japanese do not differ from the rest of the world. To the farmers then, the progressionists are peculiarly distasteful, and it is from them that the first appearance of dissatisfaction has come. According to advices received, it appears that the farmers at Hasa-zama-mura, and Kawama-mura suddenly rose in arms against the authorities, and marched towards Nii-gata, with the intention, it is asserted, of murdering the foreigners resident there. Fortunately the Governor of Nii-gata was equal to the occasion, and by the adoption of prompt measures, succeeded in entirely suppressing the revolt, before any serious mischief had arisen. The immediate cause of the outbreak is described as having been the imposition of a tax for the purpose of making a canal, but the real cause of discontent is revealed in the announcement that the rioters were under the command of "five or six "leaders, who assumed the names of old warriors, styled "themselves by titles of high rank, and were dressed in the "old warriors' dress, and armed with long swords." The Japanese Government is to be congratulated on the ease with which this outbreak has been put down, and the officials are deserving in every way of the support of the Foreign Ministers for the anxiety they evinced for the protection of the lives and property of Europeans. In carrying out the changes which have been introduced into the constitution of Japan, mainly by the advice of the foreign representatives, and notably by that of Sir HARRY PARKES, it is but natural that the Government should look to the latter for continued counsel and help. It will be some time before the MIKADO's advisers will be able to throw off their leading-strings, and until that time arrives, constant watchfulness should be exercised by those who have undertaken to guide them. Mr. GRANT WATSON, who has recently taken charge of British interests in Japan, will find it no light task to act up to the *rôle* so ably played in this respect by Sir HARRY PARKES, but it will behove him to see, both in the interest of natives and foreigners, that the position we have assumed in the conduct of Japanese affairs be maintained, and not allowed to slip into a second or third rate place as China.

THE SINGAPORE RAILWAY.

IN the *Straits Times* of 22nd June we find a copy of a despatch from Lord KIMBERLEY to Governor ORD on the subject of the New Harbour Railway, the last paragraph of which evidences so much ignorance of public opinion in Singapore, and takes what we believe to be so dangerous a view of the functions of Government, that we hasten to make a few remarks upon it. Our readers need not fear a dissertation upon the merits of "the long line" and "short line." These have been decided upon by the Legislative Council of the Straits, and in their decision we concur. Two companies were in the field willing and eager to construct their favourite line. The Council gave the preference to the long line, thinking it desirable that all the private wharves in New Harbour should share the advantages of easy communication with the town. The stipulations which Government require are not unreasonable; they are, indeed, only such as have been willingly adopted in other instances, and we should have thought that there was now an end of the question, but for the clause in the despatch referred to, which seems to imply that the Colonial Secretary has reason to think, that the parties who but a few months since expressed themselves anxious to construct the railway are now likely to abandon the undertaking. Lord KIMBERLEY writes:—

"In the event of no company constituted in a manner which "I can approve being formed, I continue to think that the "financial condition of the colony will justify the Govern- "ment in executing a work which, independently of the "conflicting interests of rival traders, is obviously of great "public importance.'

Now, against such an argument as this it is incumbent on the Straits to raise an immediate and decided protest. Go-

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vernment has enough, and more than enough to do without shouldering the pickaxe. Even if it were demonstrated that the work would be remunerative, and that revenue from it would accrue to the State, we should still strongly demur to the Executive taking from private persons any enterprise in which they were ready to engage. In the opinion of a certain class of politicians, the State is nothing more than a machine to supersede that individual enterprise and personal emulation to which England owes so much. A glance at the proceedings of Parliament this session will prove what we say. The vast reforms needed in our judicial and penal system have had to make way for endless chattering about the preservation of fish, the merits of Scotch Catechism, and the age at which a child may drink beer! Government is to be an educational machine, cramming so many children with the "three R.'s"—a police machine dictating the hour at which we must be home at night—a sanitary machine, deciding on what we are "to eat, drink, and avoid." In short, it is to do everything but the one thing it should do—leave us alone. We are to be brought into the condition of France and its paternal government.

The beginnings of a policy such as this should be most narrowly watched and criticised, whether in England or the Colonies; and we warn the Straits Settlements that the moment they lose faith in their own enterprise and accept aid from Government, they will have entered on a path which must end in disaster. It may be answered that the success of Government assistance to the railway in Ceylon militates against what we are saying, but we need hardly point out the difference between the two cases. Because a line like that from Kandy, absolutely essential for the conveyance of produce to the harbour, was saved from utter ruin by Government taking it over at about half its cost, and working it, is hardly an argument for Government undertaking in Singapore that very part of the work which proved so ruinous in Ceylon, viz., *the construction* of the line. If the company that proposes to make the New Harbour railway should find itself bankrupt, when the work is finished, we quite admit that the propriety of Government interference will then be a point for consideration.

This brings us to consider the grounds upon which the Colonial Secretary bases his opinion that Government may themselves fairly undertake the job of making the railway. We say job advisedly, because every one knows that a work of this sort undertaken by the State, costs twice as much as when managed by private individuals. Lord KIMBERLEY says that the surplus revenue of the colony, and "the great public im-"portance" of the work, have led him to the conclusion he has adopted. We fear we are very obtuse—because his lordship remarks that the great public importance is "obvious." Now, this is the very point we want to be satisfied about. Lord KIMBERLEY may be blessed with an intuition to which we can lay no claim; we can only form our poor judgment upon the evidence, which is unmistakably against the view adopted by the Secretary of State.

A public meeting was held last February in Singapore to protest against Government meddling with the railway. The *Straits Times* remarked upon this meeting that Lord KIMBERLEY has "been grossly misinformed" regarding its character. As to the employment of surplus revenue Lord KIMBERLEY's words should be a warning to the Straits. The "finances are at present in a good position," says the Hon. Mr. GREENSHIELDS, when speaking in the Council last month; "they look well on paper; but they are subject to many vi-"cissitudes, and we cannot, looking to the sources from which "they are derived, look with perfect confidence to their con-"tinuance in that position." Words well worth consideration these. A surplus to the Colonial-office is like ham to Chinese servants, they cannot keep their hands off it. We recommend all our colonies to keep no ham in the house. When they have a surplus let them invest it in works that will be of lasting benefit to all classes of the population. Singapore has no need to look far for worthy objects on which they may spend every cent that can be spared from the Exchequer. The town is without a proper supply of water; the river is silting up with mud, and the effluvia from it at low tide is becoming insupportable; the lunatic asylum, and the hospital accommodation and attendance is a disgrace to any English settlement. The seeds, in fact, are being sown which may germinate at any moment, and ruin the sanitary character and the revenue also of Singapore in a day, by decimating it with fever and cholera. We plead for all classes in the colony—not for the European only, but the Asiatic. We ask that these latter may be guarded against the frightful ravages which a pestilence would undoubtedly create among them.

THE announcements of the P. and O. Company, to be found in our advertising columns of steamers to be despatched through the Suez Canal, taking freights to India at 45s., and passengers at £60, is a very practical confirmation of our statement a few weeks since, that the managing directors intend to enter into a most thorough competition with all private lines. This is the only way by which they can maintain their position and give a profitable return to their shareholders. The Company intend despatching at intervals during the present year the following vessels through the Suez Canal to India and China:—The *Malacca*, *Hindostan*, *Hydaspes*, *Mirzapore*, *Khedive*, and *Pekin*. Homewards the following vessels are expected—the *Pekin*, with the next mails, the *Simla*, *Mirzapore*, and *Khedive*.

WE understand that the Appendix to the Report of the Select Committee on the "Diplomatic and Consular Service," containing the written evidence of Major CROSSMAN, Mr. Consul MONGAN, and others, will be printed and ready in about three weeks.

AN unfortunate error occurred in the printing of our Tientsin Correspondent's letter, which we published last week. The first line of the sixth paragraph should have read, "The road-steamer, which was got out to show the natives here," &c., &c.

WE learn that the Japanese Ambassadors left New York for Liverpool on board the Cunard steamer *China* on the 31st July, some days in advance of the date named for their departure.

A REPORT of the meeting of the Suez Canal Company will be found in another column. It will be seen that the maintenance of the increased rates has been decided on by a large majority.

CHINA CUSTOMS RETURNS.

The returns for the quarter ending with March last have been published; the following is our usual *resume* of them:—

TIENTSIN.

Mr. Commissioner Hannen reports the revenue as having declined from Tls. 43,398 to Tls. 40,150. The number and tonnage of the vessels entered, however, rose in comparison with the same period in the previous year. In imports, grey shirtings continued to decline, but t-cloths showed the enormous increase of from 28,315 pieces in 1871 (and about 92,000 in the two previous years) to 223,000 pieces this year. English drills had similarly advanced from 11,350 pieces to 56,871, though Dutch and American drills were also imported in greatly increased quantities. Jeans and twills show no less than 26,741 pieces compared with 1,345 the year previous. Velvets, velveteens, and fustians, continued their steady increase. Woollens showed an increase, chiefly owing to lustres and orleans; but this was greatly counteracted by the falling off in woollen and cotton mtxtures.

NEWCHWANG.

Mr. James H. Hart, Deputy Commissioner in charge, reports that, owing to the plentiful crops of last year, the amount of native produce brought from the interior of the province to this port for exportation was considerably above that of previous years. There is therefore reason to anticipate a prosperous year's trade. The stock of beans was estimated at 500,000 piculs, being in excess of that of former years by about 200,000 piculs; 230,000 pieces of bean cake, and 310,000 piculs of bean oil, were also in store. During the early part of the quarter an additional local tax was levied on opium; the total tax now levied, fees, &c., included, amounts to *kup'ing taels* 0.3.2.2 per catty, or nearly twice what it was under the old *régime*.

It must be confessed that the remainder of what Mr. Hart euphemistically calls "the *statistics* of the trade of this port for the first quarter of the year 1872" are exceptionally meagre, there being literally *no* return of the amounts of imports, exports, or revenue for the period in question. In the face of such deficiencies it is difficult to attach so much importance to this report as we could wish.

CHEFOO.

Mr. H. E. Hobson, Deputy Commissioner, reports a favourable reaction in trade, the market for chief staples, iron and sugar excepted, being materially improved. Cotton goods arrived to the extent of 259,737 pieces, as against 247,901 last year. While grey and white shirtings were short as compared with the deliveries in the corresponding quarter of last season, figured de-

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scriptions, together with T cloths, drills, and jeans were in excess by 4,421, 37,890, 9,945, and 3,119 pieces respectively, The importation of woollens amounted to 9,488 pieces, against 5,617 in 1871, and 8,522 in 1870, but these fabrics do not appear to have passed off so easily as cottons. In exports a good business was done, and more might have been had there been sufficient shipping in port to meet the demand. The demand for shipping continued during the whole three months, and those vessels which were fortunate enough to visit this port secured handsome freights The revenue, which fell from Tls. 71,735 in 1870 to Tls. 69,216 last year, now rose to Tls. 110,044.

The cold experienced during the quarter was more severe than usual, the ice sometimes preventing communication with the shipping. Snow fell on fifteen days.

HANKOW.

Mr. Commissioner A. Macpherson reports a large decrease in the import of grey shirtings and in raw cotton. Trade was in a state of stagnation. The revenue, however, showed Tls. 82,413, against Tls. 87,313 last year, and Tls. 53,829 in 1870, though there were but 73 vessels entered, as against 120 last year.

KIUKIANG.

Mr. Commissioner E B. Drew reports that there were no settlements in tea during the quarter, and the export to Shanghai was trifling The total export in black was remarkably large (nearly 3,000,000 lbs. in excess of 1870-71), owing to the increased cultivation of tea much nearer to Kiukiang. The falling off in the export of green tea, as compared with last season, amounting to 558,533 lbs., is simply evidence of the continued and growing preference of the Ningpo to the Kiukiang route. The vessels entered were 95, against 108 last year. The imports of shirtings and T-cloths, however, showed an increase of nearly 30,000 pieces. Woollens fell off. Opium recovered the amount of the same quarter in 1870. The revenue fell from Tls. 33,077 to Tls. 20,269.

The Transit Table now, for the first time, shows the result for an entire quarter of the free issue of passes to Chinese and foreigners alike. It is not worth while to institute any comparison with previous years, when the issue of passes was restricted to foreigners. But, summarising the quarter, 544 passes were issued, covering twenty-seven different kinds of goods, besides eight others too insignificant in quantity to require mention. The entire value of the articles which availed of the passes was Tls. 174,546.40. The value of the import trade—goods of foreign origin—last year was for *four quarters* Tls. 2 567,449. This gives some notion of the present proportion of imports sent into the country under pass. Goods have been sent to twenty-seven places in Kiang-si; these include all but one of its fourteen department capitals, not excepting Nanugan-fu, the remotest, in the extreme south 1,320 *li* (say 440 miles) from Kiukiang. To the S.E., Ning-tu chow is the farthest point; to the S.W. Tuan-chow; and, to the E., Kuang-hsin. The extreme points to the N.E. and W. are in Ngan 'Hui and Hu Pei Every one of the important tributaries of the Kau, and every one of the rivers which, independent of Kau, belong to the basin of this province, has now been traversed actually up to, or very near to, its head of navigation, by goods under the pass, and as, but with few exceptions, the towns of Kiang-si are on navigable rivers, there seems to be no longer any check upon the full opportunity of testing what will be the consuming power of this large province under a new and very simple form of way-taxation for the goods, after the rate of it has been considerably reduced in amount, and universally as to place. The places of distribution in Ngan 'Hui are the Wu-quan and Kien te—tea districts—and Ngan-king, T'ai-hu, and T'sien-shau, the last-named being the most remote towards the N.E. In Hu-pei, T'ung-shan-shien to the W., in the black tea districts is the farthest from here. The principal articles for which passes have been availed of are grey shirtings, T-cloths, lead, tin, pepper, seaweed, and sugar.

The record of passes issued affords a certain means not formerly possessed of knowing the current of trade in the interior, and the relative business importance of the different towns. As yet our returns are not sufficient to found any opinion upon; but they are useful in that direction. Nauchang Fu is much the greatest market, both in the variety and quantity of goods taken. It receives more than half of the cottons and woollens, and a fair proportion of sixteen other articles. Most of the tin also goes there.

Mr. Commissioner Drew concludes one of the most interesting and exhaustive reports we have read, by mentioning that, on the 20th January, the U S gunboat *Monocacy* arrived at Hu-kow, where she lay nine days without communicating with this port. About this time the Yangtsze had fallen so low that the deeper draught vessels ceased to ascend above Hu-kow. Mr. Drew adds:—

"In several former Gazettes I have mentioned disturbances which indicate the existence of certain secret societies in Kiang-si. It would appear that those societies—the Ko Lao 'Hui more especially—cause the authorities considerable trouble and uneasiness. Arrests are occasionally made in different cities. . . There is no reason for apprehending any serious or general trouble."

The repairs of the stone building, so long demanded, had not even been commenced on the 1st April.

CHINKIANG.

Mr. Commissioner Detring reports that the year has opened under the most favourable auspices. The slackening of trade usually attending the Chinese new year was this time hardly noticeable, nearly every article of import shows a considerable increase, more especially grey shirtings, T-cloths, assorted piece goods, and opium. The enormous exportation of grain has surpassed the most sanguine expectations as to the productiveness of the soil in this part of the Empire. It is estimated that, besides 855,811 piculs shipped to the southern ports in foreign vessels, about 130,000 piculs were sent to Shanghai in junks. At the end of the quarter a large stock remained in the market, prices ranging low.

The pass system was extended to native merchants on the 30th March. Ownership is, therefore, no longer of any weight.

The number of vessels entered was 234, compared with 160 in the same quarter last year. The revenue shows Tls. 113,319, against Tls. 16,984 in the same time.

SHANGHAI.

Mr. Commissioner Dick reports an increase in the revenue from Tls. 681,836 to Tls. 750,554. The number of vessels entered was 472, against 351 in the corresponding quarter of last year. In imports there was a falling off in grey shirtings, and an increase in T-cloths, drills, sheetings and lustres. In exports the most noticeable item is rice, which rose from 8,140 piculs in the corresponding quarter of 1870 to 258,084 piculs in the first quarter of last year, and the astounding quantity of 1,642,874 piculs this last quarter. The total export of silk for the three months was 5,792 bales, of which all but 47 were sent to foreign countries—Great Britain taking 3 449.

Mr. Dick's concluding paragraphs are very, perhaps too, laconic. They run thus:—

General remarks.—*Nil.*

Occurrences.—*Nil.*

NINGPO.

Mr. Commissioner White reports a satisfactory trade, especially in piece goods and opium, the latter showing an increase against 1871 of piculs 301.03. Sugars were neglected, the scarcity of tonnage greatly affecting the trade. The export of tea was fairly maintained. Wheat was in demand for Amoy, and 5,108 piculs had been shipped there, against a *nil* export last year. The tonnage shows a decrease—inwards of 3,619 tons, and outwards of 4,292 tons. The total revenue collection again exhibits an increase of Tls. 6,944, under only three headings, however—opium duties, and inward and outward transit dues.

FOOCHOW.

Mr. H. Nöetzli Deputy Commissioner in charge, reports revenue Tls. 226,755, as against Tls. 330,389 in the corresponding quarter of last year. The tonnage entered rose from 25,677 to 31,611. In imports T-cloths maintained their average, and grey shirtings showed a marked increase over last year. Here again we find the unsatisfactory phrase—"General remarks.—*Nil.*"

TAMSUI (FORMOSA).

Mr. Commissioner de Champs reports the steady increase of the revenue from Tls. 8,179 in the corresponding quarter of 1870 to Tls. 14,596 last year, and 17,013 now. Twenty-eight vessels entered this port against seven last year. The import trade in cottons and woollens had been very slow. Exports were active, especially coals, of which 153,231 piculs were sent off in the three months—very nearly half as much as was exported in the whole of last year. Ships of large tonnage find no difficulty, through want of water, in gaining access to Kelung harbour. The export of rice was more than double that of the same quarter last year.

TAKOW (FORMOSA).

Mr. Cartwright, Deputy Commissioner in charge, reports the continuous increase in the foreign trade of South Formosa fully maintained. Opium was imported at the rate of 504 piculs, against 433 piculs for the first quarter of 1871. Owing to the large accumulation at the close of last year the importation of piece goods was comparatively small, but a fair amount of business was done, and the old stock entirely cleared off. The continued scarcity of rice was the subject of grave anxiety. In January an official notice was circulated among the Chinese merchants ordering the suspension of shipments until prices should become more equable, and the export was afterwards prohibited by proclamation. The retail price was two-and-a-half times the normal rate. The new spring crop stood greatly in need of rain, and the consequences were expected to be serious if the dry weather continued. The revenue rose from Tls. 35,591 in the corresponding quarter of last year to Tls. 40,896.

AMOY.

Mr. Commissioner Hughes reports tonnage 46,000 entered against the same quantity last year. Imports of piece goods show an enormous falling off compared with the corresponding quarter of last year. The revenue, however, shows Tls. 100,835 against Tls. 88,350, through an increase in opium and general exports. General remarks.—*Nil.*

SWATOW.

Mr. A. Huber, Acting Commissioner, reports a very large importation of rice, especially from Shanghai, and very high freights obtained, reaching sometimes as much as $1.18 a picul for steamers, and $1.3 for sailing vessels. The total quantity of rice imported from the Treaty ports and foreign countries was piculs 624,492.16. If to this quantity we add the rice imported since 1st April last

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year, we find the total amount landed in twelve months 1,400,000 piculs, not counting the imports by native junks over which the Foreign Customs-office has no supervision. This was much more than was required, and a great deal was spoiled by moisture and fermentation. Thus the article fell to the disastrous price of $2 70 a picul, and many failures were expected. The prospects of the next rice crop in the prefecture of Chao-chow-fu were good.

Last year was a most unfortunate one for this prefecture, owing to the failure of the crops of rice and sugar. To this, and the scarcity of money must be attributed the falling-off in the export trade and of nearly all the articles of import—foreign and Chinese—except those of food, which were absolutely wanted, and opium, which shows an increase of 200 chests over the corresponding quarter last year.

12,700 free emigrants left for Saigon, Singapore, and Siam, which makes a total of 26,506 for the last two quarters; had sailing vessels been less scarce, numbers more would have emigrated, as they were nearly starving. Many did emigrate in junks, being unable to find accommodation in foreign ships.

The war, or lekin, tax on opium was raised from Tls. 10 per chest to Tls. 14, which was the more readily paid because the benefit of the large body of troops, and the order they enforced, were fully appreciated. The fees on seagoing junks leaving this harbour were reduced by two-thirds, but it was doubted whether this measure would encourage them, though the shipment of free emigrants by junks—hitherto prohibited—was also allowed.

The vessels entered were 156, against 80 in the corresponding quarter of last year. The quarter's revenue was Tls. 101,993, against Tls. 112,503 in 1871.

CANTON.

Mr. Bowra, Acting Commissioner, reports the revenue as Tls. 165,535, against Tls. 214,709 in the corresponding quarter of last year. Vessels entered, 257 against 191. The imports of cotton and woollen piece goods show a serious falling off. The exports were also below the average. "General remarks.—*Nil.*"

TOTALS.

The total import duties for the quarter from the fourteen ports amounted to Tls. 372,655; import duty on opium, Tls. 456,632; export duty, Tls. 853,694. The total revenue, including tonnage dues, coast trade, duty, transit dues, [and duties collected on native craft, were Tls. 1,852,315.

Monetary and Commercial.

Yesterday, the 5th inst., was a Bank Holiday, under the provisions of Sir John Lubbock's Act. In addition to the banks, the Stock Exchange, Lloyd's, and all the other leading establishments were entirely closed, and business generally was entirely suspended.

The P. and O. steamer *Pekin*, which brought the homeward mails to Suez, comes to Southampton through the Canal, and has on board £519,000 in gold.

An institution named "The Merchants' Association" has been formed. Its objects are to facilitate the action of consignees, shippers, holders of bills of lading generally, in prosecuting claims against shipowners for bad, deficient and wrongful deliveries; injuries done to merchandise through bad stowage, or injuries to owners of goods by improper transhipments, deviations on the voyage, and other acts for which underwriters are not liable, and also to resist unjust demands advanced by shipowners, and to take any steps the committee may think desirable for the protection of shippers, holders of bills of lading, and consignees generally.

The ordinary general meeting of the shareholders of the Suez Canal Company was held in Paris on the 31st ult. Five hundred and eight shareholders were present, representing 61,130 shares and 2,173 votes. The chairman, M. de Lesseps, read the report, according to which the revenue last year was f.13,726,074, and the expenditure f.15,918,000. During the first six months of 1872 the revenue was f 7,240,000, and the expenditure is estimated at f.1,300,000 a month, or f.16,000,000 up to the 31st of December. The estimated revenue for the year is f.22,000,000, leaving a profit of f.6,550,000, in consequence of the new mode of applying the tariffs; 887 vessels passed through the Canal during the first six months of 1872, producing f.7,244,000, or an increase of 45 per cent. on the preceding half-year. Ships of the largest tonnage can pass through the Canal without any fresh works having to be executed. The calculation of the tariff on the basis of the gross tonnage instead of the net tonnage has produced since the 1st of July an increase of 50 per cent. in the receipts. After reading the report several shareholders moved a resolution proposing—1st. The dismissal of the present board of directors. 2nd. The substitution of the cubic metre for the gross tonnage in applying the tariff. The first proposal was rejected without discussion, and the second was rejected after an animated debate. The meeting voted, by 1,410 against 669, a resolution maintaining the increased tariff as applied since the 1st ult.

The meeting of the London and County Bank has been held. The net profits for the half year amounted to £103,086, making, including £7,548 brought forward, a total of £110,634. A dividend of 6 and a bonus of 4 per cent. were declared for the half-year, free of income-tax, leaving £10,634 to be carried forward. It was also resolved to issue the 10,000 shares remaining of the 20,000 authorised in 1867, at the price of £30 per share, or £10 premium.

At a meeting of the general court of directors of the North British and Mercantile Insurance Company it was resolved that a dividend of 12s. 6d. per share, being at the rate of 10 per cent., for the half-year ending 30th June last, should be declared.

Bar Silver is firm at 60¼d. per oz. standard. Mexican Dollars are arriving in considerable amounts, the West India steamer having brought about £230,000, and the *Erin*, from New York, about £400,000. The demand for China has been sufficiently active to absorb these amounts, which have been purchased at 62¼d. per oz. for the old coinage, and 60¼d. per oz. for the new, this last showing a rise of ¼d. per oz.

OPENING THE P. AND O. SERVICE FROM VENICE.

The *Ceylon*, Capt. Evans, the first vessel for this service, left Venice on Friday, the 26th ult. Captain T. Black, the company's superintendent at Southampton, was sent out to represent the company and make all the necessary arrangements. The opening of the new line was made the occasion of a series of festivities at Venice, and the "Queen of the Adriatic" appeared resolved to resume somewhat of her former state of commercial activity and life. The *Ceylon* was thrown open to all comers on Wednesday, the 24th, and was visited by 4,000 or 5,000 people during the day, the trim appearance of the noble vessel being universally admired. In the evening Captain Black, Captain Evans, and the officers of the ship were entertained by the Chamber of Commerce at a grand banquet, presided over by the Syndic of Venice, the vice-chair being occupied by the Vice-President of the Chamber of Commerce, its president being absent through illness. The English guests experienced a very hearty and cordial reception. On the following day Captain Black gave a grand dinner of sixty covers on board the *Ceylon*, the company including the Syndic of Venice, the Town Council, the representatives of the Chamber of Commerce and of the Provincial Deputation, the First President of the Court of Appeal (Comm. Tecchio,, the Prefect, General Mattei, the Swiss and other Consuls, Mr. Delahoute (of the Adriatic Oriental Company), the directors of the National Bank, the commercial companies, and the Post office, Signor E. Barrera, and representatives of the leading Italian newspapers. Two bands, the civic and the military, played alternately during the proceedings. Captain Black, who spoke in English, said he had met so much kindness in the reception given him at Venice that he felt as much at home as in his own country. He proposed a toast to the prosperity of Venice, of the Italian nation, and of the King of Italy, which was received with loud applause, the band playing the Italian National Hymn. The Syndic (Dr. Fornoni) proposed, amid great cheering, "The Queen of England," and the band played the English National Anthem. In his remarks the Syndic said he interpreted the desire of all to send an expression of thanks to Mr. Sutherland, of the P. and O. Company, to whose earnest and continued exertions was owing the happy success of the negotiations with the Italian Government.

ARTICLES OF IMPORT.

TEA.

The market has been very quiet during the week, the large number of samples of new Teas showing have been more than buyers could give proper attention to, and they have only selected those parcels which have had something striking to recommend them, for which they have paid fair to full prices; but all other kinds have been neglected, and, we should say, that out of the heavy arrivals since the 18th ult. very little more than one-fourth has been sold. Public sales have been small, comprising only about 7,300 packages, all of which sold without reserve at prices generally in favour of buyers. The deliveries for the week have amounted to 2,991,600 lbs., against 2,514,000 lbs. last year.

SILK.

The market has continued quiet, but prices are steady, and there are no alterations of consequence in quotations. The first arrivals of the new China Silk have come to hand, and some little business has been done at former rates; but there is no activity, and the trade at large probably await more important arrivals and a choice of stock; the quality of the new Silk, so far as it has at present been seen, is satisfactory, particularly of the better grades of Tsatlee; the Silk appears decidedly cleaner, though perhaps somewhat coarser in size, than that of last season. Of new Canton Silk some few parcels are in, but chiefly those "sold to arrive," and there are no sales on the spot to record, but business will probably commence so soon as there is a more general stock at hand; there is no change in quotations, market Tsatlee being 19s. to 19s. 6d., as before. In Japans very little has been doing; the lower grades are very flat and dull of sale, but good and fine qualities find occasional demand at full rates. The deliveries in July were very satisfactory, having been:—2,815 China, 1,008 Canton, 1,423 Japan, and 593 Bengal; total, 5,839 bales.

COFFEE.

No alteration has occurred in the tone of the market during the week. The supplies of Plantation Ceylon at the public sales have been limited in extent, but the whole of the offers have been taken at the advanced prices established last week; the rates paid being triage and ordinary 72s. to 78s., small 78s. 6d. to 81s., low middling grey to dull 80s. 6d. to 82s. 6d., middling 83s. to 85s., good middling 86s. to 86s. 6d., pea-berry 95s. to 99s. No offers of Native Ceylon have been made at the auctions, but privately about 2,500 bags have been taken at 73s. to 73s. 6d. for good ordinary, and 75s. 6d. for bold, also 1,000

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cwt. price not reported, and 1,000 bags now landing at 74s. 3d. An offer of 2,013 bags Manila at public sale was all bought in, pale greenish Indian sort at 75s. to 75s. 6d., pale Zamboanza at 73s. 6d. per cwt.

SUGAR.

The market continues in a very weak condition, and public sales, consisting chiefly of good and fine qualities, have gone off with unusual depression, and prices show a further reduction of 6d., and for crystallised fully 1s. per cwt. from last week's quotations. Lower prices have again been accepted for floating cargoes of West Indian, making a total decline of nearly 4s. per cwt. from the recent highest point, at which there has been more disposition to buy, and a larger business has been effected than for some time past. At auction 1,071 bales Siam concrete (duty 4s.) were bought in at 25s. 6d. to 26s. 6d.; 4,988 bags clayed Manila (duty 4s.). ex a previous auction, were sold at 27s. 6d., also 534 bags Taal unclayed at 23s. 6d., 4,941 bags soft brown China (duty 4s.) were offered and bought in at 24s. per cwt. No private business in East India descriptions is reported.

Camphor.—There has been no business during the week. The arrivals of China have been heavy, and unless improved deliveries are shortly seen, it is probable that the present prices will not be maintained. Stock 7,862 packages against 11,000, last year.

China Grass.—There is an entire absence of inquiry, 155 bales offered in public sale were bought in at £55.

Cocoa-nut Oil.—The market has shown somewhat more firmness. In public sale 221 casks Ceylon yellow to fine sold at £34 5s. to £35, a few lots £35 5s., rather dark and inferior £33 10s. to £34. Since the sale 50 tons have been sold privately on the spot at £35; also for arrival 35 tons July-August shipment at £35 10s., and 50 tons Oct.-Nov. shipment at £35 15s.

Coir Yarn.—Very extensive quantities, principally in dholls, have been brought to auction, and the whole sold at fully previous value for good and fine, but common coarse has been difficult to dispose of. Latest prices—Cochin, very fine to fine, £45 to £55; good, £35 to £40; low and common, £21 to £28; Ceylon, very fine and superior, £50 to £60; fine, £40 to £45; good, £33 to £36; low and common, £24 to £27.

Cutch.—There is only a retail demand, and sales are most difficult to effect, even at low prices. The whole of the offers during the past week have been withdrawn.

Dragon's-blood.—Offers of Singapore lump retired at £7 10s. to £10 10s. per cwt. for earthy and dull to good fair bright quality, rather painted and made up.

Essential Oils.—Speculation has again set in for *Aniseed* and *Cassia*; the former has advanced to 8s. 9d. on the spot, and 8s. 6d. for September-October delivery, and the latter to 6s. 3d.

Galangal Root.—Quiet at 17s. to 17s. 6d. per cwt.

Galls.—*China* have been freely offered, and have again slightly declined; about 400 cases have been disposed of at 54s. 6d. to 55s. for good but rather dark, and 53s. for medium quality. *Japan* in good demand, but no supply.

Gambier.—The demand has shown no abatement, and prices in all positions have advanced. Sound bales, ex warehouse, have realised 23s. per cwt., and small lots 23s. 6d., arrived in dock, ex ship, all faults, 22s. 6d.; March sailing afloat, 22s. 6d. to 23s.; 100 tons July-August, 22s. per cwt.; June, ship declared, 22s. 9d. There is considerable inquiry, and every probability that the market will still further improve, shipments at Singapore being light.

Hemp.—Manila has been dull and difficult to dispose of; fair to good roping may be quoted at £47 10s. to £49 15s.; Sorsagon £50, Boluzan £51, Quilot £63 to £65 per ton.

Hides.—The market has been liberally supplied with East India, especially with ordinary and inferior qualities, which have barely maintained former rates, whilst good slaughtered hides, which are comparatively scarce, have advanced fully ¼d. per lb. on the average, and for these a good enquiry exists at the advance. *Singapore and Penang Ox and Cow* have sold without quotable alteration in value; the sales comprise 9,304 hides; light 9½d. to 10¾d.; heavy 7½d. to 9d.; thirds 6d. to 7d.; fourths 4½d. to 5¾d. per lb. *Singapore and Penang Buffalo* are in fair demand at fully previous rates to a slight advance on the best qualities about 30 lb. and under. The sales of the month reach 2,246 hides—slaughtered, average 30¼ lb., seconds 6d.; fair to good, average, 29 to 30¼ lb., best 6⅛d.; seconds 5⅝d.; average 14½ lb, best 6⅜d.; ordinary and inferior, average 29½ to 27½ lb., best 5½d.; seconds 4⅜d. to 4⅝d.; average 12¾ lb., best 6⅜d. per lb. *Batavia Buffalo* are in fair demand at the reduced rates recently accepted. 3,602 hides have been sold as follows: fair to good, average 20 to 22⅝ lb., best 7d. to 8¼d.; average 12⅜ lb., best 7⅞d. per lb. Ordinary Javas, average 26¼ lb., seconds 5½d. per lb.

Horns.—Deer have sold freely at from last sale prices to 2s. per cwt. advance. Buffalo: Siams are still neglected, whilst other descriptions have met with a good demand at an advance of 2s. to 4s. on heavy, and 2s. to 5s. per cwt. on light averages. Ceylon Deer rule at 67s. to 73s.; Siam Buffalo, at 39s. 6d. per cwt.

Japan Wax is very quiet at £4 7s. 6d. per cwt. for fine saucers.

Mother o'Pearl Shells.—Market steady for all descriptions; no auctions have taken place, Macassar are quoted £13 to £13 10s. per cwt.; Manilla. £13.

Pepper.—*Black*—A large supply has been brought to auction, and Penang met an active demand at a further advance of ¼d. per lb., but Singapore went off slowly at former rates. Of 2,730 bags Singapore only 500 bags sold, sound at 6¾d. Of 2,342 bags Panang 1,830 bags sold, chiefly West Coast at 6½d., a few 6⅝d., ordinary light 6⅜d. For future delivery contracts have been made at 6½d. for September-October, and 6⅝d. for September. On the spot about 600 bags have been sold for the last four months of the year at 5⅞d., November-December at 5⅞d., December-January 5 11-16d. For arrival 40 tons West Coast Penang, per Una, have been sold at 6½d. *White*—The market is dull, and in auction of 505 bags offered only 270 bags sold at lower prices; of 384 bags Singapore 200 bags sold at 1s. 2d. to 1s. 2½d., of 121 bags Penang 71 bags sold at 1s. 1⅝d. to 1s. 1¾d., 50 bags have been sold for September delivery at 1s. 1½d.

Rhubarb.—China has slightly advanced; 55 chests at public sale being quitted at 1s. 2d. to 1s. 3d. one lot 1s. 5d. per lb.

Rattans.—At auction 2,300 bundles Singapore sold at 3s. 9d. to 4s. 9d. (including Gambier damaged) per 100 canes, 114 bundles Ground Singapore were bought in at 6d. each. *Other Canes*: Of 58,500 Malacca about 11,000 sold at 2¼d. to 4¼d., the remainder bought in at 2d. to 3¾d., 53,500 Borneo bought in at 1d., and 6,000 Iron at 3d. each.

Rice.—On the spot the market has been dull at last quoted prices, but a fair inquiry has been manifested for floating cargoes, and the following have been sold. The Centaur 1,620 tons Necransie March sailing at 9s. 1½d. ex ship London, or 9s. 3¾d. ex quay. The Chiara, 950 tons Necransie, arrived off coast, at 9s. 1½d. for the Continent. The Johann 560 tons Necransie at 9s. 1½d. Continental terms. The Florence Braginton 570 tons Rangoon arrrved off coast at 10s. 6d. Liverpool terms. Otterburn (steamer) 1,500 tons Rangoon June sailing at 10s. 1½d. for Italy. The John Tucker 1,420 tons Rangoon at 10s. 4½d. Liverpool quay terms.

Sago.—At auction 751 bags small pearl were all sold at about the previous value, good bright 17s. to 17s. 6d., greyish 16s. to 16s. 6d.

Soy.—China is held for 2s. 6d. per gallon, which price buyeres decline to pay.

Star Anniseeds are in full supply, and buyers will not quote over £5 7s. 6d.

Tapioca.—Only 20 bags Singapore have been offered and sold at 2d. *Flour*: 340 bags Penang bought in at 2½d.

Spices.—*Cassia Lignea*: Of 550 cases unworked of fresh arrival offered 130 cases sold at 88s. to 89s.; 158 cases from Singapore sold with all faults at 58s. *Vera*: 428 cases coarse Singapore were withdrawn. *Cinnamon*: 6 bales Ceylon bought in at 2s., 25 bags broken sold at 1s. 6d. *Cloves*: 22 cases fine Penang, per Hector, sold at 1s. 4½d. to 1s. 5d. *Nutmegs*: A good supply offered was chiefly sold at rather lower prices; of 87 cases Penang of fresh import 80 cases sold, average 68 nuts to the lb. at 3s. 8d., 71's slightly mouldy at 3s. 6d., sound 73's at 3s. 6d., 76's at 3s. 5d., 108's at 3s., 116's at 2s. 11d. to 3s. 1d., 120's at 2s. 10d. to 2s. 11d., 145's at 2s. 7d. to 2s. 8d.; 50 boxes limed 128's were bought in at 2s. 9d. *Mace*: 17 cases 20 boxes fresh Penang went off slowly and 11 cases sold at easy rates, good bold at 4s. 1d. to 4s. 2d., ordinary dark at 3s. 7d.

Tin.—There has been a steady business doing, but prices have been irregular and close at a decline upon those of last mail. The current quotations are Straits on the spot, £154; afloat, £152 to £154; Banca, £161; Billiton, £154 per ton.

NEW YORK MARKET REPORT.

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TEA.

The market is quiet and somewhat irregular for Oolong and Japan, with a moderate demand for invoices at prices somewhat in favour of buyers. Green is steady. There is a fair line trade doing at previously ruling prices. By auction, 500 half-chests Green sold at 37½c. to 85½c.; 925 do. Oolong, 34c. to 85c.; 500 do. Japan, 56c. to 81c.; 35 do. Souchong, 36c. to 39c.; and 120 do. Congou, 37c. to 53c., 4 mos.

SILK.

Mr. O'Donoghue's Circular says the dullness that prevailed in the Silk market at the date of our last issue continued through the first fortnight of the interval, since which, a general resumption of business is apparent, and settlements of large quantities of all descriptions of R. R. Shanghai Silks have been made at quotations. In Canton Re-reeled we have to report little inquiry, buyers preferring to await the arrival of the new Silk, first shipments of which are expected about first proximo. Usual Reel Tsatlees and Taysaams have sold freely, and there is now no stock in the market. Japans continue without demand.

Prices current for China and Japan Raw Silks currency six months' terms; Tsatlee, re-reeled, best $8.75 to 9.00; fair 8.50. Taysaam, re-reeled, fair $7.75; med., $7.50. Haineen, re-reeled, best, $9.00 to 9.25; fair, 8.75. Szechuen, Shantung, med., $7.50 to 7.75; Kopun $5.75.

Coffee.—A reduction of three quarters of a cent per lb. on Brazil has brought with it no increase of demand, and, in the absence of business, quotations, though further reduced one-quarter of a cent, remain as nominal as before. Dealers find a fair distributive trade, but are not in the market at present, as most of them are understood to hold fair supplies. For other kinds the market is irregular, and quotations have declined ½c. to 1c. per lb. There have been no transactions in Java or other East India.

Cordage.—The market is steady at the last quoted prices.

Camphor.—China is quoted 18c. gold in bond.

China Preserved Ginger rules at $8.25 currency, duty (50 per cent. *ad val.*) paid.

Essential Oils.—Aniseed is quoted $2.75 to 2.87½ gold, and Cassia $2.12½ gold, duty paid.

Fire Crackers.—Sales have been made of 1,000 boxes, extra No. 1, in bond, at $1.25 gold; 500 ditto, $1.30 gold, in bond; and 1,000 half-boxes, on private terms.

Hemp.—Manila is dull, and there has been no business transacted during the week; the nominal quotation is 11½c. to 12c. gold. There is none expected till September, but manufacturers are using their previous stocks and are not in the market, hence the dullness.

Indigo.—Market very quiet at 95c. to $1 currency for Manila.

Rice.—Rangoon continues in fair demand at $7 to 7.25 currency duty paid, and $3.20 to 3.25 gold in bond.

Sugar.—The improved feeling shown in the market last week was soon lost, as a disposition to sell carried prices down again, and the whole advance was speedily lost. Most holders are firm, especially of

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good refining Cuba and grades above that, but the stock is large, and in some quarters pressed on the market; hence the duller feeling and lower prices. The demand is almost entirely from refiners, who purchase only for the supply of their immediate wants. There are no transactions to report in East India descriptions.

SPICES.—There has been some movement in Nutmegs, but the particulars have not transpired; prices, however, are firmer, and it is now difficult to buy prime Penang below 95c. Cassia is a little firmer, and we advance our quotation to 27c. to 27¼c. Pepper is selling freely at the prices before current. Cloves are strong, and the stock is offered sparingly at the present price. The other descriptions are steady, with an improved trade demand. Sales have been made from store of Mace at $1.15 to 1.22½, Nutmegs 90c. to 92½c., Pepper, 17c. for Sumatra and 18c. for Singapore, in bond 12¾c. to 13c., White Pepper 35c. to 35¼c., Cloves 20c., Clove Stems 9½c., all gold.

TIN.—The market remains very quiet, and we hear of no business. For immediate delivery 36¼c. to 36½c. gold is asked for Straits. For delivery after August 1, a considerable advance on the previous rates is demanded, 35½c. to 36c. being the ruling price for Straits.

Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
Jly. 24	Norge	Jetmundsen	Akyab	Falmouth
23	Bessie Morris	Gardner	Rangoon	London
24	Paranese (s.)	—	Akyab, via S.C.	Venice
24	Conrad (s.)	Oort	Java, via S.C.	Nieuwe Diep
26	Gordon Castle (s)	Campbell	Hankow & Sing., S.C	London
26	Sir John Lawrence	Stabb	Colombo	Do.
26	Saga	Boe	Rangoon	Falmouth
26	Amandine	Farrow	Java	Do
26	Ole Smith Plong	Karlsen	Akyab	Do.
26	Hercules	Ahlfors	Bassein	Do.
25	Theophane	Follett	Rangoon	Liverpool
27	Erl King (s.)	Berryman	Hankow &c., via S.C	London
27	Canton (s.)	Jacques	China, Sing.,&c., S.C	Do.
27	Johann	Berlin	Akyab	Falmouth
27	Aimo	Nystrom	Maulmain	Do.
27	Lady Belleau	Williams	Akyab, for Hamburg	Do.
25	Maria Elizabeth	Bonjer	Batavia	Scilly
27	Isles of the South	Davidson	Zebu	Liverpool
27	Kilkerran	Wood	Samarang	Queenstown
27	Thomas Wood	Gibson	Ilo Ilo	Do.
29	Golden Fleece	Way	Colombo	London
28	Coldstream	Evans	Macao	Queenstown
99	Achilles (s.)	Russell	Foochow, &c., via S.C.	London
25	Corenlis (?)	—	Sourab., for Rotrdm.	Rye
27	Wm. Cargill	Williams	Akyab	Falmouth
29	Ornen	Eenstad	Do.	Do.
28	Rowena	Bolton	Rangoon	Liverpool
27	Cornelis Gips	Esman	Sourabaya	Brouwershaven
	Caernarvonshire	Davies	Hiogo	New York
17	Alert	Ackermann	Do.	Do.
29	Carnarvonshire	McGill	Rangoon	Liverpool
28	Empress Eugenie	Alexander	Do.	Liverpool
28	Samuel	Wigzell	Sourabaya, &c.	Do.
27	San Florano	Chiozza	Rangoon	Brouwershaven
30	Cid	Jewan	Hong Kg. & Canton	London
30	Golden Wave	Hodge	Colombo	Do.
29	Schweigaard	Arop	Rangoon, for Bremen	Deal
30	Hindostan	McCauley	Penang	London
30	Sunny Region	Smith	Sourabaya	Deal
30	Killarney (s.)	O'Neill	Rangoon, via S.C.	Liverpool
29	Deucalion	Humphreys	Do. for Amsterdam	Off Dungenes
30	Pleiades	Pearce	Colombo	Portland
29	Nyphon	Vuyk	Singp., for Hamburg	Off Plymouth
31	Figaro	Schultz	Ilo Ilo	Falmouth
31	Statesman (s)	—	Foochow, &c., via S.C.	Off Prawle Point
31	Glengyle (s.)	—	Do.	Gravesend
31	Asia (s.)	—	Akyab, &c., via S.C.	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
July 25	Crosby (str)	Vaile	Colombo, &c., via S.C.	London
24	Trinidad	Echeita	Manila	Cardiff
24	Maria Eliza	—	Sourabaya	Newcastle
27	Ivanhoe	Hughes	Hiogo & Nagasaki	London
25	Lammermuir	Maxted	Shanghai	Cardiff
29	Othello (s.)	Butler	Colombo, &c., via S.C.	London
27	Liberator	Watson	Galle	Sunderland
29	Fra Francesco	Peragallo	Do.	Cardiff
	Hoek v. Holland	Otto	Batavia	Rotterdam
27	Lugar	Griffiths	Hong Kong	Newport
30	Otter	Croscombe	Singapore	Liverpool
Jun. 18	Mary Goodell	—	Batavia	Monte Video
July 3	Elise	Pahl	Saigon	Rio de Janeiro
29	Lady Ann	Wilson	Galle	Newport
30	Emilia	Dodero	Singapore	Cardiff
31	Shun Lee	Adamson	Colombo	London

See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
July 28	... Drummond Castle	... China, Sing., &c.	... London
— 28	... Saltwell	... London	... Colombo, &c.
— 28	... Menelaus	... China, &c.	... London
— 30	... Lord of the Isles	... Do.	... Do.
— 30	... Virgo	... London	... Colombo, &c.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Hong Kong and Shanghai: Sunda. For Penang, Singapore, Hong Kong, and Shanghai: Hong Kong, Gordon Castle, Canton. For Singapore, Hong Kong, Shanghai, and Yokohama: Ben Ledi. For Colombo, &c.: Coromandel.

SAILING VESSELS.—For Yokohama: Ada, Coulnakyle, Laurel. For Shanghai: Chusan. For Hong Kong: Nyassa, Gryfe, Tyburnia. For Singapore: Dewa Gungadhur, Queen of the Ocean. For Penang: Alvington. For Batavia, Sourabaya, and Samarang: Union. For Colombo: Constancia, Scawfell. For Colombo, &c.: Golden Fleece.

At LIVERPOOL.—For Yokohama: Lake Sincoe, Lizzie Iredale. For Manila: Maria Fidela, Aurorita. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Antenor (str.), Hector (str.), Agamemnon, (str.). For Batavia and Sourabaya: Jorgen Bruhn. For Sourabaya: Java.

At GLASGOW.—For Hong Kong, &c.: Amicitia.

SPOKEN.

ROBUR (Fr. ship), Cardiff to Singapore, April 23, 39 S., 17 W.
VNJW, Cardiff to Hong Kong, May 5, 41 S., 12 E., 87 days out.
SEA CHIEF, Cardiff to Galle, June 13, 7 S., 33 W.
ROBIN, Cardiff to Singapore, March 10, 1 N., 26 W.
— CASTLE, Cardiff to Singapore, May 23, 33 S., 96 E.
NIGHTINGALE, Singapore to Boston, June 8, in Banka Straits.
EUROPA (ship), Boston to Hong Kong, June 27, 25 N., 39 W.
GERHARDINA WILHELMINA, Padang to New York, June 5, 22 S.
GOUVERNEUR VAN DER EB, Batavia to Rotterdam, July 24, 49 N., 8 W.
IRWELL, Cardiff to Hong Kong, June 20, 5 N., 25 W.
DUKE OF GLOUCESTER (barq.), for Hong Kong, May 30, 16 S., lon. 31.
INSULINDE, Amsterdam to Batavia, June 3, 3 N., 23 W.
COCHIN, Java to Queenstown, May 27, 35 S., 20 E.
BATO, Java to Amsterdam, June 15, 10 N., 23 W.
KORTENAAR (Dut. ship), Sourabaya to Rotterdam, May 31, 27 S., 7 E.
MARGUERITE, Bordeaux to Saigon, July 25.
RCPO, Hamburg to Japan, June 21, 7 N., 23 W.
JEDDO, Rotterdam to Batavia, June 10, 2 N., 28 W.
MATHILDE (ship), Samarang to Queenstown, 22 N., 37 W.
ENGLAND'S GLORY (ship), Colombo to London, May 11, 29 S., 45 E.
HAVILAH (barq.), Shields to Singapore, July 18, 47 N., 9 W.
CAIRNSMORE, London to Hong Kong, July 27, 44 N., 9 W.
IRWELL (ship), Cardiff to Hong Kong, June 10, 20 N., 24 W.
ETIENNE (barq.), Hamburg to Java, June 15, 12 N., 26 W.
MIKDO, London to Shanghai, June 20, 6 N., 27 W.
CHRISTOPHER (barq.), Sourabaya to Liverpool, April 29, 23 S., 54 W.

FREIGHTS AND CHARTERS.

Owing to the limited supply of vessels for the Eastern ports, rates are steady. Coal freights remain firm. In homeward business from the rice ports there is no material alteration to note.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Hiogo: 90s. meast. To Nagasaki: 90s. meast. To Shanghai: 50s. weight or meast. To Hong Kong: 50s. weight or meast. To Manila: 100s. meast. To Singapore and Penang: 50s. weight or meast. To Sourabaya and Samarang: 95s. meast. To Batavia: 90s. meast. To Padang: 100s. meast. To Saigon: 100s. meast. To Ceylon: 35s. meast.

Per SAILING VESSELS.—To Hiogo: 45s. weight, 45s. to 50s. meast. To Yokohama: 35s. weight or meast. To Nagasaki: 50s. weight or meast. To Shanghai: 45s. weight, 30s. meast. To Hong Kong: 32s. 6d. weight, 25s. meast. To Batavia and Sourabaya: 20s. weight or meast. To Samarang: 20s. weight or meast. To Singapore: 20s. weight, 25s. meast. To Penang: 35s. weight or meast. To Ceylon: 30s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £33. To Singapore: £24 to £25. To Penang: £25. To Galle: £21. From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 42s. 6d. To Shanghai: 42s. 6d. To Hong Kong: 35s. To Manila: 25s. To Singapore: 24s. To Ceylon: 21s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Singapore, 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

A telegram received from Port Said, dated July 25, states that the damaged goods, ex Excelsior (str.), from London to Colombo, &c., were being sold.

A later telegram, dated July 26, announces that arrangements had been made to salve the cargo, ex Excelsior (str.), for 33 per cent. on the value when recovered; salvor gone to the spot with eight lighters; the goods arrived would be sold shortly.

A telegram received from Singapore, dated July 29, announces that the Maud (str.), Brittain, from Hong Kong to London, had put in there to repair damage, having grounded on the Paracels, and thrown overboard about 150 tons cargo; she makes water and must dock, and perhaps discharge.

A telegram received from Aden, dated July 31, states that an officer of the Quantung has been despatched to the Parnassus (str.), Froud, from Hankow to London, which stranded, July 5, off Guardafui, and he reports that the vessel is lying in a good position, and does not appear much damaged, though full of water, "sea making a clean breach over her motionless not done damage one compartment certainly salved September good pumps."

A telegram received from Singapore, dated 31st July, states that the Scotland, from Greenock to Hong Kong, had put in there with her deck burst, having encountered severe gales; she had not been surveyed, but the master was waiting instructions. (A further portion of the above telegram is supposed to read "made jettison of about 200 tons of cargo.")

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CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED),

IN CONNECTION WITH THE

FALMOUTH, GIBRALTAR, & MALTA TELEGRAPH COMPANY, LIMITED.

REDUCTION OF TARIFF TO CHINA AND JAPAN.

On and after 1st **MARCH** next the following Reduced Rates for Telegrams of Twenty Words will come into force :—

	FROM LONDON.	FROM PROVINCIAL STATIONS.
TO HONG KONG }	£4 6 0	£4 7 0
„ SHANGHAI }		
„ JAPAN	5 6 0	5 7 0

Half the above Rates for every additional Ten Words beyond Twenty Words.

No charge for Postage will be made on Messages to China and Japan, which are posted at Hong Kong, Shanghai, or Nagasaki.

Messages should be given in at the Falmouth Company's Office,

No. 74, OLD BROAD-STREET, LONDON.

Messages sent from Postal Stations should be ordered

VIA FALMOUTH

these words being signalled as an instruction by the Postal authorities free of charge.

(By Order)

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
15th February, 1872.

PARFUMERIE.

GELLÉ FRERES,

35, RUE D'ARGOUT, 35,

(ANCIENNE RUE DES VIEUX AUGUSTINS).

PARIS.

COMMISSION. THE house of GELLÉ FRÈRES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygienic, refreshing, and tonic preparations as for its delicate and distingué perfumes. EXPORTATION.

ARTICLES SPECIALLY RECOMMENDED.

REGENERATEUR GELLÉ FRÈRES, a superior pomade.
CUCUMBER SOAP for the skin.
CARBOQUINA ROSE, superior tooth-powder.
EAU DE COLOGNE, extra fine for the toilet.
CONCENTRATED ESSENCE for the handkerchief.
SPECIAL PERFUMERY from Parma violets.
EAU D'ALBION for the toilet.
COLD CREAM, to soften and refresh the skin.
ESSENCE BOUQUET, GELLÉ FRÈRES.
EAU DE TOILETTE—Bouquet de l'Impératrice.
LETTICE JUICE SOAP.
NIGRITINE VEGETALE dye for the hair and beard instantaneous and inoffensive.

UNIVERSAL EXHIBITION, 1867.
INTERNATIONAL JURY, CLASS 25, PERFUMERY.
THE SILVER MEDAL, *the highest recompense awarded for Perfumery, was obtained by the house of* GELLÉ FRÈRES *for the superiority and excellence of its productions.*

FINE FLAVOURED
STRONG BEEF TEA
AT ABOUT 2½D. A PINT.
ASK FOR
LIEBIG COMPANY'S EXTRACT OF MEAT,
Requiring Baron Liebig, the Inventor's Signature to every jar, being the only guarantee of genuineness. Excellent economical stock for Soups, Sauces, &c.

ALEXANDER BROWN,
ESTATE AND GENERAL AGENT,
KANDY, CEYLON,
VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

CEYLON.
COFFEE ESTATES FOR SALE,
IN all Districts, Ages, Conditions, varying in size from 40 to 1,500 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.
N.B. — Fifty-seven estates now on the register. Thirty-eight have been sold.

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OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

—	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR MALTA.....	Every Thursday at 2 P.M.	—	—
ALEXANDRIA. ADEN ..... BOMBAY.....	,, ,,	Every Friday, at 3 P.M.	Every Monday, at 5 A.M.
GALLE..... MADRAS ..... CALCUTTA ... PENANG ..... SINGAPORE ... CHINA ..... JAPAN	Thursday, Aug. 1, 15, & 29, at 2 P.M.	Friday, Aug. 9. 23. & Sept. 6, at 3 P.M.	Monday, Aug. 12. 26, & Sept. 9, at 5 A.M.
AUSTRALIA ... NW. ZEALAND (Cargo only.)	Thursday. Aug 1 &29, at 2 P.M.	Friday, Aug. 9 & Sept. 6, at 3 P.M.	Monday, Aug. 12. & Sept 9, at 5 A.M.

And all Ports at which the British India Company's Steamers call.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

STEAM TO BOMBAY,

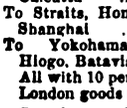
via the Suez Canal.—Passengers and Shippers are respectfully informed that the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY propose to despatch steamers from SOUTHAMPTON to Bombay, via the Suez Canal, as follows:—

			Tons.	H P.
Sept. 21	...	HYDASPES ...	2 983	... 500
Oct. 3	...	MIRZAPORE ...	3 761	... 600
,, 17	...	KHEDIVE ...	3,742	... 600
Nov. 7	...	PEKIN ...	3,777	... 600

RATES OF PASSAGE MONEY.

First-class	£66
Second-class	£36

Via Suez Canal.



THE Company will despatch the steam ship DECCAN, 3,128 tons and 600-h p., from LONDON, on Monday 12th August, direct to BOMBAY and CHINA, calling at Southampton for Mails and Passengers.

Through rates from Manchester.

	Yarns.	Cottons.
To Bombay, Madras, and Calcutta	45s.	... 50s. per ton.
To Straits, Hong Kong, and Shanghai	60s.	... 60s. ,,
To Yokohama, Nagasaki, Hiogo, Batavia, and Manila	100s.	... 100s. ,,

All with 10 per cent. primage.

London goods by special agreement.

Sample parcels of cargo on board will be charged 2s. 6d. to direct, and 3s. 6d. to transhipping ports, per cubic foot. Minimum charge, 5s. and 7s. 6d. No sample package to be inserted on bill of lading.

Transhipment and conveyance to ports not touched at by the Company's steamers will be at the Company's expense, but shipper's risk.

Goods to be consigned to the Victoria Docks.

THE

NAVAL AND MILITARY GAZETTE

East India and Colonial Chronicle.

A SATURDAY MORNING PAPER,

ESTABLISHED 1833,

Now under new Editorship, gives all the Naval and Military News of the Week, from both Home and Foreign Stations, interesting alike to those in the Services and to their Friends.

Price THREEPENCE.

166, FLEET-STREET, E.C.

HOLLOWAY'S PILLS

DELICATE HEALTH.—In debility, languor, and nervousness, generated by excess of any kind, whether mental or physical, the effect of these Pills is in the highest degree bracing, renevating, and restorative. They drive from the system the morbid cause of disease, whether its origin be evident or its situation undiscoverable. They re-establish the digestion, regulate all the secretions, quiet the nervous system, raise the patient's spirits, and bring back the frame to its pristine health and vigour. Holloway's Pills increase the appetite, while they secure perfect digestion to all the ordinary food, and release the invalid from restraint in diet. In a word, whatever the cause of decline, the Pills place the patient in the position most avourable to recovery.

SAVON ROYAL DE THRIDACE.

VIOLET,

PERFUMER, PATENTEE, PARIS.

The only kind recommended by the Medical Celebrities for the Health, Freshness, and Beauty of the Skin.

Paris, 12, Boulevard des Capucines (Rotonde du Grand-Hotel).

Ask for the Trade Mark: "LA REINE DES ABEILLES."

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.) AS FOLLOWS:—

Peiho ...	... Aug. 4	For	Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Mei Kong	... Aug. 18		
Sindh ...	... Sept. 1		
Provence	... Sept. 15		
Tigre ...	... Sept. 29		
Hoogly	... Oct 13		

The steamers of the 4th Aug., 1st and 29th Sept. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 18th Aug., 15th Sept, and 13th Oct. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
,, Constantinople... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,,

The Company's weekly steamers to Alexandria connect at Alexandria with the English mail steamers from Brindisi to Bombay.

For Passage, Freight, or Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... 20,000,000 ... €800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France) Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bonrbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two Threadneedle-street, London, 1871.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

CHANDELIERS IN BRONZE AND ORMOLU.

MODERATOR LAMPS AND LAMPS FOR INDIA.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN.

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms Broad-street.

ESTABLISHED 1807.

CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

LONDON AGENTS—FEARON AND CO.,
34, GREAT ST. HELENS, E.C.,
By whom risks to all Eastern ports are taken at current rates.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.
Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutt

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS,

AMSTERDAM.

THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January, 1872. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	SPRENT, SPRENT, and PHIPPS, Rue de Rivoli 240
Brindisi.....	Mr. COCOTO.
Hamburg	R. CARL.
Bremen	G. STEINMETER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
Lisbon.....	AUGUSTE PEDRO CARLHO, Rua dos Poyaes de S. Bento 20.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 510, Washington-street.
Alexandria	
Suez	
Aden	COWASJEE DINSHAW.
Point de Galle	Mr C. M. BARKER, Oriental Hotel.
Colombo	MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS BUTTERY, & Co.
Saigon.....	W. G. HALE and Co.
Batavia.....	HOUGHTON & Co.
Samarang.....	JACOBSON, VAN DEN BERG & Co.
Sourabaya.....	HOUGHTON & Co.
Anjer—Straits of Sunda.....	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDDE & Co.
Hankow.....	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL & Co.
Yokohama	LANE, CRAWFORD, & Co.
Osaka and Hiogo ...	K. DE PLOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM.)

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TANJONG PAGAR DOCK COMPANY
(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

JAPAN AND CHINA.
Great Mail Route via New York and San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY, under their new arrangement with the United States Government, despatch the following magnificent STEAMERS, of 3,000 tons burden and upwards, with Mails and Passengers, from San Francisco, on the 1st and 16th of every month, for Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, connecting at Hong Kong with the Peninsular and Oriental Line, for Ports in India:—

America	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	Ariel

Returning from Hong Kong on the 12th and 27th of every month.

The Pacific Mail Steamship Company's steamers also leave New York on the 10th, 20th, and 30th of every month for San Francisco, via Panama, calling en route at Kingston, Jamaica, and ports along the North Pacific coast.

For rates of fare from England, which include railway transit across the American continent, and other information, apply to H. Starr and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, } 18 days from England.

Japan	in 38	,,	,,
China	in 44	,,	,,
New Zealand	in 42	,,	,,
Australia	in 47	,,	,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Steamship Company and United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. Starr and Co., Agents, 22, Moorgate-street, London.

AROUND the WORLD in NINETY DAYS, by Steam and Rail, by Land and Sea, via North America, Japan China, Sandwich Islands, New Zealand, Australia, Ceylon, India, Egypt, and Continent of Europe.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, either by way of Japan and China or New Zealand and Australia, at one reduced and inclusive fare.

The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, or to New Zealand and Australia, by the United States, New Zealand, and Australia Mail Steamship Line, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, tia Brindisi.

The journey may be broken at any point, and resumed at pleasure.

Fare, via China, £221; via New Zealand and Australia, £197.

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Canton, s.s.	100 A1	1,215	SWID	Aug. 24
Nankin, s.s.	100 A1	1,650	SWID	To follow
Chin-Kiang, s.s. ...	100 A1	1,000	SWID	To follow
Portland	AA1	872	E.I.D.	With des.
Carnarvonshire ...	A1 14 yrs.	388	E.I.D.	With des.
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Port.	Ship.	Class.	Dock.	Last Shipping Day.
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Shanghai ...	Chusan	A1 14 yr.	SWID	With des.
Yokohama & Hiogo	Ada.....	A1 17 yr.	SWID	With des.
Do.	Coulnakyle..	A1 13 yr.	SWID	To follow

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Dewa Gungadhur ...	594	Wright Bros. & Co.	Aug. 14
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Kromatah, s s.	805	Smith, Son, & Cole	Aug. 10
Hong Kong, s.s. ...	1,221	Norris & Joyner ...	Aug. 10
Ben Ledi, s.s.	1,000	Killick, Martin, &Co.	Aug. 1
LIVERPOOL.			
Antenor, s.s.	1,601	Alfred Holt	Aug. 6
Hector, s.s.	1,522	,, ...	Aug. 14
Patroculus, s.s. ...	1,607	,, ...	Aug. 24

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STEAM to BANGKOK (Crossing the Bar.) Via the Suez Canal, with all possible despatch, calling at Tanjong Pagar Wharf, Singapore, the new, powerful, first-class screw steamer KROMATAH, 805 tons, 150-horse power, nominal, W. B. HAFFENDEN, Commander; South West India Docks. Splendid accommodation for passengers.

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The London and China Telegraph.

新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 467.] LONDON, MONDAY, AUG. 12, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD.
JAPAN — Yokohama	May 3	June 17	June 22*
Yedo			
Osaka and Hiogo	April 19	„ 12	„ 18*
Hakodadi			
Nagasaki	„ 19	„ 2	„ 15*
CHINA — Peking	—	—	„ 9
Tien-tsin	—	—	„ 12
Chefoo	—	—	„ 13
New-chwang	—	—	„ 9
Hankow	„ 19	„ 5	„ 13
Kiu-kiang	—	—	„ 12
Chin-kiang			
Shanghai	May 3	„ 14	„ 16
Ningpo	—	—	„ 14
Foochow	„ 3	„ 14	„ 17
Formosa			
Amoy	—	—	„ 18
Swatow	—	—	„ 17
Hong Kong	„ 10	„ 17	„ 22
Canton	—	—	„ 20
Macao	—	—	„ 21
PHILIPPINES— Manila	„ 3	„ 10	„ 18
COCHIN-CHINA— Saigon	„ 10	„ 13	„ 20
SIAM — Bangkok	—	—	„ 19
BORNEO—Labuan	—	—	„ 20
Sarawak	—	—	„ 19
JAVA — Batavia	„ 17	„ 19	„ 24
Samarang	—	—	„ 23
Sourabaya	—	—	„ 22
MALACCA STRAITS— Singapore	„ 31	„ 29	„ 30
Penang	„ 31	„ 27	July 2
CEYLON—Galle	June 14	July 7	„ 11
Colombo	—	—	„ 9

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The French mail, with dates, Yokohama June 19, Shanghai June 23, Hong Kong June 29, Singapore July 8, which was due, *via* Marseilles, this day, has been detained *en route*, and is not expected to be delivered until Monday next, the 19th inst., on which day the following P. and O. mail, with dates Yokohama June 26, Shanghai June 30, Hong Kong July 6, Singapore July 14, is also due. We have received, *via* San Francisco and New York, our advices by the Pacific mail leaving Yokohama June 22, and also a telegraphic summary of the news by the following Pacific mail, with dates from that port to July 7.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, four to five hours in transmission. Communication between Hong Kong and Shanghai is interrupted, and notice is given that messages for Shanghai are for the present to be addressed "post Hong Kong." Communication by the Siberian route is also suspended, the land lines being out of order.

List of Passengers.

PASSENGERS INWARD.

Per Pacific mail steamer *Colorado*, arrived at San Francisco July 28.—For Chicago: Mr. H. Langton. For New York: Mr. Thos. Wallace, Mr. C. L. Austin. For Liverpool: Mr. John Morris, Mr. C. H. F. Schultze, Mr. W. Copeland.

PASSENGERS OUTWARD.

Per P. and O. steamer *Surat*, from Southampton, Aug 1.—To Yokohama: Mr. Mouat, Dr. D. Broodgood. To Shanghai: Mr. H. Hendle, Mr. W. Walter. To Hong Kong: Mr. W. Thompson and three second-class passengers. To Ceylon: Captain Younger, Mr. and Mrs. Carey, two children and four servants, Mr T. C. Allen, Mr. F. Noone. Mr. W. Strachan, Mr. A. Brock, Mr. A. Field, Mr. H. Tupper, and one second-class passenger.

Per P. and O. steamer *Poonah*, from Brindisi, Aug. 12.—To Shanghai: Mr. and Mrs Smith. To Singapore: Mr. W R Scott. To Ceylon: Mr G. Williams.

Per P. and O steamer *Deccan*, from Southampton, Aug 15.—To Penang: Mr W O. Bennett To Ceylon: Lieut. C. E Gessing, R.N., Dep. Inspr. Gen. of Hospitals Watt.

Per P and O. steamer *Malta*, from Brindisi, Aug. 26.—To Hong Kong: Mr. G. E. Noble

Per P. and O steamer *Hindostan*, from Southampton, Aug. 29.—To Shanghai: Mr. G. M. W. Playfair, Mr. W. Holland, Mr. M. F. A. Fraser. To Ceylon: Miss Lloyd.

Per P. and O. steamer *Moolton*, from Brindisi, Sept. 9.—To Yokohama: Mr. W Rowland. To Hong Kong: Mr. G. Harleman.

Per P. and O. steamer from Southampton, Sept. 12.—To Ceylon: Mr. W. Moss.

Per P. and O. steamer from Southampton, Sept. 26.—To Hong Kong: Mrs. Andrews.

Per P. and O. steamer from Southampton, Oct. 10.—To Singapore: Mrs. Trotter.

Per P. and O. steamer from Brindisi, Oct. 21.—To Yokohama: Mrs. Marshall. To Hong Kong: Mr. C. A. Sinclair. To Singapore: Capt. and Mrs. Caldbeck.

Per French mail steamer *Le Sindh*, from Marseilles, Sept. 1 (booked from London).—To Shanghai: Mr Forrest, wife, and family, Miss Mary Carr. To Hong Kong: Mr. and Mrs Newton.

Per French mail steamer *Provence*, from Marseilles, Sept. 15 (booked from London).—Mr and Mrs John Bradford.

Per French mail steamer *Tigre*, from Marseilles, Sept. 29 (booked from London).—To Shanghai: Mr. and Mrs. J. Bradfield. To Singapore: Mr. and Mrs. Burn and one second-class passenger.

Per French mail steamer *Hoogly*, from Marseilles, Oct. 13 (booked from London).—To Galle: Mr. A. S. Daniell, Mr. S. W. Daniell.

Per steamer *Antenor* (Holt's line), from Liverpool, Aug. 6.—To Port Said: Mrs. Bayfield and children. To Singapore: Messrs. Blakely, W. Drennan, and W. Spottiswoode. To Hong Kong: Mrs. Sellick and child. To Shanghai: Mrs. Thomas and child, Miss Prankard, Miss Bishop, Miss Turner, Miss Darling, Mr. Adams.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Advices from this port by the Pacific mail extend to the 22nd June; the French mail, with London dates to the 26th April, arrived out on the 16th, and the following P. and O. mail of 3rd May on the 17th June. The following summary of the news is from the *Japan Mail* and *Japan Herald*:—

In accordance with the announcement to that effect previously made by the Government, the railway between Yokohama and Shinagawa was opened for traffic on the 12th June. A party of high Japanese officials, headed by the Prime Minister Sanjo, Okuma Sanghi and Ito, and accompanied by the Minister of Public Works and the Chief Commissioner of Railways, came down on the previous evening and made a formal inspection of the line preparatory to its opening. There had been so many delays, so many rumours of the line being opened, which turned out to be *canards*, that an official announcement was gladly hailed by all, and it was expected that quite a numerous company would take passage by the first train. But, on the contrary, those who went for the mere gratification of curiosity were very few—only three foreigners—while some nine or ten others made use of the line to go to Yedo on business. By five minutes to eight in the morning some hundred persons, including several Japanese officials, were in the train, and as the clock struck the hour the whistle sounded, and amid the cheers of the passengers, the train drew out of the station. To describe the journey to Shinagawa is to be done in a few lines. The passengers had scarcely become accustomed to the motion and settled in their seats ere Kanagawa was reached—four minutes from the start. Then, entering upon a long straight run through the paddy fields, they soon passed Tsurume and then Kawasaki—fourteen minutes past eight. A short stop at this station and once more *en route*, crossing the bridge over the Logo, and in a few minutes through the cutting and out on to the Shinagawa embankment, the whole journey occupying thirty-four minutes only. There the train remained for some twenty-five minutes, and the passengers having taken their places, were carried back to Yokohama in thirty-three minutes. The carriages composing the train were six in number, two first, two second, one third, and the guard's van, one each of the first and second-class carriages being for smokers. The plan upon which they have been built differs somewhat from that in use either in England or America, the seats running along the sides of the carriage as in an American street car, and the first-class carriages being divided into three compartments by sliding doors. The second-class carriages have cane seats, and are not divided, while the third class carriages are at present merely baggage cars with seats, no proper third-class carriages having been constructed. The narrowness of the gauge, which many expected would make the carriages unsteady, failed to have that effect, and the travelling was as smooth as that on most English lines. On the whole there can be no question as to the success attained by opening the line.

For the present it is not intended to cultivate the intermediate station traffic; passengers will therefore only be taken from the

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Yokohama terminus to Shinagawa station, and *vice versa*. Nor will goods be taken until the trains run through to Yedo, which, should the season prove propitious, may, we are assured, be expected to take place some three months hence, the rails having been in great part laid along the embankment. An engine has already run through. The station at Yedo is well forward, and by such time as the line is fit for through traffic the goods sheds and warehouses will be completed for use. With the object of reducing the risks of collision to which a railway having only a single line of rails upon which the up and down traffic has to be worked, the system of "blocking" the line by telegraph between any two stations has been adopted. The working of the plan is thus explained: When a train, for instance, is about to leave Yokohama station, the station-master gives orders to the telegraph clerk to block the line to Kawasaki; this is done by first calling attention by a single stroke bell, which is acknowledged by Kawasaki station. Then by a single needle block instrument, the Yokohama clerk holds over his handle, which places his needle to "train on line," which indicates the same at Kawasaki. Then the clerk at Kawasaki puts in a pin which secures the needle to "train on line;" this remains so until the arrival of the train at Kawasaki. When the train is either in the siding, or clear of the main line, the station master gives orders to the telegraph clerk to "clear line." This is done by first calling attention of the Yokohama station, which is acknowledged by the bell, then Kawasaki station releases the pin and holds his handle over to "line clear;" this is acknowledged by Yokohama station, then the needle hangs perpendicular. The line is clear. If this "block" system is faithfully observed the accident of trains meeting or running into each other is rendered an impossibility. It is an admirable plan for adding to the safety of those who travel. The stations that have been erected are unpretentious in character, inexpensive, and fairly convenient for a moderate amount of traffic. On the first day only two trains were advertised to run each way daily, but the authorities have since put on four more. The fares that have been fixed have called forth universal disapprobation on account of their exorbitancy—the first-class equalling something about fourpence per mile! We hear, however, that the charges are to be lowered.

A contest is going on between the foreign diplomatic representatives and the Japanese Government respecting the way in which the Mikado should give audience when presentations are made. Heretofore it has been customary for his Majesty to give audience sitting, Japanese fashion. Mr. Watson, the new British *Chargé d'Affaires*, is of opinion, however, that the Mikado's attitude towards the representatives of Sovereign Powers is not sufficiently respectful, and requires to be changed. This view, upon a conference, has been concurred in by the other Ministers. The point of etiquette, however, is stubbornly debated, Terashima Toza being especially obstinate on this trivial matter. Mr. Watson is prevented from presenting his credentials until the affair is satisfactorily adjusted by the concession of what is required. Terashima Toza upon occasion manifests a stubborn spirit of obstruction. It was he who particularly busied himself on the Christian question, and displayed an intolerant bigotry during the many interviews and long correspondence with Ministers which took place on this subject some two years ago. It would have been better for Japan had a more judicious selection of Minister to England been made; of somebody, at all events, who had not distinguished himself in the *maladroit* way that he has done. An inveterate opponent of Christianity is an awkward choice to send to Christian England. But whilst he is so staunchly Conservative, insisting on the Mikado not observing the rule observed by other Sovereigns when receiving foreign representatives, the ground has been quite cut from under his feet by the Mikado at an audience given the other day to Admiral Jenkins, of the United States navy, standing erect, instead of observing the undignified squatting posture heretofore observed by his Majesty on these occasions. After this we shall expect to hear of the British *Charge d'Affaires* being received in the manner to which he is entitled as the representative of the sovereign of a great nation.

The Mikado has expressed his intention to visit different parts of his empire. He starts on his tour on the 28th June. He first visits Osaka, after which, proceeding *via* the Inland Sea, he will reach Nagasaki. It is not yet decided in which vessel his Majesty will travel, but the whole of the Imperial fleet will accompany him.

Teroshima Toza has been gazetted as *Charge d'Affaires* of Japan to England for the term of three years, but it is not improbable that this will be ultimately changed to six.

The Japanese Government has issued a long explanation of the recent revolt near near Nee-e-gata. It states that it was really fomented by *ronins* from the former provinces of Aidzu and Yonezawa, and that the secret motive was political, although the pretended causes of action were the oppressive labour forced upon the people in the construction of a canal; the substitution of the Shinto for the Buddhist faith, by order of the Government; the increased commercial facilities granted to foreigners, and finally the imposition of heavier taxes than were exacted under the rule of Tokugawa. A facsimile of the banner of the insurrectionists is given, the inscription on which calls for the restoration of the Shiogun. It is admitted that 40,000 persons were concerned in the outbreak, and that many officials, some of high rank, were killed before it was suppressed.

The department of religion has called another conference of Buddhist priests at Yedo, to be held there on the 26th June. The object of the gathering is not stated, but none but priests of the "most learned and virtuous character are to attend." The priests who were summoned have arrived at Yedo. Several notifications concerning the Buddhists have been published. It is announced that hereafter all priests are to be permitted to eat flesh and to marry, as well as to wear foreign clothes.

The Government is paying great attention to its settlements in the island of Yeso. On the 22nd May the Government despatched a steamer conveying a company of artisans, among whom were carpenters, masons, and others, to the number of 568 persons, to the island, where quarters have been prepared for them. In a few weeks hence another company of five or six hundred more persons will be sent to the same place. A manufactory for the purpose of making bricks by steam has been established near Yedo.

The new kinsats, which have been manufactured for the Government at Frankfort, are now being issued. The kinsat forgers still seem to be at work. Two Japanese merchants of Yedo have been seized by the police, charged with making 800 rios' worth of kinsats. It appears that after they had made that amount they got nervous, and destroyed all the tools, implements, and the balance of the blanks by fire, hoping to thus conceal their crime from the authorities. They then equally divided the 800 rios' worth that they had made, but were arrested in attempting to pass them.

Complaints are being made of extortion practised upon foreigners who travel by Japanese steamers running between Yedo and Yokohama, from whom double rates are collected, although they receive no more accommodation than the natives. This is exceedingly low and mean, especially when it is well known that on foreign mail steamers the rates for Japanese are not raised. When the Imperial Ambassadors of the Mikado went to America, the passage money paid was the usual first-class rate. No advantage was taken of them to extort extra passage money. This should be well noted by Japanese, and foreigners treated with more justice hereafter. At present the universal custom in Japan is to ask foreigners three or four times as much as the natives of the country are expected to pay.

Serious disturbances have taken place in the Karatz district, said to be caused by a rival clan seizing upon a treasury chest containing 50,000 rios. Six hundred Imperial troops have been despatched to the scene of the riot.

A school for the children of the poor has been opened at Shiba, Hikangicho, Yedo. The children have to pay only the small sum of one boo each per month, and they are supplied, free of charge, with school-books, pens, paper, ink, &c. The salaries of the teachers, rent of building, and other expenses, are chiefly borne by some wealthy merchants of Yedo, the balance being paid by the Government. The children are taught reading and writing in English, French, and their own language. The schools in Yedo—both Government and private—now amount to nearly 200, whereas four or five years ago there were but few,—a sure guarantee for the improvement of the people.

It is announced that the streets of Yedo are to be widened—the main street to fifteen ken, and those running parallel with it to twelve ken. Cross thoroughfares are to be eight ken. Trees are to be planted along the sides of the principal avenues, and side-walks are to be introduced in some cases.

An extraordinary report has been received in Yedo, stating that a sort of panic has arisen among the lower classes in Aki and Nagato, in relation to the telegraph. It is believed to be a diabolical device, that the wires are coated with the blood of young girls, and that a census now going on is in order to ascertain the number of available young girls for this purpose.

It is stated by tea growers that the crop this year will not equal by one-half that produced last year, in consequence of the severe winter they have had; but, notwithstanding this, the amount that will be brought into the market will be five times as much as that offered five years ago, owing to a much larger area of soil being put under tea cultivation.

The annual regatta held in honour of Her Majesty's birthday came off on the 29th May with great success, notwithstanding an almost incessant downpour of rain on that day. An attempt has been made to revive the ancient English sport of hawking, but the result was a complete fiasco.

The supposed assassin of Hirosawa, a high official who was murdered last year, has been captured, and will be executed should his guilt be established.

Uri, Chiji of the City of Yedo, has been ordered by the Government to join the Embassy now visiting America and Europe.

A new order has been issued against the sale of land in any part of the Empire to foreigners, and also against the offering of land as security for loans.

Complaints of the negligent manner in which the Government carry on the postal service still continue to be made.

Three new telegraph stations are about to be opened in Yedo shortly—one near Niphon Bashi, another a short distance from the Asakusa temple, and the third near Riongoku.

Hail storms have taken place in the province of Shimosa, the stones being described as equal in size to rifle bullets. Great fears are entertained that the crops in that district have been destroyed.

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Burglaries are again of frequent occurrence in the foreign settlements, and the native police do not seem to be of much use, very few depredators being captured.

LATER ADVICES BY PACIFIC MAIL.

The Pacific mail steamer *Colorado* arrived at San Francisco on the 28th ult., with advices from Yokohama to the 7th July. The following is the summary of news brought by this steamer as telegraphed to the New York press:—

The Mikado left Yedo on the 28th June, accompanied by eight war steamers, intending to visit Kioto and other portions of the southern country, and return in forty days. This is the first time in Japanese history that a Mikado has embarked on such an excursion, and much good is expected to result from it.

The Japanese Government has decided upon the promulgation of a new form of religion upon careful consultation with the most noted exponents of each sect, and all will be compelled to conform thereto. The new religion will be enlightened, simple, and adapted to common sense, and is likely to meet the approval of all classes.

Telegraphic communication between Yedo, Nagasaki and the outside world is to be completed within five weeks. The Japanese Mint has been closed for extensive additions.

The Pacific mail steamers are unable to meet the requirements of shippers. Three sailing vessels are under charter for San Francisco. The *Polly Lewis* is laid on for New York. Three hundred and fifty bales of new silk have been shipped, which showed a marked difference in quality from last shipments. There is business enough offering from Yokohama alone to supply cargoes for four steamers per month for the summer season.

The Tunisian steamer *Zadkia* being unable to pay her debts, the Japanese Government has ordered her to be sold, the captain protesting.

The rates of exchange have advanced, and six months bank bills on London are firm at 4s. 9d.

Tea is in good demand at advancing prices.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, 15th June, 1872.

I last wrote on the 14th ultimo, since when nothing of importance has transpired to report upon. The news I have to send you in this letter amounts to nothing. The new teas are not expected to arrive here for some time yet, owing, it is said, to their being held up country for high prices. A few small lots have come down, but the bulk has yet to be received. The rainy season is unusually late this year, and instead of the hot, damp weather usually prevalent here in June, we have had a fine bracing northern wind, which has made the temperature like October.

The sailings for London since my last letter have been the British ship *Lahloo, via* Shanghai, on the 1st inst., and the North German schooner *Santos* on the 6th. The manifests as published give the cargo of the former as 3 164 packages tea, curios, &c., 73 tons, and 200 tons of dead weight which means old bronze guns, I believe, but there appears to be a desire at the present time on the part of some folks to be very mysterious, and the cargo of the *Santos* is understood to be private and not to be published, all particulars being refused. Business at present is at a standstill in almost everything except coals, and these are being sent forward freely—each chartered vessel arriving obtains her cargo and sails again with very quick despatch. Rates of freight are lower, but we have no available tonnage in this harbour at present. In consequence of the dullness, the quotations for drafts on London, Shanghai, &c., and also those for nebus and the new coinage, are quite nominal.

The latest mail advices to hand from England are by the English mail of April 19, which arrived on the 2nd inst. by H.B.M.S. *Salamis* in forty-four days.

Commercial Report.

(*For dates see first page.*)

IMPORTS.

YOKOHAMA.—The only change noticeable during the interval had been an increase in the demand for Cotton Yarns, prices of which had advanced in consequence, the closing quotations being:—16-24, $44.75 to 45.25; 28-32, $48 to 48.75; 38-42, $48 to 49. Grey Shirtings were in moderate request at a slight advance for 8¼ lbs. and 9 lbs. weights, 7 lbs. being, on the contrary, somewhat lower. Turkey Red Shirtings had been in fair demand without alteration in prices. Other Cotton Goods had shown no change. For Woollens there was little or no inquiry, except for Blankets and Mousselines. Metals were without alteration. Quotations—G.E. Grey Shirtings, 7 lbs., 38½ yards, 39 in., $2.32½ to 2.36 per piece; 8 lbs., 4 to 8 lbs., 6 yards, $2 55 to 2.60; 9 lbs., 44 in., $2.87½ to 2.92½. G.E. White Shirtings, $2.40 to 2.85. T-Cloths, 6 lbs. to 7 lbs., $1.80 to 2.15. Turkey Reds, 24 yards, 30 in., $0.85 to 1.00.

HIOGO-OSAKA.—The general tone of the import market had been rather better during the month. Cotton Yarn: There had been a fair enquiry for the medium and lower counts, Nos. 38/42 not being in request. Grey Shirtings had been dealt in to a large extent, quotations showing a slight decline on those last given. Drills had been enquired for at improving prices. Turkey Reds: Previous rates were fully maintained. Black Velvets were higher, and readily saleable at quotations. There was a moderate demand for Victoria Lawns. Woollens: Scarlet Camlets and Plain Orleans had advanced in value, a fair amount of business having been transacted at quotations. Plain Mousselines de Laine were slightly lower, with but little enquiry. Long Ells were quiet, Scarlet having been purchased to a small extent. Tin Plates had been asked for, but there was no stock. Lead: Quite unsaleable. Closing quotations ruled as follows: Cotton Yarn: Nos. 16 to 24, $132 to 133; 28 to 32, $142 to 143; 38 to 42, $129 to 130 per bale. Cotton Piece Goods: GE Grey Shirtings, 7 lbs., 38 yards, 39 inch, $2 35; 8¼ to 8½ lbs., ditto, $2.55 to 2.58; 9 lbs., 44 inch, $2·75 to 2.80 per piece; GE White Shirtings, 56 to 60 reed, 40 yards, 36 inch, nominal; 64 to 72 ditto, $2.60 to 2.70; T-Cloths, 6 to 7 lbs., $1.75; Drills. Dutch 40½ yards, $4; English, 15 lbs., $4.25 to 4.50; Brocades and Spots, White, $2.50 to 2·75; Dyed, $3.50 to 3.75; Chintz, Assorted, 24 yards, 30 inch, $1.75 to 2.50; Turkey Red, $2.50 to 3.50. Turkey Red Cambrics, 3 lbs., $2.70 to 2.80; Camlets, SS Scarlet, $21 to 21.50; Black, $13.50 to 14; Assorted, $14 to 16.

NAGASAKI.—The Piece Goods market had been very dull during the month, the supplies of most descriptions of Cotton Fabrics being in excess of the demand. 8¼ lbs. Grey Shirtings had changed hands in small quantities at quotation, and Turkey Red Cambrics were wanted, but holders refused to sell at ruling rates. Yarns: No. 16 to 24 continued in demand at $24 per picul, and with but small stocks higher prices were expected to rule. Quotations in Mexican Dollars.—Duty paid: Gray Shirtings: 7 lbs. $2.15 per piece; ditto 8¼ $2.50; T-Cloths: 6 to 7 lbs. $1.90; Yarn: Grey Mule: $42.00 per picul.

EXPORTS.

TEA.

YOKOHAMA.—Business in this market had been somewhat curtailed in consequence of the difficulty in obtaining freight, otherwise there would have been large settlements. There had been 3.300 piculs settled since June 9, making total since last American mail about 8,800 piculs, consisting for the most part of good medium leaf; prices had ruled much the same as last quoted, but the market closed firm with an upward tendency. Supplies had continued to come in freely, and the stock had increased; the quality is reported to be fair, but not improving. There had been no export but that reported by last mail. The current quotations were:—Common, good common, and medium, nominal; good medium, $35 to 38 per picul; fine $40 to 44; finest, $46 to 50; choice, $52 and upwards.

HIOGO-OSAKA.—Business had been continued on a liberal scale at prices showing a marked decline from those paid for the earlier shipments, the scarcity of tonnage, with large receipts, being the cause of this fall. Prices were $4 to 6 lower than at same period last season. The arrivals to date had been about 6,500 piculs, settlements 4,000 piculs, leaving an estimated stock of 2,500 piculs.

NAGASAKI.—In the early part of the month some transactions in old leaf had taken place at easier rates, and stocks were almost exhausted. A few sample lots of new season's teas were on offer, but, as they came from the immediately adjacent districts, they had not afforded much indication of the general quality of the bulk of Nagasaki teas. One or two small parcels of imitation Uji or Yokohama leaf had been sold at as high a price as $33 per picul. No large arrivals of new crop teas were expected till after the rainy season, which would be over in about a month from date.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 8d.	4s. 8d.	4s. 8d.
Shanghai ,, ,, ...	6s. 2¼d.	6s. 3¼d. to 6s. 3½d.	nominal.
Canton ,, ,,	4s. 6½d. to 4s. 6¾d.	4s. 6¾d.	4s. 6¾d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6⅞d.	4s. 7d.	4s. 7¼d.
Manila ,, ,, ...	4s. 4½d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	317	233½ to 233⅝
,, Hong Kong...	27 to 27¼ dis.	—
Bar silver	111.3.5.	9½ prem. (nominal).
Mexican dollars	78.9.0	7 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 67; Old, 69 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance, $1.450 premium.
Hotel Shares, 48 per cent. discount.
Hong Kong and Macao Steamboat Company, $36 premium.
Hong Kong Fire Insurance Company, $327½ prem.
Union Insurance Company, $1,400 premium.
China and Japan Marine Insurance Company, Tls. 50 premium.
China Fire Insurance Company, $59 premium.
Victoria Fire Insurance Company, $55 premium.
Indo-Chinese Sugar Company, $50 dis.
Shanghai Steam Navigation Company, Tls. 37 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $16 to $17 dis.

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Shipping Intelligence.

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ARRIVALS.

At Yokohama.—From Cardiff, June 16, Yedo.

At Shanghai.—From London, Deucalion (str.), Trafalgar, Blythwood.

At Hong Kong and Canton.—From London, Londesborough.

At Singapore.—From London, Star of the South.

At Batavia.—From London, June 21, Alert, Wistaria; from Sunderland, 20, Equator; from Clyde, County of Nairn.

DEPARTURES.

From Hiogo.—For London, June 12, Nourmahal.

LATEST TELEGRAMS.

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STRAITS SETTLEMENTS.

Singapore, Aug. 8.—Cotton Yarn, 40's, $136; Grey Shirtings 39-in., 8¼ lbs., $2.57½; 7 lbs., $2.17½. T-Cloths, 6 lbs., ordinary $1.70. Gambier, $4.10. Pepper: Black, $12.65; White, $22.50. Tin $37.75. Exchange on London: Bank bills, six m.s., 4s. 6¾d.

Penang, Aug. 8.—Tin, $36.40; Pepper, black, $12.25; white, $23.50; Sugar, No. 2, $5.10, No. 3, $3.50; Cotton Yarn (Mule Twist) 30's $113, 40's $138. Exchange on London: Bank bills, six m.s., 4s. 7d.

SHIPPING POSTSCRIPT.

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Arrivals not in the Tables.—Aug. 8, at Falmouth, from Akyab, Chas. Dickens, Saarikoski, Argo, Poseiden; from Rangoon, Erling Skjalgsen, Leonilda; off Falmouth, from Rangoon, for Bremen, Nicolo, Barabino; from Bassein, for Bremen, Claudia, Pieve Superiore; at Falmouth, from Maulmain, Leaping Water; from Akyab, William Aberg; from Rangoon, Borga; 9, at Falmouth, from Akyab, Dolbadern Castle; at London, from Colombo, Middlesex; 8, at Texel, from Java (via S.C.). Prins v. Oranje (str.); 6, from Banjoewanjie, Constance; 10, at London from Rangoon (via S.C.), Mary (str.); from Rangoon, Rescue; at Falmouth, from Akyab, Chiara; 7, from Rangoon, for Hamburg, Manila II.; 9, off South Foreland, from Rangoon, for Rotterdam, Spirit of the Day; 11, at London, from China, &c. (via S.C.), Diomed (str.); at Queenstown, from Java, Cochin; June 19, at Valparaiso, from Singapore, Pacific; August 12, off Deal, from Ceylon, England's Glory, Espiegle; at Falmouth, from Rangoon, Arracan; from Bassein, Antoinette.

Departures.—Aug. 6, from Cardiff, for Hong Kong, Salvadora; 5, from Hamburg, for Singapore, Hohenzollern. August 9, from London, for Hong Kong and Shanghai (via S.C.), Sunda; 8, from Cardiff, for Galle, Alfredo; 7, from Hamburg, for Hong Kong, F.H. Drews; 8, from Ayr, for Singapore, Saltee; from Newcastle, for Onrust, Kanagawa; 9, from Cardiff, for Shanghai, Alexander, Lavellee; 8, from Penarth, for Singapore, Gehon; July 14, from Rio Janeiro, for Batavia, Saga; August 9, from London, for Cardiff and Singapore, Imperial.

Spoken.—Etienne, Hamburg to Java, June 24, 6 S., 29 W.; Blackwall, Cardiff to Singapore, June 28; Middlesex, Colombo to London, July 28, 40 N., 32 W.; Mary (barq.), Java to Falmouth, May 6, 23 S., 62 E.; Felix Mendelssohn (barq.), Cardiff to Hong Hong, June 27, 3 S, 31 W.; NVKF (Dut. barq.), (Haamstede), Sourabaya to Rotterdam, July 4, 9 N., 22 W.

Laid On.—At London, for Colombo, &c. (via S.C.), Bengal (str.).

Laid On.—At Liverpool, for Colombo, &c. (via S.C.), Statesman.

Steamers passed the Suez Canal.—Commander and Cheops, both from China &c., for London.

Casualties.—The bark Mikado, from Boston, bound for Yokohama, put into Port Elizabeth for repairs on the 29th of June, having experienced a heavy gale off Cape St. Francis, in which the cargo was shifted and the main and foretop masts and mizenmast were cut away to save the ship. Two other disabled vessels were seen.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

Ferries—On the 28th July, at Canton Villa, Forres, N.B., the wife of Captain James S. Ferries, of a son.

Robertson—On the 19th June, at Yokohama, the wife of John Robertson, Esq., of the Oriental Bank Corporation, of a son.

MARRIAGES.

Martin—Austin—On the 6th inst., at St. Cenau's, Llangenny, by the Rev. Thomas Wiltshire, assisted by the Rev. Henry Bevan, curate of the parish, Charles John Martin, eldest son of the late Rev. Charles Irving, rector of Donoughmore, county Donegal, Ireland, to Catherine Evelyn, only child of the late William Austin, Esq., of Hunasgeria, near Kandy, Ceylon.

DEATHS.

Butcher—On the 17th June, at Yokohama, F. B. Butcher, aged 39.

Evans—On the 3rd Aug., at Ostend, deeply lamented, Capt. W. D. Evans, formerly Commander in H.M.'s Royal Mail Packet Service, on the Milford and Waterford station, subsequently Commander in the P. and O. Company's service, and Agent for the Royal Mail Steampacket Company, Porto Grande, well known in chess circles as the author of the "Evans Gambit," aged 82 years and 6 months.

Mansfield—On the 4th August, at his brother's residence, Teignmouth, after a long illness, Walter Mansfield, late of Singapore, aged 44.

BOARD OF TRADE RETURNS.

The Board of Trade Returns for July show a large increase in the declared value of exports, the total being £23 005,330, against £19,817,991 in July, 1871, and £17,446,764 in the corresponding period of 1870. The increase is very equally distributed over most of the leading items, a large share falling, as usual, to metals and minerals. Among the principal changes are the following:—There is an augmentation under the heads of alkali, apparel, chemical products, coal and coke—60 per cent. in value; cotton manufactures—19 per cent.; earthenware, haberdashery, hardware, iron and steel—33 per cent.; lead, linen manufactures, machinery, silk yarn and manufactures, telegraphic wire, woollen and worsted manufactures, and unenumerated articles. Cotton, linen, and woollen yarns have fallen off. The imports show a decrease in wheat and cotton, which is due in each case to diminished receipts from the United States. The total declared value of imports last month was £29,972,027, against £31,257,465 in July, 1871, and £24,690,140 in July, 1870.

The following is an extract from these returns of the figures which refer to our Export trade with China and the Far East:—

COTTON YARN.

To		For the Month ended 31st July. 1870.	1871.	1872.
China and Hong Kong	lbs.	927,570	502,700	902,200
Japan	,,	344,670	808,460	2,390,800
Straits Settlements	,,	134,000	270,300	243,400
Ceylon	,,	14,346	89.200	28,900
		For the Seven Months ended 31st July.		
China and Hong Kong	lbs.	5,741,249	5,160,110	5,125,630
Japan	,,	5,348,350	6,122,290	7,251,060
Straits Settlements	,,	1,545.690	1,785,340	1,032,910
Ceylon	,,	119 102	223,150	73,250

COTTON MANUFACTURES.

To		For the Month ended 31st July. 1870.	1871.	1872.
China and Hong Kong	yds.	84,119,512	32,197,880	35,379,800
Japan	,,	1,909.140	2,311,000	2,826.000
Philippine Islands	,,	3,440.270	—	519,400
Java	,,	3,544,200	956,800	959,400
Straits Settlements	,,	8,422,696	5,559.124	10,697.100
Ceylon	,,	1,306,944	1,620,921	3,119,000
		For the Seven Months ended 31st July.		
China and Hong Kong	yds.	201,875,055	205.655,846	246,805,600
Japan	,,	16,401,512	28,864,464	14,575,800
Philippine Islands	,,	18,055,810	5,793,616	8,453,260
Java	,,	18,059,854	20,728,880	14,415,000
Straits Settlements	,,	55,902,601	45,016,814	54.908,100
Ceylon	,,	15,099,846	16,391,221	20,347,800

WORSTED STUFFS.

To		For the Month ended 31st July. 1870.	1871.	1872.
China and Hong Kong	yds.	1,509.987	1,771,980	1,592,880
Japan	,,	244,505	54,330	406,140
		For the Seven Months ended 31st July.		
China and Hong Kong	yds.	11,181,681	9,635,931	8,789,770
Japan	,,	1,010,658	1,102,934	1,577,280

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1870.	1871.	1872.
For the month	yds.	212,697	154,505	143,716
For the seven months	,,	1,380,790	1,086,310	1,176,683

LEAD TO CHINA AND HONG KONG.

		1870.	1871.	1872.
For the month	tons	722	323	152
For the seven months	,,	9,481	4,491	6,599

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the three months and six months ended June 30, 1872, compared with the corresponding periods of the two preceding years, is returned as follows:—

To	For the Three Months ended 30th June. 1870.	1871.	1872.
China (exclusive of H. Kong and Macao)	£1,773,355	£1,974,374	£1,730,661
Macao	—	—	—
Hong Kong	765,002	750,794	707,360
Japan	445,321	524,714	568,004
Straits Settlements	649,098	455.191	569,105
Ceylon	259,234	185,935	249.998
Philippine Islands	182,782	157,839	159,012
Java	206,823	282,551	217,250
Siam	—	29,542	11,398
Cochin China	—	392	151
	For the Six Months ended 30th June.		
To	1870.	1871.	1872.
China (exclusive of H. Kong and Macao)	£3,148,840	£3,768,439	£3,497,942
Hong Kong	1,342,020	1,510,688	1,368,016
Macao	—	—	—
Japan	809,273	879,065	851,339
Straits Settlements	1,114,167	1,129,767	1,081,288
Ceylon	435.434	435,569	490,059
Philippine Islands	376,778	233,172	234,397
Java	361,877	478,175	404.990
Siam	—	31,399	22,272
Borneo	—	890	—
Cochin China	—	892	151

The value of the Imports into the United Kingdom from the

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several ports and countries of the Far East for the three months and six months ended June 30, 1872, compared with the corresponding periods of the two preceding years, is returned as follows :—

From	For the Three Months ended 30th June. 1870.	1871.	1872.
China (exclusive of H. Kong and Macao)	£1,448,688	£1,554,490	£1,121,293
Macao	92,912	27,525	49,420
Hong Kong	70,614	101,810	120,178
Japan	64,268	87,624	4,606
Straits Settlements	526,030	731,306	821,726
Ceylon	1,233,828	1,170,741	1,196,246
Philippine Islands	471,442	294,776	870,346
Java	164,372	233,756	87,819
Siam	169,225	—	12,637
Cochin China, &c.	—	31,345	—

From	For the Six Months ended 30th June. 1870.	1871.	1872.
China (exclusive of H. Kong and Macao)	£4,829,265	£5,406,478	£,5,037,242
Hong Kong	83,606	178,432	309,814
Macao	110 690	75,497	116,645
Japan	74,784	40,483	74,410
Straits Settlements	955,785	1,333,087	1,640,532
Ceylon	1,460,077	1,555.833	1,942,409
Philippine Islands	633.841	668 382	672.877
Java	210,375	305,984	398.810
Siam	176.085	—	12,637
Borneo	27,082	89.418	—
Cochin China, &c.	—	31,345	—

PARLIAMENT.

HOUSE OF COMMONS.

THE SUEZ CANAL DUES.

Mr. Gourley asked the Under Secretary of State for Foreign Affairs if any negotiations had been entered into with the Turkish Government relative to the navigation of the Suez Canal, and the increase of dues imposed by the Company since the 1st July; and whether he could inform the House if it was not a principle stipulated for in the construction of the Canal that its international neutrality as a highway to and from the East should be preserved for the use of the shipping of all nations.

Lord Enfield replied that, in consequence of communications from the Italian Government and from other quarters on the subject of the intended imposition by the Suez Canal Company of tonnage dues of 10 francs on the gross tonnage, Sir Henry Elliot was instructed to ascertain the views of the Turkish Government, and he reported that the Porte was at first disposed to think that the Company were not justified, under the terms of the concession, in considering the total capacity as gross tonnage; but it appeared from a further despatch that the Porte had come to the conclusion that the Company might charge gross tonnage dues, making some allowance for engine and coaling space. That was the view taken by our own law officers. With regard to the second part of the question, there could be no doubt that the international neutrality of the Canal was provided for in one of the stipulations of the Treaty. (Hear, hear).

Mr. Norwood asked the President of the Board of Trade whether a statement that appeared recently in a public print was correct, viz., that the Board of Trade, in replying to a communication from the Suez Canal Company informing the British Government of its intention to levy dues on the gross tonnage of shipping instead of the net tonnage, used words to the following effact:—"I am to add that the Board of Trade are glad to find that the company have come to this decision, as the Board of Trade believe that the principle of charging dues on the gross tonnage of all ships is correct;" and further, if he had any objection to lay upon the table of the House the correspondence that had passed during the present year between the Board of Trade and the Suez Canal Company.—Mr. C. Fortescue said that a letter had been addressed lately by the Suez Canal Company to the Board of Trade, and an answer had been returned to it. It contained such a passage as that which his hon. friend had read. The passage contained an opinion of a theoretical kind in favour of measurement by gross tonnage strictly speaking, that being not a question of the amount of duty to be raised but of the amount of measurement. It would not be suited to the circumstances of this country at present, considering the Dock Acts under which charges were levied at some of our ports. As far as he understood the intentions of the Suez Canal Company, they neither intended to adopt the system of gross tonnage pure and simple, nor one that pointed to the adoption of the English practice, but they favoured a system which would be neither the one nor the other.

INDIAN FINANCE.

(6th.) On the motion for going into committee on East India revenue accounts Mr. Grant Duff (Under Secretary for India) proceeded to make the annual statement in reference to the finances of Hindustan, remarking that the prospect on the whole was satisfactory, as the income for the year ended the 31st of March, 1871, had exceeded the expectation formed of it, while the expenditure had been less than was anticipated. Fifty-one millions of revenue had been anticipated, and £51,413,000 had been realised, while the payments were less than had been provided for. The grand result was that, instead of having a surplus of £1,083,000, they had realised £1,482,000, showing an increase on the preceding year of £512.000. The principal items of increase had arisen from assessed taxes and customs duties. Commenting next upon the balances in hand, both here and in India, the hon. gentleman contended that such were the peculiar features of Indian finance that it was absolutely necessary to keep a large balance to meet the sudden demands that might be made upon the Secretary of State. Proceeding then to trace the financial history of the country since the period of the mutiny, he showed that, whereas the excess of expenditure over income in that interval had been only £7,500,000, India had received value in the shape of public works of a reproductive character of £37,500,000. The whole local taxation of India, upon which so much stress had been laid, was only £5,500,000. and the whole of this had been devoted to local purposes. Passing next to the political condition of the empire, Mr. Grant Duff insisted that the murder of Lord Mayo had no political significance whatever, and that if the people of India were in a chronic condition of discontent the Government of India were ignorant of the fact. The possibility of danger always attended the administration of that vast empire, and at any moment some unregarded trifle might lead to trouble and alarm. But, having made that admission, he must give a most emphatic denial to the statements made in society and in the press that the present condition of India was marked by exceptional discontent. Party passions raged there as furiously as in any country, but the alarmist statements with regard to India were simply the exaggerations or the fabrications of persons who had their own particular ideas to advance or their own particular interests to forward. His noble friend at the head of the India-office was in the closest communication, private as well as public, with all those who held in their hands the threads of the Indian Government, and he knew whatever was to be known of the affairs of the country. The religious revival which had prevailed in the west of Europe had found its way to the Mussulman world, and that was a fact in Indian affairs which must not be ignored, although it would be easy to overrate its importance. The influence of extended education and of increased communications with Europeans had raised up—he would not say an Indian public opinion, because that would probably be premature—but an Indian class and section of opinion upon which it was quite necessary for Government to reckon. The railway and the telegraph, although they had considerably added to our power, had nevertheless added to the power of those who "loved us not," and it was necessary that we should "walk warily and not boast of the morrow." The experiment of India government, with all its faults, was the noblest and the most beneficent experiment in the way of government that the world had ever seen. It was working most satisfactorily, and at this moment there was no more cause for uneasiness than was usually the case. In 1869 Lord Mayo found the income-tax non-existent, but after a lapse of two or three months he re-established it. Six months passed over, and Lord Mayo and his advisers got the reluctant acquiescence of the Secretary of State to double the income-tax and increase the salt-tax. After another six months the income-tax was further increased, so that in the autumn of 1870 Lord Mayo had, in the course of eighteen months, re introduced, doubled, and trebled the tax which of all taxes in India was the most unpopular with those who made opinion—namely, our own European officers, and that influential class which wrote in the newspapers. Very general discontent did certainly prevail in India last year, but since the reduction of the income-tax that feeling had lessened, and the state of things had entirely changed. If Lord Mayo had altered his opinion in 1871 with regard to the income-tax, how much more cheerful would his opinion be now under the improved state of Indian finance, and when the lowered income-tax was applied to a smaller class of persons! If that were so, what became of the first half of the foundation of the hon. gentleman's resolution? It was sapped and destroyed, leaving the unfortunate resolution in the uncomfortable predicament of having nothing to do with the actualities of 1872. With regard to the finances of India in the coming year, it was impossible for anyone either in or out of India to form an opinion that would be worth having. He had no idea what opinion Lord Northbrook would come to in regard to the income-tax. Lord Mayo, in his latter days, inclined against the income-tax as permanent, but at the same time he placed it merely there among the matters that called for change, and would have been disposed to deal first with a modification of the salt duty. Within three weeks of his lamented death, his opinion in regard to the wild stories of oppression in connection with the imposition of the income-tax, was in accordance with those which General Barrow entertained. It was easy to say that the finances of India were susceptible of improvement. He did not stand there to say that the system of Indian taxation was by any means perfect, but any one acquainted with the subject knew that in times past the taxes had been ten times more burdensome than they were now. (Hear, hear). He did not see that the House could derive any light on the subject from the remarks that the hon. member for Brighton was going to address to them—(a laugh)—as these remarks must be founded on an imperfect knowledge of the facts, and the select committee, in their interim report, had expressed, with only one dissentient voice, namely, that of the hon. member for Brighton, the opinion that the evidence given before it had not, as yet, been such as to enable it to arrive at a just conclusion. If any half-dozen members, similarly in a minority, acted in the way the hon. member was doing, they would have it in their power to stop the whole business of the House.

Mr. Fawcett (L.) moved—"That this House, considering the statements of the late Lord Mayo that 'a feeling of discontent and dissatisfaction exists among every class, both European and native, in our Indian Empire, on account of the constant increase of taxation which has been for years going on,' and that 'the continuance of that feeling is a political danger the magnitude of which can hardly be over estimated,' is of opinion that the income tax, which is generally admitted to be unsuited to the people of India, might during the coming financial year be dispensed with; and that other taxes exceptionally burdensome to the people of India might be considerably reduced if the finances of that country were administered with adequate care and economy." The hon. gentleman said that as an independent member he had given notice of this motion in order to do what he could to prevent the discussion of the Indian Budget from being a farce. No one who had the smallest acquaintance with the feelings of

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the people of India could doubt that this shelving of the Indian Budget to the fag-end of the session would be regarded by them as showing a determination on the part of Government to treat their affairs with neglect. The peculiarity of the finances of India was the elasticity of the expenditure and the inelasticity of the revenue. The land, the most important item of revenue, yielded about £21,000,000 in gross, and £18,000,000 net. At least one-fifth of this, that yielded by permanently settled districts, was absolutely fixed; the rest was settled for 30 years at a fixed rent, and could only slightly be increased as the estates fell in. Mr. Campbell, Lieutenant-Governor of Bengal, had said this increase would be counterbalanced by a reduction of revenue in Madras, the land of which was let direct to the ryots, who were too highly assessed. Salt, the next most important item, yielded £6,000,000, which every competent authority concluded could not be increased. A lower tax might cause greater consumption, but as the duty varies between 500 and 2,500 per cent. upon the cost it could not be raised. Opium, the next most important source of revenue, yielded between £6.000,000 and £8,000,000. The Government virtually traded in this, and obtained the highest possible price for it; but according to Sir Rutherford Alcock, our late Minister in China, no revenue could be more precarious than that obtained from opium. Although desirous of dealing with opium as a financial question only, he could not refrain from expressing the fear that some might think us hypocritical in forcing a deleterious drug upon the Chinese in our anxiety to obtain revenue and profit from opium while members of the Legislature permitting it made moral speeches and took infinite credit for restricting the sale of intoxicating liquors at home. Sir R. Alcock stated the Chinese regarded our cultivation of opium with great jealousy, were increasing the cultivation of it themselves, contemplated prohibiting its importation in the hope of stopping its growth, and now taxed it 100 per cent.; the reduction of this tax he assumed would inevitably reduce our revenue, and he concluded by stating that had he been able to make concessions in the shape of restricting the importation of opium from India he might have secured almost any terms from the Chinese in the treaty he was negotiating as regards "admitting English commodities." Nothing, therefore, could be more uncertain than the revenue from opium. The other sources of revenue, including those from duties on drugs, import duties, and tributes from princes, could not increase, and this being so, he invited the attention of the House to the enormously increasing cost of Indian administration. Summing up all the conclusions, the result was that they had a most elastic expenditure and an avowed policy of the Government of undertaking new and enormous liabilities, against which he asked the House to protest. No more striking corroboration of his argument could be found than the emphatic statements of Mr. Massey, who maintained that the inexpansive nature of the revenue rendered rigid economy in Indian administration absolutely necessary. That gentleman also stated that all the sources of taxation had been used up, and that there was nothing left to rely upon but the income-tax. Like embarrassed traders, the Government had been devoting capital to income. In 1869 and 1870 there appeared a miscellaneous receipt of £340,000, as an ordinary item of income, but this was discovered to be a portion of the capital of the military funds, and the controller of finance was obliged to admit that the item was put down to cover the prodigality of army expenditure. The Malta and Alexandria Telegraph had cost the Indian Government £115,000, but the cable turned out to be absolutely worthless, and was sold at an enormous discount, the proceeds of the sale being put down to income. The Government of India was now so arranged as to reduce the guarantees of economy to a minimum. There were four or five spending departments, and there was an absence of that personal and specific responsibility which was essential. The office of the Secretary of State, too, was so constituted that there was no adequate protection for the interests of India. The holder of the office changed with parties, and when he had acquired some practical knowledge of Indian affairs, he was liable to be transferred to another office. India appeared to be too often regarded as a country created to increase English trade and to supply cotton. All over India was to be seen the same disastrous policy of guaranteeing and carrying on works at the public expenditure. If he were asked to propose a remedy for the waste and extravagance that were going on in India, he could suggest no better one than that the English people should thoroughly awaken to the responsibility of the trust reposed in them when they undertook to govern 150,000,000 of people, and the magnitude of the stake which they held in India. The amount invested in India under a system of guarantees, and in one form of public undertaking or another, was £180.000,000. It was necessary the English people should be reminded of the great stake they had in India, and of the critical condition of Indian finance. Much might be done by educating public opinion with regard to lessening expenditure in India, and introducing greater economy. He was aware that a resolution passed in that House had not the authority of law. It was only the expression of the opinion of the House of Commons, and the Indian Government might attach what value the pleased to it. It was the opinion of Mr. Massey that, if the military expenditure of India were properly supervised, one million sterling, at least, might be saved; and Lord Sandhurst, before he left India, stated that the amalgamation of the separate armies of Bombay and Madras would not only insure greater strength and efficiency, but that without such amalgamation it was hopeless to expect economy. (Hear, hear). No Finance Minister of India, except Sir R. Temple, could be quoted in favour of the income tax. Sir C. Trevelyan, Mr. Laing, and Mr. Massey had all spoken strongly against it. Mr. Laing had asserted that for every rupee that came to the Treasury as the proceeds of the tax two rupees were taken from the people by various means of extortion or corruption. Mr. Massey said no power on earth would induce him to become Finance Minister if the Secretary of State imposed on him the condition that the income-tax should be retained as part of the financial system. There was evidence that the tax fell most heavily on the poorest class of the cultivators, and that in Bengal that class had shown a desire to emigrate to Nepaul. Mr. Inglis, in a speech in the Legislative Council in India, had asserted that for one man who was legally liable to pay the tax as many as twen y were illegally assessed. Mr. Robinson, another official member of that Council, testified that the tax was producing a sullen feeling of discontent throughout the country. This very year the income-tax could easily be dispensed with. It was only necessary to check the expenditure on public works and overhaul the military expenditure. The system of Government guarantee and State expenditure in regard to public works was quite uncalled-for, and had the effect of crushing private enterprise in India. What India needed in the matter of public works was rest. A decentralised system of Indian finance had recently been introduced which would only have the effect of greatly increasing the amount of taxation. Local taxation was a much more insidious evil than imperial taxation, as it was much more likely to escape detection.

Mr. Torrens (L.) seconded the amendment, declaring that the statement of the Under Secretary for India was no budget at all, and that it ought to be the object of the Government to give effect to the pledge given by Lord Mayo that India should be governed for the benefit of the people of India.

Mr. Eastwick regretted that the Budget had not been brought on at an earlier period of the session, as many gentlemen who took the greatest interest in the subject, and were most entitled to speak upon it, were missed from that debate. He altogether dissented from the very unfavourable opinion which had been expressed in some quarters as to Sir R. Temple's Budget for 1872-3. That Budget showed a surplus of £230,000, and proposed to defray all the extraordinary expenses of the year without raising a single shilling by way of loan, besides exhibiting a cash balance of over £24,000,000. He regarded the Budget as by far the most promising that had been presented for the last seven years, and felt sure that the present surplus was due to the invincible determination of the late Lord Mayo to bring the public expenditure within the public income. With regard to opium, nothing could be more uncertain than estimates founded upon that traffic, for an Indian Finance Minister, with all the advantages accruing from his office, was unable to calculate within two millions what the opium traffic would be. At present Sir R. Temple anticipated from the ensuing year a falling off of over £1,500,000, and all that could safely be predicated of that estimate was that for some reason or another it was sure to be wrong. The opium traffic was the disturbing element in Indian finance, and we should never have a correct estimate as long as this drug was one of the chief sources of the revenue. We ought, therefore, to be always prepared for a deficit, and as in India we could not impose any new tax without encountering a very serious opposition, the only remedy was to prepare for this deficit by a reduction of expenditure.

Mr. R. Fowler admitted that it would be well if an income-tax could be dispensed with in India. Opium was, however, a more objectionable source of revenue, both on financial and moral grounds. Mr. Laing and Mr. Massey looked upon the revenue derived from opium as satisfactory, because in their opinion it was permanent. But to his mind it was most precarious, for what guarantee had we that the Chinese might not grow sufficient opium for their own consumption? That, however, was not the only ground on which he condemned the tax. The history of the opium revenue was most discreditable, and a distinguished authority had said long ago that no amount of revenue would justify us in inflicting such harm as was done by the opium trade.

The debate was continued for some time, but eventually Mr. Fawcett withdrew his motion, and the budget as introduced by Mr. Grant Duff was passed.

Foreign Intelligence.

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GERMANY.

(FROM OUR OWN CORRESPONDENT.)

Hamburg, Aug. 6.

In one of my last letters I stated that the German Government intended to engage young lawyers as student-interpreters in China and Japan, where, after passing their examination in the language of the country they would be attached to the Consulates there, and eventually be admitted to the Consular Service. At the present time of day, when parents find it so difficult to find a career for their children, it was thought that the number of applications would be legion, and that the Government would have the pick and choice of the most intelligent and promising; but such is by no means the case, and for once Prince Bismark is at fault in his anticipations, for only a very few have applied for the appointment. This has been variously accounted for, but, according to my humble opinion, the Consular Service —I speak of the *Consules Missi*—is by no means popular in Germany. In the first place, the salary is fixed on a very moderate scale, though it is true there are certain additional perquisites or allowances which vary according to the locality; but these are not be relied on as regular income. Secondly, the fees received for passports, certificates and shipping have to be accounted for to the Government, and are not allowed to go into their private pocket, as is the case with the unsalaried merchant Consuls. But I think the greatest objection of all is that whilst in most other countries the Consular Service is considered as the nursery or infant-school of diplomacy, by the German system the door is shut in their faces, and there is no connection between the two branches of the service, so that the paid Consuls have but a very limited sphere of action, and still less chance of promotion or opportunity of distinguishing themselves by superior zeal, knowledge, or efficiency. This of course tends to discourage young men of good university education possessed of sufficient ambition to make a career for themselves. On the other hand, I am inclined to think that the bugbear of distance from home or unhealthiness of climate no longer creates any alarm in the German mind. I once heard a gentleman say that Scotchmen and rats were to be met with in every country in the world, to which a Ham-

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burger added "and Germans also." Promotions from the Consular to the Diplomatic Service belong to the most rare exceptions, and are then more the result of influential connections than brilliant public services, the only case on record being that of Count Keyserlingk, at present the German Ambassador at Constantinople, who was suddenly pitchforked into his present high position from the comparatively inferior appointment of Consul-General at Bucharest, in consequence of his being nearly related to the wife of a certain distinguished personage. In the meantime it is a well-known fact that there is a great scarcity of suitable persons, and that is the reason why so many Consulates are at this moment vacant. This is the case at St. Petersburg, Rome, Odessa, Christiania, Bahia, and others, whilst the lately established Consulate at Algiers, which was also going a-begging, has just been given to Herr von Soden, a young Wurtemburg jurist of good family, who has only recently quitted the University, and is of course without any practical knowledge of his duties or experience of the service.

The monthly statistical returns compiled and issued by the Board of Trade give a very satisfactory proof of the great increase of the navigation and trade of this city. Up to the end of July the number of vessels that had arrived here was 3,405, with a tonnage of 801,820 lasts (of two tons each), against 3 023 vessels with 684,300 lasts in the corresponding seven months of last year. The number of vessels arrived from European ports has risen from 2,583 to 2,880, and from Transatlantic countries from 356 to 525. Steam navigation seems destined to absorb the whole trade in time; already the number (1,569, against 1,310 last year) exceeds one-half of the vessels and three-quarters of the tonnage, and in spite of the lately opened new accommodation for loading and discharging at the quays, the authorities have the greatest difficulty in finding room for all the new arrivals. It is under these circumstances of the utmost importance to execute without delay the works for the new open docks mentioned in one of my recent letters.

It has been the custom here from time immemorial for the merchants to make presents in money at Christmas to their bookkeepers and clerks, and this has hitherto been done in a gold coin made expressly for the purpose, and called a Hamburg Ducat, of the value of about eight marks currency. They are coined or re-coined every year, bearing the date of the following year, and being just issued from the mint have a bright and glittering appearance, much valued by the youthful recipients, and this makes them reluctant to spend them. It is well known that these Christmas donations have formed the nest eggs of many colossal fortunes made since. In the face of the forthcoming alteration of the currency it has not escaped the vigilance of our keen-eyed chamber of commerce that a corresponding change will also soon be required, and it is proposed to replace them next Christmas by the new ten-mark gold pieces. On inquiry at the Bank, where they were issued, it was ascertained that the number thus given away ranges between 50,000 and 60,000, and varies according to the magnitude of the business, length of service, and the general state of trade.

The coinage of the new gold currency goes on but slowly. Down to the 13th of July there had been coined 203,965,180 marks in twenty-mark pieces, and 8,155,060 marks in ten-mark pieces. In the week from July 14 to 20 the Mint at Berlin turned out 3,121,270 marks, Hanover 1,004,940 marks, Frankfort 2,104,860 marks, Munich 1,196,920 marks, Dresden 1,224,780 marks, Stuttgart 552,420 marks, and Carlsruhe 250,000 marks,—making together a total of 221,575,430 marks, which, however, is but little more than one-tenth of the sum required for the currency of the country, which is estimated to be 2,000 million marks, besides the needful amount of the smaller silver and copper coins for change, to say nothing of bank notes to an unlimited extent. Almost every week large quantities of gold arrive here from England and America; thus last Saturday bullion from London of the value of $8,500,000, which was forwarded to the mint at Frankfort to be turned into German money.

Last week the Prince and Princess von Bismark celebrated their *Silberne Hochzeit*, or twenty-fifth anniversary of their wedding day. It was known that the Prince wished to pass the day quietly in the bosom of his family at Varzin, and his wish was of course respected, and there was no ovation or public display; but he received a hundred and ninety-two telegrams of congratulation on the auspicious occasion from the Emperor, the members of the Royal Family and other distinguished friends. The Prince and Princess, with their daughter and two sons, as well as some intimate guests staying in the house attended Divine service at the parish church of Wossow, where the villagers had decorated the family pew with a gay assortment of flowers and wreaths.

It has been notified to the Foreign office that the Japanese Government intend to establish a permanent Embassy at Berlin, and that the person designated for the appointment is the Vice-Minister Jamajathsi, who is now on his road to Europe as member of one of the Japanese Special Missions.

The former so-called "correspondence cards" have now been replaced by a new issue called simply "post cards," the postage on them is reduced from one to half a groschen, and being much smaller and handier have become a very favourite means of communication, and are much more extensively used than the first issue.

We learn from Venice that the British steamer *Bivouac* has arrived at that port from Rangoon with 14,000 bags of rice, consigned to the house of Angelo Rosada and Co., it being the first cargo that has arrived at Venice from the Birman Empire *via* the Suez Canal.

COMMERCIAL.

Business to a moderate extent continues to be done in both black and green teas at former rates. The finer descriptions of table rice were in demand, and higher prices are willingly paid, whilst inferior qualities are neglected, and might be had a shade cheaper; no sales of rough. There is a lively demand for Cassia Lignea, and Pepper moves off briskly at 7⅛ sch. bco. for Singapore, 6⅛ for Penang, and 17 for white.

SHIPPING.

ARRIVAL.—Christina Aquarona, from Akyab.
SAILED.—Hermann to Singapore.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, August 7.

A sharp contest for the election of two members to the Second Chamber has ended in a defeat of the Conservatives. In this district Mr. Otto van Rees was returned by 834 votes, his principal opponent receiving only 383 votes. In Deventer Mr. P. Blusse van Oud Alblas defeated the Conservative candidate by a large majority, the numbers being 688 against 199. I need not add that general satisfaction is expressed in our Liberal papers at these results. This being the only political matter for the Tory press to comment upon, journalists of that party have had to seek for other subjects, and have raised a seemingly endless discussion about the next meeting of the Internationale Society, which, as you already know, is to be held in the Hague. If we are to believe the exaggerations of the *Dagblad*, our towns are on the eve of being burnt down by Communists and petroleuses, our social system is to be upset, and disorder generally is to prevail. It is, therefore, necessary that the meeting should be prevented. The Liberal press on the contrary maintains that these Internationalists are as free as other men, that they come to a free country, and that as long as they do not do anything by which they are brought into collision with the police, they must be permitted. It is suggested, however, that one condition be imposed, which is that the debates be held publicly, that no secret session be tolerated. And indeed there are no grounds upon which the Internationalists can be refused admission here. The Dutch have no open ears for their exaggerated opinions and false principles. It is true that from time to time we hear about strikes—and these certainly are organised by the Internationale—but generally the disputes are speedily settled. There is only one movement amongst our workmen, which threatens to become of a serious character, that amongst our compositors. They ask for higher wages—which they are quite right in doing—and as the masters refuse any concession it is very probable that some newspapers will be obliged to suspend publication. Nothing has transpired about the doings of the new Ministers, except that the Budget of Mr. Fransen van de Putte—who returned a few days ago from Marienbad—will show a very large expenditure, as will also that of the new leader of the War Department, a fact which will be the cause of much grief to our economical Minister of Finance, who would like to come before Parliament with low figures. But these are only *on dits*, which will perhaps prove to be without foundation. More credible is the rumour that the new Minister of the Colonial Department will at once propose to abolish flogging in the army, as he abolished in 1865 that shameful punishment in the Civil Service. Other rumours are current about new measures, but I think it prudent to wait for their confirmation before repeating them. It is even asserted that the results of the mission of Messrs. Motke and Uytenhoven will already be visible in this Budget. If this proves true, then certainly no more complete denial could be given to the assertion of the Batavia correspondent of the *Arnhemsche Courant* that their mission is a total failure.

The *Staats Courant* of the 3rd August has published the returns of the trade and shipping of Java and Madura, during the year 1871. The figures are generally satisfactory, and they show that the private trade is gradually increasing. Both imports and exports have greatly augmented, and the returns of shipping bring to light the important fact that produce is carried more and more by vessels under foreign—especially English—flags, a result of the protection which our shipowners have enjoyed so long that all their enterprising spirit has departed. I have repeatedly told you that our East Indiamen are either lying useless in our harbours, or that they have been sold for other purposes.

By a Royal decree of 12th Aug., 1869, a commission was appointed in Java, charged with the important task of making a draft for the revision of the Colonial Laws. The report of that commission has just been published. Complaints are made that the Budgets always arrive out too late, because the States-General are so long in debate upon them, and the commission recommends that henceforth the Budget should be fixed by Royal decree solely. Several reforms are proposed, with the view to simplify the Governmental system. It remains to be seen whether the important work of the commission will be of any practical use.

Mr. J. J. Blankenhagen, who lately arrived from Java, has been released from his duties as Consul for Austria at Batavia, and Mr. van Delden, President of the Batavia Chamber of Commerce, has been appointed Consul-General.

In a few days will be published the first number of a Democratic paper—*Het Vrye Volk*. I am glad to find that the staff includes some respectable authors.

I have but little change to report in the general features of the Produce Market. Prices of Coffee continue to be well maintained in the proportion of 47c. for good ordinary Java of the Trading Company supplies, but there is but little stirring in the market. The August sale will probably be held on the 21st inst., but it is not yet announced. The Sugar Market has continued to exhibit a quiet appearance, and no transactions have taken place. The business done in Spices has been confined to some sales of Nutmegs at steady prices. Rice remains unaltered. The demand is dormant. Hides continue active at steady prices. Important parcels ex Jason, Cornelis Gips, and Tyburnia have been sold. The demand for Tin is lively; Banca has sold for usual prompt at f.95¾ to f.96. Tea is quiet, but prices are well supported.

SHIPPING.

ARRIVALS.—July 31, at Brouwershaven, from Pasaroeang, Anna Margaretha, Kortenaer; from Batavia, Maria Elisabeth; at Texel, from Batavia, Nicolaas Witsen, Aria and Betsy; at Flushing, from Akyab, Michiels Loos; August 1, at Texel, from Batavia, Singapore; from Sourabaya, Sunny Region, Augusta; from Passeroeang, Bato; from Rangoon, Deucalion; from Sourabaya, Solo; 2, at Flushing, from Akyab, Norga; 4, at Texel, from Java, Amadine; 6, at Hellevoet, from Akyab Johan.

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The London & China Telegraph.

LONDON: MONDAY, AUGUST 12, 1872.

THE REPORT ON THE CONSULAR SERVICE.

IT is said that, in the House of Commons, the votes on any question under discussion are in no wise affected by the speeches made, for or against the measure, and, were we to accept the Report on the Diplomatic and Consular Services as a fair specimen of the results of Parliamentary Committees, we should feel inclined to add that no evidence taken before a Select Committee, in any way effects the political bias given to the proceedings by the promoters of the enquiry. The present Committee was called into being at the request of certain Parliamentary economists, not with the intention of considering the real welfare of the service, but of cutting down every item of expenditure, which by any shadow of excuse might be curtailed. This intention is revealed in every line of the Report. With their commendations, which do not cost anything, the Committee are lavish. "The direct testimony thus given is, on the whole," they say, "very favourable to the character of the Consuls, and to their efficient conduct in the discharge of their duties. . . It is clear, therefore, that the appointments to Consulships have been, on the whole, creditable to the appointing authority; that the character of the Consuls stand high throughout the world; and that their duties are generally discharged in an adequate and satisfactory manner." In all cases where reductions are possible they are prompt and decided; of the changes suggested by Mr. KENNEDY of the Foreign-office, in the Consulates in Turkey and Egypt, by which a saving of about £3,000 per annum may be effected, they say, "These changes your Committee recommend for adoption;" when Mr. ALABASTER gave evidence as to the possibility of a marked reduction in the establishment at Siam, they recommended its adoption; and the proposals of Sir R. ALCOCK and Mr. MEDHURST that the rank of Interpreter should be abolished in China, and that the number of students at Peking shall be reduced to six, met with their approval; while a strong point was made of Sir HARRY PARKES' statement that the Consulates in Japan are efficiently worked with a smaller proportion of staff than those in China. But when they were met by evidence which forced on them the consideration of recommending an increase of pay on account of the increased cost of living they were obdurate. "Your Committee," they say, "are strongly opposed to a general and indiscriminate raising of salaries. The cost would be too great, and the operation would inevitably require to be repeated a few years hence. In fact, the same statements of pay inadequate to expenditure, and of prices having been raised 100 per cent., appear to have been made to the Committee which sat fifteen years ago." It is difficult to understand this reasoning. If it is true that fifteen years ago the cost of living had largely increased, that since then it has been further enhanced and is still rising, surely it is the duty of the Government to do something towards protecting public servants from the difficulties which must overtake them. Is it just that the pay of a Consul, that is to say the relative value of his pay, should decrease the longer he serves? and yet that is what a fixed salary and a yearly increasing expenditure in the necessaries of life amounts to. When pressed on all hands in favour of the juniors in the Consular Service in China the Committee gave way, but even then in a grudging and illiberal manner. They recommended that personal allowances should be made to the juniors already appointed, and that due notice should be given to future nominees that during the period of their apprenticeship the pay they receive will not be equal to their necessary expenses.

In the above remarks we have touched on the main features of the Report, of the further recommendations nothing need be said. So entirely have the energies of the Committee been devoted to the consideration of reduction of expenditure, that on some points they appear to have entirely misunderstood the constitution of the Services upon which they are called to report. For instance, they say that in China, where promotion is the great inducement, and is indeed almost the privilege of the juniors, an opening should be made for earlier and more rapid promotion, by employing juniors as assistants to the superior officers. As this has been the rule in the Service in China since its formation the remark is weak and meaningless. In an article last week on this subject we expressed our belief that the Report of the Committee would become a dead letter, and a further consideration of its pages only makes us earnestly hope that we may be right.

OUR CHARGE D'AFFAIRES IN JAPAN.

IF the latest news brought from Yedo by telegram *via* New York is to be accepted as correct Mr. WATSON, our new *Chargé d'Affaires*, has made a most unfortunate *début* on the stage of Japanese politics. The substance of the telegram is to the effect that Mr. WATSON refused to be presented to the MIKADO unless he were allowed to stand in his presence instead of being obliged to squat down, and that TERASHIMA TOZO, the Minister for Foreign Affairs, having objected to this arrangement, Mr. WATSON had sent home for instructions, pending the arrival of which he had notified his intention of absenting himself from Court. We cannot help suspecting that there must be some mistake in all this. It is scarcely possible to believe that after all that has been done in Japan a reactionary policy is about to supersede the wise counsels and progressive liberalism of the MIKADO and his Ministers. Reform has lately been marching on with such rapid strides under their guidance that we are almost tired of taking notes of the various changes effected in the internal administration of the country. By the mail just arrived we have reported a list of improvements effected and contemplated within fourteen days, the like of which may be vainly looked for in as many years in China. And is it probable that when they are just about to reap the fruits of their enlightened policy the MIKADO'S advisers should turn sharp round and throw themselves into the arms of the small anti-foreign section of the community? The only other alternative consistent with the correctness of the telegram is that Mr. WATSON has been guilty of an egregious blunder. This, until we receive more definite information, we must hesitate to believe. It is difficult to understand how the negotiations as to the attitude he was to assume in the Audience Chamber arose prior to his being presented. The course he would naturally pursue would be to follow the precedent laid down by his predecessors in office, and to take it for granted that the same courtesy which was shown to them would be extended to him. We are so unwilling to accept either of these alternatives, that, knowing how sometimes the most substantial looking telegraphic reports dwindle down, on closer inspection, to the shadows of their former selves, we prefer suspending our opinion on the question until we shall be in receipt of fuller and more exact information.

Since the above article was written we have received advices by the Pacific mail confirmatory of the telegraphic report, but the position of affairs indicated that the matter would be satisfactorily settled.

THE chief officials of the Japanese Embassy arrived in Liverpool on Saturday by the Cunard steamer *China*. The remaining members of the Embassy, forty in number, have deferred their departure from the United States, and will probably arrive here about the 17th inst. The Japanese *Chargé d'Affaires* in Paris has been authorised to inform the Embassy that the French Government is prepared to give a favourable reception to the representatives of Japan, and to render their stay in France as agreeable as possible.

THE Panthay Ambassadors will leave England in the course of next month, having, we understand, failed in securing the objects towards which their negotiations with the Government were directed. The Embassy will be accompanied on its return by Mr. T. T. COOPER, who is now engaged in obtaining the opinions of the Chambers of Commerce in the manufacturing districts as to the best means to be adopted for opening up a trade with Yunan.

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We understand that instructions have been forwarded by Lord Kimberley to Governor Ord, of a more decided character, against the construction of the Singapore Railway by the Straits Government.

The Burmese Government have determined to establish a Consulate in London and the appointment of Consul has been conferred upon Mr. Edmund Jones.

JAVA TRADE STATISTICS.

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The Dutch official paper (*de Staats Courant*) of the 3rd inst. publishes returns of the trade and shipping of Java during the year 1871, compared with the results of former years. The imports on private account during 1871 amounted to f.53,876.320, and on Government account to f.16,264.820, making a total of f.70,141,140, or $6,157,630 over the total for 1870. The value of the private imports was from Holland f.20.808,330, against f.19,352,145, in 1870; from England, f.7,454.648, against f.7,534,175; from China, f 1 090.643, against f.991,757; from Manila, f.624, against f.97,057; from Japan, f.87.568, against f.82,577; from Singapore, f.8,796,803, against f.6,349,401. The import of cotton manufactures was valued at f.18,076,694, against f.16 024,770, in 1870; provisions, f.2,917,124, against f.2,854.401; wines and spirits, f.2,320,586, against f.2,470,569; ironwork and machinery, f.1,150,236, against f.731,705. The value of the cotton goods imported from Holland was f.10,414,046 (f.7,825,491, with certificate of origin), and from England f.4,996,335. The imports of iron manufactures and machinery from Holland, with certificate of origin, amounted to f.202,526; and from elsewhere, f.947.710.

The total value of the export of merchandise was f.126,785,502, viz., on private account f.89,516,822, on Government's account f.37,268,680, showing, when compared with the previous year, a favourable balance of f.19,025,306. To Holland the value of the exports on private account during 1871 was f.49,083,924, against f.37,595,688 in 1870; to England, f.2,607,773, against f.699,306; to America, f.4,373,538, against f.2,272,483; to Australia, f.2,715,814, against f.1,534,484; to China, f.472,272, against f.492,355; to Japan, f 64,773, against f.82,969; to Singapore, f.5,110,212, against f.6,875,614. The export to Holland on account of the Government decreased from f 44,827,926 in 1870 to f.34,967,329 in 1871. The principal articles of export were:—

	On private account.		On Government account.	
	1870.	1871.	1870.	1871.
Hides	f.982.885	f.1,383.165	—	—
Indigo	3.093.603	2,345,784	—	—
Coffee	5,933.250	7,440.870	f.31,201,786	f.20,632,834
Pepper	222.592	865.125	—	—
Rice	661.497	1.174 410	—	—
Spices	206 264	370.011	—	66.873
Sugar	17,601.814	24,210 653	8,742,248	10,809,914
Tobacco... ...	2,759.940	6,607.569	—	—
Tea	1.898.997	1,627,204	—	—
Tin	1,773,249	1,717,549	—	—

With regard to shipping there arrived during the year 1871 from Europe 195 vessels, measuring 83,839 lasts, against 225 vessels with a tonnage of 88,990 lasts in 1870. In 1871 there arrived from Europe (Holland excepted) 79 vessels (28,924 lasts), against 93 (31,542 lasts) in 1870. The other arrivals comprised 39 vessels from America (11,905 lasts), 73 (14,436 lasts) from China, 1 (437 lasts) from Manila, 2 (533 lasts) from Japan, 31 (8,934 lasts) from Australia, 110 (19,729 lasts) from Singapore. The total was 3,405 vessels, measuring 230,009 lasts, against 3,392 vessels (226,902 lasts) in 1870. The departures comprised:—For Holland 414 vessels (179,123 lasts), for other ports in Europe 19 vessels (6,359 lasts), whilst the figures in 1870 were respectively 491 (203,282 lasts), 17 (5,499 lasts); for America there sailed 46 vessels with 14,383 lasts; for China 38 vessels (6,241 lasts); for Manila 1 (223 lasts); for Japan 4 (1,088 lasts) for Australia 60 (9,950 lasts); for Singapore 116 vessels measuring 11,994 lasts. For Holland were cleared out in 1871 under Dutch flag 269 vessels with a tonnage of 129,265 lasts, against 347 vessels (149,201 lasts) in 1870, and under foreign flag in 1871 145 vessels, measuring 49,858 lasts, against 144 vessels (54,081 lasts) in 1870. Most of the vessels under foreign flag belonged to English owners, viz., 141 vessels measuring 38.533 lasts, against 111 vessels (30,852 lasts) in 1870, whilst in 1871 191 vessels (52,511 lasts) under English flag were cleared outward.

Monetary and Commercial.

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The prospectus has been issued of the "East Indian Civil, Military, and Commercial Agency, Limited," with a capital of £200,000, in 40,000 shares of £5 each. The first issue to be 20,000 shares. The prospectus says:—

This Association has been formed for the purpose of supplying what has been long and painfully felt as a want by all Departments of the Indian Services, as well as the Anglo-Indian public generally. The business it will undertake will consist of banking and agency in all its branches connected with the East, at adequate commissions. Success will depend more on the credit and character of the Company than upon a large capital; and, as the business will be at once safe and comprehensive, the profits ought to admit of handsome dividends being realised for the shareholders. The Banking operations of the Company will be conducted with the view principally of attracting the more profitable agency business of the Civil and Military Services, and the accounts of professional and other persons who are not engaged in large commercial transactions, coupled with the Insurance accounts and other agencies, which must follow such a line of business. The civil and military, covenanted and uncovenanted, servants of the Indian Government are now a very large body, and the different members of the Government services in that country are in receipt of liberal incomes. Many of these gentlemen frequently require temporary accommodation, which they have difficulty in obtaining, unless at usurious rates; and to make such advances, when covered by adequate collateral security, will be one of the principal objects of this Company; in the different presidencies there are a large number of gentlemen, European and native, in receipt of moderate allowances, which are paid with the greatest punctuality, and who might be advantageously assisted under the careful system of management which will characterise the business to be conducted by this company. A moderate commission on the collection of Furlough pay, and pensions of the Indian Government constituents will, in itself, afford a good income. The following classes of business will also be undertaken by this agency:—1. To receive and remit pay, salaries, pensions, dividends, fund allowances, and every other description of income. 2. To undertake the agency of H.M.'s service (Army and Navy) and others, both in India and England. 3. To make remittances to and from India at the exchange of the day. 4. To keep current accounts on the principle adopted by London bankers, with or without commission, and with or without an allowance of interest, according to agreement, and to receive fixed deposits at agreed rates. 5. To secure passages by the steamers of the Peninsular and Oriental Company, the Austrian Lloyd's, the Messageries Maritimes, and the Societa d'Adriatico Italiano, and by all other vessels running to and from India. 6. To execute orders of every kind, both at home and in the East, including the transport and warehousing of furniture and baggage, taking houses and apartments, and similar services.

Co-operative Store Departments, under the direction of this agency, will be established in India. As this is a field at the present time undeveloped, and much required, it is only reasonable to anticipate that a success equal to that achieved by such establishments in England will result, and a large connection will in consequence be secured for the Company. Many Indian families in this country reside in the West-End of London; it is therefore proposed to open a branch there also, and to secure accommodation for the especial reception and warehousing of baggage, &c., &c.

The receipts of the Great Northern Telegraph Company's European lines during the month of July amounted to 124,293 francs, against 105,385 francs for the corresponding period of last year. In consequence of an interruption on the Russian land wires, the returns of the traffic of the Chinese-Japanese lines have not yet arrived.

Mr. Emile Levita (of Messrs. Levita and Hudson, of London and Manchester) has joined the direction of the Chartered Bank of India, Australia, and China.

Lord Westbury has appointed Messrs. Mercer and Mercer solicitors, and Messrs. Young and Price official liquidators, under the European Arbitration Act. Business has been discontinued at the company's offices in Waterloo-place.

Tenders for £600.000 in bills on India were received on the 7th inst. at the Bank of England. The amounts allotted were—to Calcutta, £436,400; to Bombay, £160.000; and Madras, £3,600. The minimum was fixed, as before, at 1s. 10¼d. Tenders on Calcutta and Madras at 1s. 10⅜d. will receive about 71 per cent., and on Bombay at that price in full. No change of importance is observable compared with the last occasion.

The quotation for Bar Silver remains the same as last given, 60⅛d. per oz. standard. The Mexican Dollars by the *Erin*, £400,000, have been delivered, and have been disposed of at former rates; the New at 60d. per oz., and the Old at 62¼d. per oz.

The P. and O. Company's steamer *Sunda* sailed from London on the 10th inst. for China direct, *via* the Suez Canal, with a full general cargo, and bullion to the amount of £606,575.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Pig Iron.	Yellow Metal and Copper.	Lead.	Shot.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass	Brandy.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdasher; Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Tar and Pitch.	Gunpowder.	Earthenware & Glass.
				Tons.	Tns.	Tons.	Tns.	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£.	£	Brls.	lbs.	£
F. C. Clarke	Yokohama	London.	July 8	...	...	3	...	...	...	...	...	525	98250	...	...	...	2152	...	60000	...	...	26	69	2000	92	1147	692	736	736	181	...	...	201	...	1145
Albert Victor	Shanghai	,,	,, 10	515	100	...	...	...	50	...	...	298	168400	19200	...	...	723	185	6861	...	26	72	350	150	341	103	819	...	40	...	...	...	...	...	282
Cairnsmore	Hong Kong	,,	,, 13	...	200	15	...	...	...	...	...	1471	3205	...	...	...	1642	250	...	...	5	200	334	...	72	2938	3011	780	378	140	...	1030	£9	...	577
Omba	Shanghai	,,	,, 13	383	150	2	...	...	100	5	1200	769	...	19200	...	...	149	315	...	76	2	66	219	...	360	633	1572	250	59	105	...	...	...	...	308
Alice	Penang	,,	,, 18	253	...	...	...	...	...	...	...	234	...	...	...	...	...	...	...	...	50	114	1570	...	2	...	130	...	112	40	125	...	...	34000	535
Rollo	Yokohama	,,	,, 18	155	...	...	...	2	22	...	...	...	113000	14700	...	...	1350	920	234000	...	...	32	...	2000	0	56	363	40	302	7	...	620	...	...	195
Angela	Manila	Glasgow	,, 16	263	...	...	...	...	...	...	2790	140	49320	...	...	117	...	...	17400	...	...	221	...	...	...	...	...	£52	108	...	...	...	...	...	...
British Constitution	Colombo	,,	,, 17	112	37	...	20	...	...	...	...	1526	...	29920	...	...	...	...	...	...	...	278	248	1304	194	586	664	£202	241	...	...	...	...	8000	75
County of Forfar	Java	,,	,, 20	483	...	...	...	...	...	...	9360	470	303192	251656	...	411	120	...	2420	...	...	58	...	...	...	...	...	...	...	...	...	...	...	...	793

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		Cwt.	Cwt.	£	£	Cwt.	£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
F. C. Clarke	Yokohama	306	...	25cs.	...	2	...	326	66	323	69	48	15	230	315	188	41	45	...	...
Albert Victor	Shanghai	181	...	18	95	4cs.	...	49	...	...	350	...	...	...	90	31	...	...	...	...
Cairnsmore	Hong Kong	...	71	67	679	..	...	200	...	49	...	...	...	...	110	200	83	...	149	80
Omba	Shanghai	£20	...	197	...	...	191	97	82	102	144	112	...	72	745	...	35	...	...	...
Alice	Penang	20	...	141	...	...	...	29	...	20	...	...	52	43	...	138	2485	400	...	...
Rollo	Yokohama	138	...	169	61	6	...	8	137	33	...	85	...	...	...	87	...	...	...	...
Angela	Manila	...	...	...	...	...	...	5	...	9	...	80	...	10	5	...	...	...	...	...
British Constitution	Colombo	...	£186	9	...	...	...	...	...	13	...	...	...	...	...	...	...	...	2312	...
County of Forfar	Java	...	...	...	...	...	...	20	...	60	...	...	...	...	...	...	...	...	...	...

ADDITIONAL.—Per F. C. CLARKE.—Cottons, £996; cement, £53; goods, manufactured, £40; corks, £70; sugar, 3 cwt.; glass, 500 cwt.; oil, 1 case; confectionery, 2 cases.

Per ALBERT VICTOR.—Goods, manufactured, £260; peas, 20 barrels; glue, 1 case; sugar, 48 cwt.; fireclay and bricks, £112; gutta percha manufactures, £38.

Per CAIRNSMORE.—Sheathing felt, £100; sugar, 267 cwt.; cement, £330; goods, manufactured, £244; grindstones, £15; effects, £15; condensed milk, 50 cases.

Per OMBA.—Mineral waters, £40; goods, manufactured, £115; sugar, 127 cwt.; cement, £151; flints, £49; fireclay, £5.

Per ALICE.—Guano, £619; thermometers, £12; sugar, 8 cwt.; goods, manufactured, £5; matches, £500.

Per ROLLO.—Grindstones, £6; sugar, 6 cwt.

Per ANGELA.—Goods, manufactured, £38; cottons, £40.

Per BRITISH CONSTITUTION.—Flour, £650; tea, 1,516 lbs.; sugar, 22 cwt.

Per COUNTY OF FORFAR.—Coffee manure, £46.

Per MARIANNE, from Liverpool to Singapore, cleared July 5.—Coals, 699 tons; vinegar, 11 gallons; tobacco, 99 lbs.; red wine, 83 gallons.

Per BASTIAAN POT, from Liverpool to Sourabaya, cleared July 12.—Coals, 985 tons.

Per WILLEM POOLMAN, from Liverpool to Batavia, cleared July 13.—Tobacco, 113 lbs.; coals, 1,502 tons.

Per MARIA.—Ether, £30; beer in glass, 46 barrels. Shortshipped.—Lead shot, £48; wire, £23.

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ARTICLES OF IMPORT.

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TEA.

Messrs. Shepard, Harrison, and Rheden's Circular is as follows:—

The business transacted has been on a fair scale, but at great irregularity in prices; at one time, tarry Oonams, at 1s. 6d. to 1s. 7d. were dearer, and finest Ning Chow at 2s. 5d. to 2s. 8d. in active demand; the market, latterly, has been inactive, with a great weight of Tea offering, but any further decline in prices has been partially arrested, by telegrams from China, giving an unfavourable opinion as to the second crop, with instructions to importers not to sell Teas now here at a loss, and this is in a measure being acted upon. Buyers for the Continent have bought Finest Ning Chow at 2s. 2d. to 2s. 8d. per lb., but their wants for the time being seem to be filled up, as during the past few days nothing of note has been done; to New York and Canada new Oolongs have been taken at 1s. 9d. to 2s. 2d. per lb. The deliveries stand thus:—

	1872.	1871.
Home consumption for London from Jan. 1 to July 31.	... 53,850,000 lbs.	52,233,500 lbs.
Export do. do.	... 23,000,000 ,,	21,456,000 ,,
Sent coastwise do.	... 20,920,000 ,,	20,802,500 ,,
Total delivered ...	97,770,000 lbs.	94,492,500 lbs.

Black.—Old season's red-leaf has been sold chiefly at auction without reserve at previous rates. The new does not sell readily, quotations closing at 1s. 2d. to 1s. 8d. for Sayune and Ankoi kinds, 1s. 9d to 2s. for fine Kaisow, and 2s. 1d. to 2s. 4d. per lb. for finest, this latter being the only grade in any demand. Pakling leaf is selling at declining rates, export requirements, it would seem, being less than usual. Taysham leaf:—Limited business, the few sales at no change in prices. Black-leaf: Old leaf, ordinary common stands at 7d. to 8½d., medium 1s. 2d. to 1s. 4d.; the new season's have sold to a rather large extent, 1s. 4d. to 1s. 7d. for medium quality, chiefly Oonam district, 1s. 8d. to 1s. 11d. for fine, 2s. to 2s. 8d. per lb. for finest and extra quality. Oolong: Sales have been made at slightly improved prices, the bulk of late imports being bought for export. Souchong: Two parcels of finest sold at 2s. 6d. to 2s. 8d., fine 1s. 10d. to 2s. 2d. per lb.; these are full prices, but arrivals so far are on a small scale. Scented Tea: Canton kinds continue dull of sale. Foochow scented orange Pekoe, new, fine and finest quality sells 1s. 9d. to 2s. per lb. *Green*: The market is all but cleared of country grown, the stock on hand is now at a very small total, that of Young Hyson barely equal to 15,000 half-chests. A high range of prices is current here, but not up to the scale being paid in China, which we believe was never so high. Canton kinds have sold to a fair extent, true teas, that is, pure leaf, doing especially well. Japan leaf, of common to fair there are plenty, which is not readily saleable, quality being undesirable; medium to fine is scarce.

SILK.

The market is extremely quiet, and very little business of any kind is doing; the new Chinas are fairly on the market, 2,000 bales having arrived, but the trade at large do not seem at all disposed to buy, and beyond two or three consumers, who have purchased for actual wants, there has been really nothing doing. Quotations are unchanged. Deliveries 1st to 7th inst. inclusive — China, 560 bales; Canton, 102 bales Japan, 187 bales; total, 849 bales.

Camphor.—*China* continues dull, with a declining tendency; 57 cases at auction were taken at £3 17s. 6d. to £3 18s. 6d., and at the close the lower quotation is alone obtainable. *Japan* continues scarce.

Cardamoms.—Nothing has been done in Ceylon.

Cocoa-nut Oil.—There has been a continued good demand for Ceylon, and prices show a further slight advance, the quotation on the spot being firm at £35 per ton, while for arrival sales have been made at £35 15s. Aug.-Oct. shipment.

Coir Goods.—Only small quantities have been offered at the auctions, and mostly found buyers at previous rates; 75 bales Cochin Yarn sold, low middling at £30 5s., middling £31 15s. to £33 5s., of 38 tons ditto 33 tons sold, low coarse £25, damaged roping £21 10s. to £22 10s., good common £28 to £28 10s.; of 45 tons Ceylon 30 tons sold, very common £26 15s., common to low middling £28 5s. to £29 10s., good middling to good £34 5s. to £36 5s.; 14 bales Madras sold at £25 10s.; 110 bales Cochin Fibre sold, coarse and dull at £15 15s. to £16 15s., brush £29 5s. to £33 5s.

Copra.—No transactions.

Cubebs.—Market very quiet.

Cutch.—Though not much inquiry is experienced prices remain steady, and sales of about 800 to 1,000 boxes have been effected at 24s. 6d. to 25s. per cwt. for fine Pegu.

Dragon's-blood.—Very dull, and no business done since our last report.

Ebony.—Ceylon is very firm, being in limited supply; no transactions.

Essential Oils.—*Aniseed*: Since our report of Tuesday last prices further advanced to 9s. 10d. to 10s. 1d., but speculation has ceased within the past few days, and the closing price is 9s. 1d. *Cassia*: The entire stock is in the hands of one firm, and is held for 6s. 3d. per lb. *Nutmeg*: Firm at 8d. per oz. *Cinnamon*: scarce, and wanted. *Citronelle* and *Lemon Grass* quiet, but firm; none offered.

Feathers.—At public sale 200 bales China sold at 1½d. to 1⅝d. per lb.

Galls.—*China* are steady at £2 14s. 6d. per cwt. *Japan* are scarce and in request.

Galangal Root.—Quiet at last quotations—17s. to 17s. 6d. per cwt.

Gambier.—The upward movement in this import has made further progress, owing to the small quantity which has been offering. The value of block has risen to 23s. 6d., at which there are few sellers, and for arrival March shipment realises 23s., May 22s. 9d., May-August 22s. to 22s. 3d. per cwt. Cubes pressed sell at 23s. 6d., and free at 26s. to 26s. 9d. per cwt.

Gums.—*Benjamin*: Siam firm for good kinds, but supply of common large; of 32 cases at auction few sold; fine drop and block at £19 to £21 10s.; siftings £6 7s. 6d. to £8 10s., small to good. Sumatra cheaper, and of 220 cases, one fourth sold at £7 10s. to £8 10s. for middling to fair 2nds. *Copal*: Steady; of 1,313 cases at auction the bulk sold at the sale, and subsequently; Hard part good pale and dark scraped, with a little drossy and weak at 34s. 6d to 36s.; soft fine yellow 32s.; drossy soft 23s. to 25s. *Damar*: Flat; 346 cases retired. *Gamboge*: Steady; of 40 cases at sale three-fourths sold at £14 10s. to £15 5s. for good and very good in sorts part run.

Gutta-percha.—The market continues very dull; 700 baskets and 26 cases were brought to auction, and all retired except the cases, which brought 2s. 6d. per lb. for good genuine a little mixed.

Hemp.—Manila continues very quiet; no public sales are reported, and privately only limited business has been done at £49 per ton for fair roping.

Hides.—A good general demand prevailed for East India Kips at the last public sales, and the greater portion found buyers. Singapore and Penang brought previous rates. *Buffalo*: Singapore met a steady demand, and sold at extreme rates to a slight advance. Batavia were again withdrawn.

Horns.—At auction 3,962 Ceylon Deer sold, 1,100 to 1,350 horns to a ton, at 67s. per cwt.

India-rubber is very dull, and but few transactions are reported; 45 bags Borneo have been sold, one lot at 1s. 10d., the remainder at 1s. 10½d. per lb.

Isinglass.—Market firm. The monthly sales are fixed for the 13th instant.

Japan Wax.—The market continues quiet, and prices show a slight decline in public sale; of 100 cases offered, about one fourth were quitted at £4 5s 6d. to £4 6s. for good saucers; no private transactions have been entered into.

Musk is rather cheaper, but in fair request. The public sales have embraced 83 caddies Tonquin, which were nearly all placed, fine selected pods in good condition at 37s. 6d. to 38s. 6d. per oz., rather rougher 34s. 6d. to 36s., rough and bally fair 19s. 6d., middling 15s. to 16s. 6d. Pickings wet 19s. to 22s. Of 8 tins Grain a few sold at 56s. to 59s. 6d. for fine.

Pepper.—*Black*: Singapore has been steady, with sales to a moderate extent at 6⅞d. privately and at auction. For Penang the ruling price has been 6⅞d. to 6½d. Afloat 40 tons West Coast steamer shipment quitted at 6½d., and considerable trade done in Penang for forward delivery, from 5 11-16d to 5¾d. for January next up to 6½d. and 6⅝d for September. At auction a very small proportion of 4 141 bags found buyers—Penang at 6⅝d., West Coast at 6⅝d down to 6⅜d, and the market closes without animation. *White* has been rather dull: Singapore 1s. 2d. to 1s. 2¼d; Penang, 1s. 1⅞d. to 1s. 1¾d, showing no change in value. Small sales have been effected in good Singapore for September delivery at 1s. 1½d.

Plumbago.—The position of the market for Ceylon remains as before: fine quality is firm, lower kinds dull.

Rattans.—Market firm, and several shipments placed privately at £24 to £25 5s. per ton; 7,113 bundles at auction brought the previous value.

Rice.—The demand on the spot has continued small, but a fair amount of business has again been transacted in floating cargoes. On the spot white Bengal has been sold at 14s., middling at 11s. 6d., ordinary at 10s. to 10s. 3d., Askoolie at 10s. 3d. to 10s. 6d., Ballam at 8s. 6d. to 9s., and Larong at 8s. 3d. to 8s. 7½d. The following sales of floating cargoes are reported. The Bella d'Oro 1 000 tons Necransie March sailing at 9s. 1½d. open charter, or ex ship London. The P.C. Merryman 1,230 tons Necransie April sailing at 9s. 7½d., Liverpool quay terms. The Lingi Olivari 930 tons Necransie June sailing at 9s. 3d. open charter. The Lutterworth 1,090 tons Bassein June sailing at 9s 6d. ex ship London. The Saga 975 tons Rangoon arrived off coast at 9s. 9d. for the Continent. The G.C. Michels 475 tons Necransie April sailing at 9s. 3d. open charter. The Eliza Querolo 875 tons Bassein at 9s 9d. open charter. The steamer Paraguay 875 tons June sailing has been sold at 10s 1½d. ex quay for London.

Rhubarb.—The market for China has been quiet, and prices are rather easier; of 192 cases offered, the bulk sold: 1 lot bold strong at 2s. 8d. per lb.; 1s. 2d. to 1s. 5d. dull and middling coated grey and pinky fracture, fair 1s. 6d. to 1s. 8d.; smaller ditto, 1s. 5d. to 1s. 6d.; high dried pinky and grey fracture, ordinary to fair, 9d. to 1s. 3d.

Sago.—Market steady, but quiet; in auction, of 2,391 bags offered, about half sold: middling to good small, 16s. 6d. to 17s. per cwt.; medium to large, 18s. 6d. to 20s 6d. *Flour* has been rather more inquired for; at public sale, 3,380 bags were partly placed at 15s. 6d. to 16s. per cwt. for fair pinky quality.

Sapanwood.—Very dull.

Shells.—The periodical sales were held on the 7th inst., with the following results:—*Tortoise*: The total supply of various descriptions offered amounted to about 4 750 lbs.; there was an active demand for both hoof and shell, and rather dearer prices were established. 18 cases (1,755 lbs.) Manila and other East India were all sold fair to good mottled shell at 23s. to 25s., middling and inferior 19s. 6d. to 21s. 6d. *Mother-o'-Pearl*: Only moderate supplies were offered, the bulk consisted of Bombay, which sold at full prices; 138 cases 8 bags were nearly all sold, fine bold clean shells at £7, bold with some medium shells partly wormy at 95s to 102s. 6d., wormy 82s., medium clean shells 76s. to 80s., small 57s. to 61s., 1 case Macassar sold at £11 12s. 6d. *Cowries*: 54 bags Manila sold at 22s. *Other Shells*: 3,621 green snail sold at 5d., and 22 cases New Zealand Ear at 1½d. to 1¾d. per shell. 198 cases 14 tons loose Japan ditto withdrawn. 7 tons Turbo sold at 9s. to 10s. per ton. 27 cases Clam and 148 bags Trocas withdrawn.

Star Aniseeds have declined in price during the week. In public sale 111 cases part sold at £4 17s. 6d. to £5 5s. for middling to good, and small sales have been making privately at the latter figure.

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Sticklac.—The market for Siam has continued steady; an offer of 106 cases fine was disposed of in public sale at £4 8s. to £4 9s. 6d., and a further supply of 210 cases fine free and of fresh import offered yesterday was bought in at £4 15s. per cwt.

Soy.—Little doing in China; offers in auction of 152 casks were all retired, but a portion has since been quitted privately at 2s. per gallon.

Spices.—*Cinnamon:* The market for Ceylon is very firm, and the public sales on the 26th inst. are expected to realise higher prices. The show has commenced, and consists of nearly all serviceable good soft quills. Two of the favourite marks, however, show a decided falling off in the size of the quills while one usually common mark appears to great advantage. *Cassia Lignea*: Market steady, but quiet. with large stocks; 750 cases sold at auction at 88s. to 89s. per cwt. for good unworked, and small private business has been done on similar terms. *Buds*: Quiet; 110 boxes at auction were bought in. *Cloves*: Penang rather cheaper; 22 cases sold at 1s. 4d. to 1s. 5d. for fine quality. *Nutmegs*: Easy; 151 cases brought to auction. and mostly sold: 76's to 68's 3s. 5d. to 3s. 8d.; 108's to 120's 3s. to 2s. 10d; 140's to 145's 2s. 8d to 2s. 7d. *Mace*: Steady but quiet; a small portion of 40 cases offered found buyers at 3s. 7d. to 4s. 2d. for broken dark to good reddish.

Tin.—A considerable decline has occurred since our report for last mail; Straits is now quoted £148; but different accounts have been settled on a basis of £2 to £3 per ton less. Banca is quoted £160, Billiton, £150 per ton

Tapioca.—The market is steady, but quiet. Auctions have embraced of Singapore. 380 bags; sold at 2d. to 2½d. per lb. for middling greyish to fine, and 84 bags pearl at 25s. 6d. to 26s. for medium to good large. Flour is quiet; of 432 bags offered, a small part sold at 1⅞d. to 1¾d. per lb. for dull quality.

Turmeric.—*China* is scarce and firm, *Java* dull and almost unsaleable.

Vermilion.—Market steady; an offer of 30 boxes China newly arrived has been taken at 4s. per lb.

ARTICLES OF EXPORT.

METALS.

Iron.—Welsh: Rails, £12 10s. to £13 10s. Bars, £13 10s. to £13 15s. Staffordshire Best: Bars. £16 10s. to £17; Nail Rods, £16 10s. to £17; Hoops, £18; Sheets, £20 to £24; Scotch Pig, No. 1, £6 15s. to £7 10s.; Swedes, Bars, Hammered, £16; Swedes, Steel in kegs, ½ and ⅝ in., £18.

Yellow Metal.—Sheets, 4 by 4 ft., 9¼d. to 9¾d.; Sheathing and Rods, 9¼d. to 9¾d. per lb.

Tin.—English Refined, £158 to £160. Tin Plates: Charcoal I C, per box, 45s. to 48s.; Coke, 42s.

Lead.—W.B., nominal; do., other brands, £19 15s. to £20; Spanish, soft, ex ship, £19 5s. to £19 10s.; Sheet, £21; Shot (kegs extra), £23; White, do., £27 10s.: Red do. £23 5s.

Spelter.—Silesian, £23 to £24; English, smelted from ores, £23 10s.

Quicksilver.—In bottles of 75 lbs. each, £13 10s.

MANCHESTER GOODS.

Since last mail this Market has been quiet, and the business transacted has been on a limited scale. Towards the close the tone has somewhat improved, but there is not much increase in demand, and although producers have adhered to, and in some cases slightly raised, their quotations, there is a want of activity in sales. The greater steadiness in the Cotton Market has made both spinners and manufacturers less anxious to sell, and buyers also show more confidence in present prices.

QUOTATIONS.

Grey Shirtings, 38½-39 Yds. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality.	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	6s. 6d. 6s. 9d.	7s. 3d. 7s 4½d.	8s. 0d. —	8s. 3d 8s. 4½d.	8s. 4½d. 8s. 6d.	8s. 9d. —	9s. 7½d. —	9s. 9d. —

Width ...	39 in	...	...	...	...	...	44/45 in.	...
Quality...	No 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	10s. 0d. —	10s. 3d. —	11s. 0d. —	11s 9d. —	11s. 0d. —	12s. 9d. —	7s. 6d. —	8s. 7½d. —

Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	39	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	8s. 7½d —	9s. 7½d. 9s. 9d.	11s. 0d. —	13s. 0d. —	11s. 0d. —	12s. 7½d. —	13s 10½d —	15s. 0d. —

T-Cloths.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	6s. 1½d. —	6s. 3d. 6s. 4½d.	7s. 1½d. 7s. 3d.	7s. 1½d. 7s. 6d.	7s. 9d. 8s. 1½d.	8s. 9d. 9s. 1½d.	9s. 0d. 9s. 6d.

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	9 10½	—
Maddapollams	8 9	—
Long Cloths	9 9	—
White Spot Shirtings ... nominal) ...	11 7	—
„ Brocade... ... do. ...	11 10	—
„ Damasks ... do. ...	21 0	—
Cotton Yarn (Water Twist), Nos. 16-24 China...	1 1½ to	1 2
Nos. 28-32 do.	1 2½ to	1 3½
No. 40 do. (mock)	1 3 to	1 4½
No. 40 Mule Twist	1 2½ to	1 4½
No. 30 do.	1 1½ to	1 2½

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London, Liverpool, and Southampton:—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Lastings and Crape Lastings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Stripes.	Pieces other Woollens.
Shipped to Aug. 1 during the present year ...	To Hg. Kg.	12,680	7,940	3,494	20,320	6,380	25,969
	„ Shanghai	31,900	26,540	8,130	192,282	22,794	2f,361
	„ Japan	1,000	1,600	1,326	78,488	252	62,853
Total		45,580	36,080	12,950	291,090	29,426	114,183
Shipped to the same date last year ...	To Hg. Kg.	7,500	7,600	5,690	22,550	3,862	19,557
	„ Shanghai	67,520	31,060	20,710	158,106	31,822	22,950
	„ Japan	—	300	1,380	41,615	500	24,208
Total		75,020	38,960	27,780	222,271	36,184	66,715
Do. 1870	To Hg. Kg.	13,480	4,956	16,155	16,810	3,818	31,690
	„ Shanghai	83,100	43,740	23,450	163,073	29,030	33,374
	„ Japan	—	600	5,455	23,370	2,467	16,477
Total		96,580	49,296	45,060	203,253	35,315	81,541
Total shipped during the year 1871...	To Hg. Kg.	11,700	11,100	8,500	40,335	5,286	25,578
	„ Shanghai	86,720	49,210	26,920	296,411	46,003	27,880
	„ Japan	—	1,140	2,360	63,774	500	33,951
Total		98,420	61,450	37,780	400,520	51,789	87,409
Do. 1870	To Hg. Kg.	27,140	7,496	21,985	37,690	5,378	42,272
	„ Shanghai	115,380	58,640	31,440	243,413	42,318	43,813
	„ Japan	200	1,640	7,155	47,470	2,887	25,796
Total		142,720	67,776	60,580	328,573	50,583	111,881

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Aug. 1	Solo	Rehse	Sourabaya	Texel
Jly. 20	Argonaut	Baker	Samarang	Boston
20	Louisa Schipper	Kerkhoff	Pasaroeang	Do
31	Nicolaas Witsen	Drijver	Batavia	Texel
31	Aria and Betsy	Ran	Do.	Do.
31	Anna Margaretha	v.d. Straten	Pasaroeang	Brouwershaven
31	Kortenaer	Pot	Do.	Do.
Aug. 1	Bato	Kramer	Do.	Texel
1	Auguste	Tubergen	Do.	Do.
1	Singapore	v Geldorp	Batavia	Do.
5	City of Poonah (str.)	McNeill	Galle, &c., via S.C.	London
July 30	Lochlee	Boig	Singapore	Trieste
18	Altagracia	Onaindi	Macao	Havana
Aug. 5	Florence Braginton	Davies	Rangoon	Liverpool
6	John Bertram	Fendt	Rangoon, for Hmbrg	Off Falmouth
Jly. 27	Oceanus	v. Leeuwen	Java, for Middelburg	Off the Lizard
Aug. 7	Leith (s.)	Barnetson	Akyab, via S.C.	Liverpool
2	Nueva Lantero	Estival	Manila	Barcelona

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug. 1	Benledi (str.)	Buchanan	Sing., China, &c., S.C.	London
Jly. 31	Amicitia	Schumacher	Hong Kong, &c.	Glasgow
Aug. 2	Majestic	Gibbons	Nwcstle. & Singapore	London
2	Dunelm	Phillips	Colombo	Do.
1	Chillingham	Beer	Singapore	Cardiff
3	Union	La Balle	Bat., Samarang, &c.	London
3	Warrior	Ochiltree	Canton, &c.	Newport
3	Jorgen Bruhn	—	Batavia	Liverpool
	Helena	Leeuwen	Do.	Rotterdam
6	Ada	Asals	Yokohama	London
	Peter Adolph	Jaskee	Batavia	Amsterdam
	Kosmopeliet II.	Huzier	Do	Rotterdam
5	Java	—	Sourabaya	Liverpool
6	Antenor (s.)	Crompton	Sing., China, &c., S.C.	Do.
Jly. 26	Mutlah	Hertz	Hong Kong	New York
Aug. 5	Lady Louisa	Scott	Shanghai	Cardiff
6	Green Jacket	—	Hong Kong	Newcastle

See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Between July 21 & 31	... Diomed	... China, &c.	... London
	... Tarn	... Ssigon	... Toulon
	... Colombo	... China, &c.	... London
	... Enterprise	... Do.	... Do
	... Correze	... Toulon	... Saigon
	... Tchihatchoff	... Hankow	... Odessa
	... Priam	... Liverpool	... Sing., China, &c.
	... Petersburg	... Do.	... Do.

LOADING.

At London.—Steamers via Suez Canal.—For Hong Kong and Shanghai: Sunda. For Penang, Singapore, Hong Kong. and Shanghai: Hong Kong, Gordon Castle, Canton, Glengyle. For Colombo, &c.: Coromandel, Yeddo.

Sailing Vessels.—For Yokohama: Coulnakyle, Laurel. For Shanghai: Chusan. For Hong Kong: Nyassa, Gryfe, Tyburnia. For Singapore: Dewa Gungadhur, Queen of the Ocean. For Penang: Alvington. For Colombo: Scawfell. For Colombo, &c.: Golden Fleece.

At Liverpool.—For Yokohama: Lake Sincoe, Lizzie Iredale. For Manila: Maria Fidela, Aurorita. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Hector (str.), Agamemnon (str.), Achilles.

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At Glasgow.—For Batavia and Sourabaya: County of Ayr. Fo Penang and Singapore: Paknam.

SPOKEN.

England's Glory. Colombo to London, May 28, 34 S., 19 E.
QBKD (Dutch barq.), Cardiff to Hong Kong, June 21, 6 N., 26 W.
Hector (British barq.), Colombo to Liverpool, July 5, 30 N., 45 W.
Flying Spur, for Shanghai, June 4, off Pulo Sapata.
3 Gezusters, Amsterdam to Sourabaya, June 17, 8 N., 28 W.
County of Elgin, Java to Queenstown, June 5 25 S., 5 E.
Westward Ho !, Penang to London. July 7, 29 N., 28 W.
Windhover, from Singapore, May 22. at the South end of Banka Straits.
Mary (Spanish barq.), Macao to Havana, May 11, 37 S., 40 E.
India Packet, Amsterdam to Batavia, June 21, 7 N., 24 W.
Etienne, Hamburg to Batavia, June 21, 5 N., 26 W.

FREIGHTS AND CHARTERS.

We have no change to report in outward freights to the East since our last issue, there being still a limited supply of vessels on the loading berth. Coal freights are without alteration.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 90s. meast. To Hiogo: 90s. meast. To Nagasaki: 90s. meast. To Shanghai: 50s. weight or meast. To Hong Kong: 50s. weight or meast. To Manila: 100s meast. To Singapore and Penang: 50s. weight or meast. To Sourabaya and Samarang: 95s. meast. To Batavia: 90s. meast. To Padang: 100s. meast. To Saigon: 100s. meast. To Ceylon: 85s. meast.

Per Sailing Vessels.—To Hiogo: 45s. weight, 45s. to 50s. meast. To Yokohama: 35s. weight or meast. To Nagasaki: 50s. weight or meast. To Shanghai: 45s. weight, 30s. meast. To Hong Kong: 32s. 6d. weight, 25s. meast. To Batavia and Sourabaya: 20s. weight or meast. To Samarang: 20s. weight or meast. To Singapore: 20s. weight, 25s. meast. To Penang: 35s. weight or meast. To Ceylon: 30s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £33. To Singapore: £24 to £25. To Penang: £25. To Galle: £21 to £22. From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 40s. to 42s. 6d. To Shanghai: 42s. 6d. To Hong Kong: 35s. To Manila: 25s. To Singapore: 24s. To Ceylon: 21s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Singapore, 21s. To Colombo: 15s. to 16s. To Galle: 16s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

A telegram from Port Elizabeth, received at Cape Town July 2, states that the Miako, from Boston to Yokohama, had put into Algoa Bay with fore and maintopmasts and mizenmast cut away and cargo shifted, having encountered a heavy gale off Cape St. Francis, during which she was thrown on her beam ends.

MISCELLANEOUS.

At Table Bay.—June 29, Jacques Seurin, from Macao, and sailed July 3, for Havanna; July 1, Charles Tottie, sailed for Batavia.

At Simon's Bay.—June 29, Curacao, Demme, from Batavia.

The Excelsior (str.), from London to Colombo, &c., which ran aground on Shab Ali Reef previous to July 15, reached Colombo on August 2, unhurt, and was to proceed the following day.

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(By Order)

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
15th February, 1872

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GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.

Fig. 100.

Fig. 192.

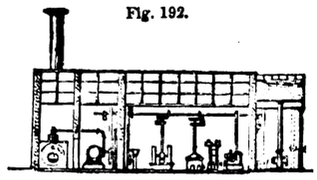

Fig. 121.

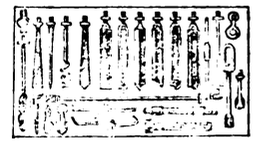

Fig. 105.

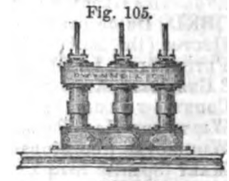

Fig. 189.

Fig. 141.

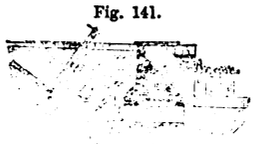

Fig. 207.

Fig. 30.

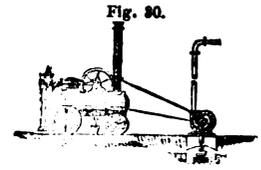

Fig. 43.

Fig. 39.

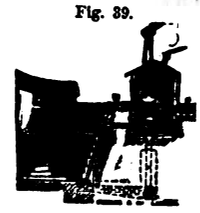

Fig. 24.

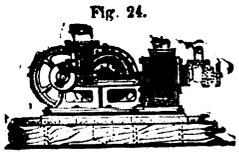

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Fig. 146.

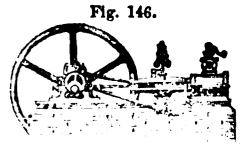

Fig. 154.

NOTE.—These numbers correspond with the numbers in the Catalogue.

Fig. 24.—Gwynne and Co.'s Patent Combined Centrifugal Pumps and Engines for High Lifts.

Fig 30.—Gwynne and Co.'s Improved Portable Steam Engines and Centrifugal Pumps.

Fig. 39.—Gwynne and Co.'s Patent Pumping Machinery, as applied to Emptying Docks.

Fig. 43.—Gwynne and Co.'s Patented Wind-power Pumping Machinery, designed for Drainage and Irrigation purposes

Fig. 100.—Gwynne and Co.'s Improved Double-Barrel Deep-Well Pump.

Fig. 105.—Gwynne and Co.'s Improved Treble-Barrel Li and Force Pump.

Fig. 117.—Gwynne and Co.'s Brigade Fire Engine.

Fig. 121.—Gwynne and Co.'s Improved Boring Tools.

Fig. 141.—Gwynne and Co.'s Improved Reaction Turbine.

Fig. 146.—Gwynne and Co.'s Improved High Pressure Horizontal Engine.

Fig. 154.—Gwynne and Co.'s Improved Cornish Boilers with double flues.

Fig. 189.—Gwynne and Co.'s Improved Hydraulic Press.

Fig 192.—Gwynne and Co.'s Improved Machinery for Pressing Oil from Seeds, Olives, Fat, &c., &c.

Fig. 207.—Gwynne and Co.'s Improved Dredging Machinery.

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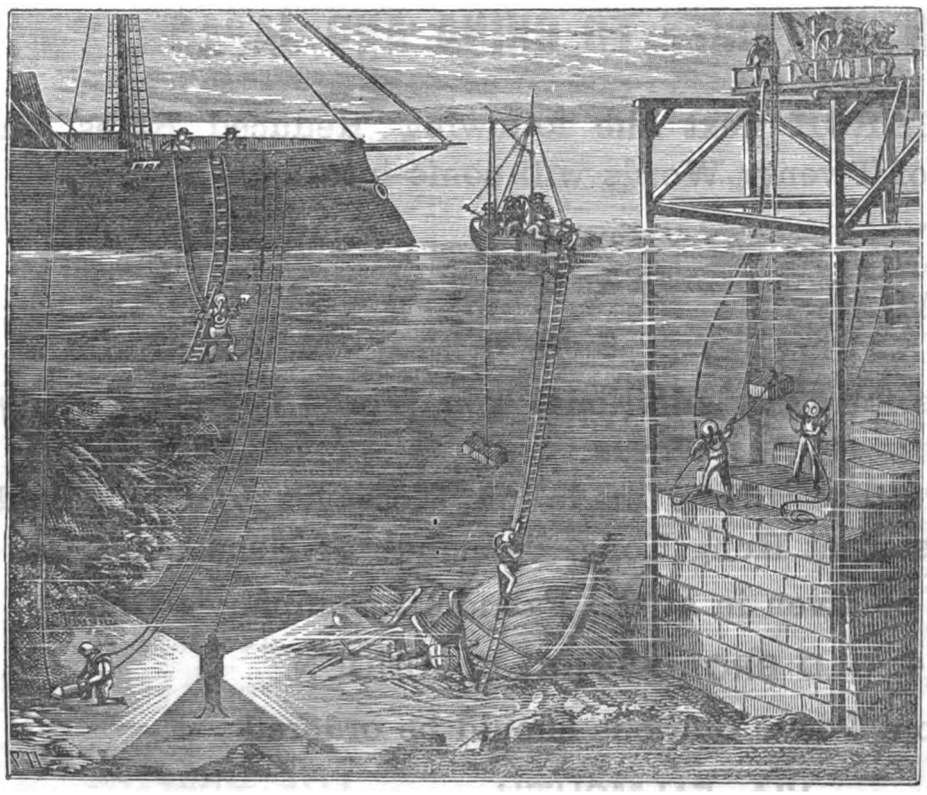

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Head Office:—NICHOLAS-LANE, LOMBARD-STREET. LONDON.

Branches in Edinburgh, Calcutta. Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON Chairman.

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PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

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They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two

Threadneedle-street, London, 1871.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... 28,000,000 ... £800,000

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LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office.

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In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130. 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shares holders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

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Reserve Fund, $900,000.

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LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
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The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

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AND HOW TO ATTAIN IT.

EFFINGHAM WILSON, Royal Exchange.

The writer is evidently well acquainted with the East, and the information afforded by him is both useful and interesting.—*Daily News.*

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—	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR MALTA	Every Thursday at 2 P.M.	—	—
ALEXANDRIA ADEN BOMBAY	" "	Every Friday, at 3 P.M.	Every Monday, at 5 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Thursday, Aug 1, 15, & 29, at 2 P.M.	Friday, Aug 9, 23, & Sept. 6, at 3 P.M.	Monday, Aug. 12, 26, & Sept. 9, at 5 A.M.
AUSTRALIA NEW ZEALAND (Cargo only.)	Thursday, Aug 1 & 29, at 2 P.M.	Friday, Aug. 9 & Sept. 6, at 3 P.M.	Monday, Aug. 12 & Sept 9, at 5 A.M.

And all Ports at which the British India Company's Steamers call.

An abatement of 20 per cent from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LESEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

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STEAM TO BOMBAY,

via the Suez Canal.—Passengers and Shippers are respectfully informed that the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY propose to despatch steamers from SOUTHAMPTON to Bombay, via the Suez Canal, as follows:—

			Tons.		H.P.
Sept. 21	...	HYDASPES	2 983	...	500
Oct. 3	...	MIRZAPORE	3 763	...	600
" 17	...	KHEDIVE	3,742	...	600
Nov. 7	...	PEKIN	3,777	...	600

RATES OF PASSAGE MONEY.

First-class £66
Second-class £36

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Mei Kong	... Aug. 18	For	Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Sindh	... Sept. 1		
Provence	... Sept. 15		
Tigre	... Sept. 29		
Hoogly	... Oct 13		
Amazone	... Oct. 27		

The steamers of the 1st and 29th Sept., and 27th Oct. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 18th Aug., 15th Sept., and 13th Oct. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
" Constantinople... " Saturday, 5 P.M.
" Algiers ... ... " " "

The Company's weekly steamers to Alexandria connect at Alexandria with the English mail steamers from Brindisi to Bombay.

For Passage, Freight, or Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

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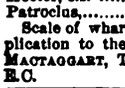
Gordon Castle, s.s.	1,281	Thos. Skinner & Co	Aug. 17
Kromatah, s.s.	805	Smith, Son, & Cole	Aug. —
Hong Kong, s.s.	1,221	Norris & Joyner	Aug. 10
Canton, s.s.	1,215	"	To foll.
LIVERPOOL.			
Hector, s.s.	1,522	Alfred Holt	Aug. 14
Patroclus,	1,607	"	Aug. 24

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens' E.C.



STEAM to BANGKOK

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Colorado	Constitution	New York
Golden Age	Oregonian	Ariel

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Destination.	Ship.	Class	Dock.	Last Shipping day.
Pen., Sing., Hg. Kg., & Shanghai, via S.C.	Hong Kong, s.s.	100 A1	SWID	Aug 13
Do.	Canton, s.s.	100 A1	SWID	Aug 24
Do.	Nankin, s.s.	100 A1	SWID	To follow
Do.	Chin-Kiang, s.s.	100 A1	SWID	To follow
Shanghai	Portland	AA1	E.I.D.	With des.
Chefoo and Tientsin	Carnarvonshire	A1 14 yr.	E.I.D.	With des.
Yokohama & Hiogo	Glamorganshire	A1 14 yr.	E.I.D.	With des

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Hong Kong	Tyburnia	A1 14 yr.	SWID	
Shanghai	Chusan	A1 14 yr.	SWID	With des.
Yokohama & Hiogo	Coulnakyle	A1 13 yr.	SWID	With des. To follow

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CASTLE LINE OF STEAM PACKETS for PENANG, SINGAPORE, HONG KONG, SHANGHAI, JAVA, and JAPAN.—The following high-classed and full-powered STEAMSHIPS will be despatched as under:—

Steamer.	Class.	Tons	Dock.	Last shipping day.
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Drummond Castle	100 A1	1,281	SWID	To follow

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With quick despatch.

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THE LONDON & CHINA TELEGRAPH

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January, 1872. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line

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Nagasaki—Japan	PIGNATEL Y Co.
Yokohama	LANE, CRAWFORD, & Co.
Osaka and Hiogo	K. DE PLOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C. (Over the JERUSALEM.)

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Aug. 12, 1872.

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VIA MARSEILLES.]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 468.] LONDON, MONDAY, AUG. 19, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD.
JAPAN — Yokohama	May 3	June 17	June 22*
Yedo			
Osaka and Hiogo	April 19	„ 12	„ 18*
Hakodadi			
Nagasaki	„ 19	„ 2	„ 15*
CHINA — Peking	—	—	„ 13
Tien-tsin	—	—	„ 17
Chefoo	—	—	„ 15
New-chwang			
Hankow	May 3	„ 18	„ 18
Kiu-kiang	—	—	„ 19
Chin-kiang			
Shanghai	„ 3	„ 14	„ 23
Ningpo	—	—	„ 20
Foochow	„ 3	„ 14	„ 21
Formosa			
Amoy	—	—	„ 25
Swatow	—	—	„ 24
Hong Kong	„ 17	„ 23	„ 29
Canton	—	—	„ 27
Macao	—	—	„ 28
PHILIPPINES— Manila	„ 3	„ 10	„ 18
COCHIN-CHINA— Saigon	„ 24	„ 28	July 4
SIAM — Bangkok	—	—	„ 1
BORNEO—Labuan	—	—	„ 2
Sarawak	—	—	„ 1
JAVA — Batavia	„ 31	July 1	„ 4
Samarang	—	—	„ 3
Sourabaya	—	—	„ 2
MALACCA STRAITS— Singapore	June 7	„ 7	„ 8
Penang			
CEYLON—Galle	„ 21	„ 15	„ 17
Colombo	—	—	„ 15

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The French mail, with dates as above, was delivered *via* Marseilles this day, one week late. The next P. and O. mail, with dates Yokohama June 26, Shanghai June 30, Hong Kong July 6, Singapore July 14, which is due this day has been delayed *en route*, and will not be delivered before the 22nd inst., on which day the following French mail is also expected.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, four to five hours in transmission. Communication between Hong Kong and Shanghai and by the Siberian route is still interrupted.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes, steamer *Alphee* arrived Aug. 17. List not to hand.

PASSENGERS OUTWARD.

Per French mail steamer *Meikong*, from Marseilles, Aug. 18 (booked from London).—To Singapore: Miss B. Garcia, Miss Maranca. To Batavia: Mr. Valette, Mr. Van Delden. To Galle: Mr. Capper, Mr. Buckland.

Per French mail steamer *Le Sindh*, from Marseilles, Sept. 1 (booked from London).—To Shanghai: Mr. Forrest, wife, and family, Miss Mary Carr, Mr. and Mrs. Blair. To Hong Kong: Mr. and Mrs. Newton, Mr. Pauncefote and son. To Singapore: Miss Strickland.

Per French mail steamer *Provence*, from Marseilles, Sept. 15 (booked from London).—To Shanghai: Mr. and Mrs John Bradford. To Batavia: Mr. Arntzenius.

Per French mail steamer *Tigre*, from Marseilles, Sept. 29 (booked from London).—To Yokohama: Mr. Fraissinet. To Shanghai: Mr. and Mrs. J. Bradfield. To Singapore: Mr. and Mrs. Burn and one second-class passenger.

Per French mail steamer *Hoogly*, from Marseilles, Oct. 13 (booked from London).—To Galle: Mr. A. S. Daniell, Mr. S. W. Daniell.

Per P. and O. steamer *Deccan*, from Southampton, Aug. 15.—To Hong Kong: Mr. and Mrs. J. B. Pearse. To Singapore: Mr. H. Keates. To Penang: Mr H. O. Bennett. To Ceylon: Lieut. C. E. Gessing, R.N., Dep. Inspr. Gen. of Hospitals Watt, Mr. and Mrs. King.

Per P. and O. steamer *Malta*, from Brindisi, Aug. 26.—To Hong Kong: Mr. G. E. Noble. To Ceylon: Mr. D. Reid.

Per steamer *Hong Kong*, from London, Aug. 16.—To Shanghai: Mr George Abell. To Hong Kong: Mr. Richard Held. To Penang: Mr. A. B. Stephens.

Per P. and O. steamer *Hindostan*, from Southampton, Aug. 29.—To Yokohama: Mr. Klasen. To Shanghai: Mr. G. M. W. Playfair, Mr. W. Holland, Mr. M. F. A. Fraser. To Ceylon: Miss Lloyd.

Per P. and O. steamer *Mooltan*, from Brindisi, Sept. 9.—To Yokohama: Mr. W. Gowland. To Hong Kong: Mr. G. Harleman.

Per P. and O. steamer *Pekin*, from Southampton, Sept. 12.—To Ceylon: Mr. W. Moss.

Per P. and O. steamer *Massilia*, from Southampton, Sept. 26.—To Hong Kong: Mrs. Andrews.

Per P. and O. steamer *Malta*, from Brindisi, Oct. 7.—To Yokohama: Mr. Short.

Per P. and O. steamer from Southampton, Oct 10.—To Singapore: Mrs. Trotter.

Per P. and O. steamer from Brindisi, Oct. 21.—To Yokohama: Mrs. Marshall. To Hong Kong: Mr. C. A. Sinclair. To Singapore: Capt. and Mrs. Caldbeck.

Summary of News from the Far East.

CHINA.

SHANGHAI.

Advices extend to the 23rd June; the French mail from London, May 10, was due the day this mail left. The following items of news are from the *Courier*:—

The conspiracy lately discovered at Soochow seems to have its origin with the Hunan soldiery whom Tseng Kwo-fan had introduced in considerable number into his viceroyalty. Perhaps because the province is rather poor, Hunan seems to be a chief recruiting ground for the Imperial army. We hear of Hunan men wherever fighting is going on, and the constant habit has imbued them with a liking for camp life. Tseng Kwo-fan's influence in Central China is well known, and it was not unnatural that he should choose men from his native province to form his army. Whether to increase his influence, or from whatever motive, he had assembled a considerable force in his viceroyalty. Several thousands of Hunan soldiers are encamped near Nanking, among other places; and there is a camp also at Soochow. Since Tseng Kwo-fan's death, we believe, there has not been the same desire to have this force in the province, and a number of men have been disbanded, in the way in which disbandment is effected in China—some get money and some don't; some go home, and some become loafers in the place where they have been soldiers. At any rate, the disbanding has occasioned discontent, and the men still in harness naturally sympathise with their comrades. A conspiracy, having plunder probably as its chief object, seems to have been the result. A man was discovered in the Futai's Yamen, at Soochow, with the suspected design of murdering that high official. A number of the ringleaders in the conspiracy were captured and executed, and the garrison was moved outside the city. Here the matter ends for the present. The Chinese seem to think that there is no danger of an insurrection, nor any man of note among the malcontents capable of heading one. But there are the disconted and turbulent men, willing to follow a leader who could command their confidence, if one should present himself—and an element of disorder in themselves. There is an uneasy feeling, therefore, though no immediate apprehension.

A vague Chinese rumour has been pervading the Settlement during the week that a foreign-armed steamer has been preying on junks at the mouth of the Yang-tse for some weeks. Some add that the marauder was captured by the three foreign-armed gun-boats from the Arsenal. But, as these gun-boats are at present engaged in conveying the remains of Tseng kwo-fan to Hunan, foreigners are disposed to think that their simple absence from the Arsenal has been twisted into the above story by the grotesque fancy of the Chinese. But many Chinese allege that the pirate steamer was in the interest of the mutinous movement at Soochow.

We learn, on good authority, that the Swiss Federal Government, having terminated the arrangement by which the French diplomatic officials in China secured for citizens of the Swiss Republic the advantages of the Treaties with foreign Powers—conditioned by the corresponding responsibilities—recently made application to the United States Government to perform for them a similar service. The United States Government having agreed

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to do so, subject to the consent of the Chinese Government, the new arrangement either has already, or will shortly, come into force.

It is said that Mr. John A. T. Meadows has been invited by Chung How to return to his former position as Superintendent of the Tien'sin Arsenal; but we have not learned whether, or in what way, Chung How's new position as a member of the Tsung-li-Yamen affects his connection with the arsenal. Our previous information led us to believe that it was now under the control of Li-Hung-Chang, whose previous experience at Shanghai and Nankin eminently qualifies him for the task.

On the 20th June Her Majesty Queen Victoria completed the thirty-fifth year of her reign, and the men-of-war in harbour, of all nationalities, loyally recognised the occasion by displaying the appropriate flags; and at noon the United States steamer *Alaska* fired a salute, which was duly followed by the French Corvette *Linois*, and the United States steamer *Monocacy*. That the ships that themselves bear the time honoured flag of St. George's Cross should not have done equal honour to the occasion, is, of course, easily explained by the fact that the expenditure of a few pounds of gunpowder would be regarded as a serious offence by an economical Admiralty.

We have already recorded two successful trips to the *Hamilla Mitchell*, and the recovery of some $17,000 by the expedition which arrived a few months ago from England. Two more trips have since been made to the wreck, but with less success; the divers having succeeded only in recovering about $1,500 more, after prolonged search and blasting. We believe they have now decided to give up further attempts. The result actually attained, however, is satisfactory, and creditable to their enterprise

We understand that the United States steamer *Alaska* is likely to remain in Shanghai during the summer, and it is understood that her ample decks will be the scene of a quiet celebration of Independence Day, on the approaching "glorious 4th."

The 10th June, being a general holiday, a few of the most influential residents of Chefoo inaugurated a regatta, which turned out a complete success.

HONG KONG.

The dates by this mail extend to the 29th June. The outward P. and O. mail of the 17th May arrived on the 23rd June. The *China Mail* says:—

We learn that the Government has granted permission for erecting the boat house at the proposed site, subject to the approbation of the Military Authorities, who object to the plan of the buildings attached to the petition, because if constructed as proposed they will overlook the married quarters of the soldiers. Modifications will therefore be made in them. The swimming-bath (the plans of which are approved) will be moored some 200 yards in front of the boat-house. It will be floating, and will have a grating for non-swimmers extending over a portion of its area under water. The plans as at present drawn would involve considerable expense, and will also undergo important alterations. The next step is to get the money.

A suggestion has been made to us, in view of the failure to open Kiung-Chow, which seems, at all events, worthy of attention. Why should not the Chamber of Commerce urge upon the Minister the exchange of that port, which produces and consumes but little, for Pakhoi, the port of the West of China? This latter has already a fair trade existing and capable of indefinite development If the Chamber possessed the necessary data (which we fear it does not—it never was much on geography)—this proposition might be worth discussion.

A fairly well-attended meeting has taken place at the City Hall, his Excellency the Governor being present, and Hon. P. Ryrie in the chair, to discuss the question of establishing a school Some lively speaking took place, Sir Arthur breaking the ice. The speakers were the Hon P. Ryrie, Revs. T. H Kidd and J. Piper, Messrs. Stewart, Francis and others. Finally a Committee were appointed, comprising Hons. J. Greig and P. Ryrie, Messrs E. R. Belilios and F. Stewart, Captain Sands; Mr. Muncherjee and Mr. Rosario, and they were requested to obtain statistics as to scholars, and probable income, inquire into the status of St. Paul's College, and then lay the matter before Government.

The public will have appreciated the extension of the interval between arrival of the home P. and O. mail and the departure of the upward steamers. The *China* arrived early on Sunday morning, and the Shanghai and Yokohama steamers left yesterday at ten A.M., and noon respectively. This is as it should be, and the superintendent of the P. and O. Company, and others in authority, deserve well of the community for the courteous regard of the public convenience thus shown.

The *Gazette* notifies the appointment of H.E. Wodehouse, Esq., provisionally, vice A. Lister, Esq., resigned An overseer of waterworks is stated to be required in the Surveyor General's Department.

The following is from the *Daily Press*:—

We understand that the submarine divers went down yesterday, at 4 P.M., to the wreck of the *Dunmail*, and, as anticipated, found the hull nearly covered with mud. Eighty pounds of powder were taken over for the purpose of blowing it up, which was planted in the hold, with the electric battery attached, and at a given moment it exploded, much to the astonishment of a number of gentlemen present on board the Dock Company's Launch, which was some thirty yards off It was expected some manœuvring would be enacted, instead of which, a spring was touched and they were suddenly bounced two or three times off their feet. After all was over, it was found the eighty-pound charge of powder had done little good. It is understood a much larger charge will be used to-day or to morrow.

With reference to the decision in bankruptcy it will be seen from the correspondence that the sole agent of Mr. Gair in Saigon distinctly wrote to the captain of the *Lady Turner* that his powers to act for Mr. Gair were withdrawn, and consequently that Messrs. Gair and Co. did not exist in Saigon—in fact, that the bankrupt could not carry out the contract. The decision in the Bankruptcy Court is based entirely upon Mr. Gair's letter to Mr. Rozario, and makes no reference to the much more important letter of Mr. Rudhmann, Mr. Gair's agent in Saigon, in which Captain Vincent is clearly informed that there is no one in Saigon to carry out the contract—as Messrs. Hogg and Co. said they knew nothing about the matter. As it was never denied that Mr. Rudhmann was Mr. Gair's agent, what more positive and unconditional repudiation could be made, it is somewhat difficult to conceive, but nevertheless we find the judgment sets forth that there was no evidence of any such renunciation, and on this ground the Court refused to admit the claim. Looking at the facts in the same spirit as would be adopted by a jury, we take it as pretty plain that the letters indicate a distinct declaration of inability to carry out the contract. As to no evidence being given of a notice of readiness to receive cargo, it appears that such a notice was given in fact; but it might be reasonably considered somewhat superfluous to produce it, seeing that Mr. Gair's agent had refused the necessary money for disbursing the ship, and distinctly declared that after the 29th April there was simply nooody representing the charterer of the vessel in Saigon, in point of fact, nobody to whom notice could be given, as the captain could not be supposed to be ready to receive cargo from the charterer till he had been paid the necessary money to disburse the ship, and not a halfpenny had he received on the 1st May, when he was coolly told that his consignees at Saigon no longer existed. If not being in a place either personally or by agent is not, to use the euphonious if slightly tautological words of the judgment, an "absolute, unconditional, positive renunciation and repudiation" of a contract to fulfil the terms of a charter-party at that place.

THE MACAO WEI-SING CASE.

Below we give the protest noted by the Chinese purchasers of the Wei-sing farm at Macao, to which we recently made allusion. Since the protest was sent in to the Government the farm was resold at a profit of $50,000 on the original price; hence the reason for the alleged breach of contract:—

Be it known and made manifest unto all people, that on the 24th day of June in the Christian year 1872, personally came and appeared before me William Henry Brereton, notary public, duly authorised, admitted, and sworn, residing and practising at Victoria, in the colony of Hong Kong, Tak Cheong, of Hong Kong aforesaid, a member of the Wohang Hong, and Ahoy, of Macao, but at present of Hong Kong aforesaid, trader, who did severally duly and solemnly declare and say as follows, that is to say:—That on the 12th of September in the Christian year 1871 these appearers, by the said Ahoy, made application to his Excellency Vice-Admiral Antonio Sergio de Souza, the then Governor of Macao, for the privilege or licence of carrying on the Wai-sung lottery at Macao for the period of three years, for which they offered to pay to the said Government the annual rent of $5 000, being $2,000 more than had been previously paid for the like licence, as by the written proposal or application of the said Ahoy, now in the archives of the Government of Macao, and a certified copy thereof in these appearers' possession, appears:—

That on the 20th day of Sept. in the said year the said application was approved of, and according y such licence or privilege was, without any reservation or right of recision whatever, granted unto these appearers by the said Government, on the terms aforesaid, for the said period of three years, to commence and take effect from the day of expiration of the then existing licence, that is to say, from the 27th day of Jan., 1872. That on the 25th day of Sept, 1871, these appearers paid into the treasury of Macao the sum of $1,666 66c., being one third of the said yearly sum of $5,000, and four months subsequently, that is to say, on the 6th day of May, 1872 paid into the treasury a further sum of $1,666 66c. on account of the said licence, as by the archives of the Government of Macao, the certified copy of the entry of the said contract in such archives, and the receipts for the said instalments of the said licence, in these appearers' possession, fully appears;

That placing full confidence in the good faith and probity of the said Government, and relying upon the due fulfilment of its said contract, these appearers made the necessary arrangements for proceeding with the said lottery, which involved a large expenditure of money and labour;

That these appearers have duly performed and fulfilled their part of the said contract up to the present time, and are ready and willing to perform and fulfil the said contract during the remainder of the said terms;

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That notwithstanding the said contract so as aforesaid solemnly entered into, ratified, and confirmed, and partially performed by the said Government, the said Government have, contrary to equity and good conscience, intimated to these appearers its intention to ignore and set aside the said contract, and in breach of its said contract have by advertisement in the *Government Gazette* of Macao declared its intention of setting up the said licence to competition by public auction to the highest bidder on the 25th day of June inst.;

That finding that the said Government so intended to ignore the said contract, and deprive these appearers of the benefit thereof, these appearers, on the 1st day of June instant, presented a memorial to his Excellency the said Governor of Macao, setting forth the facts hereinbefore stated, and praying the Governor to carry out and complete the contract so entered into with these appearers as aforesaid; and accordingly to order and direct that the said license should not be withdrawn, but be continued until the expiration of the period of three years, for which the same had been so granted as aforesaid, and that no such public auction do take place. That no answer was returned to the said memorial until the 22nd day of June instant, when a notification was received by these appearers from the Government, that the prayer of the said memorial would not be granted, and that the said Government would persist in withdrawing or cancelling the said licence, and setting up the same by public auction as hereinbefore mentioned.

That such cancellation and withdrawal, or pretended cancellation or withdrawal of the said licence, if carried out, will be productive of great loss and injury to these appearers, inasmuch as they will thereby not only lose the profits and emoluments resulting from such lottery, but be deprived of the means of recouping themselves the heavy pecuniary outlay they have already expended on account of such lottery, which can only be repaid to them at or about the expiration of the second year for which the said licence has been granted to them, whilst as regards the profits resulting from the said lottery, such can only be realised during the last year of the said term.

Wherefore these appearers, and each of them, and I, the said notary, at their request and on their behalf, do and doth protest against the right or assumed right of H.E. the Governor of Macao, and of all and every other officials or official, officers or officer assisting in the administration of, or acting in or under the said Government of Macao, and of all Juntas or Councils of or in connection with such Government, to ignore, alter, vary, rescind, or cancel the said contract, or to withdraw the said licence or deprive these appearers of the benefit thereof, without the appearers' consent, which they now withhold and have always withheld.

And these appearers further say that the said licence is now their lawful property, wherefore they and each of them, and I, the said notary, at their request, and on their behalf, do and doth further protest against the assumed right of the said Governor or Government, or any person or persons on his or its behalf, or acting under his or its authority, from revoking or depriving them of such licence, or setting up or attempting to set up the said licence to such public auction as aforesaid, or doing, attempting, or purporting to do, any act in breach or derogation of the said contract, or in any wise prejudicial to the interests of these appearers, as such licensees, all and every, of which acts they, and I, the said notary, on their behalf, do hereby declare to be absolutely null and void as against these appearers, holding his Excellency the said Governor of Macao, and the said Government of Macao, and all and every other officials and persons acting under him, or it, or whom these presents shall or may concern, responsible for all loss, damages, and expense that they have incurred, or may incur, for or by reason of the premises.

Thus protested in due form of law at Victoria, Hong Kong, the day and year aforesaid, a translation into Portuguese of the foregoing being hereunto annexed.—Before me,

WM. H. BRERETON, Notary Public, Hong Kong.

Commercial Report.

(*For dates see first page.*)

EXPORTS.

TEA.

HANKOW.—Messrs. Drysdale, Ringer and Co.'s Report says:—The business of the past week has again been on an extensive scale. Settlements since June 11, the date of our last, being 19,198 chests, 16,371 half-chests, and 3,576 boxes, viz:—At exchange, 6s. 4d., and freight £4, adding Tls. 5 for duty, &c. 784 chests, 1,596 half-chests, 1,454 boxes at Tls. 25 to 29¼ per picul, equal, 1s. 9¼d. to 2s. 0¼d. per lb; 6,345 chests, 8,276 half-chests at Tls. 20 to 24¾ per picul, equal, 1s. 6¾d. to 1s. 9¼d. per lb.; 10,738 chests, 6,299 half-chests, 118 boxes at Tls. 13.30 to 19¾ per picul, equal, 1s. 2d. to 1s. 6¼d. per lb.; 1,331 chests, 200 half-chests, 2,004 boxes, contracts. Shipments to Shanghai on native account for the same period, 8,524 chests, 5,868 half-chests, 684 boxes. A considerable competition has taken place to secure the last few good parcels offered, prices showing a general advance of about a tael, and in the case of Oonfars, which have been most in request, of fully one and a-half. At time of writing the market is cleared of nearly all descriptions, even the few remaining Shuntam Teas being taken at higher rates than they could have been bought at last week; only a few small lots remain on offer, and all the first crop leaf may now be considered to have arrived. At one time it was thought the total quantity would largely exceed that of last year, we are happy to say, however, that such has not proved to be the case, total arrivals to date being 27,300,000 lbs. while the first crop last year was 27,000,000 lbs.; the increase is therefore under half a million pounds. These figures do not include Ningchow leaf, the total quantity of which settled at this port shows an increase of more than a million pounds over that of last year. The Teas have kept up in quality throughout, and should do well, provided there be no undue haste to realise on the home market. The second crop Teas are expected towards the end of the present week, which is about the same time that they were placed on the market last year. Teamen will not offer them until the full crops arrive, an arrangement that, after the recent trouble and annoyance, must prove satisfactory to all parties. In the total absence of supplies, quotations are entirely nominal. Oonfars, which could be bought three or four days ago at Tls. 21 to 21½ per picul, have latterly been realising Tls. 22½ to 23 per picul, one or two parcels of better quality selling up to Tls. 25 per picul. Oopacks have been taken at from Tls. 21 to 24 per picul, flavoury Oonams, at Tls. 17 to 20 per picul, and the last parcels of Shuntam packed at about Tls. 13½ per picul.

FOOCHOW.—During the week a steady business had been done. Congou: Settlements, 50,341 chests at Tls. 5 to 36; Tls. 40 had been given for a small chop of half-chests. Medium to fine teas showed an advance of Tls. 1 to 2; common to flavoury remained much as before. Second crop teas were beginning to arrive; arrivals, 30,500 chests. The following were the current quotations, the cost at which Teas lay down in London being calculated at Exchange 4s. 6½d., and freight £4:—Dust and siftings, 7¼d. to 8½d.; broken leaf to ordinary, 10¼d. to 1s. 0¾d.; fair to good common, 1s. 1¼d. to 1s. 2¼d.; flavoury to medium, 1s. 3d to 1s. 6¾d.; good medium to fine, 1s. 7¼d. to 1s. 11¼d.; fine to finest, 1s. 11¾d. to 2s. 4¼d. Souchongs: A considerable business had been done, settlements generally showing no change, but for fine in some instances an advance of Tl. 1 had been paid. Settlements, 4,136 chests, at Tls. 20 to 45; arrivals, 8,000 chests. Oolongs: 916 half-chests settled at Tls. 27 to 30, showing no change; arrivals, 5,200 half-chests. Scented Teas: Settlements, 7,935 boxes, at Tls. 24 to 31½; arrivals, 12,492 boxes. Flowery Pekoes: Settled, 832 chests, at Tls. 27½ to 60. Freights: to London, steamers, £4 per ton of 40 cubic feet; sailing vessels, £4 per ton. Loading: For London, Black Adder, Northfleet, Colombo, S.S., Cheop, S.S., and Star of the North. Expected: Sir Lancelot, and Grenadier. For New York: Deerhound.

NEW YORK MARKET REPORT.

TEA.

Messrs. Beebe's Circular says, During the past month our market for Tea has ruled without animation, and at the close prices in most descriptions show a further decline upon those current at the date of our last. Sales from first hand for the month are estimated at 52,700 half-chests, including 16,600 half-chests Green, 21,600 half-chests Japan, 10,600 half-chests Oolong, and 3,500 half-chests Souchong and Congou. Of the Japans about 4,500 half-chests are new crop, to hand, via Pacific Railway. The first three or four small parcels of these realised extreme prices; a decline of fully five per cent. has, however, since been submitted to, and the market closes unsettled and weak for those as well as for blacks generally, and old crop Japans. Greens are held with more confidence, but buyers, as a rule, are not inclined to add to their stocks until the demand for consumption becomes more active.

The following are the current quotations (in gold, duty 15c. paid):—Greens (Moyune, Teenki and Fychow, in chops): Gunpowder, first quality, 80c. to 92c.; second, 57c. to 65c.; Imperial, first, 60c. to 70c.; second, 47c. to 55c.; third, 34c. to 40c.; Young Hyson, first, 67c. to 78c.; second, 54c. to 65c.; third, 37c. to 45c.; Hyson, first, 60c. to 70c.; second, 47c. to 55c.; third, 35c. to 40c.; Hyson Skin, 20c. to 28c.; Foochow Oolongs, common and good, 26c. to 33c.; superior and fine, 36c. to 45c.; finest, 50c. to 70c.; Amoy Oolongs, common and good, 26c. to 33c.; superior and fine, 36c. to 45c.; finest, 50c. to 60c.; Souchong and Congou, good, 20c. to 22c.; superior and fine, 27c. to 38c.; finest, 45c. to 55c.; Japans, common, 27c. to 30c.; medium, 33c. to 37c.; good medium, 39c. to 41c.; fine and finest, 44c. to 55c.; choice, 58c. to 63c.

SILK.

There is a quiet market, with only a jobbing trade. The first arrival of new crop has arrived, comprising Cantons in fair supply, and a few bales usual reel Chinas—all imported at high cost. Cantons are tending downwards, but Tsatlee and Hanieen Silk are very firm. We quote good Cantons $6.75 to 7.50, Kotnegon $7.75 to 8.25, Tsatlees $8.75 to 9.25, Hanieen $9.25 to 10.

COFFEE.—A reduction of one cent per lb. in the values of Brazil has induced a better inquiry for home use, and the market may be written a little steadier at the decline, closing with more tone. For the other kinds there has continued a fair inquiry, and the market may be called steady at previous rates, but it lacks animation, closing sluggishly, prices being without improvement. The sales are 1,000 bags Government Java, and 900 bags native Ceylon on private terms; also 7,000 mats Java, per Scharnhorst, in lots at last quoted prices.

STOCK IN NEW YORK, AUGUST 1.

	1869.	1870.	1871.	1872.
Java Government ... ... bags	1,095	... 615	... —	... 7,953
Java ... ... mats	54,000	... 32,998	... 42,867	... 6,048
Singapore ... ... ,,	—	... 5,472	... —	... 9,403
Manila ... ... bags	6,769	... 1,500	... 2,5	... —
Ceylon ... ... ,,	7,771	... 3,089	... 8,678	... 4,457

CORDAGE.—The market is steady at the last quoted prices.

CAMPHOR.—China is quoted 18c. to 19c. gold in bond.

CHINA PRESERVED GINGER rules at $8.50 currency, duty (35 per cent. *ad val.*) paid.

ESSENTIAL OILS.—Aniseed is quoted $2 gold, and Cassia $1.45 gold, duty (on Aniseed 50c., on Cassia 100c. per lb.) paid.

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EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 8d.	4s. 8d.	4s. 8d.
Shanghai ,, ,, ...	6s. 1¼d.	6s. 1¼d. to 6s. 2d.	6s. 2d.
Canton ,, ,,	4s. 5¼d. to 4s. 6d.	4s. 6¼d. to 4s. 6¼d.	4s. 6¼d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6¾d.	4s. 7d.	4s. 7¼d.
Manila ,, ,, ...			

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	315	232
,, Hong Kong...	26¾ to 27¼ dls.	—
Bar silver	111.3.0.	9¼ prem. (nominal).
Mexican dollars	80.4.0	7 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 67; Old, 69 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance, $1,500 premium.
Hotel Shares, 48 per cent. discount.
Hong Kong and Macao Steamboat Company, $55 premium.
Hong Kong Fire Insurance Company, $315 prem.
Union Insurance Company, $1,400 premium.
China and Japan Marine Insurance Company, Tls. 50 premium.
China Fire Insurance Company, $54 premium.
Victoria Fire Insurance Company, $50 premium.
Indo-Chinese Sugar Company, $50 dis.
Shanghai Steam Navigation Company, Tls. 44 to Tls. 46 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $20 to $25 dis.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company ...	500	500	202	4 p.c
Shanghai Gas Company ...	100	100	150	12 p.c
Shanghai S.N. Company ...	100	100	143	12 p.c
S. Tug and Lighter Company ...	850	850	560	5 p.c
French Gas Company	50	50	63	10 p.c
Hong K. Fire Insurance Co. ...	$1,000	$200	$520	12 p.c
North China Insurance Co. ...	Tls.1,500	Tls.300	Tls.475	trien.
Do. do. new ...	1,000	300	475	trien.
North China Steamer Company	100	100	63	
Union S.N. Company	100	100	92	
Yangtsze Ins. Association ...	500	500	825	15 p.c
Union Insurance Society ...	$5,000	$1,000	$2,500	trien.
China Traders Co. (Limited) ...	1,000	1,000	2,500	$47½p.s
Hong Kong and China Gas Co.	£10	£10	60	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100	Tls.149	12 p.c
Victoria Fire Insurance Co. ...	$500	$100	$160	12 p.c
China Fire Insurance Co. ...	500	100	158¾	12 p.c
Hongkew Wharf Co.	Tls. 100	Tls. 100	Tls.156	

LATEST TELEGRAMS.

CHINA.

HONG KONG, AUG. 17.—Import market quiet; Cotton Goods lower; no business in Woollens; Grey Shirtings, 6½ catties, 8¼ lbs., $2.47; Cotton Yarn (Water Twist), 16-24, $122. Exchange on London: Bank bills, six m.s., 4s. 5¾d. Tea: Fair demand at Foochow; settlements since commencement of the season, 370,000 chests; stock, 99,000 chests; Canton market firmer; settlements since commencement of the season, 390,000 boxes; stock, 50,000 boxes. Total export of Tea (from China and Japan), from 1st June, 76,875,000 lbs. Tea freights to London by sailing vessels, £2 10s. to £2 15s.

STRAITS SETTLEMENTS.

SINGAPORE, AUG. 17.—Cotton Yarn, 40's, $135; Grey Shirtings 39-in., 8¼ lbs., $2.55; 7 lbs., $2.17½. T-Cloths, 6 lbs., ordinary $1.70. Gambier, $4.25. Pepper: Black, $12⅝; White, $22. Tin $37.75. Exchange on London: Bank bills, six m.s., 4s. 6½d.

PENANG, AUG. 17.—Tin, $35.85; Pepper, black, $12; white, $23; Sugar, No. 2, $5.10, No. 3, $3.50; Cotton Yarn (Mule Twist) 30's $113, 40's $128. Exchange on London: Bank bills, six m.s., 4s. 6½d.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From Cardiff, June 19, Doune Castle; from Liverpool, Deucullion (str.).

At HONG KONG and CANTON.—From London, June 26, Craigforth (str.), Russia (str.); from Liverpool, 25, Sarpedon (str.); 28, St. Kilda; from Callao, 25, Lola; from New York, 25, Benefactor; from London, previous to Aug. 13, Sir Harry Parkes.

At SINGAPORE.—From Liverpool, July 5, Fearnought; 1, Glaucus (str.); June 30, Yrurac (str.); from Cardiff, July 4, City of Exeter; June 29, Penseur; from Newcastle, Alexandra.

At SAIGON.—From Bordeaux, July 1, America.

DEPARTURES.

From SHANGHAI.—For London, June 16, Cheops (str.); 18, Menelaus (str.), Thermopylæ; 19, Cutty Sark; 20, Enterprise (str.).

From HONG KONG and CANTON.—For London, June 28, Tweed (str.).

From SINGAPORE.—For London, July 4, Cordova (str.), Enterprise (str.); 8, Glensannox (str.); 2, Lord of the Isles (str.), Drummond Castle (str.); Menelaus (str.); for Boston, 6, Peruvian.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Aug. 15, at Falmouth, from Rangoon, Heros; 13, at Cuxhaven, from Rangoon, Euterpe; at Texel, from Batavia, Padang packet; 16, off St. Catherine's Point, from China (via S.C.), Lord of the Isles (str.); 17, at Falmouth, from Akyab, Centaur; 14, at Hamburg, from Bassein, Doro; at Texel, from Macassar, Maria Anna Catharina Elizabeth; 17, off the Lizard, from Akyab, Tanjore; 14, off Falmouth, from Banjoewangie, for Amsterdam, California; 15, at Copenhagen, from Akyab, Galatea; June 28, at Rio Janeiro, from Hong Kong, Italy (not on the 21st as previously reported).

DEPARTURES.—Aug. 14, from Cardiff, for Singapore, Adam Sedgwick; from Sunderland, for Colombo, Empress; 15, from London, for Singapore, China, &c. (via S.C.), Hong Kong (str.); 16, from London, for Colombo, &c. (via S.C.), Coromandel (str.), Yeddo (str.); 15, from Sunderland, for Singapore, Manfred; June 29, from Monte Video, for Batavia, Orienten; July 20, from Rio Janeiro, for Java, Mindora; 21, for Singapore, Hilda; 22, for Batavia, Diadem; Aug. 16, from Cardiff, for Singapore, Corlic; 17, from Liverpool, for Manila, Maria Fidelia; from Rotterdam, for Java, Katrina Maria; from Shields, for Singapore, Lesseps.

LAID ON.—At Glasgow, for Galle, Saigon.

SPOKEN.—County of Ayr, Java to Falmouth, July 8, 21 S., 3 E.; Margaret Pugh (barque), Cardiff to Hong Kong, June 26, 5 N., 25 W.; Dilpussund (barque), New York to Japan, July 17, 27 N., 40 W.; Liberator, Hartlepool to Galle, August 11, 43 N., 12 W.; Antipodes (barq.), Cardiff to Hong Kong, July 15, 11 N., 24 W.; Amazon, Batavia to Bremen, May 31, 34 S., 27 E.; Texan Star (N.G. ship), Cardiff to Singapore.

STEAMERS PASSED THE SUEZ CANAL.—Africa, from China, Singapore, &c.; Glenartney, from Hong Kong; Othello and Crosby, both from London, for Colombo, &c.

CASUALTY.—The Java (Dutch ship), Bakker, which sailed from Liverpool, Aug. 5, for Java, put into Queenstown, on the 15th, leaky. The F. H. Drews (N.G. barq), Vorsatz, from Hamburg to Hong Kong, passed Ramsgate, Aug. 15, in tow for the Thames, having been in collision, sustained damage to cutwater &c., and lost bowsprit; she arrived at Gravesend 16th. The following telegram relates to the Excelsior (str.), from London to Colombo, &c. (via S. C.):—Port Said, Aug. 15, goods ex Excelsior (str.), arrived in bad condition, and without marks. A telegram received from Aden announces that the Tweed (str.), from Canton, arrived there Aug. 7, with part of cargo in the after hold damaged. The Khedive, P. and O. Company's steamer, has been in collision with the Aral (str.), homeward bound, and the latter vessel sank off Garden Reach, Calcutta.

MISCELLANEOUS.—The Bessie H. (barq), from Cardiff to Ceylon, put into Bahia; 13 July the master, who had shot at several of the crew, had since been lauded, and it was stated that he would be sent home a prisoner.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ANNESLEY—On the 8th Aug., at Brenston Lodge, Anerley, Surrey, the wife of A. A. Annesley, Esq., Her Majesty's Vice-Consul for Hiogo and Osaka, of a daughter

BERGER—On the 25th June, at Hong Kong, the wife of Capt. Ernest A. Berger H.M.'s 10th Regt., of a daughter.

FAIRBAIRN—On the 12th Aug., at Hong Kong, the wife of John Fairbairn, Esq., of a son.

FRASER—On the 1st July, at Alma Cottage, Singapore, Mrs. John Fraser, of a daughter.

HAGEDORN—On the 13th Aug., at Clapham, Mrs. F. W. Hagedorn, of a daughter.

PHIPPS—On the 2nd June, at Malacca, the wife of Mr. A. J. Phipps, of a daughter.

THOMSETT—On the 4th Aug., at 1, Manor-road, Lewisham High-road, S.E., the wife of H. G. Thomsett, Esq., R.N., Harbour Master, Hong Kong, of a daughter.

MARRIAGES.

HASE—LIENAU.—On the 6th Aug., at Lubeck, Anton Hase, Esq., of Hong Kong, to Marie, daughter of C. D. Lienau, Esq., of Lubeck.

DEATHS.

CAMPBELL-JOHNSTON—On the 12th Aug., at Hetherley, near Wokingham, Roderick, the seventh son of A. R. Campbell-Johnston, Esq., aged five years.

FISCHER—On the 7th Aug., at Macao, in China, Maximilian Fischer, Esq., in his 69th year.

HUSSEY—On the 28th June, at Hong Kong, James Boswell, youngest son of Capt. Peter Hussey, of the steamship *Montan*, aged 2 years and 8 months.

LOBB—On the 17th June, at the Seamen's Hospital, Singapore, Capt. Henry Lobb.

MARSHALL—On the 14th Aug., at his residence, The Cottage, Teignmouth, after a short and painful illness, Henry Thomas Marshall, late Commander and Superintendent P. and O. Company, Singapore, in the 66th year of his age.

WILSON—On the 27th June, at Hong Kong, Percy Maitland, the infant son of Wilberforce Wilson, Esq., aged 6 months.

THE statement made by the correspondent of the *New York Tribune*, that Admiral JENKINS, of the United States Navy, has been the first foreigner received by the MIKADO with a ceremonial in accordance with European usage, is wholly incorrect. When granting audiences to Sir HARRY PARKES, our Minister in Japan, the MIKADO received him in a standing position. The reception of Mr. WATSON, our present *Chargé d'Affaires* has been conducted in a similar manner.

THE Portuguese mail steamer *Don Pedro* arrived at St. Paul de Loando on the 2nd July, and was put in quarantine for fifteen days on account of five cases of small-pox amongst her convict passengers. Lieutenant-Colonel Almeida crossed the Zenza or Bengo river on the 6th of June under a severe fire of the Dembas tribe of natives. The following day the force under his command attacked the Dembas, and after a severe engagement, which lasted eight hours, drove them from their position, and followed them into the interior. Up to the 5th July no further information had reached St. Paul de Loando as to his further operations.

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THE "EDINBURGH REVIEW" ON JAPAN.

Under the title of "Reform in Japan" the *Edinburgh* gives a review of "The Japanese in America," the new work of Mr. Lanman, American Secretary to the Japanese Legation in Washington. The following is a *résumé* of the article :—

The reviewer commences by contrasting the situation of the two beautiful and fertile groups of islands which are separated from each other by the whole breadth of Europe and Asia. The Japanese islands lie between the 31 deg. and 45 deg. of north latitude, and the British between the 50 deg. and 59 deg. The parallel of 40 deg. north latitude, which cuts through the middle of Japan, also cuts through Sardinia, Minorca, and the centre of Spain and Portugal. Notwithstanding this considerable difference in the latitude, the climates of the two groups are nearly allied in some essential features. Facts, authenticated by contributors to the *Gardener's Magazine*, indicate marvellous likeness in the midst of considerable diversity of outward form and volcanic soil. It strikes the imagination vividly that this analogy is not without its counterpart in the social and political world.

Marco Polo in the thirteenth century was enabled to give an account of an Eastern country called *Zipangri*, and of the great wealth of the island, particularly in gold and pearls, to a half-doubting audience, Genoese and Venetian, who gave him the sobriquet of "Marco Millione." It was this account which stimulated Columbus to the discovery, not of Japan, but of a new world in America, while searching for Zipangri.

In the middle of the sixteenth century Mendoz Pinto appeared in Japanese waters, under the guidance of the Chinese captain of a corsair junk ; and he and his friends were undoubtedly the first representatives of Europe and a Western race who had ever reached these shores. Of Koreans, Chinese, Malays, and Siamese, Japan had gained some knowledge, but it had never seen or heard of a Western race. What the Japanese were at that date as a nation unspoiled by any foreign contact or influence, Mendez Pinto has himself related in the narrative of his own adventures.* We are told that the Japanese, though vigilant and on their guard, manifested no reluctance to admit the strangers. But when, 150 years later, Kœmpfer, the physician, naturalist, and philosopher, and the most conscientious of chroniclers, came on the scene in the suite of his Dutch trading patrons, he found that no foreigners were allowed free access to any port in Japan. All except the Dutch had been expelled, and these were only admitted to an island prison at Decima in Nagasaki harbour. Little more than a century had sufficed to imbue this friendly people with implacable hatred and fierce intolerance towards the foreigners who, instead of wise and temperate men, had sent them filibusters, over-reaching traders, and fiery ultramontane priests—Jesuits and Dominicans, grasping at both temporal power and spiritual supremacy. The first act of this melancholy drama closed with the fall of Simabara, and the extermination of every man, woman, and child, acknowledging the symbol of the Cross. A century later the same catastrophe was repeated in China on a larger scale.

A few years after Pinto's landing in Japan, Francis Xavier visited it with a fresh relay of missionaries and merchants, who were all received with open arms. Not the slightest objection was made to the introduction of either commerce or religion. Christianity was permitted to be openly preached, and the Portuguese were allowed to go where they pleased in the Empire. Subsequently a Japanese Embassy composed of three princes was sent to Pope Gregory XVIII., with letters and valuable presents. The reception at Rome was magnificient, and their progress through Spain and Italy one continued ovation.

Three hundred years later we hear of similar joy and greeting, but the "brazen-tongued plaudits" come to us this time across the Atlantic. "A nation of thirty millions has been won," we are told, "to civilisation and the brotherhood of nations," instead of "from the heathen." The latter variation alone marks the difference ; perhaps in this nineteenth century we do not feel so sure about conquests from the heathen—perhaps also are more careless about them. Let us hope we shall not have cause, some fifty years hence, to doubt the value of these sudden conquests, and let us without misgiving welcome the news received by the last mail† of an edict repealing all prohibitions and penalties against the Christian religion, and proclaiming religious toleration in its widest sense. Among the many bewildering changes and reversals of national policy which the last few years have witnessed, this is the most unexpected. But what tends to throw doubt of the stability of such changes, if not on the sincerity of those who adopt the measures in Japan, is the apparent contradiction in the grounds assigned for the two measures. The disestablishment of the Buddhist religion, or church, had for its alleged ground the determination to return to the ancient faith of their ancestors—the Sinto religion derived from their own gods—whereas the Buddhist religion, borrowed from the Chinese, was essentially foreign, though it had been established in the country for more than twelve centuries. The Christian religion, on the other hand, is to be tolerated, though admittedly foreign. The first act appears to have been a concession to the national feeling of the old Nipon party, which is still strong, and hates all innovations and foreign inventions. The second must have been to conciliate the foreigner. How are these two opposite courses to be explained.

Mr. Lanman's book supplies a great deal of curious matter, but what the reader most desires is to separate the pure metal from the American gilding and varnish somewhat freely used by the compiler. The first part, or narrative of the progress of the Embassy through the United States, is avowedly composed by an American secretary. The second part is exclusively devoted to the reproduction of a series of themes or essays by Japanese students now in America, most of them of a very juvenile character.

The history of the Embassy opens in a very dramatic way with a banquetting scene in the palace of the Mikado, recently restored to active life and sovereign power from the depths of his monastic seclusion at Kioto, by the action of the chief Daimios and nobles of the Empire; weary, apparently, with the servitude imposed upon them and the tyranny of usurping Tycoons. On this occasion, in November last, his Majesty Montsohito, Emperor of Japan, declared that "after careful study and observation, he was deeply impressed with the belief that the most powerful and enlightened nations of the world are those who have made diligent efforts to cultivate their minds, and sought to develop their country in the fullest and most perfect manner ; and, thus convinced, it became his responsible duty as a sovereign to lead his people wisely in a way to attain for them results beneficial, and their duty was to assist diligently and unitedly in all efforts to attain these ends."

Ito, one of the vice-ambassadors, in a speech, completed what was here only shadowed out. "We come," said he, "to study your strength, that, by adopting wisely your better ways, we may hereafter be stronger ourselves. We shall labour to place Japan on an equal basis in the future with those countries whose modern civilisation is now our guide."

Such is the leading motive to possess railroads, telegraphs, steamships, improved armies, and for the education of their youth by hundreds. We are disposed to agree with the sentiments expressed by Mr. de Long, the United States Minister in Japan, when he said, "The present situation of Japan appeals strongly to all well-wishers to the race that no impediments nor difficulty, either social, moral, political, or religious, be placed in the way of her progress. We need only show her people the effects of Western civilisation in a kindly and courteous spirit, without needlessly exciting prejudices in so doing."

We wish that it may prove so, but we are not so well assured of it as Mr. de Long appears to be. The Japanese are the only nation in the history of the world that has ever taken five centuries at a stride. But it has been well observed that the elements of civilisation which are most readily assimilated are not always the most beneficial. A country situated as Japan was possesses, no doubt, exceptional facilities for effecting any changes in its political institutions. Whether it is ever wise or safe, however, to rush suddenly from one extreme to the other is a grave question.

In an article in the *Edinburgh Review* for January, 1871, on the "Foreign Relations of China," it was remarked that "progress and civilisation," so often invoked as a plea for a policy of compulsion and dictation in dealing with Eastern nations, are words of great potency sometimes and of very wide scope, but most frequently of evil omen when a superior power conceives the idea of grafting something new on an old civilisation, and imposing it by main strength on men of another race. And we adhere to this opinion as applied to Japan, a comparatively weak and insignificant State when pitted against the great Western Powers, but a people rarely gifted among Eastern races, of singular aptitude for receiving and acting on new ideas, full of courage and patriotism. It would be a political blunder of the first magnitude, fraught with indefinite mischief, for any Western Power to override a spirit of independence by thrusting upon them either men or measures for the sudden development of a nineteenth century civilisation, as it is worked in America or Europe at railroad speed by steam and electricity, and for which they are wholly unprepared, if not otherwise unfit. Yet we cannot help fearing that this is a danger actually menacing Japan. De Tocqueville in his correspondence has left us some observations on the evils of forced contact between a superior and inferior race, which have a direct bearing on the present aspect of affairs in Japan. In the first instance, at least, when Commander Perry made the American Treaty (1853) it was a forced relationship that was established between the Japanese and foreigners, and during the succeeding years, until the recent revolution, it continued to be forced on the rulers against their inclination. That relationship was established and maintained by at least the show of force, and, when it is alleged that the policy of the United States towards Japan has been exclusively pacific, the Americans must give the Japanese credit for very short memories.

Whether the Americans are "playing their cards" well with the Japanese, or otherwise, and what amount of reward they may look for in railway concessions, or mines, or Custom-house places "over

* The reviewer passes over without notice, and, as it appears to us, somewhat unaccountably, the fact that the name of Ferdinand Mendez Pinto has long passed into a bye-word for a liar. It was said of him that his talent for lying "amounted to genius" There is no doubt that he visited the countries he professed to describe, but most of all his descriptions are idle and extravagant exaggerations, and many of them entirely imaginary —Ed. *L. and C. T.*

† Not quite the last ; but quarterly reviewers travel slowly. Our readers will remember that by the *last* mail we learned that a large meeting of Buddhist priests was to be convened at Yedo, and that the question of the toleration of Christianity would then be discussed.—Ed. *L. and C. T.*

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the heads of any rivals for these good things" is, the reviewer proceeds, "worthy of very little attention, and quite beneath a great nation's care. It is more interesting, and infinitely more useful, to inquire what is the nature of the vast changes so rapidly being effected in Japan. Have they any element of stability, any promise of utility and permanence?"

The historical annals of Japan date from 660 B.C., and a regular succession of Mikados in lineal descent from the founders of their dynasty and race has since been carefully recorded. Uncommon respect, we are told, and more than human veneration is on this account paid to them.

We have so often in this journal given accounts of the improvements introduced into Japan that we need not follow the reviewer through the long list. Japan is to day admittedly the most progressive nation on the globe. We have seen how the lives of former Mikados were reduced to absolute inaction by the usurping power of the Tycoons, nominally only their lieutenants. Let us contrast with this the mode of life of the present Emperor, which the reviewer (with a gratuitous sneer at a deservedly esteemed contemporary) says that we owe to the "enterprise" of the *Japan Herald*.

It is reported that the Mikado rises at about seven o'clock, and commences the day by the study of the Japanese classics, under the tuition of the learned Mr. Fukuba. At ten his Majesty turns his attention to Western languages, literature &c., in which he is instructed by Mr. Katoh. Two of his Majesty's favourite subjects are geography and physiology. He perseveres in his studies until he is called upon by his ministers to preside at council, which he does with great application, so that it is difficult to tell at what hour his employment ceases. Such is the routine of the Tenno's daily life—studious, laborious, and simple.

When facts are looked at in connection with results, it seems clear that revolution of some kind must have taken place irrespective of any foreign intercourse. In such a crisis the Mikado proved the centre of unity and incontestible authority. This explains how a real and sweeping revolution came to be considered as a restoration. The very centre and basis of all administration was changed. It had become evident to all classes of a people with whom patriotism is a passion, that central government and powerful fiefs with feudal accessories could not go on together; and with this conviction had arisen a second, scarcely less potent, that Treaties could not be enforced if a Satsuma or a Chosiu could set them aside. The dual government collapsed with scarcely a struggle after the first brief outburst of armed resistance, and, in the first hour that the Mikado proclaimed his deposition, the reigning Tycoon recognised the sovereign power of dismissal, and released from their allegiance to him all his subordinate chiefs and holders of fiefs.

Japan has no doubt passed, and so far safely, through a great crisis in her existence. The only fear is that the pace of reform is too fast to be safe. The Japanese are exceedingly corrupt, and the greatest care is required in the administration of public works and finance. There is a great deal of reckless expenditure at present, which is pregnant with danger to the new order of things.

Nearly all the useful work hitherto done in Japan has been carried out with the assistance of Englishmen, and is mainly, if not exclusively, due to their aid. Railways, telegraphs, mint, light, and lighthouses, have all been the work of English hands, and, in great part, of English capital. We do not quarrel with the wish of the Americans to be regarded by the Japanese as their best friends. We may safely leave the Japanese to find out for themselves who are their best friends in the West. The great faults of the Japanese are conceit, flightiness, and want of perseverance. They are subject also to sudden fits of distrust and suspicion—all of which tends to a certain unreliability in everything they undertake.

The approaching revision of the Treaties will test the sincerity of the Mikado much better than ceremonial speeches. It is clear that what foreign countries want of Japan is something more than empty privileges. Liberty of travel will probably be no longer withheld, but there is more need of improved customs administration. Improved Courts of Justice are much wanted, a civil code seems not less required. A settled currency, free from all tampering, is a primary necessity. There is still a remnant of the old vexatious system of official surveillance and interference with foreigners to be got rid of; and greater encouragement or facilities for foreign enterprise, as in the working of mines, the production of tea, silk, &c., should be afforded.

The reviewer concludes: Of one thing we may be certain, that it is the interest of every Treaty Power to instruct their representatives at the Court of the Mikado to set before the Ministers of his Government the advantages of steady progress over undue speed. It should not be difficult for Sir Harry Parkes, on his return to his post, to convince them of the impossibility of adopting at once, in a country like Japan, the institutions of a foreign land, which have been evolved by a slow and natural process from European minds, and probably therefore are in no sense adapted, without great modification, to Japanese character and wants. Constitutions so created, or imposed by foreign influences, never take root in any soil.

MECHANICAL LABOUR IN THE FAR EAST.

(THE TIMES.)

It may be worth his while to call the attention of the British artisan to a cloud in the Eastern horizon. It has been several thousand years threatening, but it is coming at last, and has already come in many quarters where it was as little expected as here. It is that immense reservoir of human industry and skill which has accumulated for ages in China and Japan, and which has now burst its barriers and is flooding the earth. Forty years ago one of the questions sometimes asked by those sanguine and imaginative persons who were not afraid of hoping for impossibilities was whether we should ever break through the great wall of Chinese prejudice and get into that country. Perhaps we might in a thousand years. Little was it imagined that the year A.D. 1872 would see Chinese labourers working by thousands freely and well in the United States, both on the Pacific and the Atlantic coast, in the West Indies, and in the very heart of our Australian Colonies. At the present rate of progress, or rather of diffusion, there is not a spot in the whole world which can consider itself safe from the invasion of quiet, clever, active, and thrifty Chinamen, with their neat little ways, their quaint Josses, their queer ceremonials, and not irrational superstitions. Wherever their junks or the ill-found emigrant ship of the East can carry them, there they are doing all the hard work and all the petty trades of our thriving colonies, digging, hoeing, watering, and picking, growing vegetables, hawking them for sale, doing odd jobs of carpentering, and equal to building a wooden house of any scale, from a log hut to a Christian church, tabernacle, store, barrack, or theatre. Most hateful are they in the eyes of the European or American labourer or artisan, for they underbid him; they work long, they do not drink, and they make little fortunes, which they intend to carry back to the wife and children, present or to come, in the Flowery Land. There is nothing which is not said against them, but the only thing which can ever be ascertained is that they are industrious, peaceable, frugal, and generally honest. Now, perhaps, our people may think it will still be a long time before the Chinaman becomes a regular and important part of the English community, but it is not at all necessary to weigh the chances of a Chinese invasion. No great question is a local question in these days. England is the very last country which should think that here or there matters much now. She is doing the work of the whole world, and her competitors, as well as her customers, are everywhere. The Chinaman may beat us in the market of the world without leaving his own shores.

If our working men now on "strike" ever read anything but the Reports of Central Committees, Sub Committees, Vigilance Committees, and Meetings of Delegates, they may have noticed, under the head of City Intelligence, on Thursday, a few remarks upon what the Chinaman can be and do at home. A war steamer of 2,700 tons has just been constructed at Shanghai entirely by Chinese artificers, under the guidance of only four Europeans. The same can be done in Japan. Such is the natural docility and adroitness of the people in both those countries, and so steadily do they work, that there is no doubt they can compete with us successfully in many branches of manufacture so as to meet us in our own market as well as in theirs. They have coal and iron. Indeed, nothing whatever hinders them from becoming our most formidable rivals all over the East, the Southern hemisphere, and the shores of the Pacific. Nothing is now wanting but capital, enterprise, and skill; but these are things which in their very nature are bound to no spot and are jealous of restriction. Threaten the capitalist that you will divide his spoil among the many, and he will carry it off to a place of safety, however distant. Threaten the adventurer that, without sharing his risks, you will cry halves, and more than halves, on his find should he happen to succeed, and he will betake himself to some spot where he is safe. Threaten genius and attainment that it shall be simply the working slave of the multitude, and never have that which it can call its own, and it will take wings to the uttermost parts of the earth, if necessary, so as to escape a heartless servitude. Our industrial combinations wield a power beyond their conception. They can do for all England what combinations, before this, have done for many a district in England, changing it from a populous region into a desert, and from a garden into a ruinous heap. The working classes of this country have only to agree, and they can drive away all the elements of wealth and prosperity, except labour and manual skill, to remote regions, where labour and manual skill can be obtained in any quantity. There really is no reason whatever why any man should not sail to-morrow with a few skilled comrades, the proper tools, and the requisite capital, either to China or to Japan, and set up there any manufactory which, under more favourable circumstances, he would have preferred to try at home.

If matters go on as they have gone on lately, the question before us is simple enough. Either enterprise, capital, and skill will go where labour is to be found, or the superabundant labour of other countries will find its way here. Combination believes itself able to deal with the European form of this dilemma, but it can do nothing with a population computed at a third of that of the whole earth, and as new to us as if it had dropped from the moon. It now appears that we on this side of the world have been long under a curious error as to the true character of the Chinese and Japanese. The ethnologists of the last age dwelt much on the rigidity, obstinacy, and immutability of those races. They seemed the backbone and hard skeleton of an old world. They are found rather to have been arrested in the stage of childishness so as to retain the docility of children. It is even conjectured, not without reason, that, as the Japanese seem to have acquired their present civilisation by a great national effort all at once, though long ago, they may become all at once European, at least as regards manners, outward appearances, and mechanical progress. It may not be very pleasant to imagine a vast semi-barbaric imitation of European culture, associated, possibly, with degrading habits and ridiculous beliefs. The ape of a thing, be it ever so good, is always disagreeable. But there would be nothing to offend our taste in the products of Chinese and Japanese industry;

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and their new development might attain the most wonderful results, and change the face of the whole earth. Such immense and sudden developments are almost a law in the history of this globe. How have gunpowder, printing, coal, steam, iron, cotton, the railway, the electric wire, and now the gold discoveries, revolutionised the world! At the very nick of time, when the world seemed to be waiting for it, there comes a discovery or a supply. So just at the moment when all the earth is explored, opened, and united, suddenly there comes an immense number of chi dlike, tractable natures, equal to all the lower functions of industry, eager for them, and long trained to denial, endurance, submission and toil. If our own people do not see this, it is because they have been so engaged in their petty class struggles as to have their eyes shut to the grear current of human affairs. But that China, Japan, and perhaps India, too, have to play a very great part in the affairs of the world is a matter already understood in the United States and our own Colonies, and will soon be so at home.

THE JAPANESE EMBASSY OF 1872.

(STANDARD.)

The embassy of Tomimi Iwakura is not the first mission of Japan to this country. We all recollect the embassy from Japan that visited London somewhat more than ten years since. That embassy, interesting as it was, partook far more of the ordinary characteristics of Oriental missions to the European nations than the present one. It was a consequence of that invasion of the sacred precincts of Japanese civilisation which Commodore Perry had accomplished in 1854. Lord Elgin had followed in the footsteps of the gallant American, and obtained the Treaty of Jeddo in 1858. The Japanese submitted with a certain grace to these strange intrusions of the white men from the East and from the West. The embassy of 1862 was the voice of men asking what it all meant. Since that date Japan has passed through a great crisis, more wonderful if we compare the currents of ideas involved than anything which Western history presents. It is the new Japan—the Japan of the revolution of 1868—that greets the world in the embassy of the great minister Iwakura, and the distinguishing characteristic of this new Japanese era is the marvellous avidity with which the ways and customs, the ideas and sciences of the West are being acquired by Japan. A nation that within the memory of us all had no intercourse with any other people in the world, lived as secluded within its own frontiers as the recluse in the ancient monastery, or the prisoners in solitary confinement, is devoting all its time, and wealth, and energies, to studying the customs and habits of thought of the nations of Europe and America, and introducing their customs and ideas into Japan. It is only a few years since the Japanese law existed which forbad a native of that group of islands to reside abroad. A native Japanese carried by tempest to a foreign coast had on his return to undergo a moral quarantine to purify himself from his contact with the foreigner. Now representatives of Japan meet us in every great city, at every college and university. The Japan of the future is abroad at Washington and Boston, at London, Berlin, and Paris, studying how to build up twenty years' hence the new civilisation that is taking the place of the tradition and culture of a thousand years past. Our knowledge of Japan until recently was derived from the glimpses got of it by the Jesuits, and since their expulsion, two hundred years ago, we knew nothing of it until the present, when we are rapidly becoming better acquainted with it than with any other country of the East.

When the Americans and the Western nations got access to Japan in 1853 they found it slumbering under a most curious feudal system. It boasted, as it boasts still, the most ancient dynasty in the world. The lineage of the Mikado runs back to six hundred years before the Christian Era, and for centuries past the representative of this ancient line had become to the people a mere shadow. He lived within the palace at Kiyoto, surrounded by his relatives and servants, but never seeing the light of day, much less the faces of his subjects. All the power of the State had passed on the Taikun or Tycoon, who—originally a sort of *Maire du Palais*—had become the real Sovereign, leaving the Mikado or Tenno his glorious traditions, a mystic splendour, and a small revenue. Not the least marvellous of the incidents in modern life in Japan is it that the leader who has come to consolidate and direct the revolutionising of Japanese institutions is the representative of this ancient line of Princes so long immured in an unnatural seclusion. The revolution of 1868 crushed the power of the Taikun and elevated the Mikado, withdrawn from the retirement of Kiyoto, to the position of real actual ruler of Japan. Foremost amongst the actors in that revolution was the chief of the present Embassy, Iwakura, who is described as junior Prime Minister of Japan. Hardly less active in the revolution was Kido, another member of the Embassy, who was for some time a fugative from Japan on account of an unsuccessful attempt at revolution previous to 1868.

The exact history of this extraordinary revolution is but little known. Next to the twofold Royalty, the first characteristic of the Japanese Government was the existence of a great body of nobles who represented authority in each locality. The Daimios were the lords of different provinces, and held sway to the number of 600 and odd. The general government of Japan practically rested with these Daimios or their representatives. This power seems, for the most part, to have undergone a process of transfer similar to that of the substitution of the Taikun for the Mikado, and the business man of each Daimio had come to wield the actual power of the district. How far this transfer of power from the Daimios to their agents aided the revolution of 1868 is not clear, but the formal authority of the Daimios was largely exercised on behalf of the Tycoon, and his fall curtailed very considerably the independent rights hitherto claimed for the Daimios, as it exalted the power of the new central Government that had sprung to life and action from the dreamland of Kiyoto. Equally uncertain is it how far the question of the admission of foreigners affected the struggle. The central Government of the Tycoon never directly opposed foreigners, though some of the Daimios and local parties, supposed to be incited by the Daimios, did, as our struggle with the Daimio Satsuma in 1863 proves. But the tendency to cultivate friendly relations with foreign nations seems to have been abroad in Japan, and common to all parties more or less. It was only incidentally that it became the rallying cry or the reproach of the various parties to the great internal struggle of 1868. Since the revolution the greatest impetus has been given to this tendency to remodel all the institutions of the country. Public works of every kind are undertaken, and European laws and customs introduced. The works undertaken by the Government are not like those of many Oriental Governments, for the increase of their own power—works carried out by Europeans, and designed as much against the independence of their subjects and the peace of their neighbours as for the good of the kingdom. The effort of the Japanese Government has been, whenever possible, to get Japanese themselves to enter into these undertakings. To the vast mineral resources of the country, and its advantages of soil and climate, must be added the important fact that it possesses large deposits of coal. When adequate machinery shall have been obtained for the working of these mines, the Japanese will be in a position to take an enormous position in the industrial development of the East. The numerous Japanese resident amongst us testify the quickness of apprehension of the race. They acquire the English language with remarkable fluency. A volume has recently appeared in America, and has been reprinted in this country, which is a strong testimony to the progress the Japanese have made in the study of the outer world. "The Japanese in America" is professedly an account of the Japanese Embassy, its objects and its character, but it gives little information as to Japan itself or its history. The value of the book is chiefly for this glimpse we get of the kind of persons whom this great Oriental population has sent out to learn the ways of the world. More than half the volume is made up of essays in English, written by Japanese students in America. If the English is not always perfect, their apprehension of the nature of American institutions is marvellously correct, and exhibits both study and thought; but the volume would be of more general interest did it give us some account of the Japanese themselves, such as we get from the European point of view in the interesting annual papers from our diplomatic agents in Japan. M. Kanda shows us how a native of Japan could discourse of the customs of his country. "The women always wear white socks, and the men purple ones. It is made so that the big toe is separated from the rest of the toes, in order to hold between them a thong by which the shoes are fastened to the feet." Not a little curious is M. Kanda's description of Japanese cloths, which he tells us are "beautifully dyed" if we compare it with the accounts given by the first European visitors in Japan. "Garish colours" was the European description of ten years since, but now we are more disposed to agree with the language of M. Kanda, and in this matter of colour Europe admits itself instructed by our newly discovered Eastern friends.

After the opening of the ports to foreign trade under the Treaties with England, America, and Prussia, great difficulties arose from the sudden effects produced upon the currency of Japan, and for some years past this has been the most pressing question that engrosses the attention of Japanese politicians. One of the members of this Embassy is specially employed in the study of the financial question, and on its prompt solution depends the commercial progress of the country. The accounts of our Consuls at the Japanese ports all detail the difficulties which beset trading operations both with Europeans and with the Chinese from the present state of the currency; but these difficulties are all attributed to the unusual circumstances in which the country has been placed, not to any want of good faith on the part of the Government. A sense of the importance of public credit, and a scrupulous desire to maintain it, appear to have always characterised the proceedings of the Ministry. Next to the settlement of finance, the extension of public works is the most pressing question, and another member of the Embassy, Hierobumi Ito, represents the Ministry of Public Works. Already we find docks in Japan and telegraphs at work, and some of the most recent news is the opening of a railway near Kanagawa, one of the first of the ports opened to foreigners. Waterworks, drainage, bridges, lighthouses, telegraphs, are some of the results of this Europeanising movement which our Consul at Kanagawa, Mr. Robertson, reports, and the Consuls at Hakodadi and Hiogo describe the same course of things. Mr. Gower tells us that the education efforts of the Government are not confined to the nobles and State officers that are sent abroad to foreign schools and universities. Writing from Hiogo and Osaka in the January of last year, he says, "Free Government schools, with foreign teachers for instruction in languages and natural sciences, are progressing very favourably." These institutions are practical results of that movement which is signalised so oddly by the sight of the present Mikado walking about the streets of his capital in European dress. The unseen of centuries appears before the world in the garb of a European gentleman, and his subjects seem to realise the significance of all this, and enter into his efforts. The one danger as regards the relations of Europeans and Americans with Japan is that of religion. Since the expulsion of the Jesuit missionaries there seems to linger antipathy to and suspicion of all European religions, and it has required some trouble already to obviate this difficulty, but with the progress of cultivation in the country this danger of disturbance may be overcome. It is established by students of Imperial history that the present civilisation of Japan was taken about one thousand years ago from China. It was not developed from the country itself, but imported, superadded upon that feudal system which has long survived, upon that charming art and poetry that still make this country and all its belongings so attractive. The tales of the Ronins, the colours of Japanese pictures, are native products, but the social organisation and the Buddhist and Confucian systems are Chinese. Now, again, Japan undertakes to remodel her whole life according to the experience of other people. If she only grasps Western civilisation with the same thoroughness, and pursues it with the same persistency, the more progressive spirit of that civilisation compared with the Chinese promises a great future to the country.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, AUGUST 19, 1872.

REFORM IN JAPAN.

UNDER the above title—which does not appear to us well chosen, because "*Progress* in Japan" would more accurately describe the subject—the new number of the *Edinburgh Review* contains a lengthy article, of which we give a *résumé* in another column. We must confess that the tone of this dissertation has taken us by surprise—especially when considered in connection with the time-honoured quarterly of the Scottish metropolis. It is enough to make one rub one's eyes to find a dreary piece of special pleading in favour of obstructiveness, not to say retrogression, enclosed in the glorious old "blue and yellow" covers that used to be filled with the earnest, progressive, candid, and truly liberal, essays of such men as BROUGHAM, SYDNEY SMITH, MACKINTOSH, and MACAULAY. Such, however, as our readers will perceive, is the melancholy fact; and we only hope that it has no political significance, as indicating the policy which our Government propose to adopt towards the Japanese Embassy—now hourly expected. Statesmen of every party are anxious to welcome it here with the same cordiality that has been extended to it in the United States, and ready to accept it as one of the most promising signs of the progress of civilisation, and *the* most encouraging fact of the day in reference to the development of our intercourse with the Far East. But—though it must not be forgotten that more than one member of the Cabinet are accustomed to exercise as much influence in the press as in Parliament, and that the *Edinburgh* has on more than one occasion foreshadowed their policy—our present concern is not with the minister but the reviewer. A very few lines will suffice to prove the fallacy of the arguments in the article under notice, to expose the bad taste of its general tone, and to put our readers on their guard against any proceedings that may be suspected to be presumably initiated in it.

The reviewer affects to consider that the Japanese are getting on too fast. He says they are the only nation in the history of the world that has taken five centuries at a stride—he charges them with corruption, insincerity, flightiness, and suspiciousness—he questions the stability of the recent reforms; and hopes "we shall not have cause, some fifty years "hence, to doubt their value." He hints at the possibility that the Americans may not be "playing their cards well," and suggests that they may be looking for some unknown "amount of reward in railway concessions, or mines, or "Custom-house places, over the heads of any rivals for these "good things." This last remark, which seems to us to convey a gratuitous and ungracious insinuation against our American cousins, is dragged in *apropos* of the sensible and genial observation of Mr. DE LONG, U.S. Minister in Japan, that "the present situation of Japan appeals strongly to all "well-wishers to the race; that no impediments nor difficulty, either social, moral, political, or religious, be placed "in the way of her progress. We need only show her people "the effects of Western civilisation in a kindly and courteous "spirit, without needlessly exciting prejudices in so doing." What is there to carp at in a sentiment like this, the justice and wisdom of which are as universally recognised in this country as in the United States?

But this is not the worst. The reviewer proceeds—inconsistently enough, after his admission of the Japanese "stride" over five centuries—to describe them as an "inferior" race, and to caution us against "forcing" our improvements on them—"*thrusting* upon them either men or measures "for the sudden development of a nineteenth century "civilisation, *as it is worked in America or Europe;* and "for which they are *wholly unprepared*—if not *otherwise* "*unfit*"—and so "over-riding their spirit of *independence.*" This is the strangest reasoning we ever read. How can the Japanese be "wholly unprepared" for the civilisation which they are travelling round the globe expressly to study? How can we be said to "thrust" upon them inventions the value of which they perceived so readily that they engaged large numbers of our countrymen to introduce them in Japan, and now are coming to England to acquire more? And how can a people that clears five centuries at a "stride" have its "independence over-ridden" by a friendly Power, only anxious to impart its information and its attendant blessings to its welcome guests?

Thus far we drift through the *Edinburgh* article without perceiving what the writer is aiming at. We are conscious of a tedious course of false argument and ungracious reflections, but we are at a loss to understand what it is that our mentor would have us do. Just at the close he lets out his secret with much pomposity. "It is, 'he says,' the in-"terest of every Treaty Power to instruct their repre-"sentatives at the Court of the Mikado to set before "the Ministers of his Government *the advantages of steady* "*progress over undue speed.*" That means that they had better put out their gas, pull up their rails, cut their telegraph wires, sink their steamers, lock up their young men, and, like MACBETH, "seek to know no more" until it pleases the *Edinburgh* to dole out a modicum of information. Evidently feeling satisfied that this reasonable proposal will be universally accepted by a grateful public, the reviewer proceeds:—"*It should not be difficult* for Sir HARRY "PARKES, on his return to his post, to convince them of the "impossibility of adopting at once in a country like Japan, "the institutions of a foreign land, which have been evolved, "by a slow and natural process, from European minds, &c." Whether it would, or would not, be "difficult" for Sir HARRY PARKES to accomplish this grateful task, we feel very sure that he is the last man who would consent to undertake it. Fancy what History would say in the year 2500 or thereabouts:—"Towards the close of the 19th century, a violent reaction "in favour of ignorance took place; and all British Ministers "abroad were instructed to check progress to the best of "their ability." This is the *reductio ad absurdum*, but it seems to us to represent the exact facts of the case. The *Edinburgh* reviewer would place us in the position of a schoolmaster who would prohibit the most promising boy in his school from learning anything more. It is really matter of regret that such antiquated twaddle should emanate from the "modern Athens." Our consolation is that it will do no harm—except to the important periodical in which it appears. It is impossible even for past *prestige* to check the rising tide of civilisation; and, as the *Edinburgh* reviewer has elected, on this occasion, to play the part of Mrs. PARTINGTON instead of that of CANUTE, he may rest assured that when his article finds its way to the Japanese Embassy, as it assuredly will—he will have succeeded only in stimulating the ardour he has endeavoured to repress. The Japanese will pursue their adoption of all that they discover valuable in Great Britain; and when periodical literature is introduced into Japan, it is certain that its style will *not* be copied from that of the *Edinburgh* reviewer.

OUR means of telegraphic communication with the United States will be increased in the course of next summer by the addition of a fourth Atlantic cable to those now in existence. The new cable is now being manufactured by the Telegraph Construction Company for the French Atlantic Telegraph Company, and will be laid by the *Great Eastern* between Falmouth and New York, *via* Halifax.

THE appointment of Don D. S. GILKISON as Spanish Consul at Galle has been approved of by the QUEEN.

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THE JAPANESE EMBASSY.

On the morning of the 15th January last the Pacific mail steamer *America* arrived at San Francisco, having on board 107 Japanese passengers, of whom forty-nine constituted the Embassy, while the remainder consisted of five young ladies and fifty-three young gentlemen and servants, who were accompanied by the Hon. Charles E. De Long, American Minister to Japan, and his family, and W. S. Rice, Esq., Interpreter of the United States Legation in Japan. The Ambassador, Terashima Muenori, accompanied by his private secretary, Kinso, and three of the secretaries to the Embassy, arrived in Liverpool by the Cunard steamer *China* on the 11th inst., and proceeded to London. On the following day the Minister, accompanied by Sir Harry Parkes and Mr. Aston, interpreter to the Embassy, proceeded to Osborne, and having been introduced to the Queen by Earl Granville, presented his credentials as Envoy Extraordinary and Minister Plenipotentiary from the Mikado, to which post he was recently appointed. He will remain as permanent *Charge, d'Affaires* in London. The main body of the Embassy, headed by Iwakura and Kido, arrived at Liverpool by the Cunard steamer *Olympus* on the 17th inst. On their arrival they were met by General Alexander, representing the Government, the Mayor of Liverpool, and the Secretary to the Chamber of Commerce, who presented the following address to Iwakura :—

The Council of the Liverpool Chamber of Commerce beg most respectfully to offer to yourself and the other members composing the Embassy a hearty welcome to the United Kingdom. The Council have reason for congratulating themselves and the commercial community they represent upon the arrival in this country of an Embassy consisting of ministers and nobles who are distinguished as the most eminent amongst the statesmen of the Japanese Empire. The Council hail with the utmost satisfaction a mission which has for its object the establishment of the most intimate and friendly relation, between the Japanese Empire and the United Kingdom, and the increase of the commerce between the two countries. It is also the good fortune of the Council to welcome to their shores the representatives of the most progressive nation on the globe—a nation strong in patriotic feeling, full of courage as well as devotion to their country, highly gifted among Eastern races, and of a natural intelligence which has no superior.

The Council of the Liverpool Chamber of Commerce, representing as they do the merchants of the greatest mercantile port of the United Kingdom, desirous of testifying in some measure to the high sense they entertain of the visit and the objects of the Embassy to the United Kingdom, most respectfully request the honour of his Excellency's company, and the company of the other members of the Embassy, at a banquet in Liverpool, whenever their engagements will allow of the invitation being accepted by them, the time being left to be fixed by the Embassy themselves.

The Embassy, of which the following is the official list, is now quartered at the Buckingham Palace Hotel :—

Names and Rank.	Official Position in Japan.
Ambassadors Extraordinary.	
Sionii Tomomi Iwakura	Junior Prime Minister.
Terashima Muenori	Vice-Minister for Foreign Affairs.
Vice-Ambassadors Extraordinary.	
Jussammi Takayossi Kido ...	Councillor of State.
Jussammi Tossimitsi Okubo ...	Minister of Finance.
Jushie Hirobumi Ito	Acting Minister of Public Works.
Jushie Massouka Yamagutsi ...	Assistant Minister of Foreign Affairs
First Secretaries.	
Yaskazou Tanabé	Foreign Department.
Noriuki Gah	Do.
Atsnobou Shioda	Do.
Ghen-Itsiro Foukoutsi	Treasury Department.
Second Secretaries.	
Hiromoto Watanabe	Foreign Department.
Termori Comatz	Do.
Tadas Hyash	Do.
Keljiro Nagano	Do.
Third Secretary.	
Quando Kawage	Foreign Department.
Fourth Secretaries.	
Massatsné Ikeda	Educational Department.
Tadatsné Ando	Foreign Department.
Private Secretary to Chief Ambassador.	
Kounitaké Kinso	Clerk to the Legislative Code.
Attache.	
Yassi Nomoura	Foreign Department.
Commissioners connected with the Ambassadors.	
Jushie Takanori Sassaki	Acting Minister of the Judicial Department.
Jussammi Mitsitomi Higassikouzé	Chief Chamberlain of the Imperial Court.
Jugoi Akiyossi Yamada	Brig.-Gen. of the Imperial Army.
Mits-Aki Tanaka	Commissioner of the Bureau of Census, Treasury Department.
Fouzimar Tanaka	Chief Clerk of the Educational Department.
Tame[illegible]ijida	Commissioner of Dockyards, Public Works Department.
Nobouyossi Nakayama	Vice-Governor of Hiogo.
Yassoukaz Yassouba	Deputy Commissioner of Revenue.
Jushie Yassounaka Itsoutsouzi ...	Assistant Director of Ceremony, Imperial Court.
Tadakats Outsmi	Secretary to the Governor of Kanagawa.
Yossikazou Wakayama	Treasury Department.
Hissom Abé	Do.
Morikata Oki	Do.
Kazounari Souguiyama	Do.
Noriyas Tomita	Do.
Nagamassa Yo Io	Do.
Kasoumitsi Harada	War Department.
Noritsougou Nagayo	Educational Department.
Nagamoto Nakassima	Do.
Massatsna Kondo	Do.
Waro Imamoura	Do.
Kimihira Outsimoura	Do.
Takato O-Sima	Public Works Department.
Fourou Ouriu	Do.
Také-Akira Nakano	Judicial Department.
Siguetossi Oka-Outsi	Do.
Yossinari Hiraka	Do.
Houmiakira Nagano	Do.
Tsounemits Mourata	Imperial Court.
Yossinaga Takatsouzi	Do.
Hiroyas Kagawa	Do.

OUR CONSULAR SERVICE ABROAD.

(Pall Mall Gazette.)

Our Consuls abroad are appointed to protect a trade almost indefinite in extent, and with powers of development apparently unlimited, so that it cannot be urged that their office is unimportant or non-productive as regards the commercial power and prosperity of the Empire. Their case is a very simple one; it is only that of the Warwickshire labourers over again, minus some of the advantages possessed by the latter. It means that, whereas the price of rent, meat, milk, bread, clothes, and indeed all the necessaries of life have enormously increased, their wages have remained the same. The labourer, however, has power to strike; he is aided in this by trade unions already in flourishing existence, not only aided by money, but sustained by their sympathy and counsel; he has the parish to resort to if he fails; he has no obligation to keep up a position, to wear a costly uniform, or to entertain chance travellers, nor has he as yet to undergo an examination before he follows the plough; and even when the new school boards have worked their will and done their best or their worst for him, though he never obtains more than a certificate of final incompetency as a scholar, if he is a handy workman the farmer will employ him nevertheless. Lastly, he may migrate to another county and obtain better wages there without any injury to his prospects in life. In all these respects the Consul is at a disadvantage with the Warwickshire labourer. The price of everything has again risen, but his salary has not only not been raised, but has in the aggregate been distinctly lowered, and, if we take into consideration the fall in the value of gold, lowered enormously. Leaving out of the estimate the Consular expenses in China, we find that the cost of our Consular establishments, which was in 1860-61 £168,239, is calculated for 1872 at £172,913. Meanwhile the amount remitted in fees to Government has trebled, and our trade has increased steadily and largely. The cost from 1860 rose progressively up to 1868, and, as we think, very properly, since prosperous management should ensure liberal reward. It was then £171,178; since that date it declined, rose, fell again; and so it is that now we only pay our trade representatives about £4,000 more than we did ten years ago. "All Consuls are paid," says Mr. Hammond: "that is to say, there is a salary assigned to them, and they receive it; whether they are able to subsist on it is a very different thing. . . . . The pay allowed by the country is not adequate for the maintenance of persons as a general rule." And then follow some examples of stinginess which are really painful for an Englishman to read (*vide* question 1,569, second report). As being Her Majesty's commissioned servant, honour and *esprit de corps* forbid him to strike; and as to the question of forming a union, he has neither leisure nor opportunity of discussing the matter with his colleagues. For him there exist no Odgers or Archers to stump the world in his behalf. He has now to pass an examination in order to obtain even the chance of an appointment at all. He cannot migrate or exchange without permission. If he elects to strike or resign, it is final; he loses his employment at once and for ever, and he has in addition the unholy temptation to discontent, which, on the whole, the Warwickshire labourers have not. He sees, as plainly as figures can show him, that, whereas his wages are often actually less, but almost always less in proportion, his employers (the Government) are making from 30 to 50 per cent. profit on the trade that he is hired to superintend. The consequence of all this is that annoyance, grumbling, and discontent permeate the service. The Consuls have represented their grievance in a studiously respectful form, and only, so to speak, on invitation thereto, but we have seldom read more discreditable examples of unwise parsimony in all the long list of short-sighted economies effected by the present Government than those disclosed by the reports of the select committee recently engaged on the subject. These Blue-books are the stones dealt out to the unhappy Consuls instead of bread, for, so far as we can find, hardly one of the suggestions made by previous committees for the improvement of the service has been acted upon. We have before dealt with their grievances in these columns, therefore not to weary our readers we will briefly enumerate them in chief. Though representing one of the largest commercial nations in the world, they are formally advised in their instructions that they are distinct from and inferior to the diplomatic corps. "The

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Consular service is, in fact, strictly subordinate to the diplomatic service; . . . the diplomatic representatives are invested with full authority and control over Her Majesty's Consular officers." We quote from the general instructions issued to every English Consul, and we may add that he is in this respect at a great disadvantage in point of position power, and dignity with his colleagues of France, Austria, Italy, Germany, &c. Again, formerly the Consuls retained all fees instead of salaries, and were allowed to trade, and in this way realised good fortunes. For example, in 1858 the Consul at Bordeaux dealt in valuable wines, in which respect, no doubt, his official position would afford him great facilities, and he thereby doubled his official income, which was then £600, derived from fees. Since that time he is deprived of fees and power to trade, but has a salary of £700. Meanwhile prices have so risen that £1,200 now goes no further than £600 did in 1858. There are very few cases, indeed, now where Consuls are allowed to trade, but the salaries awarded to them in exchange are so low that in all the reports we cannot find anything to contradict the unanimous testimony that it is utterly impossible to subsist on them without private means. Promotion is quite a matter of chance, or, properly speaking, of interest, and there is in consequence no encouragement for zeal, emulation, and ability which exist in the Consular service of all other European countries—France, Germany, Italy, &c. No allowance is made, as in France and Spain, for service in unhealthy stations, and consequently a Consul without patronage and interest may stagnate in the swamps of South America or die of yellow fever on the coast of Africa long before he can acquire the right to a pension, or, as in other countries, a provision for his widow and child, with free passage home. In the Consular service in most other countries income and other taxes are paid for the Consul by his Government; but this is not the case in our own, and so many pence in the pound are duly deducted from already inadequate salaries. It is almost necessary for personal utility that a Consul should take in the leading journals of the place where he resides, and that he should at least see some of our own, say the *Shipping Gazette* and *The Times*. It is also advisable that he should maintain a fully-informed correspondence with this country. Facilities for the former have never, we believe, been granted, and latterly, by a singularly short-sighted economy, our Consuls are now compelled to pay full postage. Writing from Copenhagen, Mr. Crowe says:—"The abolition of the foreign agencies, and the withdrawal of the regular Queen's messenger, have, so far as this Consulate is concerned, resulted in a total deprivation of all postal facilities, or, in other words, to a reduction of income of between £20 and £30. *The Times* and *Shipping Gazette* alone cost, with postage to Copenhagen, £15 1s. 8d. per annum." Yet in other countries the Consuls are *abonnés* by their Governments for the principal journals, and their postage is always defrayed by the State. In only one case do we find that the allowance made for office expenses is sufficient to defray what is actually paid. "An unfurnished brick building, large enough for a married couple with two children, costs here £220," says the Consul at Savannah. "All contingent expenses are on the same scale, so that, as a house for me is out of the question, I am now living with my wife and one child in one room at the cheapest boarding-house I can find, and even with this economy it is difficult for me to pay my way." Not here lives, but here starves. Her Britannic Majesty's Consul, would seem to be the appropriate address beneath our flag if this is the treatment a great and wealthy nation accords to her servants. So far as the Consular Reports are as yet published, from all alike, from France, Italy, Greece, Denmark, Germany, Austria, Belgium, America come the same urgent complaints; the same griefs are formulated, the same discontent is expressed—the discontent of men who feel that, while faithfully discharging their duty, they are treated not only ungenerously, but unjustly in return for expenditure often far beyond their means and services not included in their contract, but given unsparingly for the honour of the national flag of which they are the representatives. This unanimity of complaint cannot be either accident, design, or coincidence. The solitary exception to which we have adverted—the one amazing Consul who has no complaint to make, and whose office-rent costs less than the Government allowance—is Vice-Consul Malcolm M'Gregor, presumable a Scotchman, and he has only been in the service about three years.

Monetary and Commercial.

The shipping community in the north anticipate that the Board of Trade will make further persistent efforts to induce some powerful interposition with the Suez Canal Company, with a view to obtain the abolition of the increased tariff recently imposed. The following resolution was passed by the Newcastle and Gateshead Chamber of Commerce at a meeting held last week:—

That, as this Chamber cannot concur in the opinion expressed in the House of Commons on the 5th inst. as to the meaning and effect of the concession to the Suez Canal Company, and its right to levy the proposed increase of dues, and having regard to the terms of the letter of the Foreign-office, dated 31st July, 1872, and the importance of the question, respectfully appeals to the Foreign-office to permit a deputation from the Chamber to wait upon their lordships at an early day; and that if possible the deputation should have an opportunity of meeting the law officers of the Crown.

The Chamber also passed the following resolution:—

That, as it appears from the letter received from the Foreign-office by the Newcastle and Gateshead Chamber of Commerce, that the law officers of the Crown are of opinion that the words *tonneau de capacite des navires*, in the Act of Concession to the Suez Canal Company, may be fairly construed to mean the gross tonnage of the vessel, after the deduction has been made of the space for the engines and coal bunkers, this association earnestly urges upon Her Majesty's Government the desirability, and the great importance to the shipping and commerce of this country, of their taking all possible measures to secure the adoption of that construction of the Act of Concession.

The London manager of the Hong Kong and Shanghai Banking Corporation has received a telegram from the head office at Hong Kong announcing that the half-yearly meeting of the shareholders was held there on the 14th inst., when the usual dividend of 12 per cent per annum was declared for the half year ended 30th June last, and the sum of $122,500 carried forward to the new profit and loss account.

The Secretary of the Colombo Gas and Water Company has received a telegram announcing that Colombo was successfully lighted with gas on the 10th inst.

Messrs. Schröder and Co. announce that they are prepared to deliver definite bonds in exchange for the fully paid Scrip of the Amoor River Navigation Company on and after the 19th inst.

The demand for Bar Silver is inactive, and the quotation has declined to 5s. per oz. Mexican dollars remain as last quoted, the old coinage at 5s. 2¼d., the new at 5s. per oz.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th Aug., 1872, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

Plain Cottons.—Export for the month ended 16th Aug., 1872, 2,517,012 yards; for the twelve months, 85,170,524 yards; for the twelve months, 1871, 113,794,722 yards; for the twelve months 1870, 50,427,789 yards. Decrease for 1872 against 1871, 28,624,198 yards.

Coloured Cottons.—Export for the month ended 16th Aug., 1872, 161,250 yards; for the twelve months, 1,940,959 yards; for the twelve months, 1871, 13,334 910 yards; for the twelve months, 1870, 4,635,314 yards. Decrease for 1872 against 1871, 11,393,951 yards.

Printed Cottons.—Export for the month ended 16th Aug., 1872, 106,020 yards; for the twelve months, 3,021,967 yards; for the twelve months 1871, 2,000,946 yards; for the twelve months, 1870, 2,035,438 yards. Increase for 1872 against 1871, 1,021,921 yards.

Cotton Yarn.—Export for the month ended 16th Aug., 1872, 204,000 lbs.; for the twelve months, 8,331,248 lbs.; for the twelve months 1871, 10,832,946 lbs.; for the twelve months 1870, 7,663,415 lbs. Decrease for 1872 against 1871, 2,498,698 lbs.

SHANGHAI.

Plain Cottons.—Export for the month ended 16th August, 1872, 14,182,737 yards; for the twelve months, 312,358,332 yards; for the twelve months 1870, 369 764,259 yards; for the twelve months 1869 240,878,048 yards. Decrease for 1871 against 1870, 57,405,927 yards.

Coloured Cottons.—Export for the month ended 16th August, 1872, 749,648 yards; for the twelve months, 8,524,093 yards; for the twelve months 1871, 8,125,748 yards; for the twelve months 1870, 14,070,944 yards. Increase for 1872 against 1871, 398,345 yards.

Printed Cottons.—Export for the month ended 16th August, 1872, 537,240 yards; for the twelve months, 9,194,903 yards; for the twelve months 1871, 2,424,440 yards; for the twelve months 1870, 6,481,924 yards. Increase for 1872 against 1871, 6,770,463 yards.

Cotton Yarn.—Export for the month ended 16th August, 1872, 16,000 lbs.; for the twelve months, 949,050 lbs.; for the twelve months 1871, 371,282 lbs.; for the twelve months 1870, 582,340 lbs. Increase for 1872 against 1871, 577,768 lbs.

JAPAN.

Plain Cottons.—Export for the month ended 16th August, 1872, 2,830,172 yards; for the twelve months, 224,44,405 yards; for the twelve months 1871, 47,064,331 yards; for the twelve months 1870, 20,872,568 yards. Decrease for 1872 against 1871, 24,619,926 yards.

Coloured Cottons.—Export for the month ended 16th August, 1872, 351,631 yards; for the twelve months, 2,266,508 yards; for the twelve months 1871, 2,473,015 yards; for the twelve months 1870, 2,647,988 yards. Decrease for 1872 against 1871, 206,507 yards.

Printed Cottons.—Export for the month ended 16th August, 1872, 138,902 yards; for the twelve months, 1,381,643 yards; for the twelve months 1871, 740,339 yards; for the twelve months 1870, 1,002,988 yards. Increase for 1872 against 1871, 641,304 yards.

Cotton Yarn.—Export for the month ended 16th August, 1872, 2,599,130 lbs.; for the twelve months, 12,946,989 lbs.; for the twelve months 1871, 10,651,741 lbs.; for the twelve months 1870, 8,639,547 lbs. Increase for 1872 against 1871, 2,295,248 lbs.

SINGAPORE AND PENANG.

Plain Cottons.—Export for the month ended 16th August, 1872, 4,764,524 yards; for the twelve months, 64,122,189 yards; for the twelve months 1871, 71,308,527 yards; for the twelve months 1870, 37,614,254 yards. Decrease for 1872 against 1871, 7,186,338 yards.

Coloured Cottons.—Export for the month ended 16th August, 1872, 256,643 yards; for the twelve months, 4,871,547 yards; for the

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twelve months 1871, 8,115,818 yards; for the twelve months 1870, 8,568,995 yards. Decrease for 1872 against 1871, 3 244,271 yards.

Printed Cottons.—Export for the month ended 16th August, 1872, 187,499 yards; for the twelve months, 4,108.348 yards: for the twelve months 1871, 4,338.960 yards; for the twelve months 1870, 6,068,474 yards. Decrease for 1872 against 1871, 230,612 yards.

Cotton Yarn.—Export for the month ended 16th August, 1872, 138,400: for the twelve months, 1,675,455 lbs.; for the twelve months 1871, 3,307,577 lbs.; for the twelve months 1870, 2,909,889 lbs. Decrease for 1872 against 1871, 1,632,122 lbs.

BATAVIA.

Plain Cottons.—Export for the month ended 16th August, 1872, 2,113.464 yards; for the twelve months, 20,739,122 yards; for the twelve months 1871, 17,533,009 yards; for the twelve months 1870, 14,454,061 yards. Increase for 1872 against 1871, 3,206,113 yards.

Coloured Cottons.—Export for the month ended 16th August, 1872, 1,138.496 yards; for the twelve months, 9.620,848 yards; for the twelve months 1871, 10,982,258 yards; for the twelve months 1870, 10,298,021 yards. Decrease for 1872 against 1871, 1,361,410 yards.

Printed Cottons.—Export for the month ended 16th August, 1872, 1,674,078 yards; for the twelve months, 11,391,952 yards; for the twelve months 1871, 12,469,794 yards; for the twelve months 1870, 7,219,891 yards. Decrease for 1872 against 1871, 1,077,842 yards.

Cotton Yarn.—Export for the month ended 16th August, 1872, 21.510 lbs.; for the twelve months, 433,224 lbs.; for the twelve months 1871, 736,918 lbs.; for the twelve months 1870, 342,960 lbs. Decrease for 1872 against 1871, 303,694 lbs.

MANILA.

Plain Cottons.—Export for the month ended 16th August, 1872, 539,551 yards; for the twelve months, 10,445,943 yards; for the twelve months 1871, 10,954.917 yards; for the twelve months 1870, 21,463,186 yards. Decrease for 1872 against 1871, 508,974 yards.

Coloured Cottons.—Export for the month ended 16th August, 1872, 622,526 yards; for the twelve months, 7,608,089 yards; for the twelve months 1871, 7,927,577 yards; for the twelve months 1870, 10,175,009 yards. Decrease for 1872 against 1871, 319,488 yards.

Printed Cottons.—Export for the month ended 16th August, 1872, 6,000 yards; for the twelve months, 315.114 yards; for the twelve months 1871, 630.048 yards; for the twelve months 1870, 1,568,180 yards. Decrease for 1872 against 1871, 314,934 yards.

Cotton Yarn.—Export for the month ended 16th August, 1872, 47,000 lbs.; for the twelve months, 506,641 lbs.; for the twelve months 1871, 432,761 lbs.; for the twelve months 1870, 371,220 lbs. Increase for 1872 against 1871, 73,880 lbs.

CEYLON.

Plain Cottons.—Export for the month ended 16th August, 1872, 1,497,621 yards; for the twelve months, 29.039,772 yards; for the twelve months 1871, 27,897,315 yards; for the twelve months 1870, 22,817,648 yards. Increase for 1872 against 1871, 1,142,457 yards.

Coloured Cottons.—Export for the month ended 16th August, 1872, 168,931 yards; for the twelve months, 1,890,534 yards; for the twelve months 1871, 2,947,925 yards; for the twelve months 1870, 2,323,405 yards. Decrease for 1872 against 1871, 1,057,391 yards.

Printed Cottons.—Export for the month ended 16th August, 1872, 630,759 yards; for the twelve months, 4,244,594 yards; for the twelve months 1871, 1,944,243 yards; for the twelve months 1870, 2,543,255 yards. Increase for 1872 against 1871, 2,300,351 yards.

Cotton Yarn.—Export for the month ended 16th August, 1872, 12.500 lbs.; for the twelve months, 157,612 lbs.; for the twelve months 1871. 372,749 lbs.; for the twelve months 1870, 450,443 lbs. Decrease for 1872 against 1871, 215,137 lbs.

ARTICLES OF IMPORT.

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TEA.

Messrs. Capel and Co.'s Circular says:—

There has been a steady market during the past week. Importers continue to hold firmly, whilst there have been a few speculative purchases of good medium black-leaf Congou, which has tended to strengthen the market for these descriptions, the trade also buying them with more confidence. Kaisow kinds have been more irregular; the brisk Saryune kinds have been in fair request, but the plain Kaisow kinds difficult of sale; fine to finest have been sold to a fair extent from 1s. 10d. to 2s. 4d. per lb. In old Teas business continues limited at about previous prices. The deliveries for the week have amounted to 3.765,151 lbs., against 2,496,732 lbs. last year.

Black.—Red-leaf kinds: Siftings and broken-leaf kinds show no change. Fair to good common have been in fair request for export at previous prices. Fair to good Kaisows from 1s. 2d. to 1s. 6d. have been dull of sale. Saryune kinds have been inquired for with briskness from 1s. 4d. to 1s. 7d. per lb.; fine Kaisows have sold from 1s. 10d. to 2s. 4d., being previous rates; a few packages extra choice have sold from 2s. 6d. to 2s. 8d. Pak Lin kinds show great depression, some fine realised, at public sale, only 1s. 8d. to 1s. 8½d. per lb., showing a further decline of 1d. to 2d. per lb. Black-leaf kinds: Old season's show no change. Fair to good of new import have sold from 1s. 2½d. to 1s. 7d., fine from 1s. 8d. to 2s., finest 2s. 1d. to 2s. 7d. per lb., these latter showing a slight advance. New-make Congous: further sales, ex Diomed, have been made at 11½d. per lb., being fully last week's prices. Oolongs and Souchongs remain difficult of sale at about previous rates. Scented Teas: Canton Capers remain much as before, the finer kinds being still in fair request, but common to medium difficult of sale. Foochow kinds show no alteration. Canton Orange Pekoes remain much as last week, with a limited inquiry. Foochow kinds have been difficult of sale at about 1d. per lb. decline, the scent being indifferent. Uncoloured Japans: common to fair have been neglected; good to fine in moderate demand *Green:* There have been no fresh arrivals, and business consequently remains on a very retail scale. Canton kinds have sold to some extent at public sale from 1s. 2½d. to 1s. 4½d. per lb., being rather lower; the finer kinds have, however, been better maintained.

SILK.

The market is still inactive, but there is some appearance of business close at hand, there having been rather more inquiry within the last day or two. The interval has been extremely quiet, the only actual business having been in good to best No. 4 Tsatlee at 27s. to 27s. 6d.; lower grades are without inquiry, but without alteration in quotations. Canton Silk is equally quiet, and there have been no transactions of moment as yet in new arrivals; 19s. to 19s. 6d. continues to be the quotation for market Tsatlee, but without actual sales. Japan is dull and uninquired for. Deliveries have been rather small this month, but it being partly a holiday season may account in some measure for the decline in figures. Deliveries, 1st to 14th August, China, 1,094; Canton, 244; Japan, 388; Bengal, 154. Total, 1,880 bales.

COFFEE.

Large supplies of Plantation Ceylon have been placed on offer during the week, and considerable transactions have been effected, but prices have been irregular, and at the close may be said to rule 6d. to 1s. per cwt. below those of last week, the last rates being—triage 73s. to 77s., small 77s. 6d to 80s., low middling 80s. to 81s. 6d., middling 82s. to 84s., good middling 85s. to 85s. 6d., good bold 87s. 6d. to 90s. 6d., pea-berry 93s. to 99s. 6d. No transactions are reported in Native Ceylon, Manila, Java, or Singapore.

The Dutch Trading Company announce their next public sale for the 28th inst., when 82,600 bags Java, &c., will be offered.

SUGAR.

Heavy landings at the four chief ports appear to have an unfavourable influence on the market on the spot, and the tone has become very quiet, sales on the spot being very moderate, and prices only just sustained. Steady rates are obtainable for floating cargoes, but no business has been reported. There have been no transactions in East India kinds; offers of 7,946 bags date Penang, per Hector, were all bought in at 23s. to 25s., also 175 bags low soft yellow (duty 4s. 9d.) at 30s.

China Preserved Ginger.—Of 50 cases Samshing offered 10 cases sold at 7½d., the remainder being bought in at 8d. per lb.

Cocoa-Nut Oil.—The market for Ceylon is firm at £36 for fine quality; of 216 casks offered by auction 151 casks sold, brown £34, brownish £34 5s., yellow to fine £34 10s. to £35 5s., one lot at £35 10s.

Cutch continues quiet; Lion brand Pegu has been bought in at 26s.

Gambier.—The market is very firm, and prices still show an upward tendency; for arrival sales to a large extent have been effected up to 23s. 9d. per cwt., and on the spot the quotation is 24s. 6d.

Hemp.—Market for Manila dull, and but little business done during the week.

Pepper.—*Black:* At the public sales Penang sold at easy rates, while Singapore was dull of sale and was bought in at 6¾d. to 7d.; West Coast Penang sold at 6¼d to 6⅜d, Trang at 6⅜d. to 6½d. *White:* In auction Singapore sold at easier prices, viz., mixed brownish to fair at 1s. 1¼d. to 1s. 1½d.

Rice.—Rather more demand has prevailed on the spot at steady rates, and for arrival further sales have been effected at firm prices. On the spot Askoolie has been sold at 10s. 3d. ex quay, Necransie at 9s. 1½d. quay terms, Ballam at 8s. 9d. The following floating cargoes have been sold:—The L. Semino 905 tons Rangoon arrived off coast at 9s. 10½d. Continental terms, the steamer Good Hope 1,500 tons Necransie at 9s. 7½d. Liverpool quay terms, the arrived cargo per Hercules 815 tons Bassein at 9s. 7½d. ex ship London, a cargo of 900 tons Rangoon, July shipment, at 9s. 10½d. ex ship London, two cargoes of about 800 tons each Rangoon, July-August shipment, at 10s. open charter, the Hudson 860 tons Bassein April sailing at 10s. 3d. Liverpool quay terms, the Petit Poucet 1,510 tons Necransie April sailing at 9s. 7½d. Liverpool quay terms, and two cargoes, together 4,000 tons Rangoon, sold in Liverpool, August-September shipment, at 10s. 4½d. quay terms for that port direct.

Spices.—A fair amount of business has been done at last quoted prices.

Tin.—Since our report of the 9th inst. Straits has receded to £142, but within the past few days the price has recovered, and the closing quotation is £147 per ton. Banca stands at £158, Billiton at £152.

ARTICLES OF EXPORT.

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METALS.

Iron.—Welsh: Rails, £12 10s. to £13 10s. Bars, £13 10s. to £13 15s. Staffordshire Best: Bars, £16 10s. to £17; Nail Rods, £16 10s. to £17; Hoops, £18; Sheets, £20 to £24; Scotch Pig, No. 1, £6 15s. to £7 10s.; Swedes, Bars, Hammered, £16; Swedes, Steel in kegs, ½ and ⅝ in., £18.

Yellow Metal.—Sheets, 4 by 4 ft., 9¼d. to 9¾d.; Sheathing and Rods, 9¼d. to 9¾d. per lb.

Tin.—English Refined, £158 to £160. Tin Plates: Charcoal I C, per box, 45s. to 48s.; Coke, 42s.

Lead.—W.B., nominal; do., other brands, £19 15s to £20; Spanish, soft, ex ship, £19 5s. to £19 10s.; Sheet, £21; Shot (kegs extra), £23; White, do., £27 10s.: Red do. £23 5s.

Spelter.—Silesian, £23 to £24; English, smelted from ores, £23 10s.

Quicksilver.—In bottles of 75 lbs. each, £13 10s.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Shot.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass	Brandy.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Tar and Pitch.	Gunpowder.	Earthenware & Glass.
				Tons.	Tns.	Tons.	Tons.	Tns.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	Brls.	lbs.	£
Ivanhoe	Japan	London.	July 27	...	195	...	...	5	...	...	10	85	£30	...	...	...	1367	345	40000	...	1	40	...	...	89	...	257	...	175	...	344	320	...	84	307
Shun Lee	Colombo	,,	,, 31	...	101	132	...	...	11	1	1436	1653	9600	...	...	...	...	...	4928	24	15	36	1755	2290	2379	...	757	...	158	22	...	...	50	...	327
Dunelin	Do.	,,	Aug. 2	...	52	55	...	...	8	5	...	954	59000	123	...	...	...	...	...	...	327	77	3590	3225	2304	666	1146	720	...	260	...	...	125	2700	540
Union	Batavia	,,	,, 3	...	105	60	3	20	...	...	60	1364	119693	66701	...	...	...	...	1200	...	...	...	230	...	...	742	54	...	47	...	...	...	100	10560	2001
Jorgen Bruhn	Java	Livrpool	,, 2	40	204	71	...	...	...	...	240	1320	157500	107513	...	456	...	621	15600	20	...	95	...	...	...	468	...	...	...	...	...	...	...	...	2338
Amicitia	HongKong,&c.	Glasgow	July 31	...	...	...	...	...	...	...	...	272	33720	42403	162	1025	239	...	...	...	...	40	...	...	...	...	12	150	28	344	...	...	...	...	215

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Candles and Soap.	Hams, Cheese, and Butter.	Oilmens' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		Cwt.	Cwt.	£	£	Cwt.	£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Ivanhoe	Japan	...	...	42cwt.	72	...	241	25	52	201	132	...	...	5	88	1cs.	...	...	...	...
Shun Lee	Colombo	9	16	17 & 1cwt.	224	2	...	...	...	...	11	...	...	30	...	43	...	...	...	11
Dunelin	Do.	43	...	399	113	...	...	230	8	120	82	...	37	94	...	98	...	...	123& 2cs.	10
Union	Batavia	2619	...	244	68	...	...	27	...	...	...	...	...	8	82	1350	...	...	...	210
Jorgen Bruhn	Java	...	...	7	...	...	...	...	...	...	178	...	50	...	...	160	...	...	...	...
Amicitia	Hg.Kong,&c.	...	...	...	...	...	...	...	...	...	128	...	...	...	...	...	...	...	...	...

ADDITIONAL.—Per IVANHOE.—Matches, £240; cement, £544; effects, £29.

Per SHUN LEE.—Railway materials, £1,895; grease, £620; cement, £345; manure, £395; clocks, £116; goods, manufactured, £25; casks in shooks, £150; staves, £45.

Per DUNELIN.—Cement, £252; corks, £12; philosophical instruments, £12; matches, £261; sugar, 10 cwt.; effects, £26; zinc, 1 ton.

Per UNION.—Cement, £234; matches, £125; effects, £11; goods, manufactured, £95; manure, £80; tin plates, 9 cases.

Per JORGEN BRUHN.—Roofing felt, £310; bricks, £58.

Per AMICITIA.—Sugar, 157 cwt.; bricks, £43; rice, £300; cottons, £32; jute manufactures, £207.

Per JAVA, from Liverpool to Sourabaya, cleared Aug. 3.—Coals, 1,399 tons.

Per ROLLO.—Woollens £500.

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Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
Aug. 8	Charles Dickens	Terkelsen	Akyab	Falmouth
13	Saarikoski	Heden	Do.	Flushing
8	Argo	Grau	Do.	Falmouth
8	Poseidon	Moller	Do.	Do.
8	Erling Skjalgsen	Schere	Rangoon	Do.
8	Leonilda Semino	Bollo	Do.	Do.
8	Nicola Barabino	Piazza	Rangoon, for Bremen	Do.
8	Claudia	Morris	Bassein, for Bremen	Off Dover
11	Leaping Water	Kerr	Maulmain	Portsmouth
8	William Aberg	Langstrom	Akyab	Do.
8	Borga	Langstrom	Rangoon	Do.
8	Pieve Superiore	Consigliere	Bassein, for Bremen	Do.
13	Dolbadern Castle	Morgan	Akyab	London
9	Middlesex	Massey	Colombo	Do.
8	Prins v. Oranje (s.)	—	Java, via S.C.	Texel
6	Constance	Kimmera	Banjoewangie	Do.
10	Mary (s.)	Lawson	Rangoon, via S.C.	London
10	Rescue	Eyres	Rangoon	Do.
10	Chiara	Canevaro	Akyab	Falmouth
12	Manila II	Nielsen	Rangoon	Hamburg
10	Spirit of the Day	Evans	Do.	Brouwershaven
11	Diomed (s.)	Jackson	China, &c., via S.C.	London
14	Cochin	Milligan	Java	Glasgow
June 19	Pacific	Hammeren	Singapore	Valparaiso
Aug 12	Espiegle	Harris	Colombo	London
12	England's Glory	Moon	Do.	Do.
13	Hilarion	Barrett	Do.	Do.
13	Oxfordshire (s)	Park	Rangoon, via S.C.	Do.
14	La Paix	Maginent	Singapore	Do.
10	J. H. Stetson	Stetson	Akyab	Portland Roads
11	Antionetta	—	Do.	Falmouth
11	Aracan	Rossini	Rangoon	Do.
12	Rebecca	Davidson	Manila	Do.
12	Lindsey	Petersen	Rangoon	Do.
11	Melicete	Gould	Akyab	Liverpool
11	Lochleven Castle	Diarmid	Singapore	Do.
11	Jane Henderson	Pycroft	Maulmain	Do
12	Bollo'd 'Oro	Penco	Akyab	Queenstown
12	Arracan (s)	Polscu	Rangoon, &c.—S.C.	Liverpool
9	Pellicano	Bankolori	Rangoon	Cuxhaven
June 30	Antares	Nolte	Macao	Callao
July 28	John Milton	Richards	Yokohama	New York
Aug 13	Drummond Castle	McMitchie	Hankow, via S.C.	London
12	Europa	Myberg	Rangoon	Liverpool
13	Menelaus (s)	March	China, Sing, &c., S.C.	London
13	Franz Schubert	Schulken	Penang	Do.
9	California	Reinwall	Akyab	Off Scilly
14	Oleander	Taylor	Colombo	London

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug. 6	Salvadora	Ormachea	Hong Kong	Cardiff
5	Hohenzollern	Hashagen	Singapore	Hamburg
9	Sunda (s.)	Fentiman	Hg. Kg., &c., via S.C.	London
9	Imperial	Taylor	Cardiff & Singapore	Do.
8	Alfredo	Rozzino	Galle	Cardiff
7	F. H. Drews	Vorsatz	Hong Kong	Hamburg
8	Saltee (s.)	Tems	Singapore	Ayr*
8	Kanagawa	Carst	Onrust	Newcastle
9	Alexander Lavellee	Longin	Shanghai	Cardiff
8	Gehon	Bernardo	Singapore	Penarth
uly 14	Saga	Silverspare	Batavia	Rio de Janeiro
8	America	Gregori	China	Callao
7	Emigrant	Brett	Do.	Do.
Aug 12	Dewa Gungadhur	Chambers	Singapore	London
8	Martha	Nielsen	Do	Hamburg
12	Francsco. Bellagamba	Borzone	Do.	Cardiff
10	John Clarke	Ross	Do.	Penarth
	Nieuwe Waterweg	v.d. Valk	Batavia	Rotterdam
12	Fair Penang	Le Estevey	Penang	London
9	Parmenio	Laird	Yokohama	Marseilles
July 31	Galveston	Briard	Shanghai	New York
Aug 13	Hector (s.)	Bewley	Sing., China, &c., S.C.	Liverpool

* Put into Falmouth to repair machinery.

[*See Commercial Postscript and Correspondents' Letters.*)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Between Aug. 1 & 10	Commander	China, &c.	London
	Cheops	Do.	Do.
	Una	Singapore	Do
	Olympia	London	Sing., China, &c.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Hong Kong, Gordon Castle, Drummond Castle, Canton, Glengyle. For Colombo, &c.: Coromandel, Yeddo, Bengal, Oxfordshire.

SAILING VESSELS.—For Yokohama: Coulnakyle, Laurel. For Shanghai: Chusan. For Hong Kong: Nyassa, Gryfe, Tyburnia. For Singapore: Queen of the Ocean. For Penang: Alvington. For Colombo: Scawfell. For Colombo, &c.: Golden Fleece.

At LIVERPOOL.—For Yokohama: Lake Sincoe, Lizzie Iredale. For Yokohama and Hiogo: Harrington. For Manila: Maria Fidela, Aurorita. For Singapore: Brilliant. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Agamemnon (str.), Achilles, Patroclos (str.). For Colombo, &c.: Statesman (str.).

At GLASGOW.—For Batavia and Sourabaya: County of Ayr. For Penang and Singapore: Paknam (str.).

SPOKEN.

FELIX MENDELSSOHN (barq.), Cardiff to Hong Kong, June 27, 3 S., 31 W.
NVKF (Dutch barq.), Sourabaya to Rotterdam, July 4, 9 N., 22 W.
AGOUHANNA, Singapore to Boston, June 15, off Cape of Good Hope.
MARIA ADOLVINA, Batavia to Falmouth, June 3, 30 S., 33 E.
NORWOOD, Manila to London, May 29, 31 S., 34 E.
HERMES, Batavia to Queenstown, June 17, 28 S., 41 E.
BESTEVAER, Batavia to Amsterdam, June 21, 31 S., 33 E.
WEST LOTHIAN, Singapore to Glasgow, July 12, 17 S., 4 W.
COUNTY OF ARGYLL, Java to Falmouth, July 4, 26 S., 3 E.
CARRICKS (ship), London to Hong Kong, July 5, 13 N., 25 W.
BLACK PRINCE, London to Shanghai, July 6, 13 N., 26 W.
CALISTO, Ceylon to London, June 15, off Cape Agulhas.
NAPLES (Rus. ship), Havanna to Hong Kong, July 17, 27 N., 42 W.
CORNELIA (Dut. ship), Tyne to Batavia, Aug. 12, 40 miles off Lowestoft.
GANYMEDE, London to Shanghai, Aug. 7, 46 N., 10 W.
ELIZ. NICHOLSON, New York to Shanghai, June 20, 32 N., 47 W.
ENDEAVOUR, New York to Hong Kong, June 21, 1 N., 29 W.
ELCANO, Singapore to Boston, June 13, 35 S., 19 E.
MARTHA, Singapore to London, June 11, 16 S., 6 W.
VICTORIA (brq.), Singapore to Liverpool, May 25, 21 S., 46 E.
HDVF (com. code), Japan to New York, June 3, 35 S., 35 E.
DALKARLSO (Swed. brig), Pasaroeang to Stckhlm., June 10, 44 S., 37 E.
PRINCE ALFRED, Japan to New York, June 4, 50 S., 50 E.
MARIA ADOLFINA, Batavia to Falmouth, June 3, 20 S., 4 E.
G. H. BETZ, Rotterdam to Macassar, July 8, 12 N., 26 W.
ETIENNE, Hamburg to Batavia, July 21, 5 N., 26 W.

FREIGHTS AND CHARTERS.

Berth freights to the East are firm at current quotations, and there are still but few vessels on the loading list. Coal freights are steady, with slight alteration.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Hiogo: 90s. meast. To Nagasaki: 90s. meast. To Shanghai: 40s. meast. To Hong Kong: 40s. weight. To Manila: 80s. meast. To Singapore and Penang: 40s. meast. To Sourabaya and Samarang: 75s. meast. To Batavia: 70s. meast. To Padang: 80s. meast. To Saigon: 100s. meast. To Ceylon: 35s. meast.

Per SAILING VESSELS. — To Hiogo: 45s. weight, 45s. meast. To Yokohama: 35s. weight or meast. To Nagasaki: 50s. weight or meast. To Shanghai: 45s. weight, 30s. meast. To Hong Kong: 30s. weight, 25s. meast. To Batavia and Sourabaya: 20s. weight or meast. To Samarang: 20s. weight or meast. To Singapore: 20s. weight, 25s. meast. To Penang: 35s. weight or meast. To Ceylon: 30s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £33. To Singapore: £24 to £25. To Penang: £25. To Galle: £21 to £22. From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 40s. to 42s. 6d. To Shanghai: 42s. 6d. To Hong Kong: 33s. To Manila: 25s. To Singapore: 23s. to 24s. To Ceylon: 21s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Singapore, 21s. To Colombo: 15s. to 16s. To Galle: 17s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

Advices received from St. Helena, dated July 14, state that the Mimi P., Randich, from Formosa, &c., to London, arrived there 11, and reported having experienced a succession of heavy gales from the 8th June, in lat. 35 S. lon. 24 E., to 23rd, in lat. 35 S. lon. 20 E., during which her topsails and topgallant sails were blown away, and several sails split and the galley and bulwarks stove.

The Hong Kong, Cleever, from Macao to Hamburg, arrived at St. Helena, July 13, and reported having experienced very heavy gales, when she lost bulwarks, &c.

The Edwin Bassett, Dickinson, from Penang, to Liverpool put into Mossel Bay, June 19, for repairs and provisions; she proceeded on the 29th for her destination.

The Prince Alfred, Pfeiffer, from Hiogo to New York, arrived at St. Helena, July 13, and reported having encountered most severe weather off the Cape of Good Hope, damaging bulwarks, &c.; she was making some water, and it was reported that the crew had refused to proceed unless three or four additional men were shipped.

Advices received from Amsterdam, dated Aug. 9, state that the Kosmopoliet I., Dienske, from Batavia to Rotterdam, which put into Mauritius, for repairs, had left there after completing the same for her destination.

A telegram received from Aden, dated Aug. 14, announces that the Wells (str.), Stevens, from Colombo, &c., arrived there, July 20, repaired boilers, and proceeded for her destination 26th.

MISCELLANEOUS.

At ST. HELENA.—June 22, Maria, Barcello, from Macao, and sailed, 22, for Havana; July 2, Mentor, Greever, from Tjilatjap, and sailed, 3, for Rotterdam; 6, Isurium, Sampson, from Colombo, and sailed, 8, for New York; 14, Lichstraal, Jansen, from Batavia, and sailed for Rotterdam; Vice-Admiral May, Annokkee, from Batavia, and sailed for Amsterdam; June 13, California, from Java, and sailed, 15, for Amsterdam; 25, Amazon, from Probolingo, and sailed, 26, for Bremen.

Off ST. HELENA.—July 3, Dovercourt, Munro, from Colombo, for London; 9, Mary, from Sourabaya, for Falmouth; June 15, John Milton, from Japan, for New York.]

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CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED),

IN CONNECTION WITH THE

FALMOUTH, GIBRALTAR, & MALTA TELEGRAPH COMPANY, LIMITED

REDUCTION OF TARIFF TO CHINA AND JAPAN.

On and after 1st MARCH next the following Reduced Rates for Telegrams of Twenty Words will come into force :—

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TO HONG KONG }	£4 6 0	£4 7 0
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No. 74, OLD BROAD-STREET, LONDON.

Messages sent from Postal Stations should be ordered

VIA FALMOUTH

these words being signalled as an instruction by the Postal authorities free of charge.

(By Order)

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
15th February, 1872

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CUCUMBER SOAP for the skin.
CARROQUINA ROSE, superior tooth-powder.
EAU DE COLOGNE, extra fine for the toilet.
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SPECIAL PERFUMERY from Parma violets.
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COLD CREAM, to soften and refresh the skin.
ESSENCE BOUQUET, GELLÉ FRÈRES.
EAU DE TOILETTE—Bouquet de l'Impératrice.
LETTICE JUICE SOAP.
NIGRITINE VEGETALE dye for the hair and beard instantaneous and inoffensive.

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ACTIEN GESELLSCHAFT.

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Berlin.

BRANCHES
at Hamburg, Bremen, Shanghai, and Yokohama.

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National Provincial Bank of England.
German Bank of London (Limited).

The Bank is prepared to transact all kinds of Banking business on the Continent, as well as in the East.

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

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CREAM OF BEAUTY,

A COMPOUND OF GLYCERINE AND BISMUTH, TO PRODUCE FRESHNESS, SOFTNESS, AND BRILLIANCY OF TINT.

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EXTRACT OF TOILET WATERS,

For Softening and Refreshing the Skin.

PERFUMED GLYCERINE,

Indispensable for the Preservation of Health, Beauty, and Colour of the Skin.

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HYGIENIC LOTION,

A Refreshing Tonic for the particular uses of the Toilette.

PASTILLES AMBROSIAQUES AU MASTIC DE CHIO, for giving Freshness and Sweetness to the Breath.

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For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

2. Cowper's-court. Cornhill. London EC.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... €800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France) Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office.

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Branches in Edinburgh, Calcutta Bombay, Madras, Kurrachee, Agra, Lahore, Shangnai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

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J. THOMSON Chairman.

ORIENTAL BANK CORPORATION

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

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CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shares holders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

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34, GREAT ST. HELENS, E.C.,

By whom risks to all Eastern ports are taken at current rates.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.

Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

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The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

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Address, J. D. B., care of the Editor of the *London and China Telegraph*, 2, Cowper's-court, Cornhill, of whom references are kindly permitted.

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AN ENGLISH GENTLEMAN, lately engaged in the East, with a wife and young family to support, is, through a series of misfortunes and unforeseen circumstances, reduced from a position of affluence to positive distress. The undermentioned, recommending this sad case, will thankfully acknowledge any donations towards providing a sufficient sum to enable this family to emigrate.

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AT ABOUT 2½D. A PINT.

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Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness. Excellent economical stock for Soups, Sauces, &c.

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WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c

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THE

NAVAL AND MILITARY GAZETTE

East India and Colonial Chronicle.

A SATURDAY MORNING PAPER,

ESTABLISHED 1833,

Now under new Editorship, gives all the Naval and Military News of the Week, from both Home and Foreign Stations, interesting alike to those in the Services and to their Friends.

Price THREEPENCE.

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WEAKENING WEATHER.—The sultry summer days strain the nerves of the feeble and debilitated, and this state eventuates in diseases, unless some restorative, such as these purifying Pills, be found to correct the disordering tendency. Holloway's medicine gives tone to the nervous system, which is the source of all vital movements, and presides over every action which maintains the growth and well-being of the body. No one, therefore, can overestimate the necessity of keeping the nerves well strung, and the ease with which these Pills accomplish that end. They are the most unfailing antidotes to indigestion, irregular circulation, palpitation, sick headache, and costiveness that were ever invented, and in consequence have attained the largest sale and highest reputation.

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—	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR MALTA	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA. ADEN BOMBAY	„ „	Every Friday, at 3 P.M.	Every Monday, at 5 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Thursday, Aug. 1, 15, & 29, at 2 P.M.	Friday, Aug. 9, 23, & Sept. 6, at 3 P.M.	Monday, Aug. 12, 26, & Sept. 9, at 5 A.M.
AUSTRALIA NW. ZEALAND (Cargo only.)	Thursday, Aug 1 &29, at 2 P.M.	Friday, Aug. 9 & Sept. 6, at 3 P.M.	Monday, Aug. 12, & Sept. 9, at 5 A.M.

And all Ports at which the British India Company's Steamers call.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

Steamer via Suez Canal.

THE Company will despatch the steamship HINDOSTAN, 3,113 tons and 600 h.p., from LONDON, on Monday, 26th August, direct to BOMBAY and CHINA, calling at SOUTHAMPTON for mails and passengers.

THROUGH RATES FROM MANCHESTER.

	Yarns.	Cottons.
To Bombay, Madras, and Calcutta	40s.	45s. per ton.
„ Straits, Hong Kong, and Shanghai	60s.	60s. „
„ Yokohama, Nagasaki, Hiogo, Batavia, and Manila	90s.	90s. „

All with 10 per cent. primage.

London goods by special agreement.

Sample parcels of cargo on board will be charged 2s. 6d. to Direct, and 3s. 6d to Transhipping Ports, per cubic foot. Minimum charge 5s. and 7s. 6d. No Sample Package to be inserted on Bill of Lading.

Transhipment and conveyance to ports not touched at by the Company's steamers will be at the Company's expense, but Shipper's risk.

Goods to be consigned to the Victoria Docks.

STEAM TO BOMBAY, via the Suez Canal.—Passengers and Shippers are respectfully informed that the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY propose to despatch steamers from SOUTHAMPTON to Bombay, via the Suez Canal, as follows:—

			Tons.		H P.
Sept. 21	...	HYDASPES	... 2 983	...	500
Oct. 3	...	MIRZAPORE	... 3 763	...	600
„ 17	...	KHEDIVE	... 3,742	...	600
Nov. 7	...	PEKIN	... 3,777	...	600

RATES OF PASSAGE MONEY.

First-class	£66
Second-class	£36

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.) AS FOLLOWS:—

Mei Kong	... Aug. 18	For	Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Sindh	... Sept. 1		
Provence	... Sept. 15		
Tigre	... Sept. 29		
Hoogly	... Oct. 13		
Amazone	... Oct. 27		

The steamers of the 1st and 29th Sept., and 27th Oct. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 18th Aug., 15th Sept., and 13th Oct. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
„ Constantinople ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „

The Company's weekly steamers to Alexandria connect at Alexandria with the English mail steamers from Brindisi to Bombay.

For Passage, Freight, or Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

JAPAN AND CHINA.

Great Mail Route via New York and San Francisco.

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America	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	Ariel

Returning from Hong Kong on the 12th and 27th of every month.

The Pacific Mail Steamship Company's steamers also leave New York on the 10th, 20th, and 30th of every month for San Francisco, via Panama, calling en route at Kingston, Jamaica, and ports along the North Pacific coast.

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UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, 1 18 days from England.

Japan	in 38	„ „
China	in 44	„ „
New Zealand	in 42	„ „
Australia	in 47	„ „

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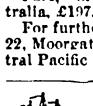

CHINA AND JAPAN.

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong	Tyburnia ...	A1 15 yr.	SWID	With des.
Shanghai ...	Chusan	A1 14 yr.	SWID	With des.
Yokohama & Hiogo	Coulnakyle..	A1 13 yr.	SWID	With des.
Obok, P. de Galle, Pdng Java Ports, Timor, Somerset, and New Caledonia	Asia, via S.C.....	A1 17 yr.	SWID	Aug. 28

For Freight and Passage apply to ROBERTSON and Co., at 5, Newman's court, Cornhill, London; 10, Orange-court, Liverpool; or York Chambers, 55, Kingstreet, Manchester.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Kromatah, s.s.	805	Smith, Son, & Cole	Aug.—
Canton, s.s.	1,215	Norris & Joyner ...	Aug. 24
Glengyle, s.s.	1,266	Thos. Skinner & Co.	Aug. 30
Eleanor	433	Wright Bros. & Co.	Sept. 10
Drummond Castle, s.s.	1,289	Thos. Skinner & Co.	Sept. 1
LIVERPOOL.			
Patroclus, s.s.	1,607	Alfred Holt	Aug. 24
Brilliant	303	Cotesworth, Lyne, & Co.	Sept. 1
Agamemnon, s.s.	1,550	Alfred Holt	Sept. 5

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PENANG, SINGAPORE, CHINA, and JAPAN. The following high-classed SCREW STEAM and SAILING SHIPS will be despatched as under:—

Destination.	Ship.	Class.	Dock.	Last Shipping day.
Pen., Sing., Hg. Kg., & Shanghai, via S.C. ...	Canton, s.s...	100 A1	SWID	Aug. 24
Do.	Nankin, s.s.	100 A1	SWID	To follow
Do.	Chin-Kiang, s.s.	100 A1	SWID	To follow
Shanghai ...	Portland.....	AA1	E.I.D.	With des.
Chefoo and Tientsin...	Carnarvonshire	A1 14 yr.	E.I.D.	With des.
Yokohama & Hiogo.....	Glamorgan. shire	A1 14 yr.	E.I.D.	With des

Excellent accommodation for first-class passengers.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, &c., at through rates at shippers' risk. Last shipping day 24th August. The favourite full-powered screw steamer CANTON, 100 A1, 1,215 tons register, 200 h.p. nominal; J. C. JAQUBS, Commander; South West India Docks. This magnificent steamer, built last year by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, has proved herself one of the fastest in the trade. Has splendid accommodation for first-class passengers.

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All packages must be marked distinctly with port of destination.

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Steamer.	Class.	Tons.	Dock.	Last shipping day.
Glengyle	100 A1	1,670	SWID	Aug. 30
Drummond Castle	100 A1	1,930	SWID	To follow
Glenlyon	100 A1	2,200	SWID	To follow

For Freight and Passage, apply to THOMAS SKINNER and Co., 5, East India-avenue, E.C.

Steam Via the Suez Canal. To sail on the 10th Sept.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java and Japan, the splendid full-powered screw steamer LORD OF THE ISLES, 100 A1, 1846 tons register, 240-horse power nominal, JAMES BLOW, Commander; South West India Docks. Has elegant accommodation for first-class passengers, including cabin fittings, bedding, and linen.

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21st August.

FOR HONG KONG, the splendid clipper ship GRYFE, *AA1, 1,073 tons register; T. ROBERTS, Commander; London Docks. Has excellent accommodation for passengers.

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With quick despatch.

FOR HONG KONG, direct, the splendid clipper ship, NYASSA, A1 10 years, 800 tons register; J. W. LAWSON, Commander; East India Docks.

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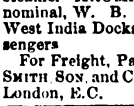

STEAM to BANGKOK (Crossing the Bar.)

Via the Suez Canal, with all possible despatch, calling at Tanjong Pagar Wharf, Singapore, the new, powerful, first-class screw steamer KROMATAH, 805 tons, 150-horse power, nominal, W. B. HAFFENDEN, Commander; South West India Docks. Splendid accommodation for passengers

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 469.] LONDON, MONDAY, AUG. 26, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.		Outward. From London.	Outward. Arrived out.	Homeward.
Japan —	Yokohama	May 17	July 1	July 7*
	Yedo			
	Osaka and Hiogo	,, 3	June 20	June 28*
	Hakodadi			
	Nagasaki	,, 10	,, 27	,, 28*
China —	Peking	—	—	,, 27
	Tien-tsin	—	—	,, 29
	Chefoo	—	—	,, 30
	New-chwang			
	Hankow	,, 3	,, 18	July 2
	Kiu-kiang	—	—	June 30
	Chin-kiang			
	Shanghai	,, 17	,, 29	July 7
	Ningpo	—	—	,, 4
	Foochow	,, 17	,, 30	,, 6
	Formosa			
	Amoy	—	—	,, 9
	Swatow	—	—	,, 10
	Hong Kong	,, 31	July 6	,, 13
	Canton	—	—	,, 11
	Macao	—	—	,, 12
Philippines—				
	Manila	,, 17	June 23	,, 2
Cochin-China—				
	Saigon	June 7	July 11	,, 18
Siam —	Bangkok	,, 7	,, 14	,, 15
Borneo—	Labuan	—	—	,, 14
	Sarawak	—	—	,, 13
Java —	Batavia	,, 14	,, 15	,, 18
	Samarang	—	—	,, 17
	Sourabaya	—	—	,, 16
Malacca Straits—				
	Singapore	,, 14	,, 13	,, 22
	Penang	,, 14	,, 11	,, 16
Ceylon—	Galle	July 5	,, 28	,, 28
	Colombo	—	—	,, 26

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The P. and O. mail, with dates Yokohama June 26, Shanghai June 30, Hong Kong July 6, Singapore July 14, was delivered on the 21st inst., *via* Brindisi two days late; the Pacific mail, with advices from Yokohama to the 7th July, came in *via* San Francisco and New York on the 22nd inst., and on the same day we received the French mail, bringing dates as given in the above table, *via* Marseilles, four days early. The next inward mail, with dates Yokohama July 10, Shanghai, July 14, Hong Kong, July 20, Singapore July 28, is due, *via* Brindisi, on Monday next, the 2nd Sept.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, four to five hours in transmission. Communication between Hong Kong and Shanghai has been restored, but the Siberian line is still out of order.

List of Passengers.

PASSENGERS INWARD.

By last French mail to Marseilles, per Messageries Maritimes steamer *Alphee*, arrived Aug. 17. From Yokohama: None. From Shanghai: Messrs. Keswick, Cornforth, Wehman, Ortè, Polino, Crichau, Montanes, Barbe, Rosselet, Pascal, M. le Abbè Paul Ramon. From Hong Kong: None. From Saigon: Messrs. Vollé, Calvé, Van-Hussell, De Geer, Niederer, Adams, Voelderen, Mr. and Mrs. Behuyel, Mr. and Mrs. Weisè, Mrs. Gaudot. From Singapore: Messrs. Gott, John Blyth, Patrick Blyth, Puyroche, Rocca, C. R. Rigg, Lefebre, Lappino, Quartro, Lesserteur, Mrs. Plumkett. From Galle: Messrs. Johnstone, Ignatio, Thomas Carrette, Lecot, Martinez, Bertho, Champestive, Cloqueman, Boutfol, Dupuis, Camus, Cuyot, Robert.

By this (French) mail to Marseilles, per Messageries Maritimes steamer *Provence*, arrived Aug. 20.—From Yokohama: None. From Shanghai: Messrs. R. S. Gundry (*North China Herald*), Hart, S. Robinson (U.S. Navy), Muller, Schroers, Heiberg, Rochaux, Rossas, Santiago, Crespo, Ribet, Marina y Vega, Fournier, Grimtana, Perez, Salande, Mr. and Mrs Ibbetson, Mrs. Parmentier. From Hong Kong: Messrs. Auriol, Mennereau. From Saigon: Messrs. Toutel, Tarne, Hubert, Tullien. From Batavia: Messrs. de la Rivierè, Vink, Van Hemert, Oosteweeghel, Swaale. From Singapore: Messrs. Vidal, Hulin, Vay, Messia, Hazanas. From Galle: Mr. and Mrs. Fisher, Mr. Gregson.

PASSENGERS OUTWARD.

Per P. and O. steamer *Deccan*, from Southampton, Aug. 15.—To Hong Kong: Mr. and Mrs. J. B. Pearse. To Singapore: Mr. H. Keates. To Penang: Mr H O. Bennett. To Ceylon: Lieut. C. E. Gessing, R.N., Dep. Inspr. Gen. of Hospitals Watt, Mr. and Mrs. King.

Per P. and O. steamer *Malta*, from Brindisi, Aug. 26.—To Hong Kong: Mr. G. E. Noble. To Ceylon: Mr. D. Reid.

Per P. and O. steamer *Hindostan*, from Southampton, Aug. 29.—To Yokohama: Mr. Klasen. To Shanghai: Mr. G. M. W. Playfair, Mr. W. Holland, Mr. M. F A. Fraser. To Singapore: Mr. G. Magalkarn, Mr. Nai Bin Surrawongse. To Ceylon: Miss Lloyd.

Per P. and O. steamer *Mooltan*, from Brindisi, Sept. 9.—To Yokohama: Mr. W. Gowland. To Hong Kong: Mr. G. Harleman.

Per P. and O. steamer *Pekin*, from Southampton, Sept. 12.—To Ceylon: Mr. W. Moss.

Per P. and O. steamer *Massilia*, from Southampton, Sept. 26.—To Hong Kong: Mrs. Andrews.

Per P. and O. steamer *Malta*, from Brindisi, Oct. 7.—To Yokohama: Mr. Short.

Per P. and O. steamer from Southampton, Oct. 10.—To Singapore: Mrs. Trotter.

Per P. and O. steamer from Brindisi, Oct. 21.—To Yokohama: Mrs. Marshall. To Hong Kong: Mr. C. A. Sinclair, Mr. M. Murray. To Singapore: Capt. and Mrs. Caldbeck.

Per French mail steamer *Le Sindh*, from Marseilles, Sept. 1 (booked from London). —To Yokohama: Mr. Peltzer. To Shanghai: Mr. Forrest, wife, family, and servant, Mr. and Mrs. Blair. To Hong Kong: Mr. and Mrs. Newton, Mr. Julian Pauncefote, Mr. B. Pauncefote. To Singapore: Miss Strickland, Mr. Dreypus, Mr. Menzaleh. To Btavia: Mr. Laguir.

Per French mail steamer *Provence*, from Marseilles, Sept. 15 (booked from London).—To Hong Kong: Mr. Hams. To Shanghai: Mr. and Mrs. John Bradford. To Batavia: Mr. Arntrenius.

Per French mail steamer *Tigre*, from Marseilles, Sept. 29 (booked from London). —To Yokohama: Mr. Fraissinet. To Shanghai: Mr. and Mrs. J. Bradfield. To Singapore: Mr. and Mrs. Burn and one second-class passenger.

Per French mail steamer *Hoogly*, from Marseilles, Oct. 13 (booked from London). —To Shanghai: Mr. and Mrs. Medhurst and child. To Galle: Mr. A. S. Daniell, Mr. S. W. Daniell.

Per steamer *Gordon Castle*, from Loudon, Aug. 20.—For Shanghai: Mr. Arbuthnot. For Singapore: Mr. W. A Foster. For Penang: Mr. Wilson.

Per Pacific mail steamer *America*, from San Francisco, Aug. 1. - For Yokohama: Edwd. Center, D. L. Barillis, G. Prato, P. Valini, F. Panagati, P Savio. C. Antongini, A. Pini, P. Vigano, N E. Rice. Sala Secondo, G B. Pellegrino, Singi Ghirrradotti, Lorenzo Inselvini, G. Stoffel, Alex Benoiti, Scoti Scoti, Mary Mitchell and family, F. S Jameson, J. E. Taylor, Henry Nyzer, Francisco Nerziano. Jacob Felt, Wm Clorren, H. Wattambee. For Hong Kong: Jose Fabregar, Ramon Negrevering. For Shanghai: E. Sheppard, F. T. Lockwood, E. Godeaux, Gen. Robt. O. Tyler, A. D. Jessup, Professor J. H. Seelye, Abijah Fitch, Professor E. Hitchcock.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Our latest advices from this port extend to the 7th July: the French mail, with London dates to the 10th May, arrived out on 27th June, and the following P. and O. mail of May 17 on the 1st July. The following items of news are from the *Japan Mail* and *Japan Herald*:—

On the morning of the 28th June the Mikado left the castle of Yedo to embark on board the flagship of the Japanese Admiral, being conveyed on board in a small steam vessel provided for the purpose. Owing to the early hour of his departure, which the state of the tide necessitated, the offered assistance of the Corps Diplomatic was excused, and owing to the misty weather but little could be seen of the spectacle by the spectators on shore. His Majesty was saluted with twenty-one guns by H.M.'s steamer *Rinaldo*, which was "dressed," and which had her yards manned on the occasion. His Majesty will first put in at the port of Toba, in the province of Shima, whence he will visit the Shrines called Riô-Daijin-Gû, in the province of Isé. He will next call at the island of Oshima, at the southern extremity of Kishiu, probably for the purpose of inspecting the light-houses, proceeding afterwards to Kiôto, by way of Osaka and Fushimi, to pay his respects at the mausoleum of his father, the late Emperor Kômei. Re-embarking at Osaka, he will call at the port of Kôbe, and crossing thence to Tadotsu, in Sanuki, worship at the shrine of the god Kotohira. He will then take his way through the Inland Sea, passing by the island of Himéshima, off the province of Bungo, through the straits of Simonoseki, to

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Nagasaki, Kumamoto, in Higo, and Kagoshima. On his way back to Yedo he will call at Atami, in Idzu, so famous for its hot baths. He is expected to be absent about six weeks, and is to be accompanied by Saigô Kichinoské, the senior Councillor of State, but the administration will continue to be carried on without interruption from the Castle at Yedo. Seven or eight vessels of the Imperial navy accompany his Majesty. The *Thabor* left a day or two before the squadron, in order to make the necessary preparations for the reception of his Majesty at the various ports he will touch at.

A new form of national religion, on Shintoo principles, has been arranged by a committee of the Kiobusho. A newly organised body of priests will henceforward give instruction in the articles of faith, which are as follows:—Article the first: Thou shalt honour the gods and love thy country. Article the second: Thou shalt clearly understand the principles of heaven and the duty of man. Article the third: Thou shalt revere the Emperor as thy Sovereign and obey the will of his Court.

The point contended for by Mr. Watson, the British *Charge d'Affaires*—that the Mikado should give audience in the manner customary with other Sovereigns, by standing erect, instead of sitting as heretofore—has been conceded, and Mr. Watson has accordingly had his audience. The Marquis of Blandford, who is making a tour, has also been presented to the Mikado.

The post of Vice-Minister for Foreign Affairs, vacated by Terashima Munenori, consequent upon his translation to England, to fill the post of Ambassador there, has not yet been filled. Another officer, who occupied a high position in the service of the Tycoon, when that potentate was in power, has received an appointment in Yedo. Okubo Ichioo, lately an officer of the Educational Department in Yedo, has been appointed Chiji of the City of Yedo.

Great preparations are being made by the Government in order to have Japan fully represented at the forthcoming Vienna Exhibition. A commission, composed of the following Japanese gentlemen, nominated by the Mikado, is now taking active steps, assisted by the European commission for Japan, nominated by Mr. Calice, the Austrian Minister. Japanese Commission: Arisogawa, Commander-in-Chief of the Imperial Army; Okuma, Prime Minister; Shibonsawa, Minister of Finance; Yamo, Minister of Public Works; Sano, Chief Secretary, and Matchida, Inspector of Schools. European Commission: President, H. E. Comte Fe d'Ostiani; Vice-President, M. Dohmen, Esq.; Secretary, M. P. Kemperman, Esq. Members: Dr. Wagner, Yedo, Professor of Mathematics; E. de Bavier, junr., Esq.; C. Kramer, Esq., Botanist; and H. de Siebold.

The railway is now practically nearly completed. Already an engine runs at various hours during the day into Yedo station itself, where the buildings are rapidly approaching completion. The bridges and the embankment are all completed, and the work appears thoroughly substantial and well finished. Various details have, of course, to be completed before the line is actually ready for traffic, but we may, at all events, look for its early opening. The fares charged by the railway authorities have been considerably reduced. The change was one much needed, and will, we feel well assured, be thankfully received by those who make frequent use of the line.

By a notification recently promulgated it appears that no bullion will be received at the Mint for coinage from the 15th July until further notice, in consequence of the officers of that establishment being engaged erecting new machinery and in repairing the old. Six Japanese have been arrested by the Yedo police for counterfeiting the silver coins of other countries (we suppose American dollars). They had also made a number of imitation silver cups and other goods meant to represent articles manufactured of silver. They have confessed, but state that they have issued very few of the counterfeit coins.

The time of H.B.M. Supreme Court has lately been taken up with trying an action brought by Messrs. Findlay, Richardson and Co. against Messrs. Pitman and Co. for breach of contract, damages being laid at $1,500. Judgment was given in favour of plaintiffs.

July 4, the anniversary of the Independence of the United States, was kept with all due solemnity. All the American houses were closed, and the United States *Charge d'Affaires* received his friends at the Legation. At noon the United States men-of-war in harbour fired a national salute, and the *Benicia*, which left in the morning, went out fully dressed, from deck to masthead. All the vessels in harbour were also dressed in honour of the occasion. During the day there was a constant firing of crackers, and in the evening several American houses were illuminated.

The want of an American gaol, which has been so long felt, is at last being remedied by the erection of a gaol on the lot in the rear of the American Consulate. It was commenced some time since, and is only now assuming definite proportions. It will be two stories high, and will contain fifteen cells, some eight feet high and about nine feet by seven in size. Beside these there will be the usual servants' offices and accommodation for the gaoler and post-office clerk. The walls are of stone, and, to all appearances, the building will be both strong and commodious.

Chang, the Chinese giant, has arrived, and has for some days been exhibiting at Kobe, Osaka, and Kioto, the latter place only two days, on account of the interference of the authorities. We understand he purposes holding levées here and at Yedo, and then proceeding to India.

Two entertainments have taken place in the Bluff Gardens—a flower show and a conjuring fête, the gardens being illuminated for the latter. Both the entertainments were successful and well attended. A very successful amateur dramatic performance has been given by the corps to a large house, the pieces performed being "Woodcock's Little Game," and "Two in the Morning."

The *Iron Duke* and the *Salamis* arrived on the 5th July. Salutes were first exchanged between the *Colorado* and the *Iron Duke*, and she was afterwards saluted by the other men-of-war in port.

Several persons have been attacked with choleraic diarrhœa in Yedo, some dying a few hours after being seized.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, June 28, 1872 (VIA SAN FRANCISCO).

Since the date of my last letter the 15th inst., the following mails have been received here, viz., 26th April, and the 3rd and 10th ult., the last-named yesterday morning, forty-eight days from London. The American mail leaving San Francisco on the 1st of June is not due here until the evening of the 30th idem. The Mikado is expected to arrive within a few days, an event so important that it is sure to be marked in some manner similar to the visit of the Duke of Edinburgh. No steps have been taken yet, but it is thought that an illumination will take place. The movements of the men-of-war have been the arrival from Shanghai, and the departure on a cruize, of H.B.M.S. *Juno*; the arrival from Australia of the Russian corvette *Isamroud*, and the departure of the Russian gunboat *Tungus*, for Vladiwostock. The only vessels of war remaining in port are the *Isamroud* (Russian), and *Scorpion* (French).* The wet season does not come; up to the present time, although we have had wet weather at intervals, we have had nothing approaching to the usual quantity of rain. To-day is the first threatening one, and it would not surprise me to find it is the commencement—it is required by the natives for their rice crops.

The enclosed slip respecting the *Oregonian* is one published by the *Nagasaki Express* as an extra, and is pretty correct.

The quotation for nebus is 3 per $100. For drafts on London the rate is something like 4s. 9d. to 4s. 10d., but nominal quite, owing to the absence of any large amount of business doing in exports to England. No vessel is loading for London or New York.

ACCIDENT TO THE "OREGONIAN."

The P.M.S. *Oregonian*, Captain Dearborn, while on her passage to this port from Yokohama on the 22nd instant, struck about noon of that day upon a reef of rocks situated between Yokosima and the north end of Hirado, and remained there for about seven hours. By throwing overboard about one hundred tons of copper and sixty tons of coals she was again floated, and the passengers, who had been landed at Yokosima by Japanese junks, were re-embarked at eleven P.M. the same night, and the vessel again started on her voyage to this place, where she arrived last Sunday morning in a leaky condition. The Company's agent has despatched persons to commence operations of recovering the jettissoned cargo, which has been left in charge of the Japanese pilot and one of the Company's storekeepers. The patent slip here appears to be unable to take the *Oregonian* upon it, and this will necessitate her being temporarily repaired to enable her to return to Yokohama, to which port we hear she proceeds in order to go into dock. Her passengers, treasure, and cargo will be transferred to the *Costa Rica*, expected to arrive here on the evening of the 30th instant from Yokohama.

CHINA.

—o—

SHANGHAI.

The P. and O. mail brings dates to the 30th June, and the French mail to July 7. The outward French mail of May 10th was received on the 23rd, and the following P. and O. mail of May 17th on the 29th June; the French mail of 24th May was due the day this mail left. The *Courier* contains the following items of news:—

Some little misunderstanding has lately arisen at Tientsin with regard to the application of the French Missionaries to be allowed to build on the British concession. H.B.M. Consul demanded, as a condition of granting the permission, a guarantee that neither Orphanage nor Chinese Hospital should be established within the concession. These terms not proving acceptable to the Bishop, he declined to give the guarantee, and caused the application to be withdrawn. In connection with this affair it is rumoured that on the arrival of the French Minister the ground formerly granted to the French as a concession is to be taken possession of and laid out. The Priests will be prepared to build if they can find tenants.

A translation of a proclamation on the treatment of foreigners by

* Several vessels are under despatch for Chefoo, with Takasima coals, intended for the use of the French squadron in these seas.

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the Chinese shows that Prince Kung's memorial on that subject has, in the interval since its publication in March, filtered down through official grades till it has at length been published by the local magistrates of Hankow and its vicinity, for the guidance of the people. It would be interesting to know whether a similar publication has taken place at a distance from treaty-ports—at Nanchang for instance.

A settlement of the old Nanzing claims has at last been arrived at, by negotiation between H.B.M. Acting Consul and the present Taoutai. The total amount of the claims originally was, we believe, Tls. 23,000; Tls. 6,000 of this sum has been already paid; the balance has been compromised for Tls. 10,000; and drawbacks to this amount have been handed to Mr. Alabaster. Of course, we know the Chinese ought to have paid the full amount, and ought to have paid it years ago; but they never could be persuaded to do so; and the claim had very nearly come to be looked on as hopeless. It is creditable to Mr. Alabaster's diplomacy, and to the right-mindedness of the present Taoutai, that a settlement has been arrived at, after so many years of failure.

The 4th July was observed with characteristic enthusiasm by the American community, and all over the harbour and at the Consulates there were courteous manifestations of sympathy. The *Alaska*, the *Palos*, the *Linois*, and the *Curlew* were resplendent with flags, as, indeed, were all the merchant steamers and ships in harbour that had any bunting to show. At noon the big guns of the *Alaska* thundered forth a national salute, which was responded to from the American Consulate-General. Immediately thereafter the sound of another salute was heard far down the harbour, the source of which became known when H.M.S. *Cadmus*, newly arrived from Hong Kong, steamed into the Upper Reach. As she passed the *Alaska* her band struck up "Yankee Doodle," and she dipped her flag, which was promptly responded to with "God Save the Queen" from the *Alaska*. A reception of all nationalities, and including several ladies, was given on board the *Alaska*, where the most graceful and cordial hospitality was exhibited. The settlement was alive in the evening with dinner parties and other festive gatherings.

Kiukiang is fast disappearing from human view. The Bund is already a foot or more underwater; and the rippling music of the wavelets, as they break upon the gravel, recalls to mind the murmurs of the many-sounding sea. Barriers had been erected, to protect the sacred precints of the Bund, but nature has asserted her supremacy, obliterated the invidious distinctions, and reduced all to the common level of humanity, and to dependence upon sampans. A serious accident has happened in consequence of the flood. The rising water had sapped the foundations of one of the native Tea Hongs, and walls and roof came tumbling down upon some 200 women and girls congregated in the upper story, and 100 coolies in the lower. Bruises, fractures, and wounds of every description were common, though no very serious injury is reported, and no deaths.

At a meeting of the Hankow land-renters on the 25th June the question of using the Bund frontage of the Concession for steamer wharves or pontoons was discussed, and it was decided to throw open the whole Bund to public competition. This action was taken on the motion of the agents for the New River Steamer Company, which is shortly expected to enter into the Yangtsze trade.

The steamer *Sarpedon* arrived on the 1st July, having made her outward voyage from London in fifty-three days, including all stoppages. She is now loading a cargo of tea for New York.

The remains of Captain Pendleton were buried in the new Cemetery on the 2nd instant. The impressive funeral ceremonial of the Masonic fraternity, of which he was a distinguished member, was added to the usual church service. There was a very large attendance.

We understand that orders have been issued for the gun-vessel *Elk* to be in readiness to proceed North. It is believed these instructions have been given in consequence of disquieting news from Soochow.

HONG KONG.

The English and French mails bring advices to the 6th and 13th July respectively; the French mail from London, May 24, arrived out on the 2nd, and the following P. and O. mail of May 31 on the 6th July. The following items of intelligence are from the *China Mail* and *Daily Press*:—

A meeting of the Legislative Council was held on the 9th July The subjects dealt with were—the reading of a despatch from the Secretary of State, relative to a pension of £198 odd having been granted to the late Colonial Surgeon, Dr. Ivor Murray; the Acting Colonial Secretary then gave notice that he would, at the next meeting, introduce a motion for the establishment of a Finance Committee of the Council. Various votes for items in excess of the estimates for 1872 were then taken, including some back pay to Mr. Tonnochy, salary, &c., to Mr. Kidd, expenses in the Surveyor-General's Department, and a sum for cataloguing the books of and lighting the library of the City Hall. The following ordinances were then read a first time:—Authorising the disbursement of $99,000 supplementary estimates for 1872; an ordinance for registering births and deaths in the colony; an ordinance to further amend the law relating to criminal procedure; an ordinance for the prevention of the carriage of dangerous goods in the harbour without due notice, and another to regulate the manufacture and storage of dangerous goods; and an ordinance for the licencing and better regulation of the business of brokers. The Council then adjourned until the 23rd July. The chief provisions of the proposed brokers' Audience are as follows:—

From and after the passing and coming into operation of this ordinance, no person shall act as or carry on the trade or occupation of a broker (other than an emigration passage broker under ordinance No. 2 of 1857) within the colony of Hong Kong, unless such person shall have obtained a license as hereinafter provided, and unless such license shall be then in force.

It shall be lawful for the Governor in Council to grant a license under his hand and seal of the colony, to any person applying for the same to carry on the trade or occupation of a broker, upon being satisfied:—(1) by the certificate of two householders, that the applicant is a fit and proper person to receive such license; (2) That the said applicant has paid into the Colonial Treasury an admission fee of dollars ; and (3) That the said applicant has made and signed before the Colonial Secretary a declaration that he will not directly or indirectly trade on his own account, benefit, or advantage, or make any gain or profit over and above the usual brokerage in buying or selling bills, shares, or stock, or opium, as the case may be.

The Colonial Secretary shall keep a list containing the names and addresses of all brokers who shall from time to time have taken out licences, and if any such broker shall be convicted in any criminal court of felony or fraud, or if a Judge of the Supreme Court, or a Judge in Bankruptcy, shall in any action, suit, or other proceeding prosecuted or defended before such Judge, and to which such broker shall be a party, certify (as he is hereby empowered to do) that such broker has been guilty of fraud, and that he ought to be disqualified as from the date of such conviction or certificate, and his name shall therefore be removed by the Colonial Secretary from the list of brokers either absolutely or for the time mentioned in such certificate.

A fire, which is believed to be the work of an incendiary, has occurred on board the American barque *Benefactor*, lying in the harbour, but was extinguished before any great damage was done. Captain Berry, the commander, writes to the *Daily Press* to publicly express his thanks to the officers and crews of the *Princess Charlotte*, *Elk* and *Adventure*, and of the British and French mail steamers, to Captain Thomsett, to the officers and men of the water police, and to the P. and O. Company, all of whom rendered prompt and efficient assistance. It is the intention of the authorities to thoroughly investigate the matter, and try if the incendiary cannot be discovered.

We much regret to learn that the Rev. Mr. McChesney, of Canton, met his death a few days since under the following circumstances:—He was proceeding up the West River, in company with the Rev. Mr. Noyes, and the boat conveying them had come to an anchor for the night near a mandarin junk. Some time after dark this latter was attacked by river pirates, and Mr. McChesney hearing the noise went on deck, or more properly on the roof of the cabin, to see what was the matter. Here, as is supposed, a chance ball from either the attacking party or the attacked, struck him, and he almost immediately expired. His body was taken back to Canton for interment. Much sympathy is felt for his wife and child in their sad and sudden bereavement.

Three Ambassadors, bearing tribute to the Emperor of China from the King of Annam, and one from Loochoo on a similar mission, arrived at Canton and had an interview with the Viceroy on the 6th July. The Viceroy, on behalf of the Emperor, as a matter of custom, formally refused the acceptance of the tribute. This is only a matter of form, as the tribute bearers will, as usual, convey the presents direct to Peking.

We are glad to learn that the directors of the Vienna Exhibition have allotted to China an unusually large space, much exceeding that allowed at the exhibitions of London or Paris. The Chinese Government will, we understand, in all probability authorise the Viceroy of Canton to send a large collection of interesting objects of considerable value. We further learn that the Ven. Archdeacon Gray, of Canton, has promised to send the whole of his interesting collection of models, curios, &c.

An Imperial edict of the 23rd June appointed Li Hung Chang to the vacancy in the Grand Council of State. H.E. was formerly only a junior member. Another edict of the same date conferred the unusual privilege of riding on horseback within the prohibited city in Peking, on Li Hok Nin, Viceroy of Chekiang and Fokien.

(FROM A CORRESPONDENT.)

HONG KONG, July 6, 1872.

Nothing very exciting is at present going on. The only political questions agitating the minds of—I will not say the public, but—the local editors, are the Kiung-chow fiasco, and the postponement of the Audience question. The real truth about the former is that the Viceroy made some not very obstructive propositions to Sir D. B. Robertson, who did not think himself justified in acceding to them. So the whole affair is referred again to Peking. As for the Audience question, there are so many rumours afloat that we have not the slightest idea as to which is true. M. Geofrey is said to "say little and tell less"—not a bad description of his reserved manner. The Catholic priests tried hard to pump him at Shanghai, but found it was no go, so they do not know what to make of him. He left for Peking with his mounted escort a few days since, some regarding him as the "coming man," to

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settle outstanding questions, and others pronouncing him a "dummy."

Our Chinese friends are doing a very knowing thing in carrying out the Regent's orders to publish Prince Kung's friendly manifesto issued some time since. If they did this at all, the Treaty ports, or other places whence foreigners are likely to get information simultaneously, foreigners would say they forget all about it in a week or two. So they issue the document every month at a different port. This, you will observe, spreads it over a twelvemonth, and *apparently* we are constantly getting fresh evidence of "friendly intentions." Not bad this for a native dodge, but unfortunately we see through it. The intention is of course to urge these repeated instances of favour to foreigners as a reason for delaying the Audience question.

Locally we are as dull as ditch-water. The Hon. W. Kiswick left last mail, and who is to succeed him is about the only topic of conversation barring, of course, opium and shirtings. I think Mr. Pyke, of Birley and Co., is the favourite; but Messrs. Gibb and Whittall have returned, and either of them may resume his old seat.

I must note one other matter in which a languid interest is taken by the community—the establishment of a middle-class school. The meeting held to discuss it was chiefly remarkable for a most narrow-minded sectarianism on the part of some of the speakers. Fancy the good taste of a man who told an audience of thirty, comprising Jews, Catholics, Parsees, Mahomedans, Nonconformists, and Churchmen, that he could not conscientiously abet any scheme that did not make Church of England teaching its basis! The way a Catholic gentleman here—a solicitor—walked into the neglect with which Protestants had treated school matters out here was refreshing to an outsider. I do not in the least agree with his views about secular education, in which we have done well. But still it is surprising that Churchmen should have made no provision for their children in the way of religious teaching.

The latest Macao sensation is the attempted drowning by Mr. Loire-Bueno, Peruvian Consul, of an engineer with whom he had a quarrel. You will get the leading details from the papers, but I may tell you what they of course dare not say, that he has been leading a life of such brutal, shameless, profligacy that how he has managed to keep clear of even Macao law so long is a wonder. He has fired at several parties, females included, on several occasions, and is undoubtedly the most debauched villain who has ever honoured this part of the world with his presence. He has been sentenced to fourteen years' transportation, but heavy bets are made that he will manage to bribe his captors and get off. He was an intimate friend of the Governor's (Jannarios) suite, and as he played heavily and generally lost, they mourn his seclusion as having been a valuable pigeon. Even they, however, (the Governor's secretary was his best friend) did not dare go further than try it on privately with the judge.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

A correspondent writes:—

The second act of the Salangore farce has just been closed. Rajah Mahdie, driven from that country after his piratical attack on the men of the *Rinaldo*, took final refuge at Johore, and sought the protection of the Maharajah. Sir Harry, desirous to put a stop to the disturbances in the peninsula, thought the chance had arrived, and sent for Tunko dia Oodin, who was at Klang, to come to Singapore. Negotiations were forthwith entered into, and various trips to Johore were organised whilst these were going on. Everything was agreed, the treaty was drawn up, and the day appointed for its ratification, when, at the last moment, Rajah Mahdie refused to sign, and said, in elegant wording, that he would see them all d———d first. So Tunko Oodin has returned to whence he came rather disgusted, whilst Madhie, enjoys the hospitality of our devoted friend the Maharajah, and the British lion is made to look foolish. Whether a man who instigates a treacherous attack on our sailors should be received and entertained by a prince who stands only by our support is very questionable, but whether our Government should make itself a party to negotiations with such a rascal does not admit of a doubt, and the result shows that it has got a slap in the face from a ruffian who is laughing at its simplicity. The worst is that the little influence we have with the Malay chiefs must be seriously damaged by such an unfortunate result. Rajah Mahdie should be demanded of the Maharajah of Johore, and when given up tried for piracy. This would have been done formerly, but in these days of telegraphy Governors are at most but chief clerks of the great men in Downing-street, and dare not take the very least responsibility. They are awfully dear at £5,000 a-year!

The third criminal session of the Supreme Court opened on the 8th inst., before his Honour the Chief Justice, and is already very nearly concluded, the calendar being a very light one. The only heavy case has been one for a murder committed some months ago; the prisoner, a Chinaman, has been some time in custody on a charge of strangling his wife, and would have been tried last session but for the absence of certain witnesses. He has been sentenced to death.

At the Legislative Council meeting on the 11th July a matter was debated of great local interest, being nothing less than a proposal to do away wholly with the Municipal Commission. We are not yet in possession of the shorthand reports of the proceedings, but it will be seen from the official minutes that the proposal came from and was strongly supported by the unofficial members, and that though his Excellency the Governor said he was wholly unprepared for the discussion, he stated he should at the next meeting be ready to submit to the Council a resolution on the subject.

The long-agitated question of immigration to the Straits Settlements from India has been at last settled by an Act of the Indian Council empowering the Governor-General to exempt the Straits from the operation of the Indian Emigration Act, which was supplemented by an order of the Governor-General in Council giving immediate effect to it. Planters in Penang and Province Wellesley will thus again be able to obtain coolies without difficulty, a result upon which we sincerely congratulate them, as well as upon the ease with which this Bill, so important to their interests, has been passed, and obstacles believed to be serious overcome without opposition.

The following is a copy of Mr. Read's letter to the Colonial Secretary, in reference to the despatch of Earl Kimberley noticed in our issue of the 6th inst.:—

Sir,—I have the honour to acknowledge the receipt of your letter No.—, of the 29th ult., and beg to state in reply:—

1. That the meeting over which I had the honour to preside on the 23rd Feb. last did not discuss the peculiar advantages of either the long or the short line of proposed Railway, but protested against the interference of Government and the carrying out of any such scheme by means of the public funds of the Settlements. I do not therefore consider it any part of my duty as chairman of that meeting to ascertain whether any company can be or is formed to carry out either project.

2. At the same time I beg to observe that the company representing the New Harbour line throughout the discussion on the subject in Council, both through its advocate and its representative, declared that it had the necessary capital ready, provided a concession was granted to it, and so convinced was the Legislative Council that this was the fact, that it strongly recommended that a concession should be granted. The Colonial Office, however, decided that this should not be accorded, but that Government should construct the line, since when those interested in the long line appear to have adopted a negative policy, which is but the natural consequence of the unexpected course adopted by the Colonial Office, in direct contradiction to the opinion expressed by those who were appointed by it to examine into the subject.

3. I avail myself of this opportunity to express my deep regret that Lord Kimberley should have been misled by such statements as the following:—"That the chairman of the meeting, the proposers of the resolutions adopted, as well as the majority of those who voted for them, were directors or shareholders in the Tanjong Pagar Company." The real fact of the case is, that out of upwards of ninety persons present, fourteen represented the New Harbour Company, and fourteen the Tanjong Pagar. The others were independent. The chairman had and has no connection whatever with either undertaking.

4. In conclusion, I beg most respectfully to submit that the opinion of a large majority should command the attention and consideration of Government, in preference to that of a small minority, who so evidently seek to promote their private interests at the public expense, and who apparently do not hesitate to endeavour to attain their object by advancing statements which cannot bear the test of investigation.—I have the honour to remain, Sir, your most obedient servant, W. H. Read, chairman of the public meeting.

CEYLON.

(FROM A CORRESPONDENT.)

The currency squabbles have subsided, and all parties have taken to counting in rupees and cents with the best grace they could. For a time the new system gives trouble, and it will continue to do so till the altered nomenclature is as ready in our minds, and consequently in our calculations, as the old. At the outset we have to think in two currencies—first calculating in pounds, shillings and pence—then reckoning up the amount in rupees and cents. But so soon as we shall be sufficiently expert at the new to discard entirely the old, the computation of any amount will become easier. After all, though there was a great outcry about the old rupee not being in reality 2s., but only 1s. 10½d., and great cause shown for altering the denomination of the currency, it is *in name only* that it is altered—for in Ceylon a rupee is still a rupee, or two shillings. When conveyed elsewhere, of course it has exactly the like value, minus or plus the exchange. The same is the case with a bank draft, or any other representative of value. As it is we are getting into the run of it, and no doubt by another year we shall be as expert at, and find the new currency as easily calculated as the old has been. Of course, so long as our principal transactions are with England, we cannot discard its ancient currency, and we shall have to render all accounts with it in sterling money. But in accounts and transactions in this country rupees and cents are now the rule. This was the last accomplished fact of our late Governor's rule. But Sir Hercules Robinson has left several legacies to his successor. Among these are the proposed new harbour for Colombo, the Paumben Passage, railway extension into Ouvah, tramways for Colombo, water supply for Colombo (gas having been already arranged for, and about this time, doubtless, Colombo is having more light), gas and water for Kandy, and sundry minor improvements—all of which will claim Mr. Gregory's early and very carful attention. And to them he

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is giving his earnest study before the meeting of Council. Already has Mr. Gregory visited the northern province, and inspected the proposed channel; he has visited Batticlava, and inspected the extensive waterworks there; has travelled up that great and important road—the masterpiece of his predecessor, Sir Hercules; has visited the important coffee districts of Madoolseline and Badulla; also those of Persilawa and Hewahette, and the important new district of Dickoya, which last took his Excellency's fancy amazingly; has travelled down the North Road, with a view of improving communications from the Matale side; and altogether has seen and done a great deal in the short time that has elapsed since he entered on his rule. In fact, he will have seen more of the country and learned more of its state and wants, and will therefore meet his Council with more self-acquired information than any Governor of Ceylon has ever yet done. This will be a great advantage, as he will not have to waste time asking or waiting for information which is now within his own grasp. Careful has he been, too, not to commit himself to any scheme till perfectly master of the position. For instance, to the Madoolseline people, whose road to Batticaloa was in suspense for want of bridges, he gave the assurance "that that want should be immediately supplied"—while he also told them that the subject of a harbour at or near Batticoloa was another matter requiring further information before he could say whether it was practicable or judicious at present. On this subject he awaited surveys and reports. To the Dickoya people he said "he so much admired the energy and enterprise which he saw displayed in their magnificent valley that he was determined to do all he could to assist them with necessary roads and bridges;" and to the deputation who waited on him urging the necessity of railway extension to Ouvah, he said that "while fully appreciating the value such means of communication would have, it was a large and a very important matter, and required a very careful consideration before he could give a decided answer. That he would first appoint a Commission to take evidence as to the nature and amount of the traffic there would be on that line. If it was satisfactory, then he would appoint engineers to inspect and survey the different routes proposed to him, to see if there were engineering difficulties in his way. And if that was also successful he would then consider the ways and means." In these, and all similar meetings with deputations and replies to memorials, he has carefully guarded himself against giving any unconditional promises, withholding his final decision till all the facts are before him. In this he has shown his wisdom; for with such heavy works likely to be on his hands presently as the Colombo harbour, and probably also the Paumben passage, it behoves him to walk warily, and not commit the colony to any project which might hamper its resources or limit its capabilities. One liberal move the new Governor has made, for which the public applaud him, is, that he has reverted to the good old system practised by the late Sir Henry Ward and Sir Charles McCarthy, of allowing public bodies to nominate the member they would wish to represent them in the Legislative Council. He has asked the Planters' Association to name a man to represent the planters, and they have nominated Mr. William Martin Searle, their chairman. It is believed he will also consult the Chamber of Commerce as regards a nominee for the merchants.

On general matters there is little to be said. Trade for some time has been rather dull, except in coffee, in which lately a brisk business has been done. Coffee planting has had a great resuscitation of late years. After the crisis of 1864 to 1866, which culminated in the fall of several banks and merchants here and at home, people went cautiously into the cultivation of the berry. But after that the enterprise took a fresh start, and *inter alia* the large and expanding districts of Dimboola and Dickoya, with their thousands and tens of thousands of acres of available forest land offering suitable opportunities, investors have readily availed of them. The roads now opened, and being continued through those very fine districts, with the railway extension which will next year come within an average of thirty miles of those clusters of now fine estates, will soon cause to show in all its glory an unbroken expanse of fifty square miles of cultivated coffee, and will form one of the most magnificent prospects that the eye can gaze upon. Not only prospect to please the eye, but a very satisfactory prospect financially, will those broad acres present when all beaming and laden with the fragrant berry. With Ceylon's great rivals, Brazil and Java, shortening their production, and with the consumption of the world increasing, with America and Canada abolishing their coffee import duties, and with England doing the same in a moderate way, the enterprise at the moment and for some time to come presents one of the most encouraging opportunities for the investment of capital in a country easily reached and comparatively healthy as a residence; nor need enterprise be checked by the idea that the land is exhausted. Besides the enormous quantities of land in the districts referred to, there is that great expanse of land between Dimboola and Happotella—all the land surrounding Horton's Plains and on to Ballangoode on the one side, and to Happotella on the other—large blocks in Marale, and at the back of the Knuckles, all suitable for coffee cultivation—while for tea and Chinchona there is the vast wilderness around Nuwara Eliya, mostly too high for coffee—and for maize and cotton the large tracts of fertile land in the country of Burtenne and in the Northern Province. In proof that attention is now being directed to other than the stereotyped coffee districts, a quantity (about forty lots) of Crown land put up for sale by auction the other day in the neighbourhood of the Horton Plains, an altitude of 7,000 feet above the level of the sea, was readily purchased at prices averaging from £2 to £3 per acre. And would but a company start there to cultivate tea no doubt a most valuable industry would soon be added to those now forming our staples. The same would happen should another company buy up a portion of the extensive forest of flat and beautiful land stretching along the Welasse country from the foot of the Madoolseline range all the way to Burtenne.

Commercial Report.

(*For dates see first page.*)

IMPORTS.

YOKOHAMA.—The demand for Cotton Yarn had been very active, and large sales of all counts, both on the spot and "to arrive," had been made at a considerable increase on last quotations. At the close, however, there was less inquiry, and prices showed a tendency to recede. Grey Shirtings had been in fair demand, and fully previous rates had been obtained. Scarcely anything had been done in Woollens and Fancy Goods beyond a few sales of Mousseline de Laine. Nail Rod and Bar Iron had been sold "to arrive," at quotations. G.E. Grey Shirtings, 7 lbs., $2.35 to 2.40 per piece; 8¼ to 8½ lbs., $2.55 to 2.62½; 9 to 9¾ lbs., $2.90 to 3. G.E. White Shirtings, $2.40 to 2.85. T-Cloths, 6 to 8 lbs., $1.70 to 2.25. Cotton Yarn, No. 16 to 24, $47.50 to 48.50 per picul; 28 to 32, $50 to 51; 38 to 42, $50 to 53. Iron:—Nail Rod, $3 to 4.50; Bars, $3.80 to 4.30.

HANKOW.—Early in the interval the market was influenced by unfavourable news from Shanghai, causing a cessation of business, but with later improved advices confidence had been regained, leading to a fair business in Grey Cottons. Grey Shirtings: 7 lbs. had been in little request at a decline of 1 to 2 candareens; considerable business done in 8¼ lbs. at easier rates, but at the close prices tended upwards, and ruled at Tls. 1.86 to 1.94; 9¾ lbs. Tls. 2.55 to 2.70 per piece. White Shirtings: Unaltered. T-Cloths: 6 lbs. not in request; 7 lbs. more saleable, but rates low; 8 lbs. Tls. 1.70 to 1.78 per piece. Drills: The late advance had been more than lost, and business had been much curtailed in consequence. Fancy Cottons: All descriptions in most limited request. Woollens and Worsteds: No demand, and but few transactions. Metals: Lead saleable at a decline of 5 candareens per picul; Quicksilver receded to Tls. 68.00 per picul, and at that figure was not readily saleable.

SHANGHAI.—Manufactured Cotton Goods: There had been a speculative inquiry for Grey Shirtings, which, together with a fair trade demand, had resulted in considerable settlements; prices were, if anything, slightly easier, especially for 7 lbs., which were quoted Tls. 1.7 to 1.7.2. In White Shirtings only a moderate business had been done at about previous rates. In T-Cloths a fair inquiry had prevailed at Tls. 1.3.5 to 1.4 for common and Tls. 1.5 to 1.6 for Mexican qualities 7 lbs. The market for English and Dutch Drills had continued rather quiet, and only moderate transactions had been reported at Tls. 3 to 3.0.6 for the former, and Tls. 2.9.2 to 2.9.5 for the latter. A sale of 3,500 pieces of American Sheetings had been made at Tls. 3.9, but in other American fabrics no further business had transpired. Fancy Cottons continued dull of sale, and the same remark applied to Woollens, although some improvement in the latter manufactures was anticipated.

FOOCHOW.—Sales had been, T-Cloths, 8 lb., 450 pieces at $2.75 to 2.80 per piece; 7 lb., 2,500 at $2.12½ to 2.40. Lead, 1,270 pigs at $7.00 per picul.

HONG KONG.—Large arrivals had added to stocks, but there had been a large business in all classes of goods. The demand commenced soon after the departure of the English mail of 22nd June, and continued very brisk for about ten days, when it in a great measure ceased. Business was likely to remain quiet for some little time until purchasers had been enabled to clear their stocks. Cotton Yarn: In 16/24s a large business, chiefly on speculation and for shipment to Japan; inquiry confined almost entirely to the common qualities, fine being in a great measure neglected; 28/32s in small stock; 38/42s common chops in large supply and difficult, best qualities in moderate demand and prices firm. Grey Shirtings: The dealers fairly supplied, and no great advance expected until their stocks are reduced. White Shirtings: Unsatisfactory. Grey T-Cloths: 6 lb. common chops taken to a large extent, prices rather better; 7 lb. common in large stock and difficult to move; 6 lb. Mexicans could not be sold; 7 lb. Mexicans of first-class marks quite neglected, demand confined to inferior at $2 to 2.05 per piece; 8 lb. Mexicans difficult to remove even at a reduction. Grey Drills: English 14 to 15 lbs. wanted at an advance. American up 10 cents, but not in stock. Dutch slightly improved. English Jeans, no buyers. Fancy goods neglected. Woollens and Worsteds: Broad Cloth, firm. Medium advanced about 5 cents. Habit neglected. Scarlet and Spanish Stripes improved 3 cents stocks light. Assorted showed a similar rise. Assorted Blankets in very limited stock, and an advance of 2½ cents noted. Long Ells not moved, holders very firm. Gentian and Scarlet Camlets in request at former quotations. Lastings: Common advanced 50 cents and good $1 per piece. Metals: Nail Rod Iron a little firmer. Sales of Bar established a rise of 5 cents per picul. Hoop not in stock. Quicksilver had a downward tendency, owing to large arrivals of English. Yellow Metal is held strongly, but averse to pay any advance. Lead improved in price, owing to a speculative demand.

SAIGON.—There was not much business doing, but at the following quotations sales could be effected:—Grey Shirtings, 8¼ lbs., $2.70 to 2.80 per piece; 7 lbs., $2.30. Irish Linen, No. 150, $1.80; No. 120,

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$1.75 to 1.65. T-Cloths, 6 lbs., $1.78 to 1.80; 5 lbs., $1.46; 4½ lbs., $1.30; 4 lbs., $1.15.

Singapore.—Messrs. Boustead and Co. report as follows:—During the early part of the fortnight there was an active demand for most descriptions of Piece Goods, but latterly the enquiry has slackened, and advices of a decline in the Manchester market have made holders show more disposition to press sales. There is no change of importance in prices. 39-inch Grey Shirtings, 8¼ lbs.: Considereble clearances effected at $2.57½ to 2.60; 7 lb. quiet at $2.20; 6 lb. very dull at $1.97½ to 2; 45-inch, 8 lb., sales at $2.60; 9 lb. nominal at $2.85 to 2.95. 32-inch Grey T-Cloths: More enquiry for light weights at $1.7½ to 1.12½ for 4 lb. to 4¼ lb.; 5 lb. saleable at $1.37½ to 1.40; 6 lb. in fair enquiry at $1.70 to 1.72½; 7 lb. quiet at $1.87½ to 1.92½. Woollens: Camlets firmly held; Scarlet Long Ells, 12 lb. in some enquiry at $8 to 8¼; Scarlet Spanish Stripes wanted at 85 cents. Grey Yarn: 18/24s in more enquiry at $110 to 112½; 30s quiet at $117 to 118; 40s continue saleable at $135 to 136; stocks of all descriptions light. Best T. Red dye wanted; Green and Orange Yarn in moderate request at former rates. Metals:—Iron, buyers only purchasing for immediate requirements. Govan flat bar, $4; common flat bar, $3.70 to 3.80; round and square, $3.75; Nailrods, $4; Hoop, $4¾ to 5; Swedish flat bar, $4; Yellow Metal, $27 to 27½; Lead, LB, $6.20.

EXPORTS.

TEA.

Yokohama.—The demand having been more general since the date of last report, a brisker business had been done, resulting in the settlement of about 8,000 piculs, a fair proportion of which had been of the fine grades; prices had ruled much the same as last quoted, except for the medium classes, which had advanced, and the market at the close for this (Pacific) mail was reported firm. Supplies had come in very freely, and stocks were slightly increased; further large arrivals were expected; the quality had improved, and was said to be very fair, and better than the average of former years at this period of the season. The only export had been that by the last P.M.S.S. steamer, viz., for New York 258,205 lbs., for San Francisco 95,894, for Chicago 20,477, for Boston 19,949. The Polly Lewis, 566 tons, was loading for New York, and the Clara Bell, 200 tons, and Charley, 359 tons, for San Francisco. Quotations: Common and good common nominal medium, $33 to 36 per picul; good medium, $37 to 40; fine, $41 to 44; finest, $46 to 50; choice, $52 and upwards.

Hankow.—Messrs. Drysdale, Ringer and Co.'s Report, dated 2nd July, says:—Since our report of 25th ult. some of the second crop Teas have been placed on the market, and after considerable competition the better parcels have been all bought up. The early arrivals were mostly from the Yong-low-Toong district, realising Tls. 20 to 23½, the greater portion being taken at Tls. 22½ to 23¾ per picul, or about the same price as last year. On the whole they compare very well with those of the previous season, being strong and flavoury in the cup and with fairly good leaf; still we do not think them quite equal in quality, which may be accounted for by the leaf being apparently a little older. Three or four Cheong-sow-kai Teas were shown yesterday, among them the favourite chops, "Chuen-kut" and "Ping-hing." The same eagerness was displayed to secure these, though at much higher prices, and we hear as high as Tls. 24½ proportion has been offered for the two parcels above-named. Last year, when they were in our opinion equally good, they realised only Tls. 21 per picul on this market. For two other parcels from this district Tls. 24 per picul has been offered. A few musters are down from the other districts, but the Teas can only be bought at high prices. We can hardly form an opinion of the bulk of the crop from so few samples, but these certainly give colour to the general impression that there is but a very limited quantity of good Tea to come. This will be due to the unfavourable weather that has prevailed in the Tea districts, in fact in the country all round. We are again threatened with a flood in Hankow, indeed many of the streets and houses in the native city are already flooded, while the water from the river is just beginning to come over the edge of the Bund in the British Concession. Settlements for the week are:—7,344 chests 4,056 half-chests 340 boxes at 1s. 5½d. to 1s. 8d. per lb.; 6,145 chests 3,619 half-chests 430 boxes at 1s. 1½d. to 1s. 5½d. Of the above settlements 5,464 chests and 3,726 half-chests are second crop Tea, nearly all Yung-low-toongs, prices for which, as noted above, have ranged from Tls. 20 to 23½ per picul, the first settlements being the cheapest. Some eight or nine chops of Shuntam packed arrived yesterday and were at once taken by the Russian houses at Tls. 13.40 to 14 per picul. For other kinds, quotations are nominal. A few Oonfars have been sold at Tls. 17.50 to 21.80 per picul.

Shanghai.—*Black*: The transactions had been very large, settlements and reshipments aggregating 65,800 chests and 74,900 half-chests. Buying had gone on steadily, operators being by no means deterred by advices from Foochow reporting heavy early export and an unusually good crop. Early in the interval the fine teas remaining on offer were cleared off at Tls. 33.0.0 to 40.0.0 per picul, since when inquiry had been principally directed to medium, to on fine, grades, costing Tls. 25.0.0 to 30.0.0. Common to fair Hohows had also been in some request at Tls. 20.0.0 to 23.0.0. Shuntams and common Oonams had been in limited supply, and had found buyers at Tls. 17.7.5. to 23.0.0. One parcel of low Hohow reported settled at Tls. 16.0.0. per lb. Settlements showed great irregularity in prices, those made early in the period under notice give best value; the decline on previous rates then existing had been fully recovered by a gradual advance, closing rates being some Tls. 2.0.0 per picul over last quotations. This advance was mainly attributable to the impression, now in some measure confirmed, that the first crop would not exceed in quantity the yield of last season, also by a report current amongst native dealers that the second crop was not likely to be large, nor so good as last season; it is however too early to speak with any degree of confidence on this head. One or two musters had been shown, and one chop was reported settled at Tls. 28.2.5 "to arrive"—about Tls. 2.0.0 over opening rates of last year. *Green*: Settlements 11,428 half-chests and 30,000 boxes Pingsuey at Tls. 42.0.0 to 62.0.0 proportion—a range of prices lower than last year, and showing Tls. 2.0 0 to 3.0.0 reduction from opening rates. With the exception of a few parcels taken for the English market, business had been restricted to buyers for America. The quality of the crop was about the same as last year; the Teas were, however, too much faced and of less value in consequence. Fychow and Teenkai were expected in a few days.

Foochow.—Settlements of Congous had been considerable, and though there was little animation in the market yet prices remained unchanged. Second crop Congous were in pretty full supply, and amongst the musters offered were some possessing fair quality, which were desirable Teas, but for them the Teamen were asking high prices. Taken as a whole, this crop was not considered as equal in quality to last year's. Souchongs remained as before. Settlements of Oolong to date had been 19,330 half-chests, of which about 6,000 to 7,000 packages had been taken for shipment to the United States per steamship Sarpedon; the prices realised had been Tls. 29.3 to 30.8 o.b. for good cargo free from dust; the stock was 25,193 half-chests, including however no fine Teas. The Deerhound was still loading for New York, and the steamship Sarpedon was expected from Shanghai to take in cargo for the same destination. Scented Teas: 4,780 boxes purchased without change in prices. Stock 6,103 boxes. The Essex, Zenobia, Grenadier, and Maitland were on the berth for London, and the Prospero, Adelheid, Mary Blair, and Nil Desperandum for the Colonies.

Amoy.—Ooloong: Active business continued until near the close, when purchasers had satisfied their requirements for first cargoes; since then great quietness had prevailed, buyers generally holding off for a decline, which Teamen had not acquiesced in sufficently to induce business on any large scale, particularly as the pick of the first crop Teas had already been settled. The settlements made showed no decline upon the finest grades, which were getting scarce, but there was a marked fall in the lower qualities, and towards the close Teamen seemed anxious to sell, though they still asked rates which were above buyers' ideas for later shipments. The quality of the crop continued satisfactory, and the agreement to reject all chops with over 15 per cent. of dust had been rigidly adhered to, but even this maximum per centage had seldom been reached. The crop would be a full one, judging from present appearances, though it was too soon to give an approximate estimate, as any material fall in prices would greatly reduce receipts. The Douglas Castle and Glenartney left on the 6th July for New York, and the S.S. Craigforth was daily expected to load about half a cargo for the same destination. Formosa Teas had been very dear in price, and the spring crop was all bought up. Summer Teas were arriving, but the quantity would be extremely small, owing to the great absence of rain this season; and as the producing districts were quiet near the foreign settlements there seemed little reason to doubt the statements of the growers, everything tending to confirm them. Congou: Settlements had taken place to the extent of 1,211 half-chests on a basis of about $22 per picul for superior cargo. The quality was better than last year, but the quantity would be small, there being little demand for this description either for America or England. Quotations—Oolong: Common cargo, $21; fair, $24; good, $27 to 29; superior, $35 to 36; fine, $41 to 45; finest, $45 to 54; choice and choicest, $60 to 72 per picul. Congou: Superior cargo, $22 to 23 per picul.

Canton.—A fair amount of business had been done during the interval. The second crop had nearly all come to market, and was considered as a whole inferior to that of last year, in addition to which it had been further deteriorated by the admixture of dirt, congee, and spurious leaf. Fine to finest Scented Capers were very scarce, and any parcels approaching good quality had been readily sold at full prices. Medium kinds were in full supply, and the easier rates ruling in consequence had induced considerable purchases, the bulk of the settlements reported consisting of these kinds. Scented Orange Pekoes had been in less request, but there was no change to note in quotations, the light stocks keeping holders firm. Green Teas had been somewhat neglected, and Gunpowders showed a considerable decline. It is reported that about 500 piculs of almost entirely spurious leaf Gunpowder and Imperial had been settled for export to America, but details had not transpired. The settlement of Pouchong reported below was also for the American market. Settlements: Scented Orange Pekoe, 5,000 boxes at Tls. 18.00 to 29.00 per picul; Scented Caper, 27,000 do. at Tls. 16.00 to 30.00; Gunpowder, 3,000 do. at Tls. 19.00 to 28.00; Imperial, 500 do. at Tls. 20.00; Pouchong, 2,000 half-chests at Tls. 20.00,

SILK.

Yokohama.—The season 1871-2 closed on the 30th June with an export from Yokohama of 14,635 bales, and from Hiogo 650 bales, making a total of 15,285 bales. The French mail left on the 3rd July with 169 bales, since then the market had continued active, and about 180 bales had been purchased, making settlements since the 20th June about 350 bales. The quality of the new crop so far showed a decided improvement on last season's Silk, but there was still some complaint to make about the casing, mixing and foulness of the skeins, which was doubtless to some extent caused by its having been hurried into the market in an unprecedented manner.

Shanghai.—Messrs. Skeggs and Co.'s Circular says:—Great excitement prevailed amongst buyers at the close of last English mail (June 22), and continued until the departure of the French mail, nearly 3,500 bales being settled during the interval of one week, prices in that period being run up Tls. 35.0.0 to 40.0.0 per picul over those ruling at the opening of the season; the demand has been principally for best Kahings, Chops, and best medium Tsatlees, on which Silks the dealers easily succeeded to establish the above advance. Since then, however, the market has been less active, and buyers have turned their attention to common Tsatlees, which up to the present have been somewhat neglected. Heavy and continued rains, together with the cold weather, are reported to have injured the second crop, notwithstanding which the probable export is still estimated at 55,000 to 60,000 bales.

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Purchases have been mostly at 1s. to 2s. over last home telegraphic advices.

CANTON.—The market had again advanced for Tsatlee and Loongkong Silks, but re-reels were without change. A price as high as $625 had been paid for a parcel of Curio Tsatlee reported to be very fine. A pretty large business had been done during the fortnight, 560 bales going forward by the P. and O. mail. The settlements for America were not known, but were not expected to be large, the ruling rates being too high to offer much inducement to purchasers. Stock estimated at 800 bales of all descriptions. Tsatlee Reels were in very good demand, especially the high classes, as shown by the prices paid. Extra Loongkongs: There were none to be had, and the stock generally of Loongkong silk was not large. For re-reels there was not quite so much enquiry, and it was still almost impossible to obtain them clean; those offering on the market are also generally mixed. The third crop Silk may be expected in about a fortnight, and the yield was estimated at under 3,000 bales; the present weather was unfavourable for this crop.

NEW YORK MARKET REPORT.

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TEA.

The market is quiet, with but little demand from the trade. Green is in little more inquiry. Oolong is neglected, and Japan fairly steady, with a moderate call for invoices. The line trade is without change.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to July 1, 1872, were as follows:—Greens, 16,275,438 lbs.; Japans, 8,252,649 lbs.; Souchongs, 2,657,814 lbs.; Oolongs, 10,972,749 lbs.; other sorts, 83,397 lbs.; total, 38,242,047 lbs. The stock on Jan. 1 was 19,708,564 lbs.; which, added to the above total, gives a result of 57,950,611 lbs. as the total supply. Subtracting from this total the exports from Jan. 1 to July 1, 3,183,072 lbs., and the withdrawals for home consumption during that period, 15,501,319 lbs., there remains a total of 39,266,220 lbs., representing the stock on the last-named date.

SILK.

The market continues quiet, with a general disposition on the part of spinners to refrain from laying in large stocks at present high prices. There is some little demand for medium and fine Cantons, but there is a good supply here, and on the way, and this has a weakening effect upon the market.

COFFEE.—The market for Brazil has relapsed into a quiet state again. Dealers and jobbers, though selling pretty freely at full prices, not having been in the market to any extent. Holders have remained firm, offering their stocks sparingly, and the market, though dull, may be called steady at previous valuations, operators looking with some anxiety for telegrams. The market for other kinds has been less active, advanced views of holders having had a tendency to check operations—the market closing quietly, and hardly so firm, at late valuations. There is a continued good inquiry from the interior trade. The sales include 655 bags Native Ceylon, 453 bags Government Java, and 400 bags do., to arrive, all on private terms.

CORDAGE.—The market continues steady at the last quoted prices.

CAMPHOR.—China is quoted 18c. to 19c. gold in bond.

CHINA PRESERVED GINGER rules at $8.50 currency, duty (35 per cent. *ad val.*) paid.

ESSENTIAL OILS.—Aniseed is quoted $2 gold, and Cassia $1.45 gold, duty (on Aniseed 50c., on Cassia 100c. per lb.) paid.

GAMBIER is quoted at 4½c. to 4⅝c. gold; market dull.

HEMP.—We notice sales of 2,800 bales Manila on terms not made public, and 1,600 do. to Government at a price equal to $11.45 gold, delivered in Boston. The market closes firmly at 11¼ to 11⅜ cents gold, 10⅞ to 11 being offered and refused.

INDIGO.—The demand for Manila continues fairly active at last quotations, viz., 90c. to $1.15 currency.

RICE.—Rangoon continues firm at previously ruling rates, viz., $7 to 7.37½ currency duty paid, and $3.12½ to 3.25 gold in bond. The sales of the week have reached 4,200 bags.

SUGAR.—The market presents a very dull appearance, especially for the good and better grades Cuba for refining purposes; and as holders offer their stocks sparingly, and the stock is on the decrease, full previous values are easily maintained. There have been no sales of East India descriptions.

SPICES.—In the absence of telegrams there has been no movement from first hands, but we note a continued good distributive trade at full and, in some instances, hardening prices. Of Nutmegs there have been sales at 95c. to 97½c., and some 40 casks at 95c. to 96c. Pepper at 17c. to 18c.; Mace at $1.15 to 1.22½; Cassia 27½c. to 28c.; White Pepper, 35c. to 35½c. all gold.

TIN is quiet, and if anything, a little easier, Straits having been sold at 35c. gold.

LATEST TELEGRAMS.

CHINA.

HONG KONG, AUG. 23.—Nothing doing in Cotton Goods; Woollens quiet; Grey Shirtings, 6½ catties, 8¼ lbs., $2.47; Cotton Yarn (Water Twist), 16-24, $128. Exchange on London: Bank bills, six m.s., 4s. 6d. Tea freights to London by sailing vessels, £2 10s. to £2 15s.

STRAITS SETTLEMENTS.

SINGAPORE, AUG. 22.—Cotton Yarn, 40's, $135; Grey Shirtings 39-in., 8¼ lbs., $2.55; 7 lbs., $2.17½. T-Cloths, 6 lbs., ordinary $1.70. Gambier, $4.25. Pepper: Black, $12½; White, $21. Tin $37.22. Exchange on London: Bank bills, six m.s., 4s. 6½d.

PENANG, AUG. 22.—Tin, $35.90; Pepper, black, $11.90; white, $22.50; Sugar, No. 2, $5.10, No. 3, $3.50; Cotton Yarn (Mule Twist) 40's $135. Exchange on London: Bank bills, six m.s., 4s. 6½d.

EXPORT OF TEA AND SILK, SEASON 1871-72 & 72-73.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1, 1871, to May 31, 1872.....	—	79097317	51687980	—	19039098	149774395	54589
Corresponding period last season.....	10826	71079427	47362939	349447	13267211	131969850	42141

Shipments Since:

June 17 per Thermopylæ	From Shanghai	...	1,196,407		
— — ... Cutty Sark	... Do.	...	1,303,049		
— — ... Sir Lancelot*	... Do.	...	3,549		
— 18 ... Drummond Castle (str.)	... Do.	...	2,024,989		
Duke of Abercorn	... Foochow	...	1,585,201		
— 19 ... Enterprise (str.)	... Shanghai	...	1,358,205		
— 21 ... Lord of the Isles (str.)	... Foochow	...	1,962,477		
— 22 ... Undine	... Shanghai	...	1,088,805		
Tanjore (str.)	... Do., &c.	...	—	6,742	
— 28 ... Menelaus (str.)	... Do.	...	1,427,451	835	
Do.	... Canton	...	173,108		
Colombo (str.)	... Foochow	...	1,958,753		
— 25 ... Carmarthenshire	... Canton	...	895,017		
— 28 ... Cheops (str.)	... Shanghai	...	804,615		
Blackaddor	... Foochow	...	1,394,349		
Tweed (str.)	... Canton	...	972,129		
— 29 ... Alphe (str.)	... Shanghai, &c.	...	298,053	2,077	

* To complete loading at Foochow.

TO THE CONTINENT.

		Bales.
From June 1, 1871, to May 31, 1872.....	5108429	2625
Corresponding period last season.....	2384282	

Shipments Since:

June 12 per Diomed (str.)	From Shanghai	...	40,011	
Tchihatchoff (str.)	... Hankow	...	1,920,051	
— 22 ... Tanjore (str.)	... Shanghai, &c.	...	—	588
— 29 ... Alphe (str.)	... Do.	...	—	1,659

TO UNITED STATES.

		Pcls.
From June 1, 1871, to May 31, 1872.....	54196819	2783
Corresponding period last season.....	49063207	2926

Shipments Since:

June 22 per Alphe (str.)	From Shanghai	...	64,145	
— 25 ... New York (str.)	... Do.	...	219,131	
— 27 ... Colorado (str.)	... —	...	—	150

TO AUSTRALIA.

From June 1, 1871, to May 31, 1872	12,728,962 lbs
Corresponding period last year	11,779,521

Shipments Since;

June 18 per Acacia	From Foochow	...	254,400
— 19 ... Marquis of Argyll	... Canton	...	92,000
— 20 ... E. M. Young	... Foochow	...	419,900
— 23 ... Melrose	... Do.	...	328,000
— 27 ... Rachel	... Do.	...	308,400

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844.....	51,022,600	...*	1862 to 1863.....	121,273,580	72,887
1845 to 1846.....	57,334,200	18,600	1863 to 1864.....	117,463,586	46,603
1850 to 1851.....	63,972,000	22,144	1864 to 1865.....	121,236,870	32,313
1853 to 1854.....	77,327,800	61,283	1865 to 1866.....	118,333,043	62,890
1855 to 1856.....	92,240,300	50,481	1866 to 1867.....	118,423,290	50,052
1857 to 1858.....	76,990,255	68,315	1867 to 1868.....	116,890,430	57,449
1858 to 1859.....	65,789,792	83,184	1868 to 1869.....	142,789,804	70,917
1859 to 1860.....	85,560,452	64,169	1869 to 1870.....	139,740,193	63,807
1860 to 1861.....	90,066,160	70,644	1870 to 1871.....	131,969,850	51,329
1861 to 1862.....	109,854,040	79,199	1871 to 1872.....	149,774,395	54,589

* Including the Continent.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 8¼d.	4s. 8¼d.	4s. 8¼d.
Shanghai ,, ,, ...	6s. 1¾d.	6s. 2¼d.	6s. 2¼d.
Canton ,, ,,	4s. 5¾d.	4s. 5¾d. to 4s. 6d.	4s. 6d. to 4s. 6¼d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6¾d.	4s. 7d.	4s. 7¼d.
Manila ,, ,, ...	4s. 4¼d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	318	230
,, Hong Kong...	27⅛ to 28 dis.	—
Bar silver	111.2.7.	9 prem.
Mexican dollars	79.9.0	9 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 69; Old, 71 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance, $1,450 premium.
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, $36 premium.
Hong Kong Fire Insurance Company, $320 prem.
Union Insurance Company, $1,400 premium.
China and Japan Marine Insurance Company, Tls. 45 premium.
China Fire Insurance Company, $46 premium.
Victoria Fire Insurance Company, $44 premium.
Indo-Chinese Sugar Company, $50 dis.
Shanghai Steam Navigation Company, Tls. 46 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $18 to $20 dis.

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IMPORTS, TIENTSIN — 1870-71-72.

(From *Customs Gazettes and Returns.*)

Quartr.	Goods.	1870.	1871.	1872.	1872.
1st	Shirtings, Grey Plain	213,900	166,696	151,632	March.
2nd	Do. do.	190,345	807,899	93,554	April.
3rd	Do. do.	484,992	494,129		
4th	Do. do.	433,468	185,729		
	Total ...	1,322,705	1,654,455		
1st	Shirtings, White ...	46,779	32,697	67,820	March.
2nd	Do. do. ...	61,838	110,750	27,534	April.
3rd	Do. do. ...	69,540	42,582		
4th	Do. do. ...	93,846	29,831		
	Total ...	272,003	215,860		
1st	T-Cloths	91,659	28,315	223,574	March.
2nd	Do.	211,809	660,783	242,079	April.
3rd	Do.	312,410	374,697		
4th	Do.	423,827	220,110		
	Total ...	1,039,705	1,283,905		
1st	Drills, English ...	8,637	11,350	56,871	March.
2nd	Do. do. ...	14,196	103,503	33,674	April.
3rd	Do. do. ...	41,244	29,021		
4th	Do. do. ...	124,517	64,029		
	Total ...	248,594	207,903		
1st	Drills, Dutch ...	3,270	10,145	14,910	March.
2nd	Do. do. ...	6,915	30,044	12,790	April.
3rd	Do. do. ...	24,794	27,120		
4th	Do. do. ..	24,303	8,924		
	Total ...	59,282	76,229		
1st	Drills, American ...	17,156	490	5,944	March.
2nd	Do. do. ...	15,376	22,723	3,510	April.
3rd	Do. do. ...	45,295	27,825		
4th	Do. do. ...	22,380	24,792		
	Total ...	100,207	75,830		
1st	Sheetings	7,224	4,455	16,053	March.
2nd	Do.	18,405	10,003	16,149	April.
3rd	Do.	11,284	12,795		
4th	Do.	2,159	14,623		
	Total ...	39,072	41,876		
1st	Jeans and Twills ...	9,385	1,345	27,515	March.
2nd	Do. do. ...	29,421	40,179	12,339	April.
3rd	Do. do. ...	30,809	35,991		
4th	Do. do. ...	28,532	42,161		
	Total ...	98,147	119,676		
1st	Chintz	11,259	11,280	13,202	March.
2nd	Do.	19,425	16,683	10,571	April.
3rd	Do.	22,691	15,198		
4th	Do.	19,575	5,226		
	Total ...	72,950	48,387		
1st	Turkey Red... ...	10,637	8,750	15,450	March.
2nd	Do.	7,251	8,774	5,350	April.
3rd	Do.	9,596	7,940		
4th	Do.	6,020	6,750		
	Total ...	33,504	32,214		

Shipping Intelligence.

ARRIVALS.

At Yokohama.—From Liverpool, June 24, Penrith.

At Shanghai.—From London, July 3, Craigforth (str.); 5, Russie; from Liverpool, June 28, Nestor (str.); July 1, Sarpedon (str.); from Cardiff, 4, Kaisow; from New York, June 30, Flying Spur; 5, Taitsing.

At Hong Kong and Canton.—From London, June 29, Guinevere, Western Chief, William Ritson; July 1, Jessie Israel; 2, Maiden Queen; 4, Cyphrenese (str.); 11, Dragon, Irvine; from New York, June 26, Brema; 27, Willy; from Shields, July 1, Fairy; from Cardiff, June 29, Alexandria, Copernicus, Leunatin; July 1, Benares. 11, Seamew, Jane Sprott, Everhard, Tynedale, Cymbeline; from Hamburg, July 1, Elizabeth; 11, Saturnus; from Liverpool, June 29, Clymene; July 3, Caroline; 11, Heron; from Sunderland, June 29, Hylton Castle, Ruth; July 4, Hellens; 11, Warren Law; from Newcastle, 11, Stavers; from Callao, 11, Fray Bentos.

At Manila.—From Liverpool, June 24, Matilde, 25, Adolfo; from Cadiz. 24, Cervantes.

At Singapore.—From London, July 10, Pasithea, Janet Ferguson; 18, Trafalgar, Surprise (str.); from Liverpool, 11, Finzel; 18, Buena Ventura; from Southampton, Indus (str.); from Rotterdam, 11, Graafstroom; from Bordeaux, 10, Dent Freres; from Shields, 20, Ottercaps; from Cardiff, 16, Oxford; from Newcastle, 14, Tycoon.

At Saigon.—From Bordeaux, July 1, Mandalunis.

At Batavia.—From London, Alerte, Wistaria. Samuel; from Glasgow, County of Lanark, County of Berwick; from Liverpool, Bothwell Castle.

DEPARTURES.

From Shanghai.—For London, June 24, Undine; 20, Lahloo; July 3, Argonaut.

From Foochow.—For London, June 20. Duke of Abercorn; 22, Lord of the Isles (str.), Colombo (str.); 26, Blackadder; July 4, Denbighshire, Sir Lancelot.

From Hong Kong and Canton.—For London, July 2, Africa (str.); 12, Ulysses; for Callao, July 4, Caroline; 12, Landwursten; for Hamburg, 11, Corona.

From Manila.—For London, June 19, Catalina; 28, Jubilee (via Cebu); July 1, Tamesa; for Liverpool, 28, Itasca (via Ilo Ilo); 23, Madura; for Channel, 27, Evelyn Wood (via Ilo Ilo), Antipodes (via Cebu); 14, Matchless; for Boston, 20, Pegasus (via Ilo Ilo), for New York; July 1, Florence.

From Singapore.—For London, July 9, Cheops (str.), Rosedale; 10, Tweed (str.); 19, Adelaide, Odessa (str.); 13, Africa (str.); for Liverpool, 10, Emiliano (str.), for Havre; 18, Duc de Malakoff, for New York; 16, Glenartney.

VESSELS LOADING.

At Yokohama.—For London, Yedo; for New York, Polly Lewis.

At Shanghai.—For London, (full), Nestor (str.), Eliza Shaw, Leicester, Leucadia, Weymouth, Doune Castle; for Odessa, Danube (str.), Russia (str.).

At Foochow.—For London, Star of the North, Zenobia, Grenadier (full), Essex, Maitland (full); for New York, Deerhound.

At Hong Kong and Canton.—For London, St. Andrews Castle, Ambassador, Falcon, Ravensworth Castle.

At Manila.—For Liverpool, Glenduror; for Channel, f.o., Adolfo, Cumberland, Adria, Glen Isla; for Cadiz, Carolina; for Gibraltar, Mont Cenis; for New York, Don Quixote, Forward Ho, Charmer, Sonora, Palm Tree, Springfield; for Boston, Kadosh, Camilla.

At Singapore.—For Liverpool, Bolton Abbey; for Channel, f.o., John George; for New York, Roslin Castle.

FREIGHTS AND CHARTERS.

At Yokohama.—To London, £4 10s. per ton of 50 feet.

At Shanghai.—To London, per steamers, £3 10s. per ton of 40 feet; and £3 10s. per ton of 50 feet for sailing ships.

At Foochow.—To London, £3 10s. to £4 per ton; to New York, £4 per ton.

At Hong Kong and Canton.—To London, £3 to £3 10s. per ton of 50 feet for sailing vessels and £4 per ton of 40 feet steamers: to New York £2 15s. to £3 per 40 feet.

At Manila.—No charters have been made on the spot; a steamer is expected in a few days, and £4 5s. for sugar to Liverpool is asked by her agents.

At Singapore.—To London, steamers are freely taking dead weight at £3 per ton and measurement, and light freight at £3 10s. to £4.

At Batavia.—To Rotterdam, sugar 90f., to Channel f.o., £4 5s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
June 16 ...	N. B. Palmer ...	New York ...	Shanghai
„ 17 ...	White Adder ...	London ...	Yokohama
„ — ...	Selim ...	Newcastle ...	Hong Kong
„ — ...	Arabie Maid ...	Cardiff ...	Shanghai
„ — ...	Dragon ...	London ...	Hong Kong
„ — ...	Wosderlow ...	Sunderland ...	Hong Kong
„ — ...	Langstone ...	London ...	Shanghai
„ — ...	Agincourt ...	Sunderland ...	Do.
„ 19 ...	Nightingale ...	Singapore ...	Boston
„ — ...	Seaforth ...	Shields ...	Yokohama
„ — ...	Hermon ...	Liverpool ...	Hong Kong
„ — ...	Cymbelin ...	Cardiff ...	Do.
„ — ...	Everhard ...	Do. ...	Do.
„ — ...	Langstone ...	Sunderland ...	Do.
„ — ...	Sing-tai ...	London ...	China
„ — ...	Warden Low ...	Sunderland ...	Hong Kong
„ 20 ...	Jane Sprott ...	Cardiff ...	Do.
„ — ...	Blackwall ...	Do. ...	Do.
„ — ...	Tynedale ...	Do. ...	Do.
„ — ...	Stavers ...	Shields ...	Do.
„ 21 ...	Caribou ...	Cardiff ...	Chefoo
„ 22 ...	Sedmi Dubrovocki...	Do. ...	Manila
„ — ...	Great Admiral ...	Ilo Ilo ...	Boston
„ 25 ...	John Lidgett ...	Manila ...	New York
„ — ...	Victoria ...	Liverpool ...	Manila
„ — ...	Gazelle ...	— ...	—
„ — ...	John R. Worcester...	London ...	Shanghai
„ 27 ...	Saturnus ...	Hamburg ...	Hong Kong
„ — ...	Burdwan ...	London ...	Do.
„ 28 ...	Dan ...	Hamburg ...	Amoor River
„ — ...	Windhover ...	Singapore ...	Liverpool
„ — ...	Johanna ...	Rotterdam ...	Hong Kong
„ 29 ...	Derwent ...	London ...	Shanghai
„ — ...	Burmah ...	Do. ...	Hong Kong
„ — ...	Emulation ...	Shields ...	Shanghai
„ — ...	Cresswell ...	Cardiff ...	Hong Kong
„ — ...	Wilhelmina ...	Manila ...	New York
„ — ...	Wm. Melhuish ...	Shields ...	Yokohama

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SHIPPING POSTSCRIPT.

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Arrivals not in the Tables.—Aug. 22, at Falmouth, from Rangoon, India: off the Lizard, from Akyab. R. C. Rickmers; at Liverpool, from Manila, Templar; 22, off Deal, from Bassein, for Bremen, Elveria; 19, at Cadiz, from Manila, Mina.

Departures.—Aug. 21, from Cardiff, for Hong Kong, Deutschland; ..., from Sunderland, for Galle, Eagle; 22, from Cardiff, for Singapore, Filippo Padre; 21, from Penarth, for Hong Kong, Isle of Wight; 23, from Liverpool, for Singapore, China, &c., (via S.C.), Patroclos (str.).

Steamers passed the Suez Canal.—Emiliano, from Manila and Singapore, for Liverpool; Antenor, from Liverpool, for Singapore, China, &c; Ben Ledi, from London, for Singapore, China, &c. Between August 11th and 20th, Ulysses, from China, Singapore, &c., for London; Olympia, from Hamburg, for Shanghai.

Spoken.—Marlborough, Cardiff to Galle, May 23, 16 S.; 32 W.; Whirlwind, Newcastle to Hong Kong, 25, off Lord Howe's Island; John Christian (N.G. barque), Cardiff to Hong Kong, 53 days out, June 19, 33 S, 33 W.; Medea, Rotterdam to Batavia, July 12, 10 N., 25 W.; Martha Augusta (Dutch), Singapore to London, Aug. 2, 38 N., 37 W.; Amazon, Probolingo to Bremen, Aug. 5, off Cape Flores; Hedvig (Swed. barq.), Padang to New York, July 4th, 32 S., 12 E.; Canaan (ship), Philippine Islands to Queenstown, July 4, 35 S. 20 E.; Surprise (Amer. ship), Manila to New York, July 5, off the Cape of Good Hope; Argo (schr.), Batavia to Rotterdam, June 27, 35 S., 24 E.

Casualty.—The Mary, Boulton, of and from Sunderland, for Singapore, with coals, put into Mauritius, July 14, with loss of bulwarks, wheel, binnacle, and two boats, and pump broken, having experienced a heavy gale, June 25, in lat. 40 S., lon. 36 E.; she bore up on the 28th, and was repairing. The Maria Adolfina, Bakker, from Batavia, put into St. Helena, 15th July, with a leak forward, and with loss of cutwater and head rails; she was surveyed twice, and on the cargo being shifted aft, the leak was raised sufficiently to be stopped, and the vessel proceeded for Falmouth on the 23rd. The Falcon, Sharman from Sourabaya, put into St. Helena, 16th July, leaky, but proceeded, 19th, for Amsterdam. The Callisto, from Colombo, to London, put into St. Helena, 16th July, with loss of sails, &c, she, however, proceeded, 18th, for her destination. The Bestevaer, from Batavia, to Amsterdam, passed St. Helena, 16th July, with loss of foretopmast. The Prince Alfred, (barque), Pfeiffer, from Hiogo, to New York, which put into St. Helena, 13th July, making water, &c, was surveyed on the 18th; the surveyors considered the leak as of no importance, but recommended that the foremast head should be strengthened and the vessel proceed. Another survey held on the Prince Alfred, on the 27th July, recommended that she should be listed and caulked, and where the copper was off, the same to be replaced.

Miscellaneous.—At Mauritius, July 7, Sea Ripple, Pringle, from Singapore; 16, Scottish Bride, Geitzler, from Algoa Bay, and sailed, 20, for Galle: Caldera, Evans, and sailed, 10, for Colombo; Hermon Shaw, and sailed, 12, for Galle; Aboyne, Stephens, and sailed, 16, for Galle; off Ascension, July 23, Cour de Lion; 25, from Colombo, to London, Pauline (Dutch); from Batavia, for Falmouth, Lady Palmerston; from Colombo, for Llanelly (?); 15, At St. Helena, Gravenage, Alberts, from Batavia, and sailed 16th, for Rotterdam; 17, Auriga, Alderton, from Sarawak, and sailed 18th, for London; Mina *v.* Bruggers, from Batavia, and sailed 18th, for Rotterdam; 18, Tony, Petersen, from Manila, and sailed 20th, for Falmouth; 19, Coleroon, Montgomery, from Penang, and sailed 20th, for London; 21, Nederland *v.* Ingen, from Batavia, and sailed 22, for Amsterdam; 27, Andriana Petronella de Bruck, from Batavia; 28, Kennemerland de Jong, from Batavia,

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

Cresswell—On the 24th Aug., at Lowood, Crystal Palace-park, Sydenham, the wife of H. S. Cresswell, of a son.

Finch—On the 9th July, at Hong Kong, the wife of Capt. Finch, of a daughter.

Katz—On the 15th July, at Singapore, the wife of Mr. A. Katz, of a daughter.

MacColl—On the 21st June, at Sourabaya, Java, the wife of Archibald MacColl, Esq., of a daughter.

Peacock—On board the ship *Lothair*, in Hong Kong harbour, the wife of Capt. E. Peacock, of a son.

MARRIAGES.

Hartley—Davies.—On the 27th June, at the British Legation, Yokohama, by Russell Robertson, H B M.'s Consul, and by the Rev. E. W. Syle, John Hartley, Esq., of Yokohama, Japan, to Mary Anne, only daughter of H. T. Davies, Esq., of The Chesnuts, Addiscombe, Surrey.

Haskell—Houston.—On the 24th June, by the Rev. Y. J. Allen, F. E. Haskell, of Boston, Mass., to Margaret, daughter of the late Samuel Houston, of Newnan, Va No cards.

Lamont—Tolman.—On the 10th June, at Pagoda Anchorage, Foochow, John S Lamont, Esq., to Mary Ann, second daughter of John S. Tolman, Esq., Rotherhithe, London, E.C.

Simon—Simon—On the 7th July, at Hamburg, Julius Simon, Esq., late of Hiogo, Japan, to Helene, only daughter of B. A. Simon, Esq., of Hamburg.

Woods—Hogan.—On the 10th July, at St. George's Church, Penang, by the Rev. Julian Moreton, Robert Carr Woods, Esq, jun., barrister-at-law, to Jennette. Emily Hogan.

DEATHS.

Barloni—On the 5th July, at Shanghai, Mr. U. Barloni, of the French Municipal service.

Pendleton—On the 1st July, at Shanghai, Capt. J. O. Pendleton, aged 43 years, formerly of the *Fire Cracker* and other Yangtsze steamers, of Stonington, Connecticut, U.S.A.

Vrooman—On the 27th June, at Canton, Mary Jane, youngest daughter of Rev. D. and Anna R. Vrooman, aged one year.

Wade—On the 15th June, at Peking, Lowry Fitzroy Herschel, youngest son of T. F. Wade, Esq., C.B., H.M.'s Minister in China, aged nine months.

Walsh—On the 1st July, at Shanghai, Charles Walsh, aged 35 years.

Wingate—On the 19th Aug., at 11, Elm Bank-crescent, Glasgow, James Wingate, Esq., aged 42 years.

MECHANICAL LABOUR IN THE FAR EAST.

(Pall Mall Gazette.)

The fact that a large steamship has been built at Shanghai by Chinese workmen of Chinese iron is no doubt instructive and remarkable, but it hardly warrants some of the speculations which it has suggested to some of our contemporaries. It is little likely that we shall see Chinese labourers much nearer than Western America. There is some mysterious law which confines within certain limits the emigration of this ingenious and, on the whole, adventurous people, and so long as there is a mere handful of them in India they need not be expected in Great Britain. But ships are certainly very different in many material respects from all other manufactured goods, as, indeed, we know at this moment from the proceedings at Geneva. Since they possess the faculty of moving themselves it is immaterial in what part of the world they are constructed, so long as they are constructed at all under circumstances which admit of their being launched. It is really very far from impossible that the English settlements on the Chinese coast may become the seat of a great shipbuilding industry. Coal and iron are plentiful, and skilled labour of the best kind and in any quantity can be provided in a very short time for anybody who will be at the trouble to train his own workmen from among a population which is without a rival for industrial capacity. The fact that one single iron vessel has been built proves the probability, and, indeed, the certainty, that several more will be constructed.

The City correspondent of *The Times*, who first attempted to connect the building of this Shanghai vessel with the strikes of English workmen on the one hand, and with the influx of Chinese labour into the United States on the other, omitted to notice one very interesting aspect of the subject. Is it likely, in days of advancing democracy, that the interference of the Chinese with the labour market would be successfully resisted? The agitation against the admission of Chinese labourers threatened at one time to become extremely formidable in the United States, and is far from utterly dead at this moment. So far as it has failed, it has failed not because there was not abundant prejudice and abundant ignorance to appeal to in the American masses, but because the success of the movement was broadly and palpably against the interest of the vast majority of the population. The ultimate result of the protective system adopted in the United States is that a great majority engaged in agriculture are virtually dependent on a small minority engaged in manufactures for the comforts and conveniences of life. An artificial limitation of the manufacturing class by the exclusion of the Chinese was therefore seen at once by the great agricultural majority to be an operation which they would have to pay for in the diminished supply or enhanced price of manufactured commodities. It is true that precisely the same reasoning ought properly to have opened their eyes to the true consequences of their protective tariff. Whether the foreigner completes the wares in his own country or aids in producing them in yours, the principle which bids you to take advantage of his labour is precisely the same in both cases. Yet so plain a conclusion as this does not appear to be drawn by the population distinguished above all others by the high average of its intelligence. Nor can there be a more striking proof of the slender hold which the economical truths which are clearest to political economists have upon popular opinion. The fact is the more interesting to us because if building yards for iron ships are really established at the Anglo-Chinese ports, the trade which conceive themselves to be injured and which unquestionably owe much of their present prosperity to the great demand for iron ships occasioned by the Suez Canal, can only invoke legislative assistance in the form of protective duties on China-built vessels. Fifty years ago this protection would have been conceded without a moment's hesitation. What are the real securities against its being obtained even now The American farmer, who is assuredly no fool, can see the folly of preventing a Chinaman from making shoes in America, but not that of preventing English shoes from entering the United States under a moderate duty. What would it take to convince an English hammerer of iron plates that it is inexpedient to interfere with the construction of iron ships at Shanghai?

The following notification in the English and German languages with reference to M. Ernst Seyd, late of Yokohama, appears in the daily newspapers:—"A resolution having been passed by the undersigned Court to apprehend the merchant Ernst Seyd, born in Rheidt, in the Rhine province, district Gladbach, and lately residing in Yokohama, on the charge of fraudulent bankruptcy, and (his apprehension having so far been impossible) it is requested that the above-named E. Seyd should be arrested wherever he may make his appearance, and be delivered up to the Koenighche Kreisgericht, at Stettin. In the event of the identity of an individual thus arrested being doubtful, a photograph of the said E. Seyd will be furnished. Description:—Age 31 years; place of birth, Rheidt, district Gladbach, in Prussia; hair, dark blonde, parted on the left side, and smooth; eyes, blue; beard, thin, generally clean shaved; form of face, full and round; stature, middle height; special marks of identity, wears spectacles, and is slightly marked with small-pox.—Yokohama, den 18ten Juni, 1872. Kaiserlich Deutsches General Consulat, in Vertretung, Zappe."

A long pending lawsuit connected with the Suez Canal, between M. Ferdinand de Lesseps and M. Charles de Lesseps, his cousin, has been terminated by the Civil Tribunal of the Seine. F. de Lesseps, on behalf of the Canal Company, brought an action against Charles de Lesseps, claiming f.500,000 damages for libellous articles in a journal called the *Canal des deux Mers*, representing that the company had levied inequitable tonnage dues. The Court, while admitting that the articles complained of were violent, was of opinion that they had done no assignable damage to the company, and they therefore dismissed F. de Lesseps' suit with costs.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, AUGUST 26, 1872.

AMERICA AND JAPAN.

AT length the Japanese Ambassadors have exchanged the profuse hospitality of our American cousins for a less demonstrative, but in no wise less sincere, reception on our shores. The time chosen for their arrival is unfortunate. Six weeks ago they would have found London full of life, gaiety, and display; now it is a desert. The upper classes of society have one and all betaken themselves to the moors and streams; the pavements are empty; omnibuses, cabs, and vans are the sole remaining representatives of the countless carriages which but the other day crowded the streets, and the public offices are tenanted only by those unfortunate clerks whose juniority dooms them to work and toil in London during the months of August and September. The contrast thus afforded to the stirring bustle of New York will be striking but superficial, and by none will its true bearings be better understood than by the Japanese Ambassadors. In the East, where diplomacy is synonymous with cunning, and where, to a degree unknown to TALLEYRAND, words are valuable only so far as they effectually conceal the thoughts, the habit of observation is trained to the highest pitch of perfection. The eye usurps the place of the ear, and brings to the touchstone of truth the protestations and professions of all people, nations and languages alike. To this crucial test the gushing hospitality offered to the Japanese Ambassadors in America has, no doubt, been subjected. It has been tried in the balance, the wheat has been separated from the chaff, and it is safe to affirm that where private ends or political objects have been sought for in return for complimentary speeches and costly entertainments, a strictly just debtor and creditor account has been noted in the confidential despatches of his Excellency SIONII TOMOMI IWAKURA, to his supreme master, the MIKADO.

If report speaks truly, the lengthened stay of the Embassy in America is to be accounted for by other reasons than by a desire on the part of the Ambassadors to make themselves acquainted with the people and products of the United States. It is said that, unmindful of the fate which befel a similar attempt in the case of BURLINGAME'S Mission, General GRANT'S Government has sought to conclude a convention with the Ambassadors. If this be true nothing could be more ill-judged. In China and Japan, where so many foreign interests have to be consulted, and where in all Treaties the favoured-nation clause holds a prominent place, a convention separately concluded and without the concurrence of the other Treaty Powers, must fall to the ground—witness the still-born convention negotiated by Sir RUTHERFORD ALCOCK at Peking. In that case the tariffs agreed upon by the English Minister were objected to by the representatives of other States, and as it was plainly impossible to have a sliding-scale of duties suitable to the requirements of the different nationalities, the convention was not ratified. The same fate must inevitably await any Treaty which may have been separately concluded between the Governments of America and Japan. It is, at the present time, the fashion in America to represent the alliance between that country and Japan as being closer and of a more confidential character than that existing between Japan and the nations of Europe. This tone is to be deprecated in so far as it is likely to give rise to jealousy and suspicion among the Treaty Powers. The action of the Foreign Governments should be, in Japan, as identical as are foreign interests. We are quite willing to allow the Japanese Government to draw its own conclusions as to the relative friendly intentions felt towards it by the Americans and the Governments of Europe, but irritation is caused amongst the people of the countries concerned, when a distinction is set up between the action of Commodore PERRY in gaining his Treaty and that of those which followed after to the prejudice of the latter, and also in such statements as the one which has lately appeared to the effect that the MIKADO, by receiving the American Admiral standing, had offered him a compliment not previously paid to the representative of any other nation. The Japanese Government is perfectly well aware how baseless are these distinctions.

FROM BURMAH TO CHINA.

WE are glad to find that Captain SPRYE has received substantial assistance towards the accomplishment of his favorite scheme, to connect Burmah with Western China, by a short direct route for a rail or a tramway, from Rangoon to Kiang Hung, in the Burman Shan State of that name, situated contiguous to the Chinese city of Esmok, on the south-western frontier of that Empire. As we have not always been able to accept as entirely satisfactory Captain SPRYE'S policy with regard to the Burmese, it affords us the greater pleasure to bear witness to his enterprise as a traveller, and the perseverance with which he has never ceased to urge the value of the route he has marked out. Into the merits of that route, over any other scheme, we will not now enter. The immense value of connecting China with British possessions, taking Rangoon as our starting point, and, by a comparatively short line, striking 1,700 miles off the 2,000 that stand between Shanghai and the inland western frontier, is so apparent that it would be impertinent to enlarge upon its importance to our future interests in China. The route which Captain SPRYE traversed and marked out cannot fail—if its facilities be not over-rated—to be of infinitely greater value to the commercial world and the manufacturing interest—at least in the present generation—than any of the discoveries to which Dr. LIVINGSTONE has devoted so many years. Indeed, there is proof that Captain SPRYE'S scheme was encouraged by the Government of the late Lord DERBY, for his Indian Secretary—the present Marquis of SALISBURY, then Lord CRANBOURNE—directed the survey of the whole proposed line, and no less than 249 miles were actually surveyed and found to disclose no engineering difficulty of moment, and necessitating only a single tunnel of one mile long. On the retirement of the DERBY Ministry, however, it was found impossible to induce their successors to take any interest in the matter, and accordingly, notwithstanding repeated appeals from Commercial Chambers and Associations, the subject has been "put to sleep" from that day to this. The Halifax Chamber of Commerce, however, are not so easily lulled as Foreign Secretaries may desire—especially when they feel convinced that they are in the right. Accordingly, stung with the neglect they have had to endure from the present Government, the Halifax Chamber have passed a resolution which ought to make Earl GRANVILLE blush at Osborne, and even Mr. GLADSTONE'S ears tingle in far Hawarden. They have resolved "no further to address "Her Majesty's Ministers, but, instead thereof, to petition "the House of Commons," praying for a Committee to examine the whole question. And, accordingly, the petition, which was drawn up by the Council of the Chamber in favour of the scheme, was presented on the 4th instant by Lord FREDERICK C. CAVENDISH, member for the North Division of the West Riding of Yorkshire, and the private secretary to the Premier! With commendable energy, which we doubt not will find many imitators, the Halifax Chamber have adopted the further course of printing their petition, and forwarding copies of it to other Commercial Associations and the Press. It will be hard indeed if Ministers are not shamed into completing the remnant of the survey left unfinished by Lord CRANBOURNE. We think that Captain SPRYE has already made out a good *prima facie* case in favour of his line. And, as we firmly believe in the truth of the motto, which he extracts from MACAULAY, that "those projects which abridge

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"distance have done most for the civilisation and happiness "of mankind," we commend the Halifax petition to the perusal of our readers, and trust to see it followed up by similar action in other Chambers.

Some of the humorists, who delight in contrasting the peculiarities of men, are making merry over the circumstance of the First Commissioner of Works being brought in official contact with the Japanese Embassy last Monday at the Kensington Museum. The brusque and overbearing manner of the "genial" Ayrton was well-known before his recent rupture with Dr. Hooker. How he got on with the ultra-courteous representatives of the Mikado is not known; but two theories respecting the probable result of the interview have been propounded. One is that Iwakura, having already had the advantage of seeing in Earl Granville a fine example of an English gentleman, may possibly regard Mr. Ayrton as an exceptional curiosity on view at the Museum. The other is that the dignified courtesy of his visitors may convert the First Commissioner into a Chesterfield—but this opinion finds few supporters.

The Panthay Envoys and suite have visited the Observatory at Greenwich. Under the guidance of Sir George Airey, the Astronomer Royal, they inspected the various departments, and were much interested in the explanations afforded them of the scientific instruments and mechanical appliances employed. Mr. Douglas, of the British Museum, attended as Interpreter.

THE JAPANESE EMBASSY.

The members of the Japanese Embassy were entertained at dinner by Lord and Lady Granville on the 19th inst., and afterwards visited the International Exhibition, which was brilliantly lighted up for the occasion. On the following day they proceeded to Brighton, were present at the reading of a paper before the Geographical Section of the British Association by Mr. Mossman, and were subsequently entertained at luncheon by Mr. Burrows, the Mayor of Brighton. There were no speeches, but the Mayor, in a few sentences assured Iwakura of the welcome Brighton gave him as chief Ambassador from Japan. Iwakura replied in his own language, with thanks to his host and hostess, and expressed on behalf of himself and colleagues their deep feeling at the warm reception they had experienced. The Ambassadors returned to London in the evening, and attended a concert held in the Albert Hall. On the 21st the Embassy paid a second visit to Brighton, and in company with Sir Harry Parkes they inspected the aquarium, which was opened last week. Their next provincial visit will be to Liverpool, where, as we have already stated, a banquet is to be given in their honour by the Chamber of Commerce of that town. We understand that Mr. Robert Sloan, surgeon to the Embassy, is engaged in writing a work descriptive of its establisment and objects, which is shortly to be published.

MR. MOSSMAN ON THE CITY OF YEDO.

On the 20th inst. a paper on "The City of Yedo" was read before the British Association at Brighton by Mr. Samuel Mossman (formerly of the *North China Herald*). During the reading the Japanese Ambassadors and their suite, accompanied by Sir Harry Parkes, occupied seats which had been reserved for them.

Mr. Mossman, referring frequently to a native plan of the city of Yedo, forty feet square, on a scale of eight inches to the mile, began by describing the position of the town. The name of the city signified "River's Door," derived from the entrance to the O-gava or "Great River," which divided it into two parts. In 1868 its title was altered by the Mikado to Taukei, or "Eastern Capital," on his taking up his residence there, after the expulsion and deposition of the Shiogoon, whose ancestors had ruled over its inhabitants for many centuries. According to the plan he now exhibited, prepared by native surveyors, the circumference of the city had been computed approximately at twenty-four miles, and its area at thirty-six square miles. Yedo proper was divided into three parts, called Siro, "The Castle;" Soto Siro, "Outside the Castle;" and Midzi, or town and suburbs. Siro, with a circumference of nearly five miles, and covering an area of nearly two square miles, contained the palaces of the late Shiogoon, now appropriated by the Mikado. These, surrounded by ramparts and a moat, formed a strong citadel. Outside these ramparts were a second and third line of defence, formed by high walls and several canals. In these quarters were the palaces of the great daimios, or nobles, the halls of the Legislature and Council of State, and the offices of the Administration. From the palace of the Mikado, which rose in the centre high above the others, rose a square tower of several stories, richly ornamented. The two Royal palaces had not, however, the character of magnificence which had been attributed to them; on the contrary, they exhibited that entire simplicity, both within and without, which distinguished all Japanese buildings except temples. Within the precincts of the Siro there was neither temple nor dwelling of any ordinary citizen; nobles and their retinues alone being privileged to reside in this Imperial quarter. Almost every residence was surrounded by a moat crossed by private bridges, leading into the main thoroughfares, where the canals were spanned by eighteen public bridges. By the side of the principal canal there was a beautiful promenade, and the public walks round the castle were picturesquely laid out and kept scrupulously clean. The palaces of the daimios were plain, even to a fault, and all the stories of the splendour of the palaces of Yedo were mere fictions. Across the outer canal was the celebrated "Bridge of Japan," built of cedarwood, with balustrades ornamented with designs in copper. It was situated in the grand street of Yedo, which was about fifty paces wide, and ran from north-east to west through the city for a distance of twelve miles. Beyond these points the thoroughfare was continued in a northerly direction through the island of Nip-pon to Hakodadi, in the Isle of Yesso, and in a south-west direction to Nagasaki, in the Isle of Kiu-siu, forming a continuous road that would compare favourably with our own turnpike roads, of not much less than 1,000 miles in length. From this bridge all distances in the realm were calculated. The Japanese had from an early period recognised the advantages to be derived from good roads and the means of rapid communication between the provinces and the capital. The barbarous customs which had caused several foreigners to be cut down for not prostrating themselves when the procession of some great daimio was passing along this road were happily being abolished by the enlightened progress made under the new Government of the Mikado. After describing the palaces of the daimios and the fifteen great temples in the outer circle of the capital, he remarked that the Soto Siro was laid out in regular streets, wide and narrow, nearly all at right angles and remarkably straight. After conflagrations, which were frequent and destructive, the authorities compelled the builders to conform to a plan by which streets of fifty or sixty yards in width would be formed, and to erect buildings of a more substantial kind than the present bamboo and paper houses. To the east of the Castle was the business quarter, inhabited by the trading classes. The quarter was divided into seventy-eight districts, which could be isolated by large wooden gates, always guarded by policemen. A great part of the remaining suburban district was inhabited by industrious agriculturists, neat little villages being dotted about among the rice fields, vegetable gardens, and orchards. There were also some extensive pleasure gardens. Here also were to be seen some of the most spacious domains and town residences of the great daimios, such as Mito, Ovari, and Kango. These covered a superficies of nearly three square miles, where formerly the retainers of each, about 10,000 in number, were quartered in barracks. Entering into a detailed description of the remaining divisions of the city, he described the great canal system of the country, and concluded by giving an approximate estimate of the population of the city. The class of retainers of the daimios had been reduced to a minimum, and this formidable body of armed men would no longer overawe the industrious and peaceful citizens. On the other hand, the Imperial soldiers of the garrison had been greatly augmented, and it was hoped that they would maintain law and order in the capital. There was also a prospect that the ecclesiastics and officials would be reduced in number, so that the population would probably show a diminution for some time to come; but the prospect of its prosperity under the legitimate rule of the Mikado and his new Government were most encouraging, and with a continued progress in its public works and the introduction of institutions on European models, Yedo bade fair to be, before long, the London of the Far East.

Sir Harry Parkes, at the conclusion of the paper, said he was glad to have an opportunity of supplementing, by a few remarks, the excellent paper which had just been read. In the last few paragraphs Mr. Mossman had justly described Yedo as being in a transition state, the city sharing, of course, with the whole of Japan the great changes occurring in that country. One of these changes which some might object to as interfering with the picturesque appearance of the capital, was the introduction of the railway. This, however, was but one of the many improvements introduced by the present Government. In order to understand the present position of Japan it was necessary to go back in the history of the country for some ten or twelve years, when our relations with Japan practically commenced. Our commercial relations with the country dated from the year 1858. Prior to that time Japan had followed a system of strict exclusion with respect to foreigners, and it would, therefore, be understood how difficult it was for the Japanese Government to accept a system of thoroughly free intercourse with other nations. The parties in that country were greatly divided, and political opposition among a population always armed was likely to take a much more incisive turn than among ourselves, and for some years the European residents in the country suffered considerable inconvenience. The difficulty was rendered greater by the peculiar condition of the country, which was divided and subdivided among a large number of powerful noblemen, each having his own laws, with power of life and death over his own people. It became evident very soon to some great men in Japan that this minute division of the country was no longer compatible with progress and the improvements to be gained by intercourse with the rest of the world. Politically they were but a rope of sand, and it was foreseen that it would be extremely difficult to carry on their relation with foreign Powers and to fulfil the obligations they had entered into without re-casting their institutions and combining the divisions of Japan into a whole. Solidarity, unity, and a central Government were necessary to enable Japan to carry out her engagements with the world. This involved nothing less than a surrender of the high privileges possessed by the eighteen great daimios and the 240 minor daimios. It was necessary that there should be a central Government, and the question was who should be the ruler. The Shiogoon was objected to on the ground that he was a subject and not a Sovereign, as we had for a long time erroneously believed. He was, in fact, intrusted with the administration of the Empire, but his powers were not Sovereign, and when it became desirable and necessary that Japan should be represented towards foreign Powers by a Sovereign, it was found necessary to restore the Mikado to the exercise of the functions of a

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sovereign. The surrender of the power of the great nobles had been made since 1868, very much to the benefit of Japan in general, and the country had now one united Government instead of a divided authority. This was a subject of congratulation for all foreign Powers, because the central Government had now the power of protecting them which the divided Government never possessed. Another immense advantage was the power the Japanese now had of concentration, the resources of the country and undertaking works of a general and public character, and since the change to which he had referred an astonishing advance had been made in this respect, although it should be remembered that the formation of the Government was not yet completed. During that time a railway system and a telegraph system had been introduced and the new currency given to the country —a good account to be rendered for two or three years of government. Coming to the point which more nearly concerned this section, he remarked that geographers might hope to share in the increasing toleration shown to foreigners. Under the Treaty, foreigners were not at liberty to go to any great distances from the port, but the Minister and Legation had a right to go through the country, and this privilege had been freely exercised. He had himself had opportunities of crossing the country in several directions, and he might mention that a lady who had been resident there had also travelled through the country and ascended the highest mountain peak in the island, about 14,400ft. above the sea, and wherever she had gone she had been treated as well as if she had been travelling in her own country. It might, therefore, be hoped that in future years those privileges now confined to the Legations would be extended to all foreigners. The Japanese Government had shown themselves very liberal in assisting our marine surveyors. The sea between the Japanese Islands and the main line had been thoroughly surveyed, and the officers making the survey had always met with a warm and cordial reception from the people. We now know pretty well the outline of the coast, and what was now wanted for the benefit of Japan, not less than for the benefit of other nations, was that the physical geography of the country should be studied. If they would make use of such knowledge as they bould obtain from us, they would be able to turn the undoubtedly large resources of the country to a good account. What had been done hitherto was a very good earnest of what would be accomplished. The very fact of these gentlemen from Japan being present justified him in saying this, seeing that the chief of these gentlemen had taken a part second to none in working out those great changes which had been spoken of, and had been ably supported in that great work by others present. These gentlemen had come with the professed object of finding out how far what they observed in this country was applicable to Japan, and in this fact he saw reason to hope that in future all the foreign relations of Japan would be conducted on as liberal a footing as we desired. It could not be supposed that they would go back and treat us in an illiberal spirit. Here they would have opportunities of observing that monarchical institutions, were consistent with the greatest freedom of the subject, and that the very best way of encouraging a people to develop the resources of a country and its commerce was to leave individual enterprise unfettered and unshackled by State interference. (Cheers.)

Sir John Bowring, as the first Minister to the Court of Yedo, expressed the great interest he felt in the welfare of the Japanese, and congratulated this country on having the services of Sir Harry Parkes, who had in every position of difficulty and danger—and no man had passed through more difficult or dangerous situations—worthily and well represented the great interests of his country. Sir John Bowring said he had been exceedingly interested and instructed in watching the capacities of the Japanese. The Chinese, on the other hand, were not willing to receive instruction. They said:—We have better philosophers and men of higher intelligence than any you have ever been able to produce; your language is not worth studying, and you tell us that the earth goes round the sun when we know by our senses that it does not. If you won't use your eyes and believe what you see, you must be deaf to all teaching and instruction, and we will have nothing to do with you. The spirit of the Japanese was a remarkable contrast to this. They came among us not only holding out the hand of friendship, but prepared to find and receive instruction. It was to him especially a source of the highest gratification to see a number of Japanese noblemen coming from their country, many thousand miles away, and interesting themselves in the proceedings of the British Association.

REFORM IN JAPAN.

(PALL MALL GAZETTE.)

In an age of wonders the thorough revolution which appears to be in progress in Japan is one of the most wonderful. The Japanese have sent commissioners to visit Europe and the United States, and there to notice whatever appears to them worth seeing. They have, though we believe that the fact is not generally known, retained a Scotch advocate to prepare for them a code of laws; the Mikado, who had hitherto, as it would seem, had almost a mythical existence in Japan itself, is, it appears, about to issue a new religion, after due consultation with the members of various sects, and so reasonable in itself that all persons will be expected to conform to it. We have reason to believe that the activity of the Government in every department of affairs is extraordinarily great. The administrative work of the country is now carried on by departments organised after European models. One of two inferences from the facts would appear to be inevitable; either the Japanese Government must have a degree both of power and enlightenment in comparison with the general body of the people of which we can hardly form an estimate, or the effect upon the people themselves of the admission of foreigners and foreign ways of thought must have been something which our experience hardly enables us to describe—it must have produced upon them an effect like the change from darkness to light. Probably each inference is something like the truth, but if this is so, the question naturally suggests itself, why was the old policy of entire seclusion persisted in so long, and why was it abandoned only in deference to virtual force? Perhaps it may be replied that this policy in itself, and the steadiness with which it was pursued, show great force and persistency in the Government; and it might be fairly argued that the policy in itself contained nothing which might not be plausibly defended. The establishment of the Dutch colonial empire, and of our own Indian empire, must have produced the most profound impression throughout every part of what we vaguely call the East, and the jealous restrictions under which the Chinese laid all foreigners till very lately indeed would naturally afford a strong precedent to Japan, to which China must have stood very much in the position in which Continental Europe stands to the British Islands. Of all these changes the most remarkable by far is the religious change which is said to be about to be made by the Mikado. The really extraordinary part of the story, the part which makes it difficult not to believe that there must be some mistake or overstatement in the accounts received of a matter of which we know so little, is that it ascribes a religious revolution to the established head of an existing religion. Whether the characteristically ingenious notion of the *Spectator* that the position of the Mikado gives him a distinct power over the minds and wills of mankind is true or false, and whatever may be the real nature of his position, it is obvious that he is at the very least a semi-sacred personage, and the very crown of the religious edifice of Japan. That such a person should be open to the influences of the age, that he should seek to act upon the hearts and consciences of his fellows, and especially that he should wish to act upon them in the direction in which they are already being pushed by the current of events, is in itself the strangest of all strange things. These considerations throw a good deal of doubt on the whole story in our minds. It is difficult to imagine a more singular problem than is conveyed by the question, What sort of religion would appear rational and self-evident to a Japanese Mikado suddenly brought into contact with the more energetic forms of modern European progress and civilisation?

(THE SPECTATOR.)

The arrival in England just now of foreign dignitaries is nothing uncommon; but the fact of such august personages as the Japanese Ambassadors being amongst us gives rise to the hope that a brighter future awaits their country. We hear that the Mikado of Japan has burst the fetters which have for thousands of years rendered that Sovereign and his predecessors invisible even to their own subjects, and is about to visit Europe and the United States. The inhabitants of the outer world were till recently termed barbarians; but now the Mikado intends travelling amongst them for the purpose of witnessing Western civilisation, and for his own benefit. There can be little doubt but that he will return a wiser man. The clouds seem parting which have so long hung over the Japanese, for as they become better acquainted with the habits and customs of other countries, a higher degree of civilisation will follow, and the power of the Christian faith be made more manifest. One who has thrown off the customs of centuries is not a reformer who will stop short of benefiting his subjects substantially, and a trip to Europe is calculated to give him the requisite insight.

(MORNING POST.)

The presence in this country of an Embassy from Japan is significant in the extreme. It testifies to the practical entry into the family of nations of a people in every way fitted to take their part in the civilised world, though until quite recently they have been isolated from that world. Thirteen years ago Japan was a country parcelled out under the rule of a great number of petty chiefs, without a central government of any power or influence; it was virtually a *terra incognita* to the outside world; and there were no signs of either social, political, or material progress in it. Now, all is changed. Japan has become acquainted with the most modern forms of civilisation in nearly all its phases, and it has exhibited an alacrity in entering into the spirit and practice of that civilisation alike unexpected and satisfactory. The Japanese Ambassadors have come some twelve thousand miles to observe what in Europe is "applicable to Japan." A considerable foreign trade has already been developed in that country, and internal improvements in the government, the communications, the commerce, and the social status of Japan have been made, or are in process of application. It may be doubted if the present condition and past progress of Japan are at all generally understood in this country. But the presence of the Embassy at the Brighton meeting, the paper read there by Mr. Mossman on the capital of the country, and the speeches delivered on the whole subject by Sir Harry Parkes and Sir John Bowring, ought to have the effect of making England know what has been and is really going on in that distant land. The statements of Sir Harry Parkes and Mr. Mossman will possibly have appeared to most people in England in the light of new revelations. The prevailing impression is probably that the Japanese as a nation are to be classed with the Chinese, and that their country will be barred to us by insurmountable prejudices against foreigners. If such impressions have obtained they ought to be dissipated for ever. It is, as we have been reminded, only some twelve years since we first entered into relations with the Japanese, and although we made what seemed at first an exceedingly bad and discouraging start, our progress in cultivating the friendship and gaining the esteem of this people has been of late rapid and encouraging. But a few years ago we heard of nothing from Japan but attacks on and murders of foreigners; of armed resistance to all entrance into the country; and of apparently rooted antipathy to us and our trade. Now, as we have seen, we have Japanese Ambassadors attending the meeting of the British Association, keen, clever, well-informed, and sagacious men, anxious to learn of the civilisation of the West. During all our long intercourse with China we have scarcely been able to bring them to adopt any of our well-known developments of civilised life. But already in Japan a short railway has been made, a telegraph line has been established, and other improvements of a material nature are being effected. There is, or at all events was, a strong party in Japan adverse to this policy. But the action of the Government and the influence of the more enlightened section of the nation are evidently too strong for the reactionary party. Even the Daimios, or nobles, them-

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selves seem to have seen the necessity of conforming to the movement, and have become resigned to the loss of power and privilege. Japan has, as it were, been inoculated with a new and subtle influence that has fairly taken possession of her, and is now in process of pervading her whole system. We have here no dull and provokingly conservative people like the Chinese to deal with, if we are to accept the contrast between the two races so vividly drawn by Sir John Bowring at Brighton. We have had to force ourselves and our trade upon both these people. But whereas in the case of the Chinese we have been half a century striving to win our way, and have even now only succeeded in maintaining our position, half by force and half by abstaining from pushing our trade too strongly, we have in the other case, after the first inevitable misunderstandings were over, made such rapid progress as to promise a lasting, close, and extensive intercourse. The Japanese Government are gradually but firmly taking up the government of the country into their own hands, and are thus becoming able to keep the native Chiefs in control, and to protect the foreign traders, whom they have had the sense to see can enrich and benefit the country. Luckily, too, the ruler of Japan is a man of intelligence and energy. Japan is not to be classed with China any more. There has been *bonâ fide* progress and development in the newly-opened country. The presence, the aims, and the demeanour of the Japanese Ambassadors has testified to this. And even the presence amongst us of the Mikado himself could scarcely assure us more thoroughly of the fact.

OUR CONSULAR SERVICE ABROAD.

(SPECTATOR.)

The same problem ever recurs. How is the maximum of work and efficiency to be secured with the minimum of cost? But where the service to be rendered is so great, and the actual cost so infinitesimally small in comparison with the value of the trade and industrial interests at stake, we cannot help thinking it is possible to dwell too exclusively on the question of cost, and that a larger and broader view of the true interests of the country would rather indicate liberality than parsimony. Yet this spirit of saving and paring down to the barest limits all expenditure, seems to be the rock on which all the committees have struck, with great damage to the final result of their labours. Some timid suggestions are made, and improved salaries or retiring allowances are faintly indicated as desirable, but there is a halting and half hearted character in all these results of the collective wisdom of the Committee. They reflect very much the temper and the tendencies of the House, which, in the midst of great recklessness in voting public money, is nevertheless always striving after small economies. We are true to our old habit of spending a great deal of money, without spending quite enough to make any service thoroughly effective; and there cannot be a more false or pernicious economy. The small sums saved year by year in the Estimates are liable to be sacrificed in a lump by some critical error, due to a want of efficiency at some particular hour and to the employment of inferior men. The public service of a great country cannot be adequately provided for on the commercial principle of accepting the lowest tender. Efficiency must be the primary object, and the avoidance of superfluous expenditure may fitly be combined, but only with due regard to the first. In great public departments true economy is more generally to be secured by good organisation and the careful classification of men and work, than by any great reductions either in salaries or numbers, unless these have been allowed to assume extravagant proportions by long neglect and jobbery. What a Select Committee on the Consular Service had to do therefore was plain enough. They had to satisfy themselves whether the Establishment was unnecessarily large, too much divided and scattered, or too highly paid, and then distinctly specify in what directions improvement or reforms were needed. Something of this has been done, but in a strangely partial and imperfect way. Whether redundancies actually exist and where, whether any and what economy can be effected by better organisation and distribution, or by concentration in some countries, and by further extension in others, and where each is needed, are all points which, as we have said, are here and there touched upon in a cautious way; but the whole matter is left much as they found it, and referred to the wisdom and discretion of the Secretary of State for Foreign Affairs, or the Foreign Office department in reality. For instance, in one section, referring to the service in China and Japan, they say:—"Some increase of expenditure may probably be required for more liberal outfits, which, in certain cases, appear to be required; also, by an allowance of a certain number of years in calculating pensions which should be granted in tropical or unhealthy climates, as well as in China and Japan. There also may be some cost entailed by more liberal leave of absence; but your committee desire to leave the responsibility of initiating and apportioning these things to the Executive Government. Abundant evidence is before them that such increased cost may be more than met—1. By reduction of redundant posts. 2. By the employment of young men as subordinate officers. 3. By the extended employment of residents, whether natives or English, as unpaid vice-consuls."

Or take, again, the mode in which they deal with a proposition of Mr. Christie for the amalgamation of the Consular and Diplomatic work in South America:—"There seems a reasonable prospect of expenditure being reduced by some further consolidation of the Consular and Diplomatic functions. An interesting paper by Mr. Christie, which will be found in the appendix, treats in detail on this subject, and without endorsing his views to their full extent, your committee recommend that they should be seriously considered, and that the experiment should be tried in South America, where well-founded complaints of the cost of living prevail, and where the diplomatic service is of a special character."

This is not materially to help on the work of reconstruction, if such be needed. We think with them that the evidence of competent witnesses plainly shows the Consular Service is still, and likely to continue, much "too varied in its character and arrangements to be th subject of such organisation and classification as is applicable to other branches of the Civil Service." But still they are disposed to insist that "the paid Consular officers should be separated by some definite mark or title from those whose unpaid services are accepted." We confess we do not in the least understand by what process of reasoning they arrive at the conclusion that "until this is done, it is impossible to make use of unpaid service to the extent which the interests of the country require, without opening the objection which arises very naturally from merchants who may be rivals in trade, that exceptional privileges and unfair advantages are thus conferred." Assuming this were secured, what possible difference would it make? As it is, and as a general rule, merchants and others know perfectly well which Consular officers are paid, and which are unpaid, at any port, but we never heard that the knowledge of the fact in any degree lessened the valid objections to the unpaid service. The chief objection to the unpaid is that they must of necessity be allowed to trade, and thus gain a certain advantage by their official privileges and position over the other traders. That objection, which is perfectly well founded, can in no degree be affected by the notoriety of the fact that such an official receives no salary.

Foreign Intelligence.

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GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, AUG. 20.

We are still in the midst of the dead season, politics are at a discount, and the editors of German newspapers are put to their wits' end to find matter wherewith to fill the columns, because the inevitable shower of frogs, the enormous gooseberry, and ice as thick as a shilling will not go down in this country. The approaching meeting of the three Emperors at Berlin is therefore hailed by them as a Godsend, and is commented on in different lights, according to their real or pretended opinions, and here they have discovered a wonderful mare's nest, which is that the meeting has no political importance, but is to decide a question of Court etiquette, and settle who is to take precedence, who is to follow, and who is to bring up the rear. It is amusing to read the different learned lucubrations on the subject, and the gravity with which they support their own views, and try to refute those of their rivals. Thus, for instance, one of them insists that the Emperor Alexander is entitled to take precedence of the others, because the Russian Empire is the oldest of the three; whilst another supports the claim of Austria to have the *pas*, as having been seven years longer on the throne, though they admit that personally the Emperor Franz-Joseph is twelve years younger than Alexander II.

'Tis sad there should such squabbles be,
'Twixt Tweedledum and Tweedledee.

But these gentlemen appear to have overlooked, or are most likely ignorant of the fact that the whole question of precedence now in dispute was settled nearly sixty years ago, at the Congress of Vienna, when it was arranged that States should take rank and precedence according to the position of the initial letter of their country (in French) in the alphabet; and that is the reason that in all International State Treaties, Austria (*Autriche*) always stands at the head of the signatures, whilst England, not as *Angleterre*, but as *Grande Bretagne*, takes her place lower down under the letter G, not only after France, but any smaller States, such as Belgium and Denmark. If this question of etiquette should really be revived, and Prince Metternich's proposal have to undergo the process of confirmation, it follows logically that the Emperor Wilhelm is entitled to precedence over everyone else, even Austria, because *Allemagne* comes undoubtedly before *Austriche* in a dictionary.

The Berlin papers state, as significant proof of the political calm that prevails at present in Germany, that there is not one single member of the Royal Family residing at this moment in the capital, and that all the Ministers are also absent.

In the obituary of the last fortnight are the names of several persons of note, among whom may be mentioned two of the oldest representatives of the drama in the persons of Carl and Emil Devrient, Count Eberhard von Stolberg—Wernigerode, President of the Prussian *Herrenhaus*, or House of Lords, and Civil Governor of the province of Silesia. The deceased Count, who died at the ripe old age of eighty-nine, was the territorial possessor of the Brocken mountains and nearly the whole of the Hartz mountains; in former times he was a reigning potentate under the Emperors of Germany. The death of Privy Councillor von Abeken is also reported, a man of great talents and learning, an intimate friend and right hand man of Prince Bismark, and a great favourite of the present Emperor and the late King Frederick William IV. He was educated for the Church, and was duly consecrated, after which he went to Egypt for some years, and was very successful in making archæological discoveries and interpreting the hieroglyphics of the country. On his return he was employed in the Foreign-office, and generally accompanied the King on his journeys.

At the last examination of the students of the School for Medicine at Berlin, out of thirteen only two passed as "good" in anatomy, one of whom was a young Japanese named Satoo. What a degree of intelligence and application this young man must have possessed is best shown by the fact that he was sent to Berlin by his father, and arrived there in November, 1869, quite alone, and without understanding a word of German, which language he had to learn before commencing his study of medicine. Fortunately he fell into the hands of a well-educated tutor, who took great interest in his intelligent pupil, and brought him on so rapidly that at the end of five months he was master of the German language, and in six months more had acquired a sufficient knowledge of other things—including Latin— to pass a little-go and be entered as a student of medicine. His father is said to be the Physician of the Mikado, and enjoys a great reputation in Japan as a clever surgeon and operator, he has founded a native clinical and medical school at Yedo that is much frequented by the Japanese youths, and where young Satoo no doubt saw

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and learned much of the practical part of the profession, but without acquiring the most distant knowledge of any of the auxiliary attainments and sciences. Satoo is the first that has distinguished himself abroad; but he has nearly seventy young fellow-countrymen, who are also studying at Berlin, and who are doing their utmost to emulate the success achieved by their friend, whilst they state that a fresh batch of young Japanese are now on their way to pursue their studies at the German metropolis.

The Russian Telegraph Department gives notice that the inundations caused by the overflowing of the Amoor and Schilka have done a deal of damage, and broken the telegraphic communication; however, a good deal has been repaired, but there is still a section of some twenty wersts where nothing can be done at present, as the country is still under water. In the meantime telegrams are sent over this gap by boats. In the Trans-Baikal province, too, the Selenga, Uda, Nertsha, and Kujunka have overflowed their banks, and destroyed the telegraph lines in several places.

The *Golos* states that a new company is in course of formation, with a capital of 2,400,000 roubles, in 2,400 shares, for the purpose of pro secuting the trade between Russia and Central Asia. The "Statutes" have already been sent to the Ministers for War and Finance for their approbation, after obtaining which they will be laid before the Emperor for his confirmation.

The Government of the Sandwich Islands having applied to Germany for an efficient musician as bandmaster and instructor of military music, a former bandsman of the second Regiment of Foot Guards, named Heinrich Berger, has been selected for the post, and is already on his way out. The terms of his engagement are very liberal, as he is to receive a salary of $3,600 per annum, with free quarters and board, enjoying, moreover, the rank of officer, and preserving during his absence (five years) his claim to promotion and pension in the German army.

COMMERCIAL.

The holders of new Teas are very reticent, and by no means inclined to sell at present rates, so that only 84/4 chests of fine Pekoe have changed hands. Cassia Lignea continues in demand at 9¾ to 10. Pepper is looking up, as the season for its largest consumption is approaching, and prices have already somewhat improved; Singapore sells at 7¼, Penang at 6½, and white 16 sch. bco. Of Spelter some small transactions are announced, amounting on the aggregate to 2,000 centners at about 15 mks. bco.

SHIPPING.

ARRIVALS.—Nyphon, from Singapore; Lady Belleau, from Akyab; Claudia, from Bassein; Figaro, from Ilo Ilo; Pelicano, John Bertram, Manila II., Euterpe, and Dora, from Rangoon.

DEPARTURES.—F. H. Drews, to Hong Kong; Kuhlinghaus and Peter Godeffroy, to South Sea Islands; Hohenzollern and Martha, to Singapore.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Aug. 21.

The news brought here by the last mail from Java is most disappointing. The *Java Courant* publishes what the *Java Bode* calls "The Agrarian Inheritance of the Minister van Bosse," viz., two Roya decrees putting in operation the Agrarian Law—the "to be or not to be?" of the Dutch East Indies. You will remember that when this Bill was carried it was greeted as the first step in a right direction, which would lead to the general welfare of Java, and to the abolition of the squeezing "culture-system," and to the promotion of private industry. The Law, however, decided only the principle of the measure, leaving its execution, or, rather, the conditions of its execution, to be fixed by a special Royal decree. This was at last issued at the instigation of Mr. de Waal, the Liberal Minister, but the conditions were such as to reduce the Law to a dead letter. Further action was necessary, and another Liberal Minister, Mr. van Bosse, was charged with the task of applying the Law. But he has also been proved to have very strange ideas of Liberalism. There is in these decrees not the least sign of an attempt to solve the Colonial question, and to inaugurate a more promising future for the colony. Considering the magnitude of the interests involved, the prevailing apathy, the inaction of our Ministers in reference to the solution of questions affecting the well-being of our colonies is truly astounding. The manner in which we govern the millions of inhabitants which people our Indian possessions is shameful, and it seems that our Government has decided to wait until the discontent prevailing amongst the natives is actively manifested, and they utterly refuse to be squeezed for the benefit of the Dutch Treasury. It was more than time for the introduction of reforms, and the Agrarian Law offered the opportunity. A Liberal Ministry held the reins of the Government, but nevertheless we have again entered upon a period of repose, nay, of decay. The conditions which have been framed by Mr. van Bosse are the meanest and most unjust to which the law could be subjected, and will entirely prevent the introduction of European capital into Java, which was one of the chief objects of the Bill. Our Opposition papers will, of course, make a good deal of political capital out of these decrees, and indeed they are quite right to demonstrate that our Liberal Ministers have hitherto done more harm than good for our colonies. However, the best Liberal we have ever had now fills a Ministerial seat, and let us hope he will do all that is possible to promote the welfare of our Indian possessions. As Liberalism has proved to be for Java only a bare word, let him introduce purely Radical principles, and perhaps Mr. van Rees, "King Otto," will give him assistance in the good work. Our home politics are as dull as ever. The only news is old news of discussions upon the forthcoming meeting of the leaders of the Internationale. Some of them, Felix Pyat, General Cluseret, and others, have arrived in the Hague, which has caused already a storm of indignation in those papers which advocate the idea that the natural result of this meeting must be our destruction. We read every day such nonsense, even in the leading papers of the Conservative party, and I fear that we shall get nothing more interesting until the new Parliamentary Session is opened next month.

In commerce—especially here where we are in the midst of the annual fair—most complete dulness prevails. A quiet tone also pervades the Stock Exchange markets, securities generally showing a decline. The amount of business in progress is very small, and whenever an opportunity presents itself speculators realise and thus the market is rendered weak. The *evenement* of the week is the success of the subscription of the Amsterdam Bank, which even overshades that of the French loan. According to the prospectus (which was issued here by the Rotterdam Bank) 30,000 shares were placed at the disposal of the public. No less than 50,379 persons applied for them, and they subscribed for 4,768,647 shares, notwithstanding that the price of issue was 110¼ per cent. The present quotation is 114 per cent. This enormous success is to many persons a mystery; for my own part I think it safer to buy shares of established banks than to pay 10 per cent. premium for those which have yet to establish themselves. But perhaps I am wrong.

By the steamer *Conrad* there arrived here ten Chinese, who are to be sent by the Dutch Trading Company to Surinam, to be employed on the sugar plantations there. I hear that eleven others are to arrive by the steamer *Prins van Oranje*. With regard to the first named steamer I have to mention that Mr. Oort, its late commander, has been replaced by Mr. J. F. Graadt van Roggen, Mr. Oort being appointed general agent of the Company "Nederland" at Nieuwe Diep.

I regret to record the death of the pensioned Rear-Admiral J. E. de Man, who commanded the last expedition to Japan.

Belgian papers assert that the Sugar conference, which was held in London, has had no success, the several representatives having re-crossed the Channel without any result being obtained.

The weather has been uninterruptedly splendid, and the harvest, which is rapidly progressing, will be most abundant.

PRODUCE MARKETS.

Hardly any change worth notice has occurred in our market for Colonial produce.

COFFEE.—In anticipation of the Trading Company's public sale, taking place to-day, buyers have kept on the reserve, but the article looks healthy. Sales have been closed of 1,400 bags Java, ex Kortenaar, 1,000 bags, ex Jacob Roggeveen at 46½c., 1,000 bags, ex Gesina Maria, at 46½c., and several small parcels imported by different vessels.

SUGAR is very quiet. A partial demand prevails for special numbers for export, but there is very little on offer in the market.

TEA offers nothing of moment to report.

TOBACCO.—The parcels of Java, amounting together to 9,372 bales, put up for sale by secret tender at Amsterdam, have all been quitted.

SPICES are without change to report. The announcement of the annual public sale for account of the Trading Company is looked for.

RICE.—I have to report the sale of 1,402 bags Java, ex Maria Eliza, on secret terms.

RATTANS keep firm, but no transactions are reported.

TIN.—A dull tone prevails for this article, and prices are unsettled.

SHIPPING.

ARRIVALS.—Aug. 13, at Texel, from Batavia, Padang Packet; 14, at Texel, from Macassar, Maria Anna Catharina Elisabeth; 17, at Brouwershaven, from Akyab, Angiolino; 18, at Texel, from Akyab, Chiara.

DEPARTURES.—Aug. 14, from Brouwershaven, for Batavia, Catharina Maria; from Hellevoet, for Batavia, Ottolina; 16, from Brouwershaven, for Batavia, Industrie; for Singapore, Cornelia; 17, from Texel, for Sourabaya, Galilei; for Bombay, Alice Buck; 19, from Texel, for Padang, Jan van Brakel.

Monetary and Commercial.

An announcement was made on Thursday of the stoppage of Messrs. Gledstanes and Co., in the India and China trade, of Austinfriars, and was received with much regret, the high position and integrity of the firm having commanded general respect. The house has been established upwards of fifty years. Continuous losses, however, have since been made, both on the transmission of Manchester goods to India and China, and the exportation of Eastern produce to this country. The liabilities will, it is thought, represent about £1,500,000; but as a large portion of this amount is in acceptances by other firms, the total will be very considerably reduced. As the remitted bills of the firm from various correspondents are all held by the principal banks and discount establishments, there will be no difficulty in their being promptly met. All the advances on produce, we are informed, have been in cash. As yet no idea can be formed of the assets, but a meeting of the creditors will, we understand, be held this week, when a statement of the position of affairs may be expected. It is rumoured that this suspension will involve the failure of other firms connected with the Far East. The majority of the Manchester and Liverpool houses are in for considerable sums, but it is believed these creditors are secured. This is not so, however, with the India and China Banks, the majority of which will, it is expected, be heavy sufferers. The following circular was issued on Thursday evening:—

26, Austin-friars, London, E.C., August 22, 1872.

We deeply regret to inform you that we have found it necessary to suspend our payments. We have placed our books in the hands of Messrs. Harding and Co., of the Old Jewry, accountants, and will submit a statement of our affairs to you at the earliest possible date.—We are, your obedient servants, Gledstanes and Co.

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The following Post-office notification having reference to the despatch of the mails to China and Japan *via* San Francisco has been issued :—

Mails for Japan and China intended to be sent *via* San Francisco may now be despatched twice in each month, for conveyance by the United States mail steam packets, which leave San Francisco for Yokohama and Hong Kong on the 1st and 16th of each month. Correspondence intended to be sent by this route must be specially addressed "*via* San Francisco," and should be posted in time to reach New York not later than the 22nd of each month, to insure transmission by the packet of the 1st of the following month, and not later than the 7th to insure transmission by the packet of the 16th of the month.

Tenders for £650,000 in bills on India were received on the 21st inst. at the Bank of England. The amounts allotted were—to Calcutta, £640,700; to Bombay, £1,000; and Madras, £8,300. The minimum was fixed, as before, at 1s. 10½d. Tenders on Calcutta and Madras at 1s. 10⅝d. will receive about 50 per cent., and on Bombay at that price in full. These results show no material alteration.

Bar Silver has become slightly firmer, and the rate may now be quoted as from 60d. to 60⅛d. per oz. standard. There are now scarcely any Mexican dollars held here, and the market may be considered quiet, without any variation in price, old coinage 62½d., new 60d. per oz.

The amount of bullion by the P. and O. Company's steamer *Candia*, which left Southampton on the 22nd inst., was, in gold —to Gibraltar, £700; to Malta, £40,000; total, £40,700.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.
£10	Agra Bank, ...	All	8½ to 8⅝
25	Bank of Egypt	All	51 to 53
20	Chartered Bank Ind., Aust., and China	All	16 to 17
25	Chartered Merc. of India and China ...	All	27½ to 28½
20	City Bank	10	14 to 15
100	Colonial Bank	30	57 to 59
500fr.	Comptoir D'Escompte of Paris... ...	All	*f.675*
£38½	Hong Kong and Shanghai Bank ...	All	45 to 47
100	Imperial Bank	20	29 to 30
50	London and County	20	61 to 63
50	London Joint Stock	15	45 to 46
100	London and Westminster	20	65 to 66
25	Oriental Bank Corporation	All	43½ to 44½
50	Union of London	15	45 to 46
	Telegraph Companies.		
10	British Indian Extension	All	11⅛ to 11⅝
10	British Australian...	All	7⅛ to 7⅜
10	China Submarine	All	8⅛ to 8⅜
10	Eastern Telegraph Company	All	9⅞ to 10
10	Great Northern	All	11 to 11⅛
25	Indo-European	All	13 to 15
10	Mediterranean Extension	All	6⅛ to 6⅝
12	Telegraph Construction Company ...	All	32⅛ to 33⅛
50	Indiarubr., Gutta Percha, & Tel. Works Co.	45	34 to 36
	Miscellaneous		
20	British India Tea Company	All	4⅛ to 5⅛
20	Brit. and Foreign Marine Insurance Co.	4	7 to 7½ pm.
20	Ceylon Company	All	15 to 17
20	Do.	10	5⅛ to 4½ dis.
50	Colonial Company	20	2 to 1 dis.
5	Credit Foncier of England	All	5⅛ to 5⅜
10	General Credit and Discount Company	7½	2⅝ to 3 pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	⅛ to ¼ dis.
98	Japan Loan, 9 per cent.	All	109 to 111
20	London and Prov. Marine Insurance Co.	2	2½ to 3 pm.
25	National Discount Company	5	11⅛ to 12½
25	Ocean Marine Insurance Company ...	5	13½ to 14½ pm.
500fr.	Messageries Maritime of France ...	All	
50	P. and O. Steam Company	All	50 to 52
50	Do. Do. 1867	10	2 to 1 drs.
100	Royal Mail Steam Company	60	89 to 91
20	Realm Marine Insurance Company ...	3	1⅛ to ⅜ dis.
20	Thames and Mersey Marine Insur. Co.	2	5⅛ to 5⅝ pm.
20	Universal Marine Insurance Company	5	7⅛ to 8⅛ pm.

ARTICLES OF IMPORT.

TEA.

Messrs. Shepard, Harrison, and Co.'s Circular is as follows :—

The market has been firm, importers giving support as regards black-leaf tea, but red-leaf (except Saynne at 1s. 1½d. to 1s. 3d. per lb.) has been difficult of sale, and it would seem the crop, generally, is not appreciated. The new season's Ping Sueys have been on offer during the past week, the quality, judging from the 5,000 packages to hand, the bulk of which sold on the 19th inst. at auction without reserve, is not equal to last season's, the teas being too much coloured. The continental demand has been chiefly for extra fine black-leaf, with few transactions, and business for New York and Canada has been confined to a few parcels of fine green. Deliveries for the week have amounted to 2,982,770 lbs., against 3,470,537 lbs. last year.

Black: Red-leaf from 1s. to 1s. 1d. has been in request for shipping, and at the moment is scarce, but at 1s. 1⅛d. to 1s. 4d. (chiefly Saynne kinds) the market is abundantly supplied, and there has been a fair quantity sold at 1s. 2d. to 1s. 3d. for home use; Kaisow at 1s. 6d. upwards has been but little dealt in. Pakling: Prices have given way 2d. to 3d. per lb., at which there has been more doing, second quality at 1s. 7d. to 1s. 11d., finest and extra 2s. to 2s. 6d. per lb. Tayshan leaf: The low range at which this class has been selling for some time past, and the moderate arrivals of late, has caused more inquiry, and led to an advance of ½d. to 1d. per lb., medium, strong burnt kinds, at 1s. 2d. to 1s. 4d. per lb., being mostly asked for. Black-leaf: Low to ordinary common sells at 4½d. to 8d. per lb., good common to fair stands nominal at 11d. to 1s., and is in small stock; medium (old leaf) has been selling at 1s. 2d. to 1s. 4d., costing in February last 1s. 4d. to 1s. 6d. per lb.; new, flavoury kinds (Hohow district), are selling ex late arrivals at 1s. 2½d. to 1s. 4d.; Onahms at 1s. 4½d. to 1s. 6d. per lb.; strong Pekoe flavoured kinds of Ocanfa and Oopack district at 1s. 8d. to 1s. 11d., and finest, chiefly Ningchows, at 2s. to 2s. 5d. per lb. The late extreme prices paid by shippers are not obtainable at the moment. Souchong: Arrivals continue small, and late rates have been paid for extra fine. Oolong: Supplies have come in freely, a portion consisting of Formosa growth, which has sold from 1s. 9d. to 2s. 2d. per lb. for fine and best quality. Scented Tea: Canton Orange Pekoe, medium quality, sells at 1s. 4d. to 1s. 6d., fine 1s. 7d. to 1s. 9d., finest 1s. 10d. to 2s. 2d. per lb. Caper has been in improved demand, and slightly better prices obtained for medium; quotations rule at 8½d. to 10d. for clean common, 11d. to 1s. 1d. for fair, 1s. 2d. to 1s. 5d. for medium, 1s. 6d. to 1s. 9d. for fine, 1s. 10d. to 2s. 3d. per lb. for finest. Fayune district is of superior quality, being well made and strong scented, and readily saleable. Foochow Scented Orange Pekoe has been dull of sale at 1s. 9d. to 2s. per lb., most parcels being wanting in scent. *Green*: The new Ping Sueys have been selling at reasonable rates, looking at the great scarcity, and we fully expect to see subsequent arrivals do better (as has been the case in Congou this season), when the fear of heavy imports is removed. No. 1 Gunpowder has sold at 3s. 4d.; No. 2, 2s. 10d. to 3s.; No. 3, 2s. 6d.; Imperial, 2s.; Young Hyson, 2s. 4d. to 2s. 7d.; the lower grades of the latter have not come forward. Canton kinds have been in large supply, and are only saleable at declining rates. Japan leaf: No change.

SILK.

There is rather more doing in some descriptions of Asiatic Silk, but there is no general activity in the market; prices on the whole are fairly maintained. In China Silk the demand runs chiefly on the better classes, for which very full prices are paid, but ordinary and common command little or no attention. In Japan Silk a few sales have been made, some at lower prices, but the demand is very limited. Canton Silk is not in much request, but there is no material alteration in prices. Deliveries, 1st to 21st inst. inclusive:—China, 1,719 bales; Canton, 382 bales; Japan, 583 bales; total, 2,684 bales.

LONDON QUOTATIONS.—AUGUST 22.

China.	
Tsatlee, No. 1	31s. 0d. to 31s. 6d.
,, ,, 2	30s. 0d. to 30s. 6d.
,, ,, 3	29s. 0d. to 29s. 6d.
Red Peacock	25s. 6d. —
Yuenfaa and Hainin, Nos. 1, 2, and 3 ...	23s. 0d. to 26s. 0d.
Taysaam Keying, Nos. 1, 2, and 3	23s. 0d. to 27s. 6d.
Long Reel	19s. 6d. to 20s. 6d.
Canton	14s. 0d. to 22s. 6d.
Chinese Thrown	24s. 0d. to 25s. 6d.
Japan.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	24s. 6d. to 30s. 0d.
Idah, No. 2	26s. 0d. to 27s. 0d.
Sodai, No. 2	24s. 6d. to 25s. 0d.
Oshiu, Nos. 1, 2, and 3...	25s. 6d. to 30s. 0d.
Koshiu, No. 2	24s. 0d. to 25s. 0d.
Eichizen	22s. 0d. to 26s. 0d.
Mashta	22s. 0d. to 24s. 0d.
Hatchoji	20s. 0d. to 22s. 0d.

CAMPHOR.—The market for *China* is very quiet, only a few parcels having been quitted at £4 per cwt. Of *Japan* there is scarcely any supply, and no transactions are reported.

CARDAMOMS.—No transactions in Ceylon.

CHINA PRESERVES.—An offer of 10 cases dry Ginger was sold at 8¾d. to 9½d. per lb.

COCOA-NUT OIL.—Ceylon has been the subject of speculation, and the quotation on the spot has advanced to £35 10s. to £36 per ton, but at the close a quiet tone prevails, and there is but little business doing. Cochin rules at £38 10s. to £39 per ton.

COIR GOODS.—The quantities offered at public sales have been moderate; the bulk consisted of damaged *Yarn*, which brought about the value; the small proportion sound sold at previous prices. *Fibre* went off slowly at easier rates. 52 bales Ceylon *Yarn* sold, middling to good £31 5s. to £36 10s., fine £40; of 52 tons ditto 40 tons sold, very common to good common at £24 to £29, middling to good £29 10s. to £37 5s., fine £41 5s. Of *Fibre* 5½ tons Ceylon bristle sold at £37 15s. to £39, the remainder mattress bought in at £12 to £19. 9 tons Ceylon *Rope* chiefly sold, 1½ to 2 inch at £24 to £27 10s., 2 to 3 inch at £22 to £22 10s. per ton.

COPRA.—No movement reported in Penang.

CUBEBS continue very quiet; 12 bags offered in public sale were retired.

CUTCH remains dull of sale, and only a few small parcels of fine Pegu have changed hands at 24s. 9d. to 25s. per cwt. At auction 782 boxes Pegu were taken in at 26s., and 390 boxes Singapore at 24s. per cwt.

DRAGON'S-BLOOD.—Market dull; 12 cases offered in public sale were retired.

EBONY.—Ceylon is scarce, and in request.

ESSENTIAL OILS.—*Aniseed*: Shortly after our report of the 9th inst. business was effected at 9s. 3d. down to 8s. 9d. per lb., and some 80 cases were reported sold, this induced further sales for delivery later in the year; subsequently 99 cases were offered at auction, and price was forced up to 10s. 11d. to 11s., at which figures all was sold (except a single case at 9s. 11d. and another at 11s. 1d.). Some further business has been transacted privately at 11s., which is the closing nominal value. *Cassia* is very firmly held, but little has been done, few cases being quitted at 6s. 8d. *Nutmeg* is firm, but quiet. *Cinnamon:* Wanted, very little fine here. *Citronelle*: In better request; 8 cases sold at auction at 2½d. per oz.; but subsequently nearly 200 cases have changed hands at 2⅜d., with a few at 2½d. *Lemon Grass* is steady; a few cases reported sold at 5d.

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Galls.—The market for China has been firm, and the quotation has advanced to £2 16s. 6d. per cwt., at which some 400 to 500 cases have been placed. At the close holders decline to quit their stocks except at an advance upon the above quotation. *Japan*: No business done.

Galangal Root.—Market quiet but steady.

Gambier.—There has again been a fair demand, and a further slight advance of 1s. per cwt. has been obtained on the spot, 24s. to 24s. 6d. being paid for block; 28s. 3d. has been realised for a small parcel of fine Cubes. For arrival, parcels of June-July shipment have been quitted at 22s. 4½d. to 23s., July-August 22s. to 22s. 6d., August 22s., and parcels nearly due at 23s. 7½d. to 23s. 9d. per cwt. At auction 975 packages Cubes partly sold at 27s. per cwt.

Gutta-percha.—Is 4d. to 6d. per lb. lower. Auctions have been very large, embracing 3,719 baskets, &c., and 925 blocks, barely one-fourth of which has been sold; fair to good genuine, part a little barky, at 2s. 0½d. to 2s. 6½d., white Borneo, good and re-boiled mixed close 1s. 5½d. to 1s. 7d.; ordinary to middling re-boiled 1s. to 1s. 4½d.; ordinary to fair white 11½d. to 1s. 4d.; inferior loose, weak, barky, and common re-boiled 9½d. to 11¾d., very low 6½d.

Gums.—*Benjamin*: Siam firm for good kinds, but supply of common large; 20 cases at auction retired. Sumatra steady, and of 70 cases offered one-half sold at £7 15s. to £8 10s. for middling to fair 2nds, and few cases 3rds 65s. to 72s. 6d. *Copal*: Quiet; of 557 cases at public sale, about one-fourth sold; hard small part good dark scraped, with some drossy and weak at 25s., being cheaper. *Damar* very dull, and 87 cases retired. *Gamboge* steady; of 19 cases at sale few only sold at £15 10s. for good bright pipe part run.

Hemp.—The market for Manila has been quiet, only small sales being effected, and last quoted rates barely maintained; of 402 bales offered in public sale Thursday, 209 bales good roping sold at £48 10s. to £48 15s. per ton, chiefly at the former price.

Hides.—The auctions of East India Kips held Thursday attracted a large attendance of buyers for both home use and export, and a good competition prevailed throughout. Nearly the whole of a large supply found buyers at ¼d. to ⅜d. advance. Batavia Buffalo met a good demand, but other sorts sold slowly at about late rates.

India-rubber.—Very dull; no transactions to report.

Isinglass.—The monthly auctions took place on the 13th instant, when only 34 packages were offered and sold; Leaf, middling small to fine bold bright 2s. 6d. to 4s. 1d.; Pipe, middling dark to good bright long pale 2s. 3d. to 3s. 6d.; Purse 1s. 10d.

Japan Wax.—The market is quiet, but prices are steadily maintained on a par with those ruling a fortnight since. Offers of about 177 cases have been made at the public sales, and of this quantity about one-fourth has been quitted at £4 6s. to £4 6s. 6d. for good thick and hard saucers.

Musk.—Fine pod is dearer; only 17 caddies Tonquin have been offered and sold; selected well shaped pods at 39s. 6d. to 40s.; rough and bally and wet pickings at 18s. to 19s. 6d.

Pepper.—*Black* has been rather inactive; about 1,000 bags have changed hands privately, Singapore and Penang at previous value, Rhio kind at 6 7-16d. Afloat about 2,000 bags West Coast at 6⅝d.; Penang 6¼d., June steamer shipments. Auctions have embraced 1,690 bags Singapore; very few sold at 6⅝d. for rather greyish; 1,485 bags Penang; two-thirds sold at 6¼d. to 6⅜d., with Trang at 6⅜d. to 6½d., and 530 bags Siam retired. *White* is rather easier, and about 300 bags are reported sold, spot and afloat, at 1s. 1d. per lb. for fair Singapore. At auction about two-thirds of 748 bags offered found buyers, fine bold at 1s. 2d. down to 1s. 1½d. for fair quality.

Plumbago.—There is a moderate demand, and 348 barrels Ceylon offered were partly sold at 21s. to 30s. for common to fair lump at 11s. to 11s. 6d. for dust.

Rattans.—Market very firm; of 6,633 bundles at auction two-thirds sold at 3s. to 7s. 2d. per 100 canes.

Rhubarb.—The market for China is steady, of 106 cases offered at auction about half sold in the room and subsequently; bold medium, well trimmed, good pinky fracture at 2s. 6d. per lb.; pale grey even 1s. 11d. to 2s. 4d.; small rough coat 11d. to 1s. 6d.; inferior 2½d. to 5½d.

Rice.—The market has relapsed into extreme dulness, and the business done during the week has been very small both on the spot and afloat. The sales on the spot comprise fine white Bengal at 13s. 6d., middling to good at 11s. 6d. to 12s. 10½d., Askoolie at 10s. 3d., Dacca at 10s. 6d. to 10s. 9d., Ballam at 8s. 9d. to 8s. 10½d., and Necransie at 9s. 1½d. ex quay. For arrival about 800 tons Askoolie and Dacca have been sold at 10s. to 10s. 3d. quay terms. The floating cargo per William Arberg 1,040 tons Rangoon arrived off coast has been sold for London at 9s. 10½d. ex ship.

Sapanwood.—*Manila* and *Siam*: Market dull, and no business effected. *Ceylon* quiet, but holders are firm and decline lower prices.

Sago.—Quiet, and rather cheaper; in auction, of 2,996 bags offered only a small proportion sold; small fair 16s. to 16s. 6d. per cwt. *Flour* is rather cheaper. At public sale, 1,547 bags were retired. Privately, about 1,200 bags have been sold at 15s. 6d. per cwt.

Shells.—*Mother o' Pearl*: Both Singapore and Manila are firm, being in short supply. *Tortoise*: There has been no change since the periodical sales reported on in our last issue of the 12th inst.

Sticklac.—There have been considerable arrivals of Siam, and the recent active enquiry has to a great extent ceased. Holders, however, remain firm, and £4 8s. has been offered and refused for a lot of 210 cases.

Star Aniseeds are in somewhat better demand, and have slightly recovered from the recent decline; about 40 cases have been quitted at £5 5s. per cwt.

Soy.—Market very dull.

Spices.—*Cinnamon*: Steady, with but little doing, in anticipation of the public sales to be held this day. *Cassia Lignea*: Market steady, but quiet, with large stocks. About 140 cases sold privately, good unworked at 90s. per cwt. *Buds*: Steady, and 75 boxes sold at auction at £6 5s. per cwt. *Cloves*: Penang steady, and of 65 cases at auction, two-thirds were placed at 1s. 4d. to 1s. 5½d. per lb. for fine bold. *Nutmegs* are a shade cheaper; of 113 cases brought to the hammer, one-fourth sold, 100's at 3s., 1 lot at 2s. 11d. There is some little enquiry at the close. *Mace* remains quiet, but steady; of 24 cases offered, only a few were placed at 3s. 5d. to 3s. 8d. for broken dull to middling red.

Tin.—The fluctuations in prices lately apparent has given place to tolerable steadiness, the current quotations being—Straits on the spot, £147 to £147 10s.; afloat, £146 to £148; Banca, £158; Billiton, £152 per ton.

Tapioca.—The market has been rather firmer, and of 1,355 bags Singapore at auction, about half was placed at 2½d. to 2¾d. for fair to good, and 3d. for fine bright; 390 bags Penang were offered and retired.

Tobacco.—In public sale 457 bales Japan leaf sold at 5d. to 9¼d., 235 bales ditto (damaged) at 2d. to 8½d., 10 bales China leaf at 11½d., 500 bales ditto, with all faults, chiefly 8½d. to 9d., a part at 3½d. to 6½d., and repacked damaged at 1½d., 66 bales Manila leaf at 11¾d., 29 bales Sumatra leaf at 11½d. to 14¾d., 22 bales Java leaf at 7d. to 10d., and 21 bales ditto damaged at 7½d. to 9d. per lb.

Turmeric.—Market unaltered; *China* continues scarce and firm, *Java* dull and almost unsaleable.

Vermilion remains steady; an offer of 50 boxes China newly arrived has been taken at 3s. 7d. to 3s. 8d. per lb.

ARTICLES OF EXPORT.

METALS.

Iron.—Welsh: Rails, £12 to £13. Bars, £13 to £13 5s. Staffordshire Best: Bars, £16 to £17; Nail Rods, £15 10s. to £16 10s.; Hoops, £17 to £18; Sheets, £20 to £24; Scotch Pig, No. 1, £6 10s. to £7 5s.; Swedes, Bars, Hammered, £16 10s.; Swedes, Steel in kegs, ½ and ⅝ in., £18.

Yellow Metal.—Sheets, 4 by 4 ft., 9¼d. to 9¾d.; Sheathing and Rods, 9¼d. to 9¾d. per lb.

Tin.—English Refined, £155. Tin Plates: Charcoal I C, per box, 45s. to 48s.; Coke, 42s.

Lead.—W.B., nominal; do., other brands, £19 15s. to £20 5s.; Spanish, soft, ex ship, £19 10s. to £19 15s.; Sheet, £21 5s.; Shot (kegs extra), £23; White, do., £27 10s.; Red do., £23 5s.

Spelter.—Silesian, £22 10s. to £23; English, smelted from ores £23 10s.

Quicksilver.—In bottles of 75 lbs. each, £12 10s.

Messrs. French and Sm th's Circular says:—Business the past week has been dull. Iron is rather easier. Copper: On the 16th and 17th inst. there was much excitement, and price advanced to £100 to £101 for bars; but the movement was temporary, and as sellers appeared, the price again receded, and closes quiet. Lead is much firmer. In other metals there is nothing to notice.

MANCHESTER GOODS.

The market has continued in an inanimate condition, and the tendency of prices has been slightly in favour of buyers. Producers have, however, abstained from pressing sales, and there is no more depression than is usually experienced in a quiet market. The market closes with a dull feeling, without material change in prices.

QUOTATIONS.

Grey Shirtings, 38½-39 Yds. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	6s. 6d.	7s. 3d.	7s. 10½d.	8s. 3d.	8s. 4½d.	8s. 7½d.	9s. 6d.	9s. 7½d.
	6s. 9d.	7s. 4½d.	—	—	8s. 6d.	—	—	—

Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	9s. 9d.	10s. 1½d.	10s 10½d	11s. 7½d.	10s 10½d	12s. 9d.	7s. 6d.	8s. 7½d.
	9s. 10½d.	—	—	—	—	—	—	—

Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	39	45	46	42	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	8s. 7½d.	9s. 7½d.	10s 10½d	12s 10½d	10s 10½d	12s. 4½d.	13s. 9d.	15s. 0d.
	—	9s. 9d.	—	—	—	12s. 6d.	13s 10½d	—

T-Cloths.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	6s. 1½d.	6s. 8d.	7s. 0d.	7s. 0d.	7s. 7½d.	8s. 7½d.	8s. 10½d.
	—	—	7s. 3d.	7s. 4½d.	8s. 0d.	9s. 0d.	9s. 4d.

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	10 0	—
Maddapollams	3 9	—
Long Cloths	9 9	—
White Spot Shirtings ... nominal)	11 6	—
„ Brocade... ... do.	11 9	—
„ Damasks ... do.	20 9	—
Cotton Yarn (Water Twist), Nos. 16-24 China...	1 1½	to 1 2
Nos. 28-32 do.	1 2¼	to 1 3½
No. 40 do. (mock)	1 2¾	to 1 4½
No. 40 Mule Twist	1 2½	to 1 4½
No. 30 do.	1 1	to 1 2

WOOLLEN AND WORSTED GOODS.

The current quotations in the Leeds market for Woollens and Worsteds rule as follows:—

Spanish Stripes, 62 in., 19 yards, Elephant Chop, 3s. 6½d. per yard for scarlet; Long Ells, 30/31 in., 24 yards, Lion Chop, 34s. 6d. per piece for scarlet; Camlets, best SS, 30/31 in., 58 yards, Elephant Chop, 80s. per piece for scarlet; Lastings, 31 in., 30/31 yards, Lion Chop, 72s. per piece for gentian; Brocades, 31 in., 29 yards, Half Moon Chop, 25s. 6d. per piece for scarlet.

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Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
Aug15	Heros	Olsen	Rangoon	Falmouth
14	Euterpe	Genzmer	Do.	Hamburg
13	Padang Packet	Mendt	Batavia	Texel
17	Lord of the Isles (s.)	Blow	China, Sing., &c.,S.C.	London
17	Centaur	Foster	Akyab	Falmouth
14	Doro	Knuppel	Bassein	Hamburg
14	Maria A. Cath. Elisth.	Reeders	Macassar	Texel
Jne.28	Italy	Comben	Hong Kong	Rio de Janeiro*
Aug18	Velocity	Williamson	Akyab, for Bordeaux	Falmouth
17	Tanjore	Cobb	Akyab	Do.
14	California	Deinum	Banjoew. for Amstm.	Do.
15	Galatea	Ellersen	Akyab	Copenhagen
19	Kingston (s.)	Chitham	Akyab, via S.C.	London
19	Colombo (s.)	McNabb	China, via S.C.	Do.
17	C. F. W. G. (Rus. bq.)	—	Rangoon	Prawle Point
17	Angiolina	Gazzalo	Akyab	Brouwershaven
15	Chas. Dickens	Jenkelsen	Do.	St. Nazaire
7	Gerdina Wilhelmina	Spier	Padang	New York
	Elcano	—	Singapore	Boston
15	Conchita	Larrabe	Manila, &c.	Cadiz
20	Enterprise (s.)	Lobritz	Shanghai, &c., v. S.C.	London
20	South America	Bayard	Rangoon	Off the Lizard

* Not on the 21st, as previously reported.

DEPARTURES.

Date.	Ship	Captain.	For	From
Aug14	Adam Sedgwick	Hamon	Singapore	Cardiff
14	Empress	Westerberg	Colombo	Sunderland
15	Hong Kong (s.)	Symington	Sing., China, &c.,S.C.	London
16	Coromandel (s.)	Mahy	Colombo, &c.,via S.C.	Do.
16	Yeddo (s.)	Osborne	Do.	Do.
15	Manfred	Smith	Singapore	Sunderland
Jne 29	Orienten	—	Batavia	Monte Video
Jly. 20	Mindora	Reynolds	Java	Rio de Janeira
21	Hilda	Wulff	Singapore	Do.
22	Diadem	Crowell	Batavia	Do.
Aug	Katrina Maria	—	Java	Rotterdam
	Lesseps	Steen	Singapore	Shields
16	Corlic	Stephenson	Do.	Cardiff
17	Maria Fidela	Lamdarta	Manila	Liverpool
	Ottolina	Ouwehand	Batavia	Rotterdam
17	J. W. Cushing	Baxter	Singapore	Cardiff
17	British Crown	Andrews	Do.	Do.
18	Theresa Behn	Holt	Chefoo	Do.
20	Gordon Castle (s.)	Holmes	Sing., China, &c., S.C.	London
19	Willy Rickmers	Stolt	Hong Kong	Cardiff
18	Belle Avenire	de Andreis	Galle	Swansea
July 1	Eldorada	—	Batavia	Monte Video
Aug20	Kenilworth	Page	Hong Kong	Cardiff
18	Ocean	Hoyer	Shanghai	Hamburg
18	J. H. Jessen	Carstens	Yokohama	Do.
21	Gryfe	Roberts	Hong Kong	London

See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
etween Aug. 11 & 20	... Africa	... China, Singp., &c.	... London
	... Glenartney	... Hong Kong	... —
	... Othello	... London	... Colombo, &c.
	... Crosby	... Do.	... Do.
	... Surat	... Southampton	... Sing., China, &c.
	... Wells	... Colombo	... London

LOADING.

At London.—Steamers via Suez Canal.—For Hong Kong and Shanghai: H. C. Orsted. For Penang, Singapore, Hong Kong, and Shanghai: Drummond Castle, Canton, Glengyle, Lord of the Isles. For Java, &c.: Asia. For Colombo, &c.: Bengal, Oxfordshire. For Singapore: Petrel.

Sailing Vessels.—For Yokohama: Coulnakyle, Laurel. For Shanghai: Chusan. For Hong Kong: Nyassa, Tyburnia. For Singapore: Queen of the Ocean, Eleanor. For Penang: Alvington. For Colombo: Scawfell. For Colombo, &c.: Golden Fleece.

At Liverpool.—For Yokohama: Lake Sincoe, Lizzie Iredale. For Batavia and Yokohama (via S.C.): Achilles (str.). For Yokohama and Hiogo: Harrington. For Manila: Aurorita. For Singapore: Brilliant. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Agamemnon (str.), Menelaus (str.). For Colombo, &c.: Statesman (str.).

At Glasgow.—For Batavia and Sourabaya: County of Ayr. For Penang and Singapore: Paknam (str.). For Galle: Saigon.

SPOKEN.

Liberator, Hartlepool to Galle, Aug. 11, 43 N., 12 W.
Antipodes (barq.), Cardiff to Hong Kong, July 15, 11 N., 24 W.
Amazon, Batavia to Bremen, Aug. 3, 38 N., 36 W.
Texan Star (N. G. ship), Cardiff to Singapore, July 20, 11 N., 27 W.
Templar, Manila to Liverpool, Aug. 5, 39 N., 31 W.
Haamstede, Java to Holland, Aug. 15, 49 N., 10 W.
Jonge Jan Itz, Rotterdam to Singapore, July 13, 11 N., 26 W.
Gravenhage, Batavia to Rotterdam, Aug. 4, 12 N., 27 W.
Reliance (barq.), Colombo to Lndn., 82 days out, July 14, 11 N., 28 W.
Kaisow. Cardiff to Shangai, June 7, off Gaspar Island.
Water Nymph, Cardiff to Singapore. 104 days out, 33 S., 96 E.
Offspring (?) (Fr. ship), Cardiff to Singapore, Mar. 6, 21 N., 24 W.
Neptune (barq.), for Galle, Mar. 20, 19 N., 25 W.
Felix Mendelssohn, Cardiff to Hong Kong, June 28, 3 N., 31 W.
An English barq., Sunderland to Singapore, May 23, 39 S., 76 E.

FREIGHTS AND CHARTERS.

There is still a limited supply of sailing vessels for the Eastern ports, and rates consequently are steady. Coal freights to Hong Kong and Shanghai have advanced. Homewards there is no change to report.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 90s. meast. To Hiogo: 90s. meast. To Nagasaki: 90s. meast. To Shanghai: 40s. meast. To Hong Kong: 40s. weight. To Manila: 80s. meast. To Singapore and P nang: 40s. meast. To Sourabaya and Samarang: 75s. meast. To Batavia: 70s. meast. To Padang: 80s. meast. To Saigon: 100s. meast. To Ceylon: 35s. meast.

Per Sailing Vessels.—To Hiogo: 45s. weight, 45s. meast. To Yokohama: 35s. weight or meast. To Nagasaki: 50s. weight or meast. To Shanghai: 45s. weight, 30s. meast. To Hong Kong: 30s. weight. 25s. meast. To Batavia and Sourabaya: 20s. weight or meast. To Samarang: 20s. weight or meast. To Singapore: 20s. weight, 25s. meast. To Penang: 35s. weight or meast. To Ceylon: 30s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £33. To Singapore: £24 to £25. To Penang: £25. To Galle: £21 to £22. From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 40s. to 42s. 6d. To Shanghai: 45s. To Hong Kong: 35s. To Manila: 25s. To Singapore: 23s. to 24s. To Ceylon: 21s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Singapore, 21s. To Colombo: 15s. to 16s. To Galle: 17s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

The F. H. Drews (N.G. barq.), Vorsatz, from Hamburg to Hong Kong, passed Ramsgate, Aug. 15, in tow for the Thames, having been in collision, sustained damage to cutwater, &c., and lost bowsprit; she arrived at Gravesend 16th.

The following telegram relates to the Excelsior (str.), from London to Colombo, &c. (via S.C.):—Port Said, Aug. 15, goods ex Excelsior (str.), arrived in bad condition, and without marks.

A telegram received from Aden announces that the Tweed (str.), from Canton, arrived there Aug. 7, with part of cargo in the after hold damaged.

The Khedive, P. and O. Company's steamer, has been in collision with the Aral (str.), homeward bound, and the latter vessel sank off Garden Reach, Calcutta.

MISCELLANEOUS.

The Bessie H. (barque), from Cardiff to Ceylon, put into Bahia July 13; the master, who had shot at several of the crew, had since been landed, and it was stated that he would be sent home a prisoner.

The Cordova (str.), Reynolds, from Hong Kong to London (via S.C.), put back to Galle on the 23rd July, on account of having bad coals.

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A DESERVING CASE.

AN ENGLISH GENTLEMAN, lately engaged in the East, with a wife and young family to support, is, through a series of misfortunes and unforeseen circumstances, reduced from a position of affluence to positive distress. The undermentioned, recommending this sad case, will thankfully acknowledge any donations towards providing a sufficient sum to enable this family to emigrate.

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PARENTS

residing abroad would find this a most desirable home. References can be given for England, India, China, and Japan.

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IN all Districts, Ages, Conditions, varying in size from 40 to 1,500 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B. — Fifty-seven estates now on the register. Thirty-eight have been sold.

THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January, 1872. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Hamburg	R. CARL.
Bremen	G. STEINMEYER.
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OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

—	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR MALTA	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA ADEN BOMBAY GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	„ „	Every Friday, at noon.	Every Monday, at 5 A.M.
	Thursday, Aug. 1, 15, & 29, at 2 P.M.	Friday, Aug. 9, 23, & Sept. 6, at noon.	Monday, Aug. 12, 26, & Sept. 9, at 5 A.M.
AUSTRALIA NW. ZEALAND (Cargo only.)	Thursday, Aug 1 &29, at 2 P.M.	Friday, Aug. 9 & Sept. 6, at noon.	Monday, Aug. 12, & Sept. 9, at 5 A.M.

And all Ports at which the British India Company's Steamers call.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

Steamer via Suez Canal.

THE Company will despatch the steamship HINDOSTAN, 3,113 tons and 600 h.p., from LONDON, on Monday, 26th August, direct to BOMBAY and CHINA, calling at SOUTHAMPTON for mails and passengers.

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	Yarns.	Cottons.
To Bombay, Madras, and Calcutta	40s.	45s. per ton.
„ Straits, Hong Kong, and Shanghai	60s.	60s. „
„ Yokohama, Nagasaki, Hiogo, Batavia, and Manila	90s.	90s. „

All with 10 per cent primage.

London goods by special agreement.

Sample parcels of cargo on board will be charged 2s. 6d. to Direct, and 3s. 6d. to Transhipping Ports, per cubic foot. Minimum charge 5s. and 7s. 6d. No Sample Package to be inserted on Bill of Lading.

Transhipment and conveyance to ports not touched at by the Company's steamers will be at the Company's expense, but Shipper's risk.

Goods to be consigned to the Victoria Docks.

STEAM TO BOMBAY, via the Suez Canal.—Passengers and Shippers are respectfully informed that the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY propose to despatch steamers from SOUTHAMPTON to Bombay, via the Suez Canal, as follows:—

			Tons.		H.P.
Sept. 21	...	HYDASPES	2,983	...	500
Oct. 3	...	MIRZAPORE	3,763	...	600
„ 17	...	KHEDIVE	3,742	...	600
Nov. 7	...	PEKIN	3,777	...	600

RATES OF PASSAGE MONEY.

First-class	£66
Second-class	£36

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.) AS FOLLOWS:—

Mei Kong	... Aug. 18	For	Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Sindh	... Sept. 1		
Provence	... Sept. 15		
Tigre	... Sept. 29		
Hoogly	... Oct. 13		
Amazone	... Oct. 27		

The steamers of the 1st and 29th Sept., and 27th Oct. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 18th Aug., 15th Sept., and 13th Oct. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
„ Constantinople ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „

The Company's weekly steamers to Alexandria connect at Alexandria with the English mail steamers from Brindisi to Bombay.

For Passage, Freight, or Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

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America	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	Ariel

Returning from Hong Kong on the 12th and 27th of every month.

The Pacific Mail Steamship Company's steamers also leave New York on the 10th, 20th, and 30th of every month for San Francisco, via Panama, calling en route at Kingston, Jamaica, and ports along the North Pacific coast.

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UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	18 days	from England.
Japan	in 38 „	„
China	in 44 „	„
New Zealand	in 42 „	„
Australia	in 47 „	„

Passengers for California and intermediate points on this road are now booked rough from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Steamship Company and United States, New Zealand, and Australian Mail Steamship Company.

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The journey may be broken at any point, and resumed at pleasure

Fare, via China, £221 via New Zealand and Australia, £197.

For further particulars apply to H. STARR and Co., 22, Moorgate-street, London. Agents Union and Central Pacific Railway, &c.

CHINA AND JAPAN.

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong	Tyburnia ...	A1 15 yr.	SWID	With des.
Shanghai ...	Chusan	A1 14 yr.	SWID	With des.
Obok, P. de Galle, Pdng Java Ports, Timor, Somerset, and New Caledonia	Asia, via S.C.....	A1 17 yr.	SWID	Aug. 31

For Freight and Passage apply to ROBERTSON and Co., at 5, Newman's-court, Cornhill, London; 10, Orange-court, Liverpool; or York Chambers, 55, King-street, Manchester.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Kromatah, s.s.	805	Smith, Son, & Cole	Aug. —
Canton, s.s.....	1,215	Norris & Joyner ...	Aug. 24
Glengyle, s.s.....	1,266	Thos. Skinner & Co.	Aug. 30
Eleanor	433	Wright Bros. & Co.	Sept. 10
Drummond Castle, s.s.	1,289	Thos. Skinner & Co.	Sept. 1
LIVERPOOL.			
Patroclus, s.s.	1,607	Alfred Holt	Aug. 24
Brilliant	303	Cotesworth, Lyne, & Co.	Sept. 1
Agamemnon, s.s.	1,550	Alfred Holt	Sept. 5

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

PENANG, SINGAPORE, CHINA, and JAPAN. The following high-classed SCREW STEAM and SAILING SHIPS will be despatched as under:—

Destination.	Ship.	Class.	Dock.	Last Shipping day.
Pen., Sing., Hg. Kg., & Shanghai, via S.C. ...	Canton, s.s...	100 A1	SWID	Aug. 28
Do.	Nankin, s.s.	100 A1	SWID	To follow
Do.	Chin-Kiang, s.s.	100 A1	SWID	To follow
Shanghai ...	Portland.....	AA1	E.I.D.	With des.
Chefoo and Tientsin...	Carnarvonshire	A1 14 yr.	E.I.D.	With des.
Yokohama & Hiogo.....	Glamorganshire	A1 14 yr.	E.I.D.	With des

Excellent accommodation for first-class passengers.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to Java, Japan, &c., at through rates at shippers' risk. Last shipping day 28th August. The favourite full-powered screw steamer CANTON, 100 A1, 1,215 tons register, 200 h.p. nominal; J. C. JAQUBS, Commander; South West India Docks. This magnificent steamer, built last year by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, has proved herself one of the fastest in the trade. Has splendid accommodation for first-class passengers.

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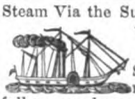
All packages must be marked distinctly with port of destination.

CASTLE LINE OF STEAM PACKETS for PENANG, SINGAPORE, HONG KONG, SHANGHAI, JAVA, and JAPAN.—The following high-classed and full-powered STEAMSHIPS will be despatched as under:—

Steamer.	Class.	Tons.	Dock.	Last shipping day.
Glengyle	100 A1	1,670	SWID	Aug. 30
Drummond Castle	100 A1	1,930	SWID	To follow
Glenlyon	100 A1	2,200	SWID	To follow

For Freight and Passage, apply to THOMAS SKINNER and Co., 5, East India-avenue, E.C.

Steam Via the Suez Canal. To sail on the 10th Sept.



FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java and Japan, the splendid full-powered screw steamer LORD OF THE ISLES, 100 A1, 1846 tons register, 240-horse power nominal, JAMES BLOW, Commander; South West India Docks. Has elegant accommodation for first-class passengers, including cabin fittings, bedding, and linen.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange Buildings, London, E.C.

With quick despatch.

FOR HONG KONG, direct, the splendid clipper ship, NYASSA, A1 10 years. 800 tons register; W. S. GARRICK, Commander; East India Docks.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

STEAM to BANGKOK (Crossing the Bar.)

Via the Suez Canal, with all possible despatch, calling at Tanjong Pagar Wharf, Singapore, the new, powerful, first-class screw steamer KROMATAH, 805 tons, 150-horse power, nominal, W. B. HAFFENDEN, Commander; South West India Docks. Splendid accommodation for passengers.

For Freight, Passage, or further particulars apply to SMITH, SON, and COLE, 12 George-yard, Lombard-street, London, E.C.

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Special Agents for the
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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 470.] LONDON, MONDAY, SEPT. 2, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD.
JAPAN — Yokohama	May 17	July 1	July 10
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA — Peking	—	—	,, 2
Tien-tsin	—	—	,, 4
Chefoo	—	—	,, 5
New-chwang			,, 3
Hankow	—	—	,, 9
Kiu-kiang	—	—	,, 10
Chin-kiang			
Shanghai	,, 31	,, 10	,, 14
Ningpo	—	—	,, 12
Foochow	,, 31	,, 10	,, 16
Formosa			
Amoy	—	—	,, 16
Swatow	—	—	,, 16
Hong Kong	June 7	,, 16	,, 20
Canton	—	—	,, 18
Macao	—	—	,, 19
PHILIPPINES— Manila	May 31	,, 6	,, 16
COCHIN-CHINA— Saigon	June 7	,, 11	,, 18
SIAM — Bangkok			,, 20
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	,, 14	,, 15	,, 24
Samarang	—	—	,, 23
Sourabaya	—	—	,, 22
MALACCA STRAITS— Singapore	,, 28	,, 27	,, 28
Penang	—	—	,, 29
CEYLON — Galle	July 12	Aug. 4	Aug. 8
Colombo	—	—	,, 6

THE MAILS, &c.

The P. and O. mail, with dates as above, was delivered, *via* Brindisi, this morning, its due date. The next inward (French) mail, with dates Yokohama July 17, Shanghai, July 21, Hong Kong July 27, Singapore Aug. 5, is due, *via* Marseilles, on Monday next, the 9th inst.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, four to five hours in transmission. Telegraphic communication between Shanghai and Nagasaki is interrupted.

List of Passengers.

PASSENGERS INWARD.

By this mail to Venice, per P. and O. steamer *Mooltan*, arrived Sept. 1.—To Venice and Brindisi: From Hong Kong: Mr. and Mrs. Sterry, Mr. Boniface. From Singapore: Mr. Giveri.

To Southampton, per P. and O. steamer *Ceylon*, expected to arrive Sept. 8.—From Shanghai: Mr. I. Roberts. From Singapore: Mrs. Weymouth and child, Mr. D. Deans.

To Gibraltar.—From Singapore: Don F. de la Coucha and three second class passengers.

By the Pacific mail steamer *Japan*, from Yokohama and Hong Kong, arrived at San Francisco Aug. 14.—For New York: F. G. Heron, Rupert Smith, William Lane, Capt. Percival, and J. M. Coulter. For Chicago: H. Muller and child, C. Gaerte and two children. For Philadelphia: Mrs. F. H. B. Jenkins. For Europe: De Bien Antonio, Vogel Marger, Jules Geetzal, Albert José Mury, daughter, two nephews, and servant, and J. Ross.

PASSENGERS OUTWARD.

Per French mail steamer *Le Sindh*, from Marseilles, Sept. 1 (booked from London).—To Yokohama: Mr. Peltzer. To Shanghai: Mr. Forrest, wife, family, and servant, Mr. and Mrs. Blair. To Hong Kong: Mr. and Mrs. Newton, Mr. Julian Pauncefote, Mr. B. Pauncefote. To Singapore: Miss Strickland Mr. Dreypus, Mr. Menzaleh. To Batavia: Mr. Laguir.

Per French mail steamer *Provence*, from Marseilles, Sept. 15 (booked from London).—To Hong Kong: Mr. Hams. To Shanghai: Mr. and Mrs. John Bradford. To Batavia: Mr. Arntrenius.

Per French mail steamer *Tigre*, from Marseilles, Sept. 29 (booked from London).—To Yokohama: Mr. Fraissinet. To Shanghai: Mr. and Mrs. J. Bradfield. To Singapore: Mr. and Mrs. Burn and one second-class passenger.

Per French mail steamer *Hoogly*, from Marseilles, Oct 13 (booked from London).—To Shanghai: Mr. and Mrs. Medhurst and child. To Galle: Mr. A. S. Daniell, Mr. S. W. Daniell.

Per P. and O. steamer *Hindostan*, from Southampton, Aug. 29.—To Yokohama: Mr. Klasen. To Shanghai: Mr. G. M. W. Playfair, Mr. W. Holland, Mr. M. F. A. Fraser. To Singapore: Mr. G. Magalkarn, Mr. Nai Bin Surrawongse. To Ceylon: Miss Lloyd.

Per P. and O. steamer *Mooltan*, from Brindisi, Sept. 9.—To Yokohama: Mr W. Gowland. To Hong Kong: Mr. E. H. Lovers, Mr. G. Harleman. To Galle Mr. G. R. and Mrs. Scott.

Per P. and O. steamer *Pekin*, from Southampton, Sept. 12.—To Yokohama: Mr. and Mrs. Cheesman. To Ceylon: Mr. W. Moss, Mr. McGregor, Mrs. Puckle and child.

Per P. and O. steamer *Candia*, from Brindisi, Sept. 23.—To Hong Kong: Mr. and Mrs. Hase. To Ceylon: Mr. D. Blyth.

Per P. and O. steamer from Suez, Sept. 27.—To Shanghai: Mr. F. E. Woodruffe.

Per P. and O. steamer *Massilia*, from Southampton, Sept. 26.—To Hong Kong: Mrs. Andrews. To Singapore: Rev. H. Francis.

Per P. and O. steamer *Malta*, from Brindisi, Oct. 7.—To Yokohama: Mr. Short.

Per P. and O. steamer from Southampton, Oct. 10.—To Hong Kong: Miss Simpson. To Singapore: Mrs. Trotter.

Per P. and O. steamer from Venice, Oct. 18.—To Penang: Mr., Mrs., and Miss Vermont.

Per P. and O. steamer from Brindisi, Oct. 21.—To Yokohama: Mrs. Marshall. To Hong Kong: Mr. C. A. Sinclair, Mr. M. Murray. To Singapore: Capt. and Mrs. Caldbeck.

Per P. and O. steamer from Southampton, Oct. 24.—To Hong Kong: Mr. H. H. Thornton, Mr. J. Alexander.

Per steamer *Patroclus* (Holt's Line), from Liverpool, Aug. 24.—For Singapore: Miss Deichmann and lady friend. For Hong Kong: Mr. T. W. Barrington. For Shanghai: Mr. Tramnack, Mr. Kofod and two children, Miss A. Lamont, and Mrs. Gordon, two children, and nurse.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present—P. and O.—mail brings advices to the 10th July, only three days later than those previously to hand. The Pacific mail steamer, with dates from this port to the 22nd July, arrived at San Francisco on the 14th ult., and the following items of news have been telegraphed to the New York press :—

The Mikado continues his visits to the several shrines at Kioto, his former residence, Osaka and Hiogo, and is now on his way to Nagasaki. His Majesty dresses in a foreign style, with an ample supply of gold braid, and has several attendants, who are similarly attired. The Mikado is accompanied on his trip by eight men of-war.

Much comment has been made on a letter from Korea which has been received by the Mikado. Korea spurns the Japanese demand for tribute, and offers to fight at any moment, and even threatens to attack Japan. The letter of the Mikado, on assuming power in Japan, to the Koreans, demanding tribute, was torn up and scattered with contempt. One of the Ambassadors of Japan was imprisoned and the other sent back to convey the threats of the Koreans and their contempt for the new rule.

Foreigners complain that had the Japanese been friendly disposed towards the United States they would have informed the Americans of the state of affairs in Korea, and thus have avoided a defeat of America's intentions there.

The fares on the railway to Yedo have been reduced, and the amount of travel has been increased largely.

A brisk demand for Tea has sprung up since the last mail, with advancing rates. The stock of Silk is increasing, and the quality is very good, at fully $30 per picul over last year's rates. The settlements have been 750 bales since the last mail.

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CHINA.

—o—

SHANGHAI.

The present mail brings dates to the 14th July. The outward French mail of May 24th was received on the 8th, and the following P. and O. mail of May 31 on the 10th July; the last named mail was only forty-one days in transit from London, stated to be the shortest time on record. The *Courier* contains the following items of news:—

By the Pacific Mail steamer which left on the 12th July Sir Edmund Hornby and Lady Hornby started for Japan. It is said that they will take Kioto in their route. It is just possible the Exhibition may be closed ere they arrive there; but the city itself is the grandest exhibition. Besides, it may just happen that their visit may take place at the same time as the Mikado on his tour arrives at the Sacred City of his race and Empire. C. W. Goodwin, Esq., Assistant Judge of H.B.M. Supreme Court, and his family, have left for England per steamer *Ulysses*. In the course of one day this week three deaths have occurred through unwise exposure to the heat. The heat was so intense at the bottom of Old Dock that three of the Chinese mechanics at work on H.M.S. *Ringdove* became insensible. Removal to an airy spot and free drenching with cold water were effectual in reviving them.

We have already mentioned the undocking of the *Ulysses*, which vessel, it will be remembered, came in contact with some obstruction under water, which some supposed at the time must be the wreck of the *Rona*, or of some other vessel. As soon as she was docked it became evident that the damage was by no means confined to the rudder, and was of such a nature as could not be accounted for by contact with any floating object. The keel was found to be broken in six different places; the plates forward and amidships very much bilged and broken in several places; the whole presenting an appearance which made it almost certain that she had grazed some sunken rock, the rise and fall of the waves on which would account for the successive bumps the ship had suffered. A large portion of her upper quarter was also broken by the working of her jury-rudder. The work of repairing could not have been done more effectively in any part of Great Britain. The new rudder stands thirty-three feet high from socket to deck, and weighs more than four tons. The total weight of iron replaced during the entire repairs may be stated approximately at 27,000 lbs.

A serious stabbing case has occurred on board a Norwegian vessel. A man named William Taylor, a Norwegian, employed on the American ship *Wildwood*, was on board the *Gunyner*. Some dispute arose, and Taylor drew a knife, with which he menaced some of those near him. A man named Thorjoren Lorensen gave him a slight push, and a scuffle ensued, in which Taylor fell under the other man, and, it is alleged, while clasping him, stabbed him thrice in the back and once under the left arm, besides giving him a deep cut in the leg and marking his temples and knee. Lorensen was removed to hospital, and though his wounds are severe he is expected to recover. The case is under investigation.

A Chinkiang correspondent writes as follows:—Nothing special to note here, but the continued increase of trade and the prospect of still more, on account of the blundering policy of distinction enforced in the Transit Pass trade by the Taoutai of Kiukiang, which only adds to the import sent inland from this port. The transit question is at last settled for a time by the Taoutai's entirely yielding the point, by direction of the Viceroy at Nankin, and issuing outward passes as heretofore. The Taoutai tried to stop after he had commenced issuing the passes; but the refusal of the U.S Consul, Col. Flint, to even entertain the question, soon caused him to yield. Several missionaries leave for England,—Rev. Mr. Judd and wife, also Mr. Harvey.

The second concert of the Wind Instrument Society has taken place in the public garden. The attendance was even larger, and the music more effective than last time, being considerably assisted by some Italian bandsmen from the United States *Saco*. The Taoutai honoured the gathering by his presence, and expressed himself much pleased.

The steamship *Craigforth* has been two days at the "shears" at Old Dock, discharging five large Krupp guns, which, we understand, are to be sent on to Tientsin for the armament of some of the new forts on the river Peiho.

HONG KONG.

The dates extend to 20th July. The outward mail of 7th June (French) arrived on the 16th July:—

The *China Mail*, on the question of a Mint for China, says:—

The chief obstacles to the successful introduction of a silver coinage into general use in China are two-fold—the excessive cheapness of labour, and the small value placed on time. Now, if we reflect a moment upon the fact that every sovereign, shilling, or dollar is actually worth so many cents less than the value we agree to attach to it, it will be evident to the least reflective that we pay so much upon each coin for the convenience of having our bullion in a certain shape. This argument would be more obvious if the wealth of every well-to-do man at home consisted, like that of the Chinese of similar grade, chiefly of bullion, to convert which into coin required the payment—that is the loss—of so much on each coin. We believe that the intrinsic value of the Mexican by the standard of gold is 95 cents, although some dollars are worth only 91. To turn bullion into coin would therefore require an expenditure of five (5) cents on every dollar. The amount matters little; assume it to be two cents, and the argument is the same. Something has to be paid. Now, the average foreigner (to whom both time and labour are money) is content to pay this percentage—the more so as he does not see how he pays it—in order to avoid the expenditure of some five minutes' time, and a little muscular exertion, such as would be necessary every time he paid away a dollar if he had to chop it off a lump of silver. But the Chinaman is not willing to pay the five or more cents (say from 65 to 117 cash) in order to be saved the same time and labour. On the contrary, he could get a skilled artizan to work, not for five minutes, but for two whole hours for the five or more cents in question. He is not therefore disposed to pay that amount to be saved five minutes' trouble. Hence he prefers bullion to coin, unless he gets the latter as cheap as the former.

The *Gazette* contains the Report of the Superintendent of Fire Brigade for June, which seems satisfactory. We hope, however, that the energetic official in question will not rest until he has satisfactorily arranged a system of alarms, so as to indicate with tolerable precision the district and locality in which a fire breaks out. True, we have had no bad fires lately. But good as are our engines and brigades, we have some doubts whether, if a fire broke out in the upper part of Taipingshan, it would not make considerable headway before the former could be got into efficient position for pumping on it. In such an event a prompt notification of the place where the fire had broken out would very possibly save a large amount of property. The *Gazette* also notifies that Mr. James Whittall has been appointed a member of the Legislative Council, in place of the Hon. Mr. Keswick, resigned.

The following is the account, duly certified, of the average amount of Bank notes in circulation in Hong Kong during the month ending June, 1872:—

Banks.	Average Amount.	Specie in Reserve.
Oriental	$545,248	$250,000
Chartered Mercantile of India, London, and China	401,275	150,000
Chartered of India, Australia, and China	464,913	160,000
Hong Kong and Shanghai ...	1,131,805	500,000
Total	$2,543,241	$1,060,000

A vote of $770 for printing the library catalogues and binding the books still requiring it has been granted by the Legislative Council to the City-hall. The public will thus be able to ascertain the contents of this really valuable collection of books, which will then become of extensive use.

His Majesty the King of Cambodia made his official landing on the 15th. A guard of honour was formed at the Government wharf, and as his Majesty landed the band played, while a Royal salute was fired from the battery. The Hon. C. C. Smith was at the wharf to receive the King, who was conveyed in the Government reception chair to the Government House, accompanied by the Acting Colonial Secretary and several French officers. None of his Majesty's suite followed. His Majesty will visit Canton, Macao, Manila and Batavia before returning to his dominions. His Majesty has invested some $6,000 to $7,000 in jewellery, &c., at Messrs. G. Falconer and Co.'s establishment.

The King's appearance is neither prepossessing, nor the reverse. He wears, on ordinary occasions, no insignia in rank, and was in fact quite overlooked by those who boarded the *Bourayne* until pointed out to them. Slender, and of middle height, he looks much like a Malay, nor in his every-day dress does he appear in any way remarkable. His brothers are all dressed alike, and are much of the same stamp. As the tailor, to a great extent, makes the man, however, in other parts of the world than Europe, his Majesty and suite may seem to greater advantage when dressed in their robes of ceremony. The *Princess Charlotte* saluted the Cambojan flag shortly after the *Bourayne's* arrival.

The Spanish steamer *Rosita y Nini* (late *Veaus*), which sailed for Macao, has been laid on there to take coolies to Havana—some 800 it is said. If this be true it is to be hoped that the necessary alterations will be made as regards the ventilation of her lower deck, as should she leave Macao in the same condition as that in which she left Hong Kong the unfortunate cargo are likely to be decimated by suffocation.

HONG KONG, CANTON, AND MACAO STEAMBOAT COMPANY (LIMITED).

The ordinary half-yearly meeting of the shareholders in the above company was held at the General Agents' Office on 17th July. Present:—Viscount Do Cercal (in the chair), Messrs. Hitchcock, Dixwell, R. Deacon, Gillson, Sage, Sherwood, Head, Wicking, Dolan, Steel, Sands, Notley, Francis, Hunter, Dr. Dantra, Dr. Adams, Hon. J. Greig, and Messrs. Arnold and Da Costa.

The following report was taken as read:—

The Board of Directors take pleasure in submitting to you their report upon the affairs of the company for the half-year ending June 30, 1872.

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The accounts presented herewith show that, after paying commissions, running expenses, salaries, premia of insurance, a heavy amount for repairs and all other outgoings to 30th June, and including $4,448.12 brought forward from the last statement, there remains a profit of $71,622.78. The directors recommend that this amount should be distributed as follows, viz.: to the repairs of the *Kin Shan* $15,000, to a dividend at the rate of 8 per cent. on the paid up capital, $48,000; and to their own remuneration $2,500; leaving $6,122 78 to be carried forward to a new account.

At the meeting the Chairman—Viscount do Cercal—stated that shareholders were fully aware of the object of the meeting, and they had doubtless all seen the accounts, &c. He would be glad to reply to any questions put. Mr. Francis asked why the Company had invested in a share in the Whampoa Dock Company's stock? The chairman replied that hitherto, though large contributors of business to the Dock Company, they had as yet received no bonus; and by purchasing a share in the company they, as shareholders, became entitled to a slice of the bonus to contributors. Mr. Francis next inquired whether any bonus had been received from the Insurance Companies? The chairman, in reply, stated that they had not thus far, but had been talking over it; and in consideration of the large bonus now given the directors had resolved to take action and obtain has much as possible in return for their business. The reports and accounts were then passed unanimously. Mr. Hitchcock next proposed that the action of the directors be confirmed in regard to the purchase of the Dock Company share, and that the directors be empowered to purchase one share in such limited companies as they thought advisable. Mr. Francis seconded this proposition, which was carried unanimously. In place of Mr. Hart, who has gone home. Mr. Thurburn was elected auditor; and Mr. Blakeman was re-elected to the same office. The proceedings were then closed with the usual vote of thanks.

During the period under review the repairs of the *Kiu Kiang* and *White Cloud* have been completed, and considerable improvements and repairs have been made upon the *Spec*, now called the *Fei Wan*, and the *Spark*. The gross earnings, excluding the Canton and Macao line, show an increase of $7,000 on the corresponding period of 1871. The Canton and Macao line shows a gross of $42,038.23 against $25,701.82 for the previous six months.

The new iron steamer is spoken of very favourably by parties who have seen her on the stocks, but owing to the great pressure upon all builders in Great Britain, it is feared that she will not be finished as soon as was originally hoped. The hull of the *Kin Shan* has now to be almost entirely rebuilt at a considerable expense: which however the directors think will be fully met by current earnings and the $15,000 from the past half year's now proposed to be set aside for that purpose.

Mr. R. Deacon retires from the direction, but offers himself for re-election. The accounts have been audited by Mr. J. Hart and Mr. J. Thurburn, whom the directors appointed in the absence of Mr. A. N. Blakeman. As Mr. Hart is going home, and will not be re-eligible, Mr. Blakeman and Mr. Thurburn offer themselves as auditors for the ensuing year.

(FROM A CORRESPONDENT.)

HONG KONG, July 20, 1872.

The most important event of the fortnight has been the arrival of the King of Cambodia, who appears to have been let out for a run by his French protectors (?) at Saigon. He came up a few days ago in the French corvette *Bouraye*, and has been hurrying ever since. There is evidently a charm in the word "king," even though his kingship be, as in this case, copper-coloured, squab, and ugly. The attendance at the public gardens and at Lady Kennedy's Tuesday afternoon receptions has vastly increased during the week, in consequence of his Majesty's presence. He is about to leave for Canton and Macao shortly, and it is hoped will have the courage to give Viscount San Jannario a bit of his mind about the Annamese kidnapping, which still flourishes under the protecting *Ægis* of the "most holy city." Of course it is all done by native junks, and the flag of Portugal is not ostensibly used to cover the rascals' proceedings. But the junks are outfitted at Macao and return thither with their ill-gotten cargoes. We don't hear much of it publicly now-a-days. The officials call it "free immigration," and it is very hard to prove piracy when the sufferers are unable to speak either Cantonese or English, or any other language save their own, and a whole city conspires to say "it's all right."

Locally we have not much other news. Mr. Whittall got the vacant seat in the Legislative Council. Mr. Whittall knows the work well, and has always been outspoken, so that on the whole people are satisfied. There is a little more legislation going on now than was the case in Sir Richard MacDonnell's time. Sir Arthur Kennedy does not appear to think that snubbing the independent members is a necessary part of his daily work, and there is much less grumbling going on in consequence. Sir Arthur, moreover, does his best to encourage the community generally to visit Government House, the gardens, &c., by constantly mixing with the colonists, and his amiable endeavours to promote a good understanding between all classes are well seconded by Lady and Miss Kennedy. At present they are great favourites, and their apparent desire to discourage *cliquism* is very popular.

You will see in this mail's papers an account of the unfortunate death of the Rev. Mr. McChesney, an American missionary, who was accidentally shot during a piratical attack by some river thieves upon a small town lying on the West River. The *China Mail*, which seems inclined to support the high handed policy, desires to make the provincial authorities responsible, basing its arguments on the known complicity of the Mandarins with the pirates who infest the coast. This idea does not, however, seem to meet with much favour outside, and the "accident" is already forgotten by all but the poor man's friends. A good deal of local interest has been excited by the *Benefactor* case, of which you will doubtless receive full reports. Four attempts have been made to fire the vessel, and the last time the incendiary was happily caught in the act—the ship's boy being the culprit. He has just been committed for trial, and it is expected that his evidence will implicate several others of the crew, who are now under arrest. Great satisfaction is felt that Captain Berry should have been relieved from any stigma, for, high as his character is, the mysterious way in which the rascals did their work left an unpleasant opening for suspicion.

I hear privately from the North that the Chinese are going to fight the Audience question to the last. The weather here is remarkably hot, with much rain, but healthy. Sickness, however, prevails extensively at Shanghai and Tientsing.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

The latest date by this mail is 28th July. The outward mail of 28th June arrived on 27th July.

The *Straits Times* has the following items:—

We learn that the Hon. Colonel Phillips, R.A., commanding Her Majesty's troops in the Straits, will be leaving this for Hong Kong about the 11th August, under orders from England. The Straits is now subordinate militarily to the China command, and it is considered desirable by the home authorities that all senior officers should be at head-quarters. For this reason Colonel Phillips, who is senior artillery officer in the China command, proceeds to Hong Kong, where he will rank next to General Whitfield. Colonel Phillips, during his stay in the Straits, has made many friends and acquaintances, and has been very popular with all classes as a frank, genial, straightforward English gentleman, as well as a capable officer. He will carry with him to his new sphere of duty the best wishes of all. He will be succeeded as senior officer in Artillery here by Captain Nicholls from home, and Colonel Smith, of Her Majesty's 80th, will be the officer commanding the troops in the Straits.

It will be gratifying to our readers to know that the Rev. W. H. Gomes, who has lately arrived in Singapore to take charge of St. Andrew's Church Mission,—and who has for the last fifteen months been acting as Colonial Chaplain at Penang, during the absence on leave of the Rev. Julian Moreton, has received a very handsome testimonial from the community of Penang, as a mark of the appreciation in which his ministry was held during his fifteen months' residence, and as a token of the esteem in which he is held by the community generally. It must be doubtless very gratifying to the reverend gentleman to feel that while he has only performed his sacred duties—he has so satisfactorily executed them as to call forth this token of esteem and regard from his flock. The testimonial, we are informed, is in the form of a purse of about six hundred dollars

The police have lately directed their attention to the Wha Whay lotteries and gambling-houses with very good success. A case was tried last week, where five Chinese found gambling in a gambling-house were fined each fifty dollars, and Inspector Warne also last week executed a Wah Whay warrant, in New Bridge-road and Carpenter-street, securing the head lottery and arresting the man who declared the winning number, and also securing one or two of the branches, with the lottery tickets, money, &c. The case has been already twice before the magistrate, but is not yet decided.

A serious accident happened on board the British ship *Ocean Mail*, Captain Watson, yesterday forenoon. Mr. W. Hormann, one of the assistants to Messrs. Behn, Meyer and Co., to whom the ship is consigned, was on board of her, and some way lost his footing and fell down the hold, sustaining such severe injuries on the skull as to become insensible. The Hon. Dr. Little was in attendance shortly afterwards, and pronounced the brain to have been seriously affected. We learn that hopes are now entertained of his recovery, though this was for a time considered doubtful.

It would appear that H.E. the Governor is not going to Siam, as was recently stated. His Excellency, accompanied by H.H. the Maharajah of Johore, K.C.S.I., intends on Monday next to start in the *Pluto* to pay friendly visits to two or three of the Rajahs on the East Coast. H.M.S. *Zebra* will probably go with the *Pluto*. The Rajahs have been notified of the intended visit and its object, which is to cultivate good feeling and more intimate relations with a view to the increase of trade, and they have all expressed the pleasure the visit will give them.

We quite agree with our correspondent that the committee appointed by H.E. the Governor to inquire into the working of the Municipal Act could not have been worse chosen. The two

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unofficial members of the committee have publicly committed themselves so positively to his Excellency's views that they cannot retract, and of the official members the only one who knows anything about the matter is the Colonial Secretary, who has also publicly committed himself to the Governor's side of the question. Here are three of the five members of the committee known to be hostile to the municipalities, and the result of their deliberations may easily be foretold. If his Excellency wishes to be credited with impartiality he should at once alter the composition of the committee; and if he cannot find unbiassed official members of the council to sit upon it, there is no reason why he should not do as he has done in the case of the Police Commission, and appoint three or four respectable and well-informed residents to sit together with those already chosen, so as to give both sides of the question a fair hearing. Unless he does this he cannot expect the decision of the committee to be accorded much weight.

Commercial Report.

(*For dates see first page.*)

IMPORTS.

SHANGHAI.—There had been a quiet steady business in the principal Grey Cotton fabrics, to the almost utter neglect, however, of Fancy Cottons, Woollens, and other textiles. Grey Shirtings, 7 lbs.: Good demand and reluctance of holders had established a slight rise, and about 50,000 pieces had changed hands at Tls. 1.70 to 1.72½ for common to good. Dewhurst's Eagles in very limited demand at Tls. 1.92 to 1.94; 9¾ lbs. to 10 lbs. slightly weaker. White Shirtings lower and medium entirely neglected, and only one sale of fine at Tls. 2.70. T-Cloths, 6 lbs., 14 by 15 to 15 by 15 reeds much wanted at Tls. 1.21 to 1.23½ for Dewhurst's T.; 7 lbs., same chop and quality, realised Tls. 1.41 to 1.42. Small lots of 6 lb. Mexicans placed at Tls. 1.40 to 1.45; sales of 7 lb. Mexicans irregular; Tls. 1.51 for Stewart's "Lion and Flag," Tls. 1.56 for Mendel's "Horse and Jockey," and Tls. 1.60 for Collie's "Chop Dollar;" 8 lb., Tls. 1.73 to 1.80; XX (best make), Tls. 2.23. Drills: Moderate business in Dutch at Tls. 2.90; the value of English ranged between Tls. 3.05 and 3.15. Jeans and Sheetings: English, Tls. 2.20 to 2.22. Fancy Cottons: Small business; the characteristic of the market is a desire to sell rather than to buy. Woollens had received little or no attention, and this was ascribed to the flooding of the Yangtsze. Metals.—Lead: Quiet, but holders firm. Nailrod Iron: Transactions limited to 2,000 bundles inferior at Tls. 3; market firm. Coals: Few transactions and liberal supplies; Cardiffs sold from ship at Tls. 8.65.

FOOCHOW.—Sales had been:—T-Cloths, 7 lbs., 900 pieces at $2.05 to 2.12½ per piece; Grey Shirtings, 7 lbs., 500 pieces at $2.46; Lead, 7,725 pigs at $7 to 7.55 per picul.

HONG KONG.—With the exception of Yarns, which had been in very good request, only a small business had been done in imports generally. The desire of importers to realise led to the dealers withdrawing from the market in the hope of lower prices. Cotton Yarn: 16/24s: Large business had been done, but market quiet at the close; 28/32s eagerly asked for at a rise; 38/42s taken to a small extent at last mail's rates. Grey Shirtings: 7 lbs. difficult to move; 8.4 lbs. quite neglected; 9 lbs. to 10 lbs. firm at last mail's quotations. White Shirtings: 54/60 reeds 5c. lower, and even at this reduction could not be quitted; 64/72 reeds quiet at former rates; finest qualities declining; White Irishes out of favour. T-Cloths, 6 lbs. common exceedingly dull; 7 lbs. common continued in an unsatisfactory position; 6 lb. Mexicans changed hands at $1.82½ for Dewhursts MT; 7 lb. Mexicans, inferior found a few buyers at last quotations, but fine chop tended downwards; 8 lb. Mexicans could not be sold even at a reduction. Grey Drills, English 14 lbs. to 15 lbs. relapsed into a quiet state, at a decline of about 2½c.; American not in stock; Dutch difficult to move; Jeans 5c. lower, owing to fair arrivals; Sheetings can be sold to a small extent. Fancy Goods and Woollens and Worsteds little doing. Metals: Nail Rod Iron firmer, but not over $3.80 per picul could be obtained for good assortment; Bar has improved 15c. per picul; Quicksilver showed a rise of $10 per picul owing to telegraphic advices of a considerable rise in England; Lead had relapsed into a quiet state, and quotations were nominal.

MANILA.—The demand for Plain Staples was dull and rates were weak; Coloured Goods, on the other hand, were in good enquiry at improvig rates.

SINGAPORE.—Messrs. Boustead and Co.'s Circular says:—The arrivals with general cargoes during the fortnight are the Buena Ventura, steamer, and Deucalion, steamer, from Liverpool, and the Trafalgar, steamer, from London. Grey Shirtings: Demand for 8¼ lbs. fallen off, and only a moderate business done at $2.57½ to 2.60; closing quotations 2½c. lower; 7 lbs., inquiry limited; 6 lbs. dull and lower. 45-inch 8 lbs. scarce and wanted at $2.60; 9 lbs. in better inquiry and steadier. 32-inch Grey T-Cloths in poor demand and easier; 7 lbs. dull at $1.87½ to 1.90; 6 lbs. steady at $1.67½ to 1.70; light weights in less inquiry. Camlets in small inquiry and firm. Scarlet Long Ells quieter, and few inquiries made. Spanish Stripes saleable at 85c. Brocade Lustres dull of sale. Assorted Lastings in less inquiry. 40s Grey Yarn in some request at $137 to 137.50, but demand fallen off; 30s scarce and in some demand at $117; 18-24s, only few inquiries at $110 to $112.50. T. R. Yarn, best quality in good request. Green asked for and sales to a fair extent effected. Iron: Govan flat bar in moderate request at $3.90 to 4; common not inquired for; Nailrods, 100 tons sold at $4; Hoop wanted at $4¼ to 5; Swedish flat bar quiet, last sale at $4; a sale of Belgian flat bar reported at $3.60. Lead: Moderate inquiry for L B at $6.05 to 6.07½; sheet dull.

EXPORTS.

TEA.

YOKOHAMA.—Considerable activity had prevailed, and prices had ruled about $2 per picul above previous rates; but at the advance buyers seemed less disposed to purchase, while with a moderate stock —4,300 piculs—teamen were enabled to maintain their asking figures. The Polly Lewis was loading for New York, and the Clara Bell and Charley for San Francisco.

HANKOW.—Scarcity of supplies during the early part of the fortnight led to a steady demand for all Teas then arriving, at Tls. 13¼ to 18¼ per picul for Shungtams and common Oonams, and Tls. 20 to 23 per picul for other classes. Second crops (Yang-low-toongs) commenced to arrive in bulk on the 25th July, and sold readily at Tls. 21.2.5 to 22.6.0 per picul; settlements had since been made up to Tls. 23.7.5 per picul. Sun-Yangs: Only a few were to hand, and sales of these ranged from Tls. 24.2.5 to 26 7.5. Nipcarses, Tls. 20 to 22.5 per picul. Chong-sou-kais: Arrivals to date consisted of two or three well-known chops, which had commanded Tls. 24.2.5 to 26 per picul. In Oonam district Tea business had been done from Tls. 19.5 to 21.5 per picul. The quality of the second crop, with exception of Chong-sou-kais, and a few special chops, was not up to the standard of last season. The prices paid were as follows:—Oonfas and Oonams, good common to fair, Tls. 19.2.5 to 22.6; common, Tls. 17.5 to 18.2.5; Shun-tams, Tls. 13.5 to 14. Oopacks, fair to medium, Tls. 22.5 to 26; common to fair, Tls. 20 to 22.

KIUKIANG.—Supplies from the country had been moderate, and had gone forward to Shanghai. Second crop Congous had come to hand, and a few settlements had been made, but the quality proved inferior to last year, while prices were higher. Total arrivals, 116,963 chests; stock nil.

SHANGHAI.—*Black*: Owing in a measure to the paucity of stocks, caused primarily by the large and hurried purchases of second crop Tea at Hankow, and the exceedingly large export figures from all China (amounting to no less than fifty millions of pounds to the 30th June) coupled with the somewhat undesirable character of the majority of parcels on offer, the amount of business transacted since the departure of the last mail had not been large; but with increased supplies from the river ports further business on a more extended scale was looked for. The second crop Teas were considered of average quality but inferior to this yield last year. Prices showed an advance on last season's rates of probably Tls. 4 to 5 per picul. An indisposition on the part of many buyers to operate had been shown, pending the realisation in London of the early shipments. Settlements for the fortnight, 20,500 chests; Re-shipment on owners' account, 5,600 chests; Stock, 52 chops, or 16,700 chests. Quotations (duty paid, exchange at 6s. 2¼d., freight at £3 10s.):—Hohow, 1s. 1⅞d. to 1s. 4½d.; Shuntaam, 1s. 1d.; Oonam and Oanfa, 1s. 3½d. to 1s. 9½d., Ningchow, 1s. 5½d. to 1s. 9½d.; Oopack, 1s. 3d. to 1s. 8d. *Green*: Less activity had prevailed during the interval, but there had been no change in values. The market for country Teas was opened on the 9th July, by the settlement of a chop of Fychow at Tls. 40¼, (without first Hyson), and a chop of Taiping kind at Tls. 43½ per picul, being very full prices, and considerably above last year's rates for same grades. A few more parcels from the same districts had since arrived, but no further transactions had been reported. These chops were of good cup quality for their class, but were rather deficient in make and appearance, especially the Fychows, and seemed as if they were unduly hurried forward. Teenkais were daily expected, and the Moyunes were looked for three weeks from date. The prices paid had been about as follows:—For Pingsuey, Tls. 41 to 66; Local packed, Tls. 38 to 45; Fychow, Tls. 40¼; Taiping kind, Tls. 43¼.

FOOCHOW.—The Congou market had been rather inactive, business having been checked by the Teamen demanding too much for the second crop Teas, which, they stated, had cost high prices up country, and as the receipts of late had been moderate Teamen had thereby been encouraged to hold. The second crop Congous were, on the whole, inferior in quality to last season's, for although a few chops were attractive on account of their pungency and point, the bulk of the Teas was more or less wanting in decided character. Souchongs had met with a moderate inquiry at former prices. About 8,400 half-chests Oolong had been settled during the interval, the most of which were intended for the American market, and many were specially purchased to go by the steamer Sarpedon, bound to New York via Suez Canal. These quotations were for leaf with not over 15 per cent of dust, for the purchasers had the option of either sifting the Teas to within this percentage of dust or of reducing the price. The former course had been adopted by some. In Scented Teas a good business had been transacted at unchanged prices. Settlements had been:—Congou, 28,296 chests at from Tls. 7.55 to 8.8 o.b. for dust and siftings; Tls. 11.3 to 13.8 o.b. for broken leaf; Tls. 15.8 to 18.3 o.b. for ordinary to good common; Tls. 19.8 to 24.8 o.b. for flavoury to medium; Tls. 25.8 to 36.8 o.b. for good medium to finest. Souchong, 5,981 chests at Tls. 16·8 to 22.8 o.b. for low common to common to Tls. 28.8 o.b. for medium; Tls. 29.8 to 38.8 o.b. for good medium to finest; Tls. 42.8 o.b. for choice and Tls. 46.8 to 57.8 o.b. for fancy lots in boxes. Oolong, 8,406 half-chests at Tls. 24.3 to 26.8 o.b. for common to fair cargo; Tls. 29.3 to 30.8 o.b. for good cargo; Tls. 37.8 to 42.8 o.b. for a few small lots of fine. Scented Tea, 19,695 boxes at Tls. 23.8 to 27.8 o.b. for common to medium to Tls. 37.8 o.b. for good medium to fine. Flowery Pekoe, 1,287 chests at Tls. 32.8 to 59.8 o.b.

AMOY.—Settlements made had established no change in price, but natives evinced more anxiety to sell; the quality of the crop continued satisfactory, and it was stated to be a full one. About 1,200 half chests Congous had been settled at an average of $22 per picul for superior grades, the quality being certainly over an average.

CANTON.—Large settlements had transpired during the past fortnight at a decline of Tl. 1 to 2 on rates previously ruling, in consequence of the eagerness of native holders to realise. Canton District Congous had not been dealt in. Scented Teas: Orange Pekoes had

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been freely taken at a decline of Tl. 1 for new make sorts and the lower grades of long leaf, but for the medium to good medium of this description, full rates still ruled. Scented Capers, good common to fair had commanded some attention, and in all classes below finest, a reduction of Tl. 1 to 1½ per picul was quoted. Canton Greens: Gunpowders of fair to medium quality were obtainable at Tl. 1 to 2 per picul below last mail's quotations, whilst in the finest kinds there was no change. Settlements from July 3 to 17:—Canton District Congous, none; Scented Orange Pekoe, 12,000 boxes at Tls. 15 to 30; Scented Capers, 24,000 boxes at Tls. 16 to 25; Canton Greens: Gunpowder, 4,500 boxes at Tls. 18 to 30; Imperial, 800 boxes at Tls. 19 to 22; Young Hyson, 600 boxes at Tls. 18 to 20. Stocks estimated at 2,000 boxes Canton District Congous, 10,000 boxes Scented Orange Pekoe, 20,000 boxes Scented Caper, 10,000 boxes Gunpowder, 1,500 boxes Imperial, and 2,000 boxes Young Hyson.

SILK.

SHANGHAI.—Up to the departure of the French mail on 7th July, a large business was done at former quotations; since then, the market had been quieter, and though the business doing was still large, the increasing stock had induced lower rates. In best standard chops of Tsatlees nothing had been done, and quotations were therefore unaltered. In medium chops and market Silks a fall of Tls. 10 to 15 had taken place. "Blue Elephants" had been settled at Tls. 530. Best Kahing Taysaams had nearly maintained their former value; medium and lower sorts had declined Tls. 10 to 15. In Hainins and Chin-Cum Taysaams nothing had been done; for the latter extreme prices were asked for the few on offer. Settlements for the fortnight, Chinas, 4,500 bales. Total settlements since 1st June, 17,500 bales, against to same date 1871, 16,000 bales; 1870, 14,000 bales. Comparative unsold stock on this market on the 13th July, 1872, 8,000 bales; 1871, 5,500 bales; 1870, 5,000 bales.

CANTON.—The market was somewhat easier, but no decided change in prices could be quoted. The quality of the third crop was well spoken of, but the yield was expected to be far short of the second; about 70 per cent. of the second crop was yellow, while about 80 per cent. of the third would be white. Attention had been chiefly directed to Nos. 1 and 2 Tsaltee, although proportionably dear, as these qualities were much cleaner than the medium and lower classes. The stock was estimated at—70 bales Loongkongs, 250 bales Tsatlee reels, 70 bales Kowkongs, 100 bales Cumchucks, Lacklows, &c., and 300 bales of inferior descriptions.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 8¼d.	4s. 8½d.	4s. 8¼d.
Shanghai ,, ,, ...	6s. 1½d.	6s. 2d.	6s. 2d.
Canton ,, ,,	4s. 5¼d. to 4s. 5⅝d.	4s. 5½d.	4s. 5⅝d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 7⅛d. to 4s. 7⅜d.	4s. 7⅛d.	4s. 8⅛d.
Manila ,, ,, ...	4s. 5d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	317 to 319	230
,, Hong Kong...	27 to 27½ dis.	—
Bar silver	111.2.5	8½ prem.
Mexican dollars	78.9.0	10 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 70; Old, 71 to 71½ per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance, $1,450 premium.
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, $29 premium.
Hong Kong Fire Insurance Company, $325 prem.
Union Insurance Company, $1,400 premium.
China and Japan Marine Insurance Company, Tls. 38 to Tls. 40 premium, ex div.
China Fire Insurance Company, $46 to $47 premium.
Victoria Fire Insurance Company, $44 to $45 premium.
Indo-Chinese Sugar Company, $52½ dis.
Shanghai Steam Navigation Company, Tls. 41 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $15 dis.

Shipping Intelligence.

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ARRIVALS.

At SHANGHAI.—From London, July 11, Cyphrenese (str.); from Cardiff, 7, Taunton; from Sunderland, Clausine; from Hamburg, Mathilde; from New York, 8, N. B. Palmer.

At HONG KONG and CANTON.—From London, July 14, Burdwan; 18, Glensannox (str.); 15, Bhemah; from Penrath, 15, Blackwall; from Southampton, 17, Indus; from Cardiff, 18, City of Exeter (str.); from Hamburg, 14, Atalanta; from Rotterdam, 15, Johanna; from New York, 15, Midnight.

At MANILA.—From Liverpool, July 10, Irurac-bat (str.); 14, Victoria; from Cardiff, George Peabody; 13, Sedmi Dubrovaki.

At SINGAPORE.—From Cardiff, July 20, Princess Dagmar; 1, St. Hilda.; 24, Southport; from Swansea, 21, Twilight; from Liverpool, 15, Deucalion (str.); from Shields, Aug. 21, Chrysolite.

At PENANG.—From London, July 19, Peri; 23, Teviot (str.); from Liverpool, 21, Deucalion.

DEPARTURES.

From SHANGHAI.—For London, July 6, Ulysses (str.); 10, Leucadia; 10, Eliza Shaw; for Odessa, 10, Danube (str.).

From FOOCHOW.—None.

From HONG KONG and CANTON.—For London, July 15, Maud (str.); 17, Ravensworth Castle (str.); 19, Nestor (str.); for New York, 19, Sarpedon (str.).

From MANILA.—For Liverpool, July 11, Birmah; for Gibraltar, 3, Mont Cenis; for New York; 3, Don Quixote; 12, Sonora.

From SINGAPORE.—For Channel, f.o., July 27, John George; for Havre, 21, Marie; for Boston, 27, Robur.

From PENANG.—None.

VESSELS LOADING.

At YOKOHAMA.—For London, Yedo; for New York, Polly Lewis.

At SHANGHAI.—For London, Leicester, Weymouth, Doune Castle, Northampton, Gunger, Galley of Lorne (str.); for New York, Craigforth (str.), Chinaman, Cashmere, Kaisow, Duke of Athol; for Odessa, Russia (str.).

At FOOCHOW.—For London, Star of the North, Grenadier, Zenobia, Essex, Maitland, Harlaw, Jung Frau; for New York, Deerhound.

At HONG KONG and CANTON.—For London, Falcon, Wemyss Castle, Ambassador,

At MANILA.—For London, Red Cross, Jubilee; for Liverpool, Glenduror, Birmah, Itasca; for Channel, Adolfo, Cumberland, Antipodes, Adria, Glen Isla, Evelyn Wood; for Cadiz, Carolina; for Boston, Kadosh, Camilla, Pegasus; for New York, Charmer, Palm Tree, Springfield.

At SINGAPORE.—For London, Tycoon, Mount Cenis, Ocean Mail; for Liverpool, Pasithea, Twilight; for Boston, D. Draper; for New York, Roslin Castle.

At PENANG.—For London, Rifleman, Parsee; for New York, Larnax.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, per steamers, £4; sailing vessels, £3 10s.; to New York, £5 to £5 10s.; sailing ships £4.

At FOOCHOW.—To London, £3 10s. to £4 per ton; to New York, Sarpedon, £5 5s.

At HONG KONG and CANTON.—The Wemyss Castle, 700 tons, is on the berth for London, at £3 per ton.

At MANILA.—The only charter on the spot is the Birmah, for Liverpool at £3 5s. per ton.

At SINGAPORE.—To London, £2 18s. 9d. to £3 dead weight, £3 10s. light freight.

At PENANG.—To London, £3 15 to £4.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
June 29 ...	Evening Star ...	Singapore ...	New York
,, — ...	Canopus ...	Cardiff ...	Hong Kong
July 1 ...	Fraciem ...	London ...	Yokohama
,, — ...	Canton ...	Singapore ...	England
,, — ...	Archos ...	London ...	Hong Kong
,, 2 ...	Noach III. ...	Rotterdam ...	Do.
,, 3 ...	Peru ...	Cardiff ...	Do.
,, — ...	Johanne ...	Do. ...	Do.
,, — ...	North East ...	Liverpool ...	Amur River
,, — ...	Carl Ludwig ...	Hamburg ...	Batavia
,, — ...	Canandic ...	Bordeaux ...	Singapore
,, 4 ...	Tycoon ...	Newcastle ...	Hong Kong
,, — ...	Luzon ...	Shields ...	Do.
,, 5 ...	Charger ...	Cardiff ...	Shanghai
,, 9 ...	Grudhoe ...	Shields ...	Hong Kong
,, — ...	Yokohama ...	Cardiff ...	Do.
,, — ..	Elise ...	Do. ...	Do.
,, — ...	Orpheus ...	New York ...	Do.
,, — ...	Kate Covert ...	Cardiff ...	Yokohama
,, — ...	Nouveau Mondelli...	Hamburg ...	Amur River
,, — ...	Plato ...	Sunderland ...	Hong Kong
,, — ...	Giovomiz ...	Cardiff ...	Manila
,, — ...	R. J. Robertson ...	Do. ...	Hong Kong
,, — ...	Yarra ...	London ...	Amoy
,, — ...	Furst Bismark ...	Cardiff ...	Manila
,, 11 ...	Queen of India ...	Manila ...	London
,, 12 ...	Abreck ...	Galle ...	Batavia
,, 13 ...	Sooloo ...	Boston ...	Do.
,, — ...	Hopewell ...	London ...	Shanghai
,, — ...	Bunker Hill ...	Boston ...	Manila
,, — ...	Horatio ...	New York ...	Hong Kong
,, — ...	Sophie ...	Hamburg ...	Amur River
,, — ...	Mt. Washington ...	— ...	—
,, — ...	Sapphire ...	Cardiff ...	Hong Kong
,, — ...	Engelbert ...	London ...	Yokohama
,, — ...	R. R. Merse ...	Glasgow ...	Shanghai
,, 14 ...	Escort ...	Singapore ...	Boston
,, — ...	Conqueror ..	Shields ...	Shanghai
,, — ...	Calleron ...	Cardiff ...	Do.
,, — ...	Ivalo ...	Do. ...	Hong Kong

LATEST TELEGRAMS.

CHINA.

HONG KONG, AUG. 31.—Cotton Goods depressed; Woollens steady; Grey Shirtings, 6½ catties, 8¼ lbs., $2.45; Cotton Yarn (Water Twist), 16-24, $123. T-Cloths, 6 lbs., common, $1.65; 7 lbs. Mexicans, $2.08. Canton Tea market quiet; Foochow Tea market steady. Exchange on London: Bank bills, six m.s., 4s. 6½d. to 4s. 6⅝d.

SHANGHAI AUG. 31.—Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 1.9.2;

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T-Cloths, 6lbs., common, Tls. 1.2.2; 7 lbs, Mexicans, Tls. 1.4.2 Tea in fair demand; Hankow market unaltered: freight by sailing vessels, £3. Silk: Little doing; Tsatlee, No. 3, Tls. 595; No. 4, Tls. 530. Exchange on London: Bank bills, six m.s. 6s. 1¾d.; Mexican dollars, Tls. 79½.

STRAITS SETTLEMENTS.

SINGAPORE, AUG. 29.—Cotton Yarn, 40's, $133; Grey Shirtings 39-in., 8¼ lbs., $2.52½; 7 lbs., $2.15. T-Cloths, 6 lbs., ordinary $1.67½. Gambier, $4.12½. Pepper: Black, $12.90; White, $21. Tin $37. Exchange on London: Bank bills, six m.s., 4s. 6½d.

PENANG, AUG. 22.—Tin, $36.05; Pepper, black, $12; white, $22.50; Sugar, No. 2, $5.10, No. 3, $3.50; Cotton Yarn (Mule Twist) 40's $135. Exchange on London: Bank bills, six m.s., 4s. 6⅝d.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—Aug. 30, at Liverpool, from Rangoon, Slieve Bloom; 27, at Bremerhaven, from Bassein, Antonietta Accame; 31, off the Lizard, from Ilo Ilo, Eastern Star; 28, at Bremerhaven, from Rangoon, Arracan; Sept. 1, at Queenstown, from Rangoon, Genitore R.; at New York, from Colombo, Isurium.

DEPARTURES.—From Nieuwe Diep, for Batavia, Conrad (str.); from Newcastle, for Sourabaya, Anna and Sophia; Aug. 30, from Liverpool for Colombo, &c. (via S.C.), Statesman (str.); 29, from Ayr, for Singapore, &c., Attalo (str.); from Sunderland, for Galle, Oleander; for Shanghai, Kirkland; 4, from Rio Janeiro, for Singapore, A. H. Wille; 15, from Falmouth (after repairing), for Singapore, Saltee (str.); 30, from London, for Penang, Alvington; for Yokohama, Coulnakyle; 31, for Colombo, Scawfell; 30, from Cardiff, for Singapore, Melissa.

MISCELLANEOUS.—The Bessie H. (barq.), from Cardiff, to Ceylon, which put into Bahia, July 13, with master mutinous, sailed for her destination Aug. 3rd; the former master and several of the crew were sent home by the Olga (str.). Advices received from Bahia, dated Aug. 9th, state that a bottle was picked up in the bay on the 7th, containing a paper on which the following was written in English and German:—No. 391, German brig, Hermann Friederich, from Hamburg to Shanghai, 1872, in lat. 17. 24 S., and long. 34, 42 W. The finder is requested to send this paper with information of latitude and longtitude of the place where found, also date and year, to the Deutshe Seewarte, in Hamburg. F. Niejahr.

CASUALTY.—The Lothair, Peacock, from Foochow, put into Yokohama, August 20, dismasted.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BARTON—On the 10th July, on board the *Waterwitch*, at Shanghai, Mrs. Z. Barton, of a daughter.

BRETT—On the 6th July, at Hankow, the wife of A. L. Brett, Imperial Chinese Customs Service, of a son.

COULTER—On the 9th July, at Shanghai, the wife of Mr. A. Coulter, of a daughter.

DAVIDSON—On the 30th Aug., at 42, Portsdown-road, W., the wife of Wm. Marshall Davidson, Esq., of a daughter.

FINCH—On the 9th July, the wife of Capt. Finch, of a daughter.

GWYTHER—On the 30th Aug., at Meadowcroft, Lower Sydenham, the wife of J. Howard Gwyther, Esq., of a son.

JACKSON—On the 7th July, at Yokohama, the wife of Thomas Jackson, of the Hong Kong and Shanghai Bank, of a daughter.

KATZ—On the 15th July, at Singapore, the wife of Mr. A. Katz, of a daughter.

MCCHESNEY—On the 12th July, at Canton, the widow of the late Rev. W. E McChesney, of a son, two days after the death of his father.

PEACOCK—On board the ship *Lothair*, in Hong Kong harbour, the wife of Capt. E. Peacock, of a son.

REID—On the 8th July, at Shanghai, Mrs. Reid, of a daughter.

MARRIAGES.

BRENT—DITCHBURN.—On the 29th Aug., at All Saints, Poplar, by the Rev. T. W. Nowell, Arthur Brent, of Yokohama, Japan, second son of Henry Brent, Esq., of Lee, Kent, and of the Bank of England, to Charlotte Louisa, eldest daughter of the late T. I. Ditchburn, Esq., of Blackwall.

RYAN—BRUYLANT.—On the 15th July, at Malacca, at the Roman Catholic Church of St. Francis Xavier, by the Rev. C. Mazery, vicar, Mr. Charles Edward Ryan, chief engineer of the steamer *Telegraph*, to Primrose, eldest daughter of Mrs R. Bruylant, of Penang.

DEATHS.

ARTHUR—On the 8th July, at the Diocesan Home and Orphanage, Hong Kong William Vaughan Arthur, aged three months, son of Mr. Wm B. Arthur.

DE CUNHA—On the 21st July, John De Cunha, assistant interpreter, Penang division of the Supreme Court, aged 42 years.

HAWES—On the — July, at Chefoo, the wife of Capt. Hawes, of S.S.N.S. *Shantung*.

HOWARD—On the 3rd July, at sea, near Hong Kong, Walter John, aged 16, third son of A. G. Howard, of 21, Denbigh-place, Pimlico.

JARRETT—On the 12th July, at the Shanghai General Hospital, Mr. Henry Jarrett.

KNIGHT—On the 7th July, at Chefoo, Mr. Henry Knight, of Shanghai, aged 33 years.

MCCHESNEY—On the 15th July, at Canton, the infant son of Mrs. McChesney.

TOBIN—On the 2nd July, at Malacca, Mary, the beloved wife of Colour-Sergeant Edmond Tobin, H.M.'s 80th Regiment, aged 26 years.

WEST—On the 10th July, at Hongkew, Mary Clementina, infant daughter of Capt. W. A. West, aged 9 months.

We understand that shareholders and others interested in the Hong Kong Insurance Office have deemed it desirable to protect the interests of their constituents, by reinsuring their risks, in consequence of the failure of the London agents, Messrs. Gledstanes and Co.

The amount of bullion by the P. and O. Company's steamer *Hindostan*, which left Southampton on the 29th ult., was, in gold—to Galle, £1,950; in silver—to Penang, £1,512; to Singapore, £8,537; to Hong Kong, £10,750; to Shanghai, £6,080; total, in gold, £1,950; in silver, £26,879.

WE learn from the *Athenæum* that a curious literary piracy has been perpetrated at Canton. A Chinese publisher in that city has lately issued a duodecimo edition of the four Chinese classics known as the "Four Books," accompanied by the text of Dr. Legge's well-known translation, together with his prolegomena, from which, however, all depreciating remarks on Confucius or Confucianism have been carefully expurgated. The stated object of the publication is to aid Chinamen in the study of English.

THE O'CALLAGHAN LIBEL CASE.

In a recent issue we gave a brief report of an action for libel brought by the Rev. Robert O'Callaghan, formerly of Hong Kong, against Mr. John C. Hall, claiming damages of £6,000. We subjoin a more detailed report of the trial.

The hearing occupied five days. Mr. Robinson and Mr. Jordan appeared for the plaintiff; Serjeant Armstrong, Messrs. Beytagh, M'Dermott, and Monahan, for the defendant. Mr. Robinion, Q.C., who opened the case for the plaintiff, said that his client was a clergyman of the Established Church, who had formerly lived in Galway. He was in Hong Kong in 1869, and wished to be appointed on the committee of an institution for female education. The bishop of the diocese of Hong Kong, Dr. Alford wished to know what character plaintiff bore, and wrote to defendant, who resided in the parish where plaintiff had been curate. The defendant replied:—

"Letterfrack, County Galway,
"29th November, 1869.

"MY DEAR DR. ALFORD,—Berta writes to say you wish to get the character of a certain individual; what I tell you is not mere idle rumour or gossip, but real truth; and I speak of what came under my own personal observation. He was a ruthless liar for his own advantage, or for the sake of revenge on anyone he wished to injure. I never saw him drink, but he could take as much liquor as would ruin most other men. He ill-treated his wife shamefully, and he had not the self control to prevent him abusing her before others. His last notorious act was to seduce his own servant, and to send her to a neighbour as a servant with a recommendation from himself. When his neighbour found what was wrong he went to him to know how matters stood. He, of course, denied all knowledge of the girl's state, and brazened it out by sending the girl to England in charge of his own children to school. The man's own wife first of all turned the girl out of the house, because she was in the family way by her master. I think this will be sufficient for you to have nothing to do with him. —Yours sincereiy, "J. C. HALL."

That was the libel complained of, and counsel promised to show that it was false, scandalous, malignant, and that it had prevented his client being appointed to a chaplaincy of £800 a-year at Hong Kong, which he would otherwise have got. Evidence was then gone into.

Serjeant Armstrong stated the case for the defendant. He said that plaintiff had had a school at Ashleinh, and while there had behaved in the most improper manner, drinking hard, driving girls about, and behaving in the most rollicking way. He had long been separated from his wife. He had pretended at Hong Kong he was unmarried. Counsel then called evidence for the defence. Miss Baxter was examined. Her evidence was immaterial. Canon Beach, examined by Mr. Monahan, deposed he now held the position of senior chaplain of the forces in Dublin; he was colonial chaplain for nearly three years at Hong Kong; he arrived there in 1867; Bishop Alford was there at that time; he was the Bishop of Victoria, and that gave jurisdiction over Hong Kong; the bishop appointed him his domestic chaplain; he remembered Mr. O'Callaghan going to Hong Kong about twelve months after himself; that was about December, 1868; he had heard of the orphanage originated there by Miss Baxter; the orphanage was broken up after her death; this school was for the instruction of girls; not all Asiatics, they were of mixed blood; on an average about twenty attended it; the question did arise with regard to Mr. O'Callaghan's connection with the school; he (Mr. Beach) received a communication from the bishop about Mr. O'Callaghan; he stated the contents of that letter to Mr. Gray, that was the letter of the 3rd December; Mr. Gray was Archdeacon and the Bishop's Commissary; and by his direction the letter was communicated to Mr. O'Callaghan. (Archdeacon's letter to Canon Beach on the subject produced.) What did he say? He said I call on God to witness there is not a particle of truth in the whole matter. Did you make any reference to his turning out to be a married man? I did; I said "Mr. O'Callaghan, I think it is hardly fair that you should pass as an unmarried man in Hong Kong. Mr. Monahan: When you spoke about its being unfair that he should pass as an unmarried man what did he say?—"Well," he said, "My wife is dead;" then pausing for a moment, he added, "dead to me." When you heard "dead" for the first time before the pause did you intimate any surprise?—I doubt if there was time enough. When he said, "dead to him," did you make any observation?—I said, "Very well, Mr. O'Callaghan; she is not dead yet, nor will you be able to get married;" I further said that rumour had associated his name with Miss W———, but I added that I did not know that there was anything in it; he then said, "Oh! there is nothing in that quarter, Mr. Beach, as Miss W———'s sister-in-law knows all about my affairs." What did he say about speaking to young ladies again?—I cannot say that he sad anything about that. Was any suggestion made by him to you, that you should not disclose?—Yes; I said, as a brother clergyman, I was sorry to see him part with his wife. He said that it all arose from incompatibility of temper. I said that was not a serious thing—that it was no business of mine, but that I hoped they would come together again. He then said, "It is a painful thing to me, Mr. Beach; I would rather not have the subject talked about."

Mr. Monahan: Now, Canon Beach, did he not mention, in proof of his innocence as regards the libel, that the girl who was accused was still in charge of his sister's children, and could you suppose it would be so, and she guilty of such a charge?—I believe so. When did you leave that colony?—I left on the 15th July, 1870.

The Rev. Mr. Tucker examined by Mr. M'Dermott: I believe you are a chaplain? Yes. I believe you were chaplain to the navy? I was accountable for recommendations to the navy; I occupied that position in the year '68; I was chaplain to the British Hospital in that year; that was the year the Rev. Mr. O'Callaghan presented himself to me; I have a letter from him since 1870; I thought him an unmarried man; he told me he had children, and my impression was that he was a widower. Had you any conversation with Mr. O'Callaghan since you came to Galway? Yes, a few words passed between us. Had it any reference to his wife? He expressed regret, as far as I can

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remember, that I should have been ignorant of his separation from his wife, and that he had not communicated to me the separation. Did he apologise to you about it? I would rather say he expressed his regret.

John C. Hall, the defendant, was examined by Serjeant Armstrong. I knew Dr. Alford before he was appointed a bishop; I know the Hon. David Plunket; I made the acquaintance of the plaintiff very shortly after his arrival; before I wrote the letter complained of I received a letter from Bishop Alford; the subject of the Bishop's letter to me was to inquire into the plaintiff's character; the letter of Miss Bertha Baxter was to the same effect; the plaintiff had been at our house upon invitation, and I had met him at Mr. Plunket's often, and also at other places before I wrote this letter; I had heard him say that a bottle of whisky was nothing to him, and that it was out of the power of whisky to make him drunk; I never saw him drunk, but I saw him once when he looked as if he had been drinking—as if he had been imbibing a good deal the night before; his language showed me he was not sober. The witness then described the language the plaintiff used, but it is not fit for publication. I have seen him with his wife; his manner was unkind and snubbing towards her, as if he thought she did not know how to behave herself at table; I heard him in his own house say to her, "Get out of that, and mind your own business"; I was well aware that Miss Harriett Baxter had the institution in Hong Kong; on one occasion, when I met the plaintiff at the Hon. Mr. Plunket's, we were in the garden, and the plaintiff mentioned he had got a fall from his horse the previous evening returning from Westport; when Mr. Plunket said, "I suppose you were blind drunk," the only reply the plaintiff made was "well, well!" I remember when Tynan was discharged from Mr. Plunket's employment; he was succeeded as manager for Mr. Plunket by the plaintiff; the plaintiff told Mr. Plunket that Tynan used to fish with one boat and keep the produce for himself; I am one of the board of Conservators, and Tynan was and still is our inspector and clerk; the plaintiff said to me, "Now that I have hunted Tynan out of Mr. Plunket's employment I'll hunt him out of Leenane, as I won't have him sitting there watching me"; the plaintiff's seduction of the girl Mary Walsh was notorious in the county long before I wrote this letter; from all I had heard and known of the plaintiff I verily believed when I wrote this letter that he was an improper person to have charge of the education of young girls or any young people, and I had no malicious or improper motive whatever.

Cross-examined by Mr. Robinson: The plaintiff talked of the Royal Family as State puppets, and said he did not care that (snapping his fingers) for them; I did not think Mr. Plunket was joking when he said, after the plaintiff told him he had got a fall from his horse, "You must have been drunk."

Dr. Tyner was then called, but requested to be excused from giving evidence in this case, and thereby divulging private conversations which took place in the house of his best friend, now no more. He said he was medical superintendent of a lunatic asylum, and his nervous system was so excited by the thoughts of this trial that he was more fit to be an inmate than the medical officer of the asylum. —Baron Fitzgerald told him he had no privilege, and must give evidence.—The witness persisting, he was removed in custody the sheriff.

Bridget Nee, examined by Mr. Monahan: I was a pupil at the Ashleigh School when the Rev. Mr. and Mrs. O'Callaghan were there; I have heard him call Mrs. O'Callaghan an "old hag," and a "dirty devil;" they did not sleep in the same bedroom or occupy the same sitting-room; on another occasion I heard Mrs. O'Callaghan screeching as if she was being beaten; at the time when Mary Walsh was living with the plaintiff, Mrs. O'Callaghan went out to walk with the children, and she left me some work to do; I went out into the garden to sow, and when I had done I returned by the scullery door; it was locked; I then went to the window of the servant's room and looked in, and I saw Mr. O'Callaghan and Mary Walsh; he was standing within a couple of yards of her; I then ran away and returned to the garden; in a quarter of an hour I saw him coming out of the hall door; Mary Walsh left in a couple of months after.

Bridget Gibbons, a girl who had been a servant in the laundry at Mr. Plunket's, stated that she had frequently seen the plaintiff and Miss Nolan walking together. The reason witness heard for Miss Nolan's leaving was, that she was going to get married, and that she was spoken of for being great with Mr. O'Callaghan; she had also seen Mr. O'Callaghan in Miss Bennett's room, and on one occasion she peeped in through the keyhole, and saw Mr. O'Callaghan and her sitting on the same chair, his arm on her shoulder, and she saw him kiss her. On another occasion she saw Mr. O'Callaghan coming out of Miss Bennett's room about three o'clock in the morning; this was the morning Miss Bennett was going away, and Mrs. Joyce helped to bring down her things; she also stated that she saw Mary Walsh walking about the roads with Mr. O'Callaghan; the report in the country why Miss Bennett left was because Mr. O'Callaghan and she were as great as man and wife; she stated also that one evening she saw Mr. O'Callaghan beating Mrs. O'Callaghan in his own parlour.

Walter Henry, a sub-constable in the Royal Irish Constabulary, stated that he had formerly been a pupil in the Ashleigh School. He stated he had heard rumours of an undue intimacy between Mr. O'Callaghan and Mary Walsh.

Dr. George Tyner, who had declined to give evidence when first called upon, was now examined: I am a physician to the Doun Lunatic Asylum; I was dispensary doctor at Letterfrack; I knew the late Hon. David Plunket, and frequently went to see him at his house at Ashleigh; I knew the plaintiff, and have seen him in company with his wife both at Mr. Plunket's and his own house; I remember being present at a rather loose conversation which took place at Mr. Plunket's, and I heard the words used by him which have already been mentioned; I never saw him drunk.

James Tynan examined by Serjeant Armstrong: I was formerly steward and manager of the fisheries of the late Hon. David Plunket; I knew the plaintiff at Ashleigh; I was dismissed in 1863 and he was appointed; the first thing he asked me about was to account for herrings killed in 1861, and I explained the matter to him; on my oath I never kept for myself the produce of any boats belonging to Mr. Plunket; in 1864 I first noticed signs of drink on the plaintiff; the plaintiff made a charge against me to the Board of Conservators of charging posting fees without paying a license.

The plaintiff then went into a rebutting case, and the Rev. John Cather, Rector of Westport, was examined, and stated he had known the plaintiff for some years, and examined him prior to his ordination; the plaintiff after his ordination was sent to a curacy in Achill, and was subsequently appointed to Ashleigh, which is in his parish; so far as his knowledge of Mr. O'Callaghan went, he would not say that he was in the habit of indulging in intoxicating drink, or anything approaching, nor did witness ever hear of such, nor that he was guilty of incontinence with his servants, or cruel to his wife; he had seen Mrs. O'Callaghan in his, witness's, house with the plaintiff. He proved the granting to the plaintiff of the *bene decessit* (produced).

James Leslie was examined by Mr. Jordan, and stated that he was a schoolmaster at Ashleigh during the time Miss Bennett was there. The witness stated he never saw any undue intimacy between her and the plaintiff, nor ever heard anyone speak of such, and he knew Miss Bennett well. He described the room occupied by Miss Bennett, and stated from the way the door opened no one could see the bed without going into the middle of the room. He said he was never aware, and he did not believe the plaintiff used to go into Miss Bennett's bedroom and stay there for two hours; he never heard any report that the plaintiff had any improper intimacy with Miss Bennett; the plaintiff was not addicted to drink, nor did he ever hear him say anything unbecoming a clergyman.—Cross-examined by Mr. Beytagh: I am now a mis-lonary agent stationed at Portarlington. He described the position of the bed in Miss Bennett's bedroom.

The Rev. Richard Goodison, Incumbent of Kilcommin, was examined and said: I have known the plaintiff since 1861; he officiated for me during my absence while I was at Ashleigh; I have heard him preach; I recommended him as my successor: from my own knowledge and experience of the plaintiff, I think him and believe him to be a most temperate man, and I never knew him to tell lies. Cross-examined: I never heard of these rumours while I was in the country; I subsequently heard that the Admiralty had sent down to make inquiry about some servant girl; the plaintiff was always polite and civil to my wife in my presence.

The Hon. Mrs. Plunket, examined by Mr. Robinson: I am the widow of the late Hon. David Plunket; I knew Mr. O'Callaghan while he was at Ashleigh; he often dined at our house; I never saw Mr. O'Callaghan in the least under the influence of drink, nor did I ever see him act in any way unbecoming a clergyman; the immediate cause of Tynan's dismissal was showing great want of feeling on the death by drowning of a young man in our service, but there were many other reasons for dismissing him which Mr. Plunket had besides this; Mr. O'Callaghan knew nothing of his dismissal till I told him of it, and I requested him to communicate the fact to Tynan; Mr. O'Callaghan, after Tynan's dismissal, acted as my husband's friend, and he never got one penny remuneration. The Hon. Mrs. Plunket was next examined by Serjeant Armstrong: Seven o'clock was our tea hour; there was always whisky in the house: she had the plaintiff taught to sing in connection with the services of the church; had heard him sing some of the negro melodies.

Henrietta Hillery examined: She was Miss Bennett; was schoolmistress at Ashleigh in 1866; plaintiff was then a clergyman there; there was no intimacy between her and the plaintiff; no, never; he never took any liberties with her; never put her hands on his whiskers; never put her arm on his shoulder; he never took any liberties with her in her room; had a boarder, Caroline Porter; slept in the next room to witness; he came into her room occasionally when he came about the school and gave religious lectures; never remained any time in her room unless on duty; her boarder was in the room; never saw him under the influence of drink; the day she left she was up early, and the plaintiff came to call her; had to go by a rough road a great many people came with her to plaintiff's house; the Rev. Mr. Mollan was at the car on the road, and he and his son travelled on the car; plaintiff's wife was at the car and bid her good-bye; changed carriages at Athlone for Ballinasloeet; her present husband; Kane M'Donogh, a schoolmaster at Ashleigh; he had been rude to her; he wrote offering to marry her; saw him in Galway yesterday, and he said in presence of her husband that he admitted in the presence of the Almighty that he had nothing to say against her, either by him or anyone in the place. Cross-examined: Plaintiff never remained an hour in her room in the evening; she is now a teacher at Aughrim; knew Ellen Joyce in the school; never shook hands with plaintiff but three times; she was two days ill, and plaintiff came to visit her; never told the servant not to let the children into her room; attended plaintiff's children three evenings in the week; plaintiff never saw her home; never found her in her room.

Mary Walsh examined: Was servant to the plaintiff at Ashleigh for eleven months; the plaintiff never kissed her, nor ever made any freedom of that nature; never was pregnant. Honor M'Nab and Mrs. O'Callaghan were examined and gave evidence strongly in favour of the plaintiff. The Rev. Mr. O'Callaghan was examined, and totally denied all the allegations put forward against him. Ellen Joyce was then examined, to contradict Mary Walsh's statement, and said that she was sleeping one night with her (Mary Walsh), when she told her that one evening, Mrs. O'Callaghan and children having gone to Ballinakill, the plaintiff came into her bedroom, got into her bed, and remained there until the morning, and that he then gave her three drops out of a bottle.

Counsel having spoken to evidence, and the Judge having charged, the jury found for the plaintiff, £25 damages, and costs.

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The London & China Telegraph.

LONDON: MONDAY, SEPT. 2, 1872.

ELOQUENCE IN THE "STRAITS."

WE have a serious complaint to prefer against our worthy contemporary, the *Straits Times*. We all know the salubrity of the climate of Singapore, but our contemporary need not have tried to convince us further of its beneficial influence on the lungs of his townsmen at the expense of our eyesight. To be plain, he really should not—he should not indeed—terrify us with verbatim reports of the speeches of the members of the local Legislative Council. Fancy nine columns of debate among ten gentlemen—to say nothing of a little paragraph slipped in like a sandwich—to say that "a long discussion took place on clause 1 of section 41!" We can readily believe it; long discussions are the order of the day in the Straits, and we can only suppose that the reporter was so thoroughly exhausted with his labours, that he was compelled to retire to obtain some refreshment—otherwise we should have had a verbatim report of that part of the debate too. Would that he had been content to rest on his stenographic laurels, and had not returned to Council that day! For what does the reader imagine all the remainder of the debate was about? The difficulty of going to sleep in the midst of the Chinese music, for which special licenses have to be obtained from the police on "high days and holidays!" On this "emusing subjeck"—as THACKERAY says—nearly all the honourable members expatiated with what Mr. GREENSHIELDS called "great freshness of feeling"—which we suppose is pidgin English for being insufferably tedious. So did Mr. SIDGREAVES, who proved to demonstration that, though Justice is blind, Chief Justices are a long way from being dumb. It would really seem as if all the ten members felt the disturbance of their natural rest at home so painfully that they determined to talk one another to sleep in Council. Mr. SIDGREAVES so particularly distinguished himself in this way that we cannot wonder that there is great difficulty in getting gentlemen to act as jurors if that is how he "sums up." Perhaps the *Straits Times* may reply to this remonstrance of ours that he only publishes these verbatim reports as a cruel kindness, in the hope that honourable members will recoil from the perusal of the platitudes they have uttered. But must not his subscribers recoil too? Surely one martyr in such a cause would be sufficient, and the public might be let off with a "summary."

The oddest part of this wire-drawn debate was its termination. After hearing everything that could be said, and a vast deal that need not have been said, on the subject—for this "Council of Ten" seem to enjoy their oratory as ardently as the youthful members of a debating club—and after it had been ascertained by a division that the rhetorical gladiators had not succeeded in bringing a single member of the opposition to their own opinion—both sides being equal in numbers—the Governor, Sir HARRY ORD, gravely stated his intention to give his casting vote *against his conviction, in order to allow of the re-opening of the question!* Why this should be we are at a loss to guess, for surely the laws of the Singaporeans are not as immutable as those of the Medes and Persians; and, if the proposed ordinance should be found not to work well, it could be repealed. But be this as it may, it is beyond a joke to contemplate a question that has not only been exhausted, but exhausted its readers into the bargain, being *re-opened*.

The main question of the debate was whether the Chinese should be employed in a greater degree than at present in the police force; and the argument in favour of so doing was compressed by Mr. GREENSHIELDS in a very few lines when he pointed out that "every bank, every mercantile "establishment, takes its employés from among the natives. "In every employment," he proceeds, "the Chinese swarm: "European enterprise would have done little here, except "for the aid of Chinese energy." Why, then, should the administration of the law, the detection of crime, not be entrusted to those who are best acquainted with the forms of crime, the motives which tempt to it, and the means of detecting it—among their countrymen? The Greek philosopher, when he was asked what was the best code of law, answered:—"That which is best suited to the country; "that which would be a good law in Athens might be a bad "law in Lacedœmon." Dr. LITTLE, who supported the movement, pointed out the notorious inefficiency of the present police, which he attributes to their being strangers in this land of Chinese, and not knowing their language or habits. We agree with him, and with the arguments in favour of a better kind of Chinese being attracted into the force by a higher rate of pay. We are convinced from experience that the Chinese are the most plastic and manageable of Eastern peoples—but they must be well paid. If they are not at least fairly remunerated they consider themselves almost excused for extracting "black mail" from either the criminal or the general classes of society—a system which our readers are well aware is continually being brought to light even here in London. As for that part of the Act which proposes to do away with "music" at night, we offer no decided opinion—though we should give a casting vote in favour of allowing the Chinese as much honest recreation as we can, on the principle that a man is seldom engaged in doing anything very wrong when he makes a noise about it. But for the extended employment of Chinese as policemen we are decided advocates, and we hope Sir HARRY ORD will reconsider his proposal to "re-open the question"—take the debate under notice "as read," at the next meeting of Council—and give his casting vote on the side which in his judgment is the right one.

PROGRESS IN CEYLON.

WE have sincere pleasure in congratulating our friends in Ceylon on the continued prosperity and prospective development of their beautiful island, as indicated in the letter from a correspondent which we published in the last number of the *London and China Telegraph*. On the appointment of Mr. GREGORY to the Governorship of Ceylon we expressed our opinion that, though it would be no light task to tread worthily in the steps of Sir HERCULES ROBINSON, Mr. GREGORY was just the man to enter upon it *con amore*, and to whom it might be confided without fear or jealousy. The result thus far has justified our expectations. The new Governor has not contented himself with accepting anything upon hearsay; resolved to judge for himself, he has been travelling from point to point where improvement is most demanded; he has supplemented the information officially furnished to him by his own observation; and mindful of OVID'S apothegm—

"Fertilior seges est alienis semper in agris."

he has taken care to guard against the suspicion that any one portion of the island shall receive undue preference over another. This is the right way to make the island contented as well as prosperous; and we cannot but recognise the foresight of Sir HERCULES ROBINSON in making an alteration in the currency almost the last act of his rule. The retiring Governor perceived that, under the beneficial influence of the improvements he had initiated, and with the energy of his successor applied to their completion, the good people of Ceylon would be "making money" so fast that, if only to save time in counting their gains, it was desirable to coin rupees instead of shillings for their accommodation. As a natural consequence of the progressive improvement in the value of land in other parts of the island than those which our correspondent quaintly—but very truly—describes as the

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"stereotyped" coffee districts, we are not surprised to learn that capital and enterprise, driven to seek

"Fresh woods and pastures new,"

has advanced the price of land, though 7,000 feet above the level of the sea, to £2 and £3 per acre. We have little hesitation in predicting that, if the present course of development be pursued, it will soon double that.

But, while regarding with justifiable satisfaction their own assured agricultural prosperity, we hope that neither Mr. GREGORY nor the public of Ceylon will overlook their responsibility for the necessity of making the island more safe and accessible both to Europe and the Far East. Among the most pressing of the legacies which Sir HERCULES ROBINSON left to his successor are the improvements of the harbour of Galle and the formation of the Paumben Passage. We have so often pointed out the impolicy of transferring the mail port from Galle, and the imperative necessity for widening the Paumben Channel, that we need now do no more than urge the claim of both these enterprises to precedence over any other improvements that may be in contemplation. It is not only an absolute injustice to the rest of the commercial world to neglect to provide a secure harbour and a short cut, but every day that these works are delayed is so much money out of the pockets of those whose prosperity as planters has raised the value of land remote from their estates to the comparatively high rates we have quoted in a surprisingly short space of time. To bring these new blocks under cultivation, and thus multiply the production of the island, without providing a safe harbour and a near road for shippers trading between East and West, would be niggardly and shortsighted policy.

THE JAPANESE EMBASSY.

THE Japanese Ambassadors paid a visit on Tuesday last to the Royal Arsenal at Woolwich, where they were escorted over the several portions of that establishment by the heads of the departments, and appeared to take great interest in everything that was to be seen. From Woolwich the Ambassadors proceeded to Portsmouth, and while *en route* had an opportunity of inspecting the Northern Division of the Army which is to take part in the Autumn Manœuvres while on the march to the scene of operations. The troops, both Cavalry and Infantry, were marched past the carriages containing the members of the Embassy. The Ambassadors reached Portsmouth on Wednesday, where they paid a visit to the naval Commander-in-Chief, and inspected the dockyard and the ironclads in the harbour, and yesterday, accompanied by Sir HARRY PARKES, Major-General ALEXANDER, and Mr. ASTON, they embarked for Spithead, on a visit to the ships of the Channel Squadron now lying there. The first visit was paid to the flagship of the Admiral Commanding-in-Chief, the *Minotaur*, where they were received on the quarter deck by Rear-Admiral HORNBY and his officers. After having inspected the flagship the Ambassadors were conducted through the fleet and boarded each of the vessels in succession.

The following letter has been addressed to the American Secretary of State, in acknowledgment of the courteous reception accorded to the Ambassadors during their stay in the United States:—

Sir,—We cannot leave the shores of your most hospitable country without again returning you our sincere thanks and hearty acknowledgments for the great kindness shown us both in your private and official relations with this Embassy while in Washington. Since our departure we have received the generous hospitality of the City of Philadelphia and kind attentions in New York. The city authorities of Boston have been untiring in their great bounties to us, which have been bestowed with unbounded enthusiasm and apparent sincerity. We have also to acknowledge polite attentions from the towns and cities of Lowell, Lawrence, Providence, and others.

These generous expressions of kindly feelings have indeed moved our hearts. We especially thank you for your happy choice in appointing so genial and pleasant a gentleman as General Myers in charge of our receptions. His kindness and attentions have been unremitting, and we cannot too strongly express our entire appreciation of his constant courtesies, so delicately bestowed. We sail for England by the steamship *Olympus*, and avail ourselves of this our last opportunity, on the eve of our departure, to express to you our sincere thanks for your nation's hospitality and renewed assurances of our most distinguished consideration.

T. IWAKURA, H. ITO,
T. KIDO, N. YAMAGUTCHI.
T. OKUBO,

COMMERCIAL PROGRESS IN SINGAPORE.

WE had lately occasion to speak rather plainly to the community of Singapore on the error they seemed in danger of falling into of allowing Government assistance to take the place of private enterprise, but a statement we have recently seen convinces us that public spirit and energy is still alive in the colony, and already reaping the reward which when well directed it cannot fail to do. It is not many years since the great natural advantages of the new harbour of Singapore were availed of only by the mail and opium steamers and vessels discharging coals at the private wharves, but, during the month of June to July last, the report shows that there lay alongside the wharves at Tanjong Pagar no less than thirty-six steamers and nine sailing vessels, giving an aggregate tonnage of 45,000 register. About 30,000 tons of general cargo and coal passed over the wharves. The Company which affords these facilities to the Eastern trade has, we are glad to see, surmounted the difficulties with which it had to contend, and the opposition it naturally experienced from "vested interests." At the last half-yearly meeting, held on 20th ult., a dividend was declared at the rate of 12 per cent. per annum, and the shareholders will now be recompensed for their confidence in the undertaking and for their "hope deferred." We have been struck with the returns in the report, because during the month June to July last the resources of the wharves were strained to their very utmost, consequent on the illness of the manager and a strike among the coolies. Notwithstanding this there was no long detention of any steamer, and the work went on with less interruption than was the case the other day in one of our own railways, under similar circumstances. Results like these re-establish our faith in the commercial vigour of the colony.

WE learn that the Dutch Government have granted the application made to them for a subsidy to assist in the establishment of a line of steamers between Java and Australia.

MR. FERGUSON, who was lately apppointed Dutch Ambassador to China, has left the Hague to assume the duties of his post.

MR. ROBERT R. PURVIS has been appointed to the post of British Vice-Consul in Sumatra, and will reside at Padang.

MR. O. JOHNSON, Mr. G. L. B. ALLEN, and Mr. R. W. HURST have been appointed student interpreters for China.

Monetary and Commercial.

With regard to the suspension of Messrs. Gledstanes and Co., it is stated that a large number of the bills upon the firm has already been taken up by the holders, and that arrangements are in progress whereby a further considerable amount of the liabilities, as represented by acceptances, will be provided for. An application has been made to the Court of Bankruptcy for the appointment of a receiver and manager of the estate, and the debtors have filed their petition for liquidation. Mr. Harding, of the firm of Harding, Whinney, and Gibbons, accountants, has been appointed receiver. Now that the firm has been placed under the protection of bankruptcy there will be no ordinary meeting of creditors. The suspension of Messrs. Shand, Fairlie, and Co., the correspondents of the firm in Calcutta, is announced.

At the meeting of the Universal Fire Insurance Company, the report for the year ending July last stated that policies had been issued representing premiums to the extent of £4,575, while the losses were £533. A dividend was declared at the rate of 10 per cent. per annum.

Messrs. Mactaggart, Tidman and Co. have received a telegram from Singapore announcing a most successful half-yearly meeting of the Tanjong Pagar Dock Company, and the declaration of a dividend at the rate of 12 per cent. per annum.

The directors of the India-Rubber, Gutta-Percha, and Telegraph Works Company (Limited) have announced an ad-interim dividend at the rate of 5 per cent.

The time for receiving proposals at the United States Post-office Department at Washington, for the additional monthly mail service on the route between San Francisco, Japan and China, authorised by the Act of June 1st, 1872, expired on the 12th ult. The only bid received was from the Pacific Mail Steamship Com-

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pany, for the sum of $500,000, the full amount authorised by Congress.

Owing to a revival of the Continental demand, Bar Silver has been rather more in request during the last few days; the present price is 60½d. per oz. standard. There is but little to report in regard to Mexican Dollars, of which the supply is limited; prices remain as last quoted, viz., 60d. per oz. for the new coinage, and 62½d. per oz. for the old.

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Aug. 28.

At last I have a good piece of news. According to the *Nieuwe Rotterdamsche Courant*, and this paper may be regarded as well informed, the Government has granted a subsidy for a steamship line between Java and Australia, and a credit for this purpose will be asked for by the Minister of the Colonial Department during the forthcoming session. This is certainly a good beginning of Mr. Fransen van de Putte, and will give much satisfaction both here and in the East.

I regret to say that the strike in our cotton district has become more serious. Thousands of weavers decline to work without an increase of wages, which the employers refuse to grant. Some disturbances have taken place, which were, however, by a prompt intervention of the military force, soon suppressed. A number of the workmen have left for Ochtrup, in Prussia, where it is said they can find plenty of work at higher wages than they have obtained here. This has induced many of the Dutch manufacturers to raise their terms, and, this being done, we may flatter ourselves that the affair is at an end. In Amsterdam last Sunday there was a "demonstration" by about six hundred workmen, members of the International League, who went in procession, amidst thousands of curious people, to the house of the Burgomaster to express their wish that he would establish a lower scale of house-rent for the workmen than now obtains, and further intervene that he would induce the Government to prohibit the export of all food supplies. It is a terrible wrong, they urged, that our cattle, our potatoes, our fruits, our vegetables should be exported to England, and that they should in consequence be obliged to do without these things, because prices had increased enormously. Of course the Burgomaster could not promise to comply with these requests, and he merely urged the men to return in peace to their respective homes. This advice was adopted, so that public order was not disturbed. The authorities have, however, taken the necessary measures to prevent a repetition of such a manifestation, which may be regarded as preliminary to the pending assemblage of the Internationale at the Hague.

In the early days of September the Dutch-Flemish Literary Congress will meet at Middleburg. Care has been taken to make known the fact that this Congress has nothing at all to do with politics, in order to prevent any Flemish demonstration. It thus creates much astonishment and regret that the Antwerp "water-beggars"—as the Dutch patriots are called—have made use of this occasion for a political manifestation. Our Antwerp friends intend to erect a monument at Souburg in remembrance of Marnix van St. Aldegonde, one of the leading "beggars," who in 1572 captured by surprise the town of Brielle.

A meeting of shareholders of the Company *Nederland* was held yesterday at Amsterdam, with the object of appointing three managers. After a somewhat animated discussion the following gentlemen were nominated:—Messrs. J. Boissevain (200 votes), M. L. J. van Asperen (257 votes), C. W. J. Ramann (142 votes). The last-named will continue at the same time in his office as manager of the Royal Steam Shipping Company, which is certainly somewhat singular. The few votes by which he was elected proves that the members were for a good part of opinion that one person, however eminent he may be, should not manage two companies at the same time. A commission has been appointed by the managers to investigate the "screw question," in order to throw some light upon the somewhat mysterious manner in which the steamers of this company have lost so many screws. This commission is an amalgamation of scientific men, and their report will, without doubt, be of much interest scientifically, but the public—as is proved by correspondence published in the newspapers—would prefer that the company should first take care to provide the steamers with better fittings, which would not so easily be lost, and afterwards if they please institute any technical investigations they may consider necessary. It is advertised that the steamer *Prins van Oranje* will sail at the end of next month or in the beginning of October. The *Conrad* has just left Nieuwe Diep, and amongst her passengers is Mr. Ferguson, our new Ambassador to China.

The official paper, the *Staatscourant*, has published satisfactory news about the military expedition to Deli, which was announced in a somewhat misty way by the Batavia papers. In fact the Colonial newspaper reports—especially those of the *Java Bode*—were so greatly exaggerated that everyone was convinced that military operations on a grand scale were on the *tapis* in Sumatra, and Mr. Kolff hastened to publish a map of the expected scene of operations.

The Bourse still remains very dull, but prices are generally well supported. The chief operators are still enjoying their holidays, but the weather having become, within the last few days, very cold and damp, it is thought that they will soon return, and that there will be a revival of business.

Mr. Bredius, who was lately attacked by severe illness, is now better, he expects to be able to return from Carlsbad to attend the sittings of the Second Chamber, when they are opened, on the 16th September.

The general-major of the East India Army, Mr. D. L. de Brabant, has been pensioned.

PRODUCE MARKETS.

The Trading Company's Coffee sale, which took place here last week, has fully borne out by its result the favourable opinion which has prevailed of late for this article, and which continues to be firmly maintained since the sale. The quantity realised has been wholly secured for consumptive wants, and several descriptions continue to be inquired after at the auction prices. With regard to other leading articles but little change of note has occurred in the position of our market, but the turn has been for the better, and amongst other articles Tin has assumed a firmer appearance.

COFFEE.—The Netherlands Trading Company resumed their monthly public sales by offering about 83,600 bags Java, Menado, and Padang, which found buyers at further advanced rates as follows, viz.:—

		Valuations. cts.	cts.		Prices paid. cts.	cts.
1,988	B. Java, Preanger brown to yellow ...	55	to 59	...	55¾	to 58½
7,305	„ Do. „ pale	48½	to 49½	...	48½	to 51
4,609	„ Menado	53½	to 57	...	56¾	to 59
6,168	„ Padang	47½	to 49	...	47½	to 48½
12,512	„ Java, yellow to pale	47½	to 49½	...	47¾	to 48¾
7,462	„ Do. pale greenish	47	to —	...	47½	to 47¾
6,204	„ Do. green	46½	to —	...	46¾	to 47
13,088	„ Do. Tagal	46½	to 47	...	46¾	to 47
17,218	„ Do. Malang, Bangil, and Tenger ...	44	to 47	...	45½	to 47
7,049	„ Do. thoroughly damaged	—	to —	...	—	to —

It will be seen that the prices paid range mostly ¼c. to 1c. above the valuations, and for the Menado from 1½c. to 4c. above, whilst on the other hand the Padang sold ¼c. to 1c. below. Good ordinary pale greenish Java realised 47¼c. to 47½c. Solo and Malang 46¾c. to 47c. Since the public sale a firm tone has continued to prevail in the market, and several numbers are still sought after, especially the pale kinds, which have sold comparatively cheap. Sales have been closed by private contract of two small shipments.

COTTON has exhibited more firmness, a fair demand having continued to prevail for export. Prices are well supported. American low ordinary 54¼c. to 55c., middling 55c. to 55½c.

SUGAR remains very dull, and there are no sales to report.

TEA.—The business doing continues to be confined to small lots from second hands.

TOBACCO.—About 8,000 bales of several marks Java have changed hands. The very high prices ruling serve to check transactions.

SPICES.—The business done has embraced 27 packages Nutmegs and 43 packages Mace, ex Conrad and Noach I., on secret terms, whilst sales have been closed on secret terms at Amsterdam of 53 cases Nutmegs, ex H.W.M.

RATTANS.—Prices keep firm, but no sales are to be mentioned. Ordinary descriptions are less inquired after.

TIN.—Although prices have stiffened a little transactions have been upon a limited scale. Banca has sold for usual prompt at f.94, and for delivery, ex the coming autumn sale, at f.91, f.91¼, f.91.

HIDES.—Some small parcels, together about 1,000 ps., ex several vessels, have found buyers, at prices which of course are kept secret.

INDIGO.—There is no change to report in the market. The scanty stock on hand of fine soft sorts, which are almost exclusively in request, does not admit of any transactions of note being concluded.

RICE remains very quiet, and there are no sales worth notice to report.

SHIPPING.

ARRIVALS.—Aug. 20, at Flushing, from Akyab, J. H. Stetson; 25, at Brouwershaven, from Batavia, Henderika; from Akyab, Ruby; from Rangoon, Anna, Leonilda Simosi; 26, at Texel, from Probolingo, California; from Calcutta, Algonquin; at Flushing, from Akyab, Tanore; 24, at Zierikzee, from Banjoewangie, Haamstede; from Rangoon, Catarina Petra; 27, at Brouwershaven, from Rangoon, India; at Flushing, from Akyab, R. C. Rickmers.

DEPARTURES.—Aug. 21, from Texel, for Macassar, Helena and Henriette; 24, from Texel, for Batavia, Conrad (str.).

PASSENGERS OUTWARD.—For Java, per Steamer Conrad, Messrs. H. J. van der Plas, J. H. Ferguson and family, F. Cameron, J. Coupérus, J. J. Borst, R. van Stigt, J. J. C. van den Abeelen, A. J. Ovink, C. Ten Brink, J. A. van den Biggelaar, J. A. Schonewald, A. S. J. van Kesteren and family; W. J. M. Georges, C. M. Haccow, J. B. Paling, H. C. Verbraak, W. Littel, H. L. Welther and family, V. A. E. Vuroschki, J. C. van Beusekom, D. T. M. Price, G. H. Prikken, H. Tjaskes, A. Herman and family, W. J. van Dorp and family, K. F. Glaser, H. J. de Nys, Mrs. Bool and family, Messrs. E. Retemeyer, Mr. M. F. van Schaick.

PASSENGERS INWARD.—From Java, per Haamstede, Messrs. Tieleman and family, Spanjaard, Nuizink and family, Veenema and family, per Henderika, Mr. W. Fuyk.

ARTICLES OF IMPORT.

TEA.

Messrs. Capel and Co.'s Circular says:—

We have still to report a quiet tone in the market, the amount of business being only limited, but prices generally have been fairly maintained. The demand has chiefly been for good medium and fine to finest black-leaf kinds. The quantity of Foochow Teas on offer has been in excess of the want of buyers, and the sales made have been at rather irregular prices, but showing some slight decline on last week's rates, notwithstanding the firmness of holders. The deliveries for the week amount to 3,634,360 lbs., against 3,041,080 lbs. last year.

Black: Red leaf kinds: Siftings have sold, at public sale, from 3½d. to 3¾d. per lb., being again rather lower. Broken leaf kinds remain as before. Fair to good common has been in request at fully previous prices. Fair to good Kaisow and Saryune kinds have sold rather lower. In fine to finest business has been small, but previous prices have been maintained. In Pak Lin kinds the few sales made show no alteration. Black leaf kinds: Low qualities remain as before; some sales, of old import, have been made at 1s. 2d. to 1s. 3d. for fair to good medium kinds. In new, fair has been sold at 1s. 1½d. to 1s. 2d.,

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fair to good medium from 1s. 3d. to 1s. 8d., fine from 1s. 9d. to 2s., and finest from 2s. 1d. to 2s. 5d., being fully former prices. New-make kinds: Some low have been sold, at public sale, from 7½d. to 9d. per lb. Fair to good show no change. Oolongs: Fair to good have been difficult of sale, fine to finest have been wanted for export. Souchongs: Some sales of fine to finest have been made from 1s. 10d. to 2s. 6d. per lb. Scented Teas—Canton Capers: A few sales have been made at former prices. Foochow kinds have also been taken at former rates. Canton Orange Pekoes show no change. Foochow kinds have sold rather more readily, from 1s. 7d. to 1s. 11d. for good to fine quality. Uncoloured Japans: The better qualities have been fairly saleable; common kinds neglected. *Green*: There has been but little alteration during the week; a small invoice of about 500 packages was sold by public auction on the 26th inst., at previous prices. Privately, the demand is limited at the high prices current. Canton kinds have sold at public sale from 1s. 2½d. to 1s. 5½d. per lb., being former prices.

On the 26th ult. 850 packages new season's, per Enterprise, from Shanghai, comprising 360 chests new season's Congou, 318 half-chests Gunpowder, 56 do. Imperial, and 116 do. Young Hyson, were sold by auction, the whole being without reserve. There was a fair attendance, but the Green met a poor competition, and prices ruled rather under those for similar kinds on the 19th inst. The Congous brought the valuation. On the 27th a total of 8,212 packages China was offered, the whole without reserve, and 7,900 packages found buyers. The new season's Congous met a better demand and brought firmer prices; but old season's, of which the bulk consisted, went off slowly at former rates. 506 half-chests new season's Moning Congou, per Drummond Castle, sold at 1s. 6½d. to 1s. 7½d., 772 boxes do. do. at 1s. 9d., and 250 boxes, per Menelaus, at 1s. 3¾d. to 1s. 4d., also 420 boxes Ningchow, per do. at 1s. 8½d. to 1s. 9¾d.; 910 boxes new district Congou sold at 8¾d. to 9d.; 762 chests and half-chests old Kaisow siftings import 1869, brought 3d. to 4d., 336 chests common to medium do. 9½d. to 1s. 0¾d., 394 Oonfa at 1s. 2½d. to 1s. 2¾d., 672 boxes Shantam at 7½d. to 8d.; 451 chests Moning Congou, per Avona, sold at 1s. 2d. to 1s. 2½d., 500 boxes at 1s. 3¾d., and 400 half-chests Ning Chow at 1s. 2d. to 1s. 2½d.; 354 boxes new season's Moyune Gunpowder, per Diomed, brought 1s. 2½d. to 1s. 5½d. per lb.

SILK.

There is very little business to report in Silk this week; the general trade still holds back, and as importers are everywhere firm, sales are made with great difficulty. Quotations of China Silk are unchanged. In Cantons there is nothing doing beyond a few sales of Loong Kongs at 19s. to 21s. Tsatlee reel is still quoted at 19s. for market quality, but without business doing. For Japans there has been rather more inquiry within the last few days, but with hardly any corresponding increase of business.

COFFEE.

The market has become decidedly dull, and the public sales have gone off with less demand than for some time past, and prices show a slight decline. The bulk has consisted of Plantation Wynaad, which sold 6d. to 1s. per cwt. lower, Ceylon also selling rather below last week's prices. The latest prices paid for Plantation Ceylon have been triage, 70s. to 76s.; small, 76s. 6d. to 80s.; fine fine ordinary, 78s. 6d. to 79s.; low middling, 79s. 6d. to 81s.; middling, 81s. 6d. to 83s. 6d.; bold, 84s. 6d. to 85s. 6d.; peaberry, 96s. to 99s. There has been no movement in Native Ceylon or other East India.

The landings last week consisted chiefly of Ceylon and Costa Rica, and exceeded those of the previous year by 320 tons; the deliveries showed a falling off, and were 650 tons less than in 1871, the deficiency in the stock being slightly reduced. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 70,897 cwt., against 124,534 cwt. at the corresponding date of 1871; Native, 16,336 cwt., against 19,247 cwt. The quantity of Coffee landed in the thirty-four weeks ended Aug. 24, 1872, was, of Ceylon, 23,207 tons, against 30,002 tons during the corresponding period of 1871; of all descriptions, 43,555 tons, against 54,240 tons. The quantity entered for home consumption was, of Ceylon, 7,116 tons, against 7,805 tons; of all descriptions, 12,402 tons, against 13,758 tons. The quantity exported was, of Ceylon, 16,032 tons, against 22,732 tons; of all descriptions, 30,878 tons, against 41,598 tons. The stock on Aug. 24 was, of Ceylon, 21,746 tons, against 13,070 tons; of all descriptions, 19,979 tons, against 23,693 tons.

CINNAMON.

Messrs. Carrick, Hill and Co. report:—The quarterly sales took place on the 26th ult., and comprised 1,759 bales Ceylon Cinnamon and 1,747 bags Cinnamon Chips. The finest marks were sparingly represented, while medium marks of a more recent date exceeded in quantity and quality the last four sales. Two well-known marks showed a decided falling-off in thinness of quills, which may be accounted for as two months previous to the peeling time heavy rain fell, and perfectly inundated these special plantations. Concerning Chips we observe that the unfair practice of mixing them with plain trunk shavings is still continued. Shippers, however, will soon discover their error, as they did two years ago, in mixing good quills with bastards. Finest, fine, and good quills sold at last sale's prices; medium and ordinary 1d. to 2d. cheaper, compared with last quarterly sale prices of the 27th May; broken 2d. to 3d. cheaper.

Of the quantity offered 1,877 bales were sold at the following prices, and 382 bales were withdrawn.

GARDEN CINNAMON.

First Sort,	really superior picked quill	3s. 7d. to 3s. 9d.
	fine pale quill...	3s. 5d. to 3s. 6d.
	middling to good	3s. 1d. to 3s. 4d.
	ordinary and sea damaged	3s. 3d. to 3s. 4d.
Second Sort,	fine bright quill	3s. 3d. to 3s. 4d.
	middling to good ditto	3s. 1d. to 3s. 2d.
	ordinary to middling ditto...	2s. 10d to 3s. 0d.
	Sea damaged	2s. 5d. to 2s. 9d.
Third Sort,	fine	2s. 8d. to 2s. 11d.
	good middling to good	2s. 6d. to 2s. 7d.
	ordinary and sea damaged...	2s. 4d. to 2s. 6d.
Fourth Sort,	sound	2s. 1d. to 2s. 4d.
	sea damaged	1s. 8d. to 2s. 0d.
Broken,	sound	2s. 0d. to 2s. 3d.
	sea damaged	1s. 8d. to 1s. 11d.
Chips, 1,747 pkgs. (outside Bark), mostly medium quality, partly mixed with white tasteless wood shavings, only partly sold		0s. 2½d. to 1s. 8d.

Stocks: 6,003 bales, of which 3,896 bales are old and of former sales, and 2,107 bales of recent importation, and mostly passed this day in sale. The 6,003 bales consist of 2,462 bales real Plantation, and 3,541 bales Bastard Cinnamon. Stock of Chips, 15,825 bags. The next quarterly public sales will take place on Nov. 25, and will consist of about 1,400 bales.

SUGAR.

The market has shown extreme depression during the week; at the public sales few offers have been made and only a small portion sold on reduced terms, and by private contract a further decline has also been accepted; in public sale 852 bags washed clayed Manila have been sold at 25s.; privately 7,000 bags date Penang have been sold at 22s., being cheaper; and business has been done in Java to the extent of about 700 tons fine strong quality (duties 5s. 3d. and 5s. 8d.) at 33s.

The comparative deficiency in the stock has been further reduced, and is now little more than 14,000 tons. The landings last week were 550 tons less than last year, but the deliveries were 1,700 tons less. Stock, Aug. 17, 56,182 tons, against 73,484 tons; Aug. 24, 58,670 tons, against 72,812 tons. The quantity of Sugar landed in the thirty-four weeks ended August 24, 1872, was, of Penang, 2,873 tons, against 974 tons in the corresponding period of 1871; of Manila, Java, and China, 16,435 tons, against 16,399 tons; the quantity entered for home consumption was, of Penang, 1,625 tons, against 2,922 tons; of Manila, Java, and China, 18,623 tons, against 22,501 tons. The quantity exported was, of Penang, 71 tons, against 184 tons; of Manila, Java, and China, 991 tons, against 1,054 tons. The stock on August 24 was, of Penang, 1,613 tons, against 844 tons; of Manila, Java, and China, 9,746 tons, against 20,638 tons.

COCOA-NUT OIL.—The market is steady at £35 10s. to £36 for Ceylon, and £38 to £38 10s. for Cochin.

COIR GOODS.—At the public sales the supply of Yarn was small and the whole found buyers at previous rates; 452 bales Cochin sold, low coarse at £24 5s. to £24 15s., low middling to middling at £29 5s. to £33 5s., good middling to good well-made yarn at £34 to £38 10s., 44 tons do. sold, coarse roping at £20 to £22 5s., low to common £25 5s. to £27 15s., good common £28 15s.; 41 tons Ceylon sold, coarse roping at £21 5s. to £22 10s., common to middling £27 10s. to £31; 104 bales from Liverpool at £22 to £23 15s., ordinary £18 5s., also 100 bales Cochin Fibre sold at £14 10s. to £16 5s., and 5 tons Ceylon at £16 10s. to £16 15s., ordinary £12, bristle at £38 per ton.

CUTCH continues very dull; at auction 500 boxes Pegu were bought in at 24s. 6d. per cwt.

CHINA PRESERVES.—An offer of 30 cases Ginger was quitted at 8½d. to 8¼d. per lb.

GAMBIER.—There have been no transactions since our last report.

GALLS.—China have slightly advanced, a sale having been effected of 100 cases at £2 16s. 9d. per cwt.

GUM BENJAMIN.—Of 181 cases Sumatra offered in public sale 20 cases greyish seconds sold at £7 12s. 6d., and 53 cases brown almondy thirds at 70s. to 80s., 1 lot 82s. 6d. per cwt.

HEMP.—Manila continues quiet, and only 176 bales have been quitted during the week, good fair roping realising £48, and white Quilot £55 5s. per ton.

INDIA-RUBBER.—At auction 83 packages Borneo have been sold at 1s. 6d. to 1s. 10d. per lb.

OILS.—Privately 15 cases Anniseed are reported to have been sold on the spot at 12s. 6d. and 5 cases at 13s. cash.

MUSK.—In public sale 35 caddies Tonquin sold, fair to good shaped pods 37s. 6d. to 39s., rough and bally mixed with some flat 22s. to 24s. 6d., wet pickings 23s. 6d. to 25s., trimmings 10d. to 1s. Of 10 tins Grain offered 5 tins sold, dark and damp to good at 44s. to 55s.

PEPPER.—*Black*: A good supply brought to auction has met a moderate demand, and steady rates have been obtained. Penang has sold at 6¾d., Singapore sea-damaged at 6¾d. for first class. *White*: In auction fresh Singapore has sold rather dearer, viz., at 1s. 1½d. to 1s. 1¾d. Large contracts are reported for forward delivery, Oct.-Nov.-Dec. at 1s. 1¼d., and last four months also at 1s. 0¼d.

RICE.—Although there is a good demand for all kinds of cleaned at full rates, scarcely any enquiry exists for the rough article, and no sales on the spot. Afloat two cargoes have been sold, viz., the Amaranth, 1,175 tons Rangoon, arrived off coast, at 9s. 10½d. ex ship for London; and the Secunda (str.), 850 tons Necrausie, July sailing, at 9s. continental terms.

SPICES.—*Cinnamon*: See report of quarterly sales above. Privately since the sales 30 bales Ceylon have been sold, second sort at 2s. 10d., low and ordinary second and third at 1s. 5d. to 2s.; also 138 bags Chips at 4d. to 4½d. *Cassia Lignea*: 20 cases sold at 92s. to 93s. *Nutmegs*: Of 21 cases Penang offered 16 cases sold, average 67 nuts to the lb. at 3s. 9d., 107's to 103's at 3s. *Mace*: 1 case fine bold pale Penang sold at 4s. 9d.; of 13 cases Singapore offered 3 cases low dark and broken sold at 3s. 4d.

SAGO.—At public sale 736 bags small pearl were offered and sold at previous rates—good to fine bright at 16s. 6d. to 17s. per cwt.

STAR ANNISEEDS.—Privately 25 cases have been sold at £5 15s. per cwt.

TAPIOCA.—In public sale 1,441 bags Singapore were offered, and nearly all sold at firmer rates—fine white 2¼d. to 2¾d., good 2¼d. to 2½d., Malacca 2½d. *Pearl*: 175 bags medium Singapore sold rather dearer at 26s. 6d. *Flour*: 20 bags sold at 1¾d.

TIN.—There is a steady demand, and Straits in small quantities can be obtained at £147, but the greater part of the stock is held for higher prices. Straits to arrive is quoted £146 to 148; Banca £158; Billiton £150 per ton; Banca showing no change, but Billiton being £2 lower compared with last mails quotations.

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ARTICLES OF EXPORT.

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METALS.

IRON.—Welsh: Rails, £11 10s. to £12 10s. Bars, £13 to £13 5s Staffordshire Best: Bars, £16 to £16 10s.; Nail Rods, £15 10s. to £16 10s.; Hoops, £17 to £17 10s.; Sheets, £20 to £24; Scotch Pig, No. 1, £6 10s. to £7 5s.; Swedes, Bars, Hammered, £16 10s.; Swedes, Steel in kegs, ½ and ⅝ in., £18.

YELLOW METAL.—Sheets, 4 by 4 ft., 9d. to 9½d.; Sheathing and Rods, 9d. to 9½d. per lb.

TIN.—English Refined, £153. Tin Plates: Charcoal I C, per box, 45s. to 48s.; Coke, 42s. to 45s.

LEAD.—W.B., nominal; do., other brands. £20 to £20 5s.; Spanish, soft, ex ship, £19 15s.; Sheet, £21 5s. to £21 10s.; Shot (kegs extra), £23 5s.; White, do., £27 10s.; Red do., £23 5s.

SPELTER.—Silesian, £22 10s. to £23; English, smelted from ores £23 10s.

QUICKSILVER.—In bottles of 75 lbs. each, £12 5s. to £12 10s.

Messrs. French and Sm th's Circular says:—Business continues dull. Iron: No change. Copper: On the 27th inst. the smelters reduced quotations, making tough £103, best selected £105, manufactured £110. The foreign market has had a downward tendency, good ordinary Chili bars being worth £90 per ton, and Wallaroo £98 to £99. Lead is firm at quotations.

MANCHESTER GOODS.

Since the 23rd inst. there has been no increase in demand, either for Yarns or Goods, and the business transacted has been so limited that prices have barely been tested. At the close the Market presents the same tame appearance, and although the tendency is slightly in favour of buyers, producers have on the whole adhered steadily to their quotations, which their previous engagements have enabled them to do.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	6s. 6d. —	7s. 3d. 7s. 4½d.	7s. 10½d. —	8s. 1½d. 8s. 3d.	8s. 4½d. —	8s. 7½d. —	9s. 6d. —	9s. 7½d. —

Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	9s. 9d. —	10s. 0d. —	10s 10½d —	11s. 7½d. —	10s 10½d —	12s. 9d. —	7s. 6d. —	8s. 7½d. —

Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	39	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	8s. 7½d. —	9s. 7½d. 9s. 9d.	11s. 0d. —	12s 10½d —	10s 10½d —	12s. 4½d. 12s. 6d.	13s. 9d. —	15s. 0d. —

T-CLOTHS.

Width	32 in.	...	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18	18×18
Price	6s. 1½d. —	6s. 3d. —	7s. 0d. 7s. 3d.	7s. 0d. 7s. 4½d.	7s. 7½d. 8s. 0d.	8s. 7½d. 9s. 0d.	8s. 10½d. 9s. 4d.	

WOOLLEN AND WORSTED GOODS.

The current quotations in the Leeds market for Woollens and Worsteds rule as follows:—

Spanish Stripes, 62 in., 19 yards, Elephant Chop, 3s. 6½d. per yard for scarlet; Long Ells, 30/31 in., 24 yards, Lion Chop, 34s. 6d. per piece for scarlet; Camlets, best SS, 30/31 in., 58 yards, Elephant Chop, 80s. per piece for scarlet; Lastings, 31 in., 30/31 yards, Lion Chop, 72s. per piece for gentian; Brocades, 31 in., 29 yards, Half Moon Chop, 25s. 6d. per piece for scarlet.

NEW YORK MARKET REPORT.

—o—

TEA.

The market is very dull, and though we do not alter quotations they are weak and in buyers' favour. Holders for the most part decline making concessions to any extent, and business in invoices is very quiet. There has been a fair line trade, the sales being 1,350 half-chests Oolong, 300 do. Souchong, 1,200 do. Green, and 4,938 do. Japan. By auction 200 half-chests Oolong sold at 34½c. to 37c. cash. The current quotations rule as follows:—Hyson: common to fair, 45c. to 52c.; superior to fine, 55c. to 68c.; extra fine to finest, 70c. to 95c. Young Hyson: Canton-made, nominal; common to fair, 38c. to 45c.; superior to fine, 52c. to 75c.; extra fine to finest, 80c. to $1.15. Gunpowder and Imperial: Canton-made, nominal; common to fair, 55c. to 65c.; superior to fine, 75c. to 92c.; extra fine to finest, 95c. to $1.40. Hyson Skin and Twankay: Canton-made, nominal; common to fair, 28c. to 31c.; superior to fine, 33c. to 35c.; extra fine to finest, 36c. to 40c. Uncoloured Japan: common to fair, 40c. to 46c.; superior to fine, 50c. to 65c.; extra fine to finest, 70c. to $1.05. Oolong: common to fair, 35c. to 40c.; superior to fine, 45c. to 62c.; extra fine to finest, 68c. to $1.05. Souchong and Congou: common to fair, 25c. to 35c.; superior to fine, 40c. to 57c.; extra fine to finest, 60c. to $1.05.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to July 1, 1872, were as follows:—Greens, 16,275,432 lbs.; Japans, 8,252,649 lbs.; Souchongs, 2,657,814 lbs.; Oolongs, 10,972,749 lbs.; other sorts, 83,397 lbs.; total, 38,242,047 lbs. The stock on Jan. 1 was 19,708,564 lbs.; which, added to the above total, gives a result of 57,950,611 lbs. as the total supply. Subtracting from this total the exports from Jan. 1 to July 1, 3,183,072 lbs., and the withdrawals for home consumption during that period, 15,501,319 lbs., there remains a total of 39,266,220 lbs., representing the stock on the last-named date.

COFFEE.—There is a very quiet but firm market for Brazil. The demand at the moment is moderate, and chiefly confined to the good and better grades, which continue scarce, and held for the most part above the views of buyers. The lower grades are more accessible, but the whole market may be written firm at previous valuations. For other descriptions the market is fairly active at steady rates. The only sale of East India has been 2,250 bags Government Java at 18¾c. gold.

CORDAGE.—Manila has declined half a cent, and Sisal Rope 1c. per lb., New Zealand being without change. The revised figures are: Manila Cordage, sizes above 12-thread, 19c.; 6-thread and 9-thread (¼ inch and 5-16 inch. diam.), 20c.; 12-thread (⅜ inch. diam.), 19½c.; Manila Hay Rope, 19½c.; do. Cordage, Bolt Rope Yarns, 21c.; do. 6-thread and 9-thread, 22c.; Tarred Manila, 18½c.; fine Tarred Manila Lath Yarn, 20c.; Sisal Rope, sizes above 12-thread, 16c.; 6-thread and 9-thread, 17c.; 12-thread and Hay Rope, 16½c.

CAMPHOR.—China is quoted 18c. to 19c. gold in bond.

CHINA PRESERVED GINGER rules at $8.50 currency, duty (35 per cent. *ad val.*) paid.

ESSENTIAL OILS.—Aniseed is quoted $2 gold, and Cassia $1.45 gold, duty (on Aniseed 50c., on Cassia 100c. per lb.) paid.

GAMBIER is quoted at 4½c. to 4⅝c. gold; market dull.

GUNNY BAGS.—We note sales of 50 bales Borneo at 15½c. currency.

HEMP.—There is but little doing at the moment in Manila, owing to the expectation of the arrival of a considerable supply of that description, in view of which buyers are holding back. The sales of the week have been 100 bales at 10⅞c. thirty days, and 1,800 bales at 11c. sixty days, and 1,247 bales at 11⅛c. sixty days, all gold.

INDIGO.—The market is without alteration.

RICE.—Rangoon continues without change, being fairly active at last quoted rates, viz., $7 to 7.37½ currency duty paid, and $3.12½ to 3.35 gold in bond. About 4,500 bags have been sold during the week.

SUGAR.—The business since our last has been to only a very moderate extent, refiners confining their purchases to their immediate wants, which, during the "heated term," have been reduced to minimum proportions. There is, however, no lack of firmness on the part of holders; indeed, with favourable accounts from Cuba, &c., they have somewhat enhanced their pretensions, and the market is strong at previous quotations. There has been no business in East India descriptions.

SPICES.—The market for all kinds continues in a strong, healthy condition, with a pretty large aggregate jobbing trade, but no movement in invoices. We note free sales in lots of pepper at 17c. for Sumatra and 17¾c. for Singapore; Cassia, 28c.; Penang Nutmegs, 95c.; Cloves, 20c. to 21c.; Mace, $1.15 to 1.20, all gold.

TIN continues quiet; we quote Straits nominal at 35c., and Banca 15c. gold.

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
Aug22	India	Schultz	Rangoon	Falmouth
27	R. C. Rickmers	Meyers	Akyab	Antwerp
22	Templar	Fesseder	Manila	Liverpool
22	Elvezia	Oppisso	Bassein, for Bremen	Deal
19	Mina	Ygartua	Manila	Cadiz
24	Ruby	Gray	Rangoon, for Holland	Deal
23	Hendrika	Bus	Batavia, for Roterdm	Off Dungeness
23	Anna (N. Ger. barq.)	Gunnufsen	Rangoon, for Rotrdm	Do.
24	Martha Augusta	Harbers	Singapore	London
26	Vanguard	McKenzie	Penang	Do.
27	Dovercourt	Munroe	Colombo	Do.
25	Amazon	Peterson	Batavia	Off Deal
26	Amarinth	van Klagen	Rangoon	Falmouth
Jly 28	Bengali	Demiaux	Macao, &c.	Havana
Aug24	Catarina Pietra	Repetto	Rangoon	Zierikzee
24	Haamstede	Geerling	Banjoewangie	Do.
28	Massino d'Azeglio	Tassare	Akyab, for Bremen	Off Deal
28	Cheops (str.)	Hunt	Shanghai, &c., v. S.C.	London
28	Agra (str.)	Boyd	Rangoon, via S.C.	Off Dea

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug21	Deutschland	Seeman	Hong Kong	Cardiff
20	Eagle	Hodgson	Galle	Sunderland
22	Filippo Padre	Massa	Singapore	Cardiff
21	Isle of Wight	Congdon	Hong Kong	Penarth
24	Almo	Bremer	Swansea, &c.	London
	Fratelli Doge	—	Rangoon	Shields
24	Patroclus (str.)	Drenning	Sing., China, &c., S.C.	Liverpool
26	Petrel (str.)	Baldwin	Do.	London
25	Undine	List	Singapore	Cardiff
25	Freya	Jensen	Hong Kong	Do.
25	Fortuna	Gautschow	Singapore	Do.
22	Fyen	Caspersen	Hong Kong	Hamburg
27	Chusan	Roy	Shanghai	London
26	Bygdo	—	Galle	Newcastle
Jly 24	Dirigo	Staples	Batavia	Buenos Ayres
30	Herald	Gardner	Java	Rio Janeiro
31	Nettie Merryman	Rollins	Batavia	Do.
Aug27	Lizzie Iredale	Agnew	Yokohama	Liverpool
26	Benmore (str.)	Howell	Do.	Marseilles
28	Brilliant	—	Singapore	Liverpool

See Commercial Postscript and Correspondents' Letters.)

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VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Between Aug. 11 & 20	... Emiliano	... Manila	... Liverpool
	... Antenor	... Liverpool	... Sing., China, &c.
	... Ben Ledi	... London	... Do.
	... Ulysses	... China, Singp., &c	... London
	... Olympia	... Hamburg	... Shanghai

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Hong Kong and Shanghai: H. C. Orsted. For Penang, Singapore, Hong Kong, and Shanghai: Drummond Castle, Canton, Glengyle, Lord of the Isles. For Galle, Java, &c.: Asia. For Colombo, &c.: Bengal, Oxfordshire.

SAILING VESSELS.—For Yokohama: Coulnakyle, Laurel. For Hong Kong: Nyassa, Tyburnia. For Singapore: Eleanor. For Penang: Alvington. For Colombo: Seawfell. For Colombo, &c.: Golden Fleece.

At LIVERPOOL.—For Yokohama: Lizzie Iredale. For Batavia and Yokohama (via S.C.): Achilles (str.). For Yokohama and Hiogo: Harrington. For Manila: Aurorita. For Batavia: Metis. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Agamemnon (str.), Menelaus (str.), Diomed (str.). For Colombo, &c.: Statesman (str.).

At GLASGOW.—For Batavia and Sourabaya: County of Ayr. For Penang and Singapore: Paknam (str.). For Galle: Saigon.

SPOKEN.

SLIEDRECHT, Batavia to Amsterdam, July 19, 24 S., 55 E.
ELIZABETH ANN, Penang to London, June 8.
STAATSRAAD VAN EWYCK, Amsterdam to Batavia, July 19, 2 N., 26 W.
DAHLKARLSA, Java to Stockholm, Aug. 13, 42 N., 27 W.
AMIE (Am. barq.), Swansea to Shanghai, July 13, 10 N., 25 W.
MARYATT, Bangkok to London, July 11, 4 S. (?), 19 W.
ST. AUSTIN, Havre to Japan, July 24, 8 N., 25 W.
MARLBOROUGH, Cardiff to Galle, May 23, 16 S., 32 W.
WHIRLWIND, Newcastle to Hong Kong, May 25, off Lord Howe's Island.
JOHN CHRISTIAN (N.G. bq.), Cardiff to Hg. Kg., June 19, 33 S., 33 W.
MEDEA, Rotterdam to Batavia, July 12, 10 N., 25 W.
HEDVIG (Swed. barque), Padang to New York, July 4, 32 S., 12 E.
CANAAN (s.), Philippine Islands, to Queenstown, July 4, 35 S., 20 E.
SURPRISE (Amer. ship), Manila to N. York, July 5, off C. of G. Hope.
ARGO (schr.), Batavia to Rotterdam, June 27, 35 S., 24 E.
CYCLONE (Amer. ship), New York to Padang, July 24, 4 S., 25 W.
HOOGHLEY (Fr. barq.), Bordeaux to Batavia, July 20, 12 N., 26 W.

FREIGHTS AND CHARTERS.

Outward berth freights continue firm since our last issue. Coal freights are unaltered, except Manila, which has slightly advanced.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Hiogo: 90s. meast. To Nagasaki: 90s. meast. To Shanghai: 40s. meast. To Hong Kong: 40s. meast. To Manila: 80s. meast. To Singapore and Penang: 40s. meast. To Sourabaya and Samarang: 70s. meast. To Batavia: 65s. meast. To Padang: 80s. meast. To Saigon: 100s. meast. To Galle: 40s. meast.

Per SAILING VESSELS.—To Hiogo: 45s. weight, 45s. meast. To Yokohama: 35s. weight or meast. To Nagasaki: 50s. weight or meast. To Shanghai: 45s. weight, 30s. meast. To Hong Kong: 35s. weight, 25s. meast. To Batavia and Sourabaya: 20s. weight or meast. To Samarang: 20s. weight or meast. To Singapore: 20s. weight, 25s. meast. To Penang: 35s. weight or meast. To Ceylon: 30s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £33. To Singapore: £25. To Penang: £25. To Galle: £21 to £22.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 40s. to 42s. 6d. To Shanghai: 45s. To Hong Kong: 35s. To Manila: 27s. 6d. to 30s. To Singapore: 23s. to 24s. To Ceylon: 21s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Singapore, 21s. To Colombo: 15s. to 16s. To Galle: 17s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

Advices received from Aden, dated 13th Aug., say:—The damaged cargo recommended to be sold ex Tweed (str.), from Canton (as reported by telegraph from Aden on the 15th Aug.), consists of 278 quarter-chests of tea.

The master of the Tweed reports the Parnassus (str.), from Hankow to London, ashore at Guardafui, as standing firm, with the sea breaking clean over her.

The Maria Adolfina, Bakker, from Batavia, put into St. Helena, 15th July, with a leak forward, and with loss of cutwater and head rails; she was surveyed twice, and on the cargo being shifted aft, the leak was raised sufficiently to be stopped, and the vessel proceeded for Falmouth on the 23rd.

The Falcon, Sharman, from Sourabaya, put into St. Helena, 16th July, leaky, but proceeded, 19th, for Amsterdam.

The Callisto, from Colombo, to London, put into St. Helena, 16th July, with loss of sails, &c.; she, however, proceeded, 18th, for her destination.

The Bestevaer, from Batavia, to Amsterdam, passed St. Helena, 16th July, with loss of foretopmast.

The Prince Alfred (barque), Pfeiffer, from Hiogo, to New York, which put into St. Helena, 13th July, making water, &c., was surveyed on the 18th; the surveyors considered the leak as of no importance, but recommended that the foremast head should be strengthened and the vessel proceed. Another survey held on the Prince Alfred, on the 27th July, recommended that she should be listed and caulked, and where the copper was off, the same to be replaced.

MISCELLANEOUS.

Advices received from Suez, dated 15th Aug., state that three sales had taken place, two on the 22nd and one on the 23rd, of goods which had been thrown overboard by the Excelsior (str.), from London to Colombo, &c. (via S.C.), when aground in the Red Sea; the total amount realised was £945, the number of articles sold, 3,953, consisting of shawls, muslins, umbrellas, &c., all much damaged by sea water. Since the sale of the above goods several vessel have arrived, bringing about 9,500 pieces stuffs, 60 barrels of beer, 2 packages wire rope, some sewing machines, &c.; these goods have been warehoused, until instructions arrive for their sale. The sewing machines were, with one exception, incomplete. A large quantity of stuffs are still expected. A telegram received from Port Said, dated Aug. 26th, announces that the goods ex Excelsior (str.), from London to Colombo, &c. (via S.C.), which were landed at Suez, would be sold there on the 27th.

Off Ascension, July 23, Cœur de Lion: 25, from Colombo, to London, Pauline (Dutch); from Batavia, for Falmouth, Lady Palmerston; from Colombo, for Llanelly (?).

At St. Helena, July 15, Gravenage, Alberts, from Batavia, and sailed 16th, for Rotterdam; 17, Auriga, Alderton, from Sarawak, and sailed 18th, for London; Mina v. Bruggers, from Batavia, and sailed 18th, for Rotterdam; 18, Tony, Petersen, from Manila, and sailed 20th, for Falmouth; 19, Coleroon, Montgomery, from Penang, and sailed 20th, for London; 21, Nederland v. Ingen, from Batavia, and sailed 22, for Amsterdam; 27, Andriana Petronella de Bruck, from Batavia; 28, Kennemerland de Jong, from Batavia,

NOTICE TO MARINERS.

China.—Reported Danger off Breaker Point.—Information has been received that the Ocean Steamship Company's vessel Ulysses, on her passage from Hong Kong to Shanghai, struck on a wreck, or rock, off Breaker Point, carrying away her rudder. From a position near, in 13½ fathoms water, the following bearings were taken:—White Rock, W.N.W.; Flat Rock, N. by W. ½ W.; Dome Hill, North. These bearings place the danger in lat. 22 deg. 52 min. 20 sec. N., long. 116 deg. 27 min. 50 sec. E.—Hydrographic Office, Admiralty, August, 1872.

GLYCERINE
DE
TOILETTE.

HEALTH.) **NEW PERFUMERY.** (BEAUTY.)

INVENTED BY

EUG. DEVERS, QUIMICO.

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PREPARATIONS for the Toilet, and particularly Soaps; Powders, &c. for the Teeth; Toilet Washes, and Vinegars, have of late assumed an importance in proportion to the demand for them. Foremost amongst these is GLYCERINE, a remarkable unctuous substance, which softens the skin without greasing it; its valuable qualities were quickly recognised by the most eminent physicians. Experimented on by MM. Dumarquay and Sutom (See "Reports and Memoirs of the Biological Society, 1836," &c.).

GLYCERINE CREAM for the skin.
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DULCIFIED GLYCERINE CREAM SOAP for the beard.
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(ANCIENNE RUE DES VIEUX AUGUSTINS),

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THE Medical Profession for Thirty Years have approved of this Pure SOLUTION OF MAGNESIA as the best remedy for ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT, and INDIGESTION; and as the best mild aperient for delicate constitutions, for LADIES CHILDREN, and INFANTS, and for regular use in WARM CLIMATES.

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On and after 1st MARCH next the following Reduced Rates for Telegrams of Twenty Words will come into force:—

	FROM LONDON.	FROM PROVINCIAL STATIONS.
TO HONG KONG }	£4 6 0	£4 7 0
„ SHANGHAI }		
„ JAPAN	5 6 0	5 7 0

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No charge for Postage will be made on Messages to China and Japan, which are posted at Hong Kong, Shanghai, or Nagasaki.

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Messages sent from Postal Stations should be ordered

VIA FALMOUTH

these words being signalled as an instruction by the Postal authorities free of charge.

(By Order)

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
15th February, 1872

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IN all Districts, Ages, Conditions, varying in size from 40 to 1,500 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.
N.B. — Fifty-seven estates now on the register. Thirty-eight have been sold.

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WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonadel Perfumery, Confectionery, Ollman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE *London and China Express* ON SALE.

HOLLOWAY'S OINTMENT

AND PILLS.—EVERY DAY WANT—Skin diseases, blotches, and unseemly eruptions, which prevail frequently and annoy much, can be removed with facility by this cleansing and cooling Ointment, the salutary properties of which over all cutaneous affections have been long and indubitably established. Moderate doses of Holloway's Pills should be taken while the outward ailment is being treated with this Ointment. They will depurate the blood, and free it from every taint that may induce a relapse, deteriorate the general health, or otherwise act injuriously. By promoting digestion, and by purifying the circulation, Holloway's Pills ever help to eradicate the many rashes and spots, always mortifying evidences of infirm stomachs, and frequently the heralds of serious illnesses and mortal maladies.

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OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

—	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR MALTA	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA. ADEN BOMBAY	„ „	Every Friday, at noon.	Every Monday, at 5 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Thursday, Aug. 1, 15, & 29, at 2 P.M.	Friday, Aug. 9, 23, & Sept. 6, at noon.	Monday, Aug. 12, 26, & Sept. 9, at 5 A.M.
AUSTRALIA NW. ZEALAND (Cargo only.)	Thursday, Aug 1 & 29, at 2 P.M.	Friday, Aug. 9 & Sept. 6, at noon.	Monday, Aug. 12. & Sept. 9, at 5 A.M.

And all Ports at which the British India Company's Steamers call.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., , Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

STEAM TO BOMBAY,

via the Suez Canal.—Passengers and Shippers are respectfully informed that the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY propose to despatch steamers from SOUTHAMPTON to Bombay, via the Suez Canal, as follows:—

			Tons.		H.P.
Sept. 21	...	HYDASPES	2,993	...	500
Oct. 8	...	MIRZAPORE	3,763	...	600
„ 17	...	KHEDIVE	3,742	...	600
Nov. 7	...	PEKIN	3,777	...	600

RATES OF PASSAGE MONEY.

First-class	£66
Second-class	£36

DIRECT FOR CHINA.

THE P. and O. Company's steamship MALACCA,

1,683 tons and 300 h.-p., will be despatched from London on Saturday, 7th Sept., direct to CHINA (via the Suez Canal).

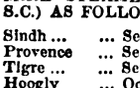
Through rates of Freight from Manchester.

	Yarns.	Cottons.
To Straits, Hong Kong, and Shanghai	60s. ...	60s. per ton.
To Yokohama and Batavia ...	80s. ...	80s. „
To Nagasaki, Hiogo, and Manila	90s. ...	90s. „

All with 10 per cent. primage.

Goods to be consigned to the East India Docks.

Rates of Passage Money—Hong Kong, £76 first; £48 second. Shanghai, £86 first; £53 second.



OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.) AS FOLLOWS:—

Sindh ...	... Sept. 1	For	Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Provence	... Sept. 15		
Tigre ...	... Sept. 29		
Hoogly	... Oct. 13		
Amazone	... Oct. 27		
Ava ...	... Nov. 10		

The steamers of the 1st and 29th Sept., and 27th Oct. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 15th Sept., 13th Oct., and 10th Nov. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ...	Every Thursday (noon)
„ Constantinople...	„ Saturday, 5 P.M.
„ Algiers	„ „ „

The Company's weekly steamers to Alexandria connect at Alexandria with the English mail steamers from Brindisi to Bombay.

For Passage, Freight, or Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

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Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two Threadneedle-street, London, 1871.

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Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... 20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

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LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office.

CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130, 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

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Reserve Fund, $900,000.

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LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

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Shanghai	Yokohama	Ingapore
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The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

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Established in 1833.

CAPITAL, £1,000,000.

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Pen., Sing., Hg. Kg., & Shanghai, via S.C. ...	Canton, s.s...	100 A1	SWID	Sept. 3
Do.	Nankin, s.s.	100 A1	SWID	To follow
Do.	Chin-Kiang, s.s.	100 A1	SWID	To follow
Shanghai ...	Portland.....	AA1	E.I.D.	With des.
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Drummond Castle, s.s.	1,289	Thos. Skinner & Co.	Sept. 15
LIVERPOOL.			
Agamemnon, s.s.	1,550	Alfred Holt	Sept. 5
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GLASGOW.			
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The London and China Telegraph.

新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 471.] LONDON, MONDAY, SEPT. 9, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD.
JAPAN — Yokohama	May 31	July 13	July 22
Yedo			
Osaka and Hiogo	„ 24	„ 12	„ 18
Hakodadi			
Nagasaki	„ 31	„ 13	„ 15
CHINA — Peking	—	—	„ 2
Tien-tsin	—	—	„ 4
Chefoo	—	—	„ 5
New-chwang			„ 8
Hankow	—	—	„ 9
Kiu-kiang	—	—	„ 10
Chin-kiang			
Shanghai	„ 31	„ 10	„ 14
Ningpo	—	—	„ 12
Foochow	„ 31	„ 10	„ 16
Formosa			
Amoy	—	—	„ 16
Swatow	—	—	„ 16
Hong Kong	June 7	„ 16	„ 20
Canton	—	—	„ 18
Macao	—	—	„ 19
PHILIPPINES— Manila	May 31	„ 6	„ 16
COCHIN-CHINA— Saigon	June 7	„ 11	„ 18
SIAM — Bangkok			„ 20
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	„ 14	„ 15	„ 24
Samarang	—	—	„ 23
Sourabaya	—	—	„ 22
MALACCA STRAITS— Singapore	„ 28	„ 27	„ 28
Penang	—	—	„ 29
CEYLON—Galle	July 12	Aug. 4	Aug. 8
Colombo	—	—	„ 6

THE MAILS, &c.

The advices by the Pacific mail steamer *Japan*, bringing the above dates from Japan, reached us on the 6th inst., *via* San Francisco and New York. From China and the Straits we have no later advices, the Messageries Maritimes steamer *Tigre*, ringing the French mail from Shanghai July 21, Hong Kong July 27, Singapore Aug. 5, which was due this day, having been disabled by the breaking of her screw during her passage through the Suez Canal. The mails have been transferred to another of the company's steamers, the *Said*, and may be expected on the 11th or 12th inst. The following inward (P. and O.) mail, with dates Yokohama July 24, Shanghai, July 28, Hong Kong Aug. 3, Singapore Aug. 11, is due, *via* Brindisi, on Monday next, the 16th inst.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, four to five hours in transmission. Telegraphic communication between Shanghai and Nagasaki is still interrupted.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer *Hindostan*, from Southampton, Aug. 29.—To Yokohama: Mr. Klasen. To Shanghai: Mr. G. M. W. Playfair, Mr. W. Holland, Mr. M. F. A. Fraser, and three second-class passengers. To Batavia: Mr. S. Welch, Mr. Jarman, and two second-class passengers. To Singapore: Mr. G. Magalkarn, Mr. Nai Bin Surrawongse. To Ceylon: Miss Lloyd, and two second-class passengers.

Per P. and O. steamer *Moolian*, from Brindisi, Sept. 9.—To Yokohama: Mr W. Gowland. To Hong Kong: Mr. E. H. Lovers, Mr. G. Harleman. To Galle Mr. G. R. and Mrs. Scott.

Per P. and O. steamer *Pekin*, from Southampton, Sept. 12.—To Yokohama: Mr. and Mrs. Cheesman. To Ceylon: Mr. W. Moss, Mr. McGregor, Mrs. Puckle and child.

Per P. and O. steamer *Pera*, from Southampton, Sept. 19.—To Hong Kong: Mr. C. F. Sangster.

Per P. and O. steamer *Candia*, from Brindisi, Sept. 23.—To Hong Kong: Mr. and Mrs. Hase. To Ceylon: Mr. D. Blyth.

Per P. and O. steamer from Suez, Sept. 27.—To Shanghai: Mr. F. E. Woodruffe.

Per P. and O. steamer *Massilia*, from Southampton, Sept. 26.—To Hong Kong: Mrs. Andrews. To Singapore: Rev. H. Francis.

Per P. and O. steamer *Moolian*, from Brindisi, Sept. 30.—To Ceylon: Mr. Duncan.

Per P. and O. steamer *Malta*, from Brindisi, Oct. 7.—To Yokohama: Mr. Short. To Shanghai: Mr. Fauvit.

Per P. and O. steamer from Southampton, Oct. 10.—To Hong Kong: Miss Simpson, Mr. F. B. Hooper. To Singapore: Mrs. Trotter, Mrs. Dunlop and child.

Per P. and O. steamer from Venice, Oct. 18.—To Penang: Mr., Mrs., and Miss Vermont.

Per P. and O. steamer from Brindisi, Oct. 21.—To Yokohama: Mrs. Marshall. To Hong Kong: Mr. C. A. Sinclair, Mr. M. Murray. To Singapore: Capt. and Mrs. Caldbeck.

Per P. and O. steamer from Southampton, Oct. 24.—To Hong Kong: Mr. H. H. Thornton, Mr. J. Alexander.

Per Messageries Maritimes steamer *Menzaleh*, from London, Sept. 5.—To Yokohama: Mr. J. Keda, Mr. Langfang. To Shanghai: Rev. J. Cromby, Mrs. Cromby and child, Miss Potter, Miss Wilson. To Singapore: Miss Strickland.

Per French mail steamer *Provence*, from Marseilles, Sept. 15 (booked from London).—To Yokohama: Mr. Peltzer. To Hong Kong: Mr. Hams. To Shanghai: Mr. and Mrs. Hisbrunner, Mr. and Mrs. John Bradford. To Batavia: Mr. Arntrenius, Mr. C. P. Winckel, Mr. de Haart.

Per French mail steamer *Tigre*, from Marseilles, Sept. 29 (booked from London).—To Yokohama: Mr. Fraissinet. To Shanghai: Mr. and Mrs. J. Bradfield. To Singapore: Mr. and Mrs. Burn and one second-class passenger.

Per French mail steamer *Hoogly*, from Marseilles, Oct. 13 (booked from London).—To Shanghai: Mr. and Mrs. Medhurst and child. To Galle: Mr. A. S. Daniell, Mr. W. Daniell.

Per steamer *Canton*, from London, Sept. 4.—For Singapore: Mr. and Mrs. Hewick. For Hong Kong: Mr. and Mrs. Willes.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present (Pacific) mail brings advices from this port to July 22; the French mail, with dates from London to May 24, arrived out on the 11th; and the following P. and O. mail, of May 31, on July 13. The following items of news are from the *Japan Herald*:—

Nearly three years ago the Japanese Government sent to the Koreans to demand payment of arrears of tribute; the Koreans refused compliance, and sent a most insulting reply back. Until lately the Korean despatch (by no means a "happy despatch" for the Japanese) has been kept from publication, but a copy has by some means been obtained, and published, much to the chagrin of the Government, who do not at all relish that the world at large should know that the Koreans have been enabled to insult them with impunity. The following is a copy of the document:—

We have received your letter, and have given it very deep consideration, comparing your despatch with other despatches. It is a long time since there has been any intercourse between the two countries. Your despatch demands payment of tribute. We will show how this affair stands. Taico Sama, without provocation or cause of any kind, invaded Korea, and made Korea sign a document agreeing to pay tribute. In those days Korea was unprepared for war, and had not even been informed of the intention of Japan. But it is very different now. The invasion by Taico was a crime committed against Korea by Japan, which is not yet punished. Your demand is so unreasonable that instead of Korea paying you a tribute, it is for you to return the money paid by Korea. In your despatch you have made many insinuations of your having adopted foreign customs; we can assure you that Japan is Japan, Korea is Korea—but Korea has its own customs. Some years back we had a difference with a country called France, which is, among barbarians, considered to be very powerful and very large, while Korea is very small; but we defeated that great country. We assembled all our warriors, every one of whom was ready to die. According to our old treaty of friendship, whenever either is attacked by barbarians the other is to help. To show our honesty, when the barbarians went to your country we immediately wrote to you that we had made every preparation to help you. During the French attack on Korea we day and night expected that you would come with your forces to our aid; but, not having received your assistance, we wrote and informed you of our distress, informing you of our position, and asking for immediate help. You have neither sent aid or any answer to our despatch. From that day our treaty of friendship was at an end. We no longer consider each other friends, but enemies. The tone of your despatch is so friendly that we look upon it as treachery; and after having been so friendly with Japan and being repaid by treachery, we never can be friendly again. Not only have you broken the treaty as we have

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above described, but you have also broken another very chief point of treaty in adopting the manners and customs of the Western barbarians. Our information is that you have adopted French drill; and whenever you want money you go to England: and if you wish to tax your own people or impose duties you take advice from Americans. But you have never consulted us, as agreed in our old treaty. You think the Western barbarians are great people. We, Koreans, are a very small country, but yet we have the courage to put in writing to you that Western barbarians are beasts. The above we intend as a direct insult to you and your allies—the barbarians. We desire that you should join them and bring your great ships and your army here. Fusankai is the nearest part of Korea to Japan. To make your attack as inexpensive as possible to you and your friends, we will send and clear Fusankai for a battle field and will appoint the battle. It is useless to go into any correspondence, because the wrong you have done to us is so great that your apologies will not avail. The only alternative is a bloody war—a war that will cost Japan all its warriors; and then we will bring you to terms.

This is our intention. You must not attempt to write us again; and the above is a notice to you to make all preparation, for either Japan must invade Korea or Korea will invade Japan. KAKURIN.

The internal organisation of the Imperial household appears to be regulated by a thoughtful economy. The Sovereign is away, and his spouse will speedily follow him; consequently the establishment is reduced by the dismissal of thirty-six female attendants, who issued forth in a body, last week, from the *O Te go Mon*, carrying with them good wishes and a moderate gratuity.

A notification has been received by the various Consuls from the Lord Chamberlain's office to the effect that the Empress Dowager intends visiting the hot springs at Myonoshta, and requesting them to notify their countrymen to that effect, and to desire them to abstain from visiting that place during the stay of the Imperial party.

During the Mikado's absence the new American horses which he recently purchased will probably be put in training. Up to this time they have only served as expensive ornaments. Although there is nothing really dangerous about them, they have hitherto shown too much of the spirit of the steeds of Indra, the Vedic hero, to be trusted with a monarch who is rapidly sinking his divinity, and can only control his coursers by ordinary mortal means. In due time, let us hope, they will be tamed down to a sense of their responsibility, for they are really beautiful animals, and ought not to waste their prowess in a stable.

Katsu Awa has been appointed Controller of the Admiralty (*Kaigun no Taiyo*). This appointment has given much satisfaction to the Tokugawa party, to which he belonged.

The manufacturing departments under or belonging to the Kobusho (Public Works Department) are seven in number. The first and most important of these is the arsenal at Yokoska, ship docks at Nagasaki, iron foundry at Hiogo, iron foundry and machine shop at Yokohama, lighthouse and buoy establishment at Benten, Yokohama, and a type foundry and a cotton mill at Yedo.

A meeting of the subscribers to Christ Church was held on the 11th July, for the purpose of discussing the desirability of the erection of a schoolhouse on the church compound. The meeting was very thinly attended, and, after a short discussion, authority was given for the building of the projected room.

A number of schools are being built in Yedo and elsewhere by purely private enterprise. The Japanese and foreign languages will be taught.

The purchasers of silkworms' eggs who annually arrive here from Italy and France will find a new feature connected with that business this year. Commissioners have been appointed by the Japanese Government to examine all the silkworms' eggs brought in to be sold to foreigners. The Government claims that it is done solely in the interests of foreigners, as the Japanese have been in the habit of selling inferior eggs for the best, thus "bringing discredit on the country." But as most of the buyers are experienced men, and easily distinguish good eggs from bad ones, it appears to me that this solicitude is rather superfluous. How will the Commissioners be paid? By a tax on the eggs? I should not be surprised if this interference resulted in enhanced prices and a considerable amount of swindling.

A telegram was received from Osaka stating that the American Consul at Kobe, Mr. Turner, had broken his leg in Kioto, and required medical aid immediately in Osaka, having been brought there after the accident. The steam launch was soon ready, and Dr. C. J. S. Wells was soon in her and on the way to Osaka to aid the wounded Consul. Various were the surmises as to the cause of the accident. Finally all agreed in the supposition that he must have fallen from his horse in an excursion to Lake Biwa. It was not till Dr. Wells returned next day that the facts were ascertained. It seems that a party, consisting of Colonel Shepherd, Consul-General at Yokohama and *Charge d'Affaires* during Mr. De Long's absence, Mr. Turner and Mr. Senter, agent of the Pacific Mail Company, had gone to Lake Biwa, and soon after their arrival Messrs. Senter and Turner had gone out for a walk, leaving Colonel Shepherd in the tea house at which they had stopped. Becoming fatigued, they stopped at another tea house, and were quietly taking a cup of the gentle stimulant that cheers but not inebriates, when suddenly a crowd of drunken Japs broke into the room where they were sitting, and commenced an attack on them with clubs and sticks. Being unarmed and unattended by a guard they retreated in haste; but as they ran one of the pursuers thrust his stick between Mr. Turner's legs and tripped him, so that he fell and broke the bone of his thigh. Mr. Senter being a man of great muscular strength immediately picked up his fallen friend and bore him off safely from his enemies. The Japs still pursuing, the Americans took refuge in another tea-house. The pursuers, probably blinded by the saki they had been drinking so profusely, did not see this dodge, and they remained there safe till a messenger could be despatched to Colonel Shepherd for assistance. Mr. Turner was then conveyed on a stretcher, borne on the shoulders of Japanese, to Osaka, and the despatch sent thence for medical aid as above stated.

The next day Mr. Turner was brought down to Kobe in a Japanese boat towed by the Colorado's steam launch, and conveyed to his room in the Hiogo Hotel, where he is now attended by Dr. Harrison, who came out in the Stonewall, and Dr. Wells, of the Colorado. His thigh not having been set soon after it was broken they have not been able to do so since.

A disgraceful scandal has taken place amongst a few of the lower orders of German Jews. Two of their number went to the synagogue to pray for a dying relation. On their arrival there they found the building stripped of all its furniture by one J. L. Liebermann, to whom they went, and asked him to give up the scrolls of the law. This he refused to do. Bad language on both sides followed, and the affair culminated by the parties appearing in the Consular Courts to answer summonses for assault.

In H.B.M.'s Supreme Court, Mr. F. V. Dickins on behalf of the defendants in the recent action, Findlay, Richardson, and Co. *v.* Pitman and Co., brought a motion for leave to appeal questions in that suit to the jurisdiction of the Supreme Court of Shanghai. Mr. Davidson, for Messrs. Findlay, Richardson, and Co., in arguing against the motion, said that it was not in the power of his lordship to grant the appeal, on the grounds that the Orders in Council provided that from a Supreme Court no appeal could lie, and the present one having full jurisdiction, except in one or two matters, it could certainly not be called a Provincial Court. Mr. Dickins replied, and his lordship said he saw no section in the Orders in Council under which he could grant the appeal. The proper course as it appeared to him for the defendants to pursue was for them to apply for an order to remove the case for the consideration of the Privy Council or take it to Shanghai for a rehearing. His lordship, therefore, dismissed the motion. The arguments adduced by the learned counsel for both sides were purely of a technical character, and occupied some little time.

H.M.S. *Iron Duke* is to leave shortly after the arrival of the mail of July 31st, and the *Salamis* will follow her with a fortnight's later mails. Mr. Watson will take this opportunity of visiting the northern ports of Hakodadi and Niigata. Mr. Lowder proceeds as British Consul to the latter port by the same opportunity.

THE "ZADKIA" CASE.

The trial has been concluded of the action "Siber and Brenwald *versus* the captain and owners of the steamer *Zadkia*" for damages alleged to have been suffered by reason of delay in the delivery of the merchandise carried. The actual time of the delay alleged, four months, was not denied in the answer; but several causes were pleaded which, it is averred, excused the delay for a portion of that period; the defendants admitting a delay for which the ship is liable of only fourteen days. The evidence submitted in the case consisted of certain papers purporting to be copies of letters and telegraphic despatches bearing on the detention of the ship at Alexandria, a certain bottomry bond shown by defendants' counsel, in which is recited the cause of the delay in the river Clyde, and the verbal testimony of the present master and engineer of the ship. These alleged copies of despatches and letters, however, threw no light on the exact nature of the proceedings against the ship which caused the delay at Alexandria. Seven days at Point de Galle, and twenty at Singapore, were consumed in effecting repairs required by the engine and boilers, which had suffered injury from causes quite beyond control. As to the delay of ten days in the Clyde, the master stated his belief that no blame can attach to any person for the grounding of the ship which there occurred, but he admits that with a lightening of the ship to the extent of 100 tons of her burden, her draft would have been less by eight inches, and that this would have changed the conditions materially. A survey of the ship was had, and by an entry in the log book it appears that the survey report pronounced the ship to be "overloaded," and that in consequence upwards of 100 tons of cargo were discharged, and not again re-laden on board. The plaintiffs presented a schedule of losses, making up an aggregate of $3,200 per month.

The Court adjudged and decreed that the plaintiffs recover from the ship, her master and owners, the sum of $7,000, with interest thereon from the 19th day of May, 1872, the day of the ship's arrival in the port of Yokohama, at the rate of one per cent. per month. Costs to follow judgment.

Judgment has also been delivered in another action against the vessel, in which Messrs. Hudson and Malcolm were the plaintiffs, and which was brought to enforce payment of several bottomry bonds executed at Galle, Aden, and Singapore, in favour of the plaintiffs.

The Court decreed that the plaintiffs have and recover from the ship, her master and owners, the sum of £6,155 19s. 10d., and the further sum of $8,888.44, with interest on said sums, from

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and after May 28, 1872, at the rate of 1 per cent. per month. Costs to follow judgment.

HIOGO—OSAKA.

Our advices extend to July 18; the Pacific mail from New York, June 6, and the French mail from London, May 24, arrived out on July 12.

The Mikado, on his southward visit, has reached Osaka, arriving there five hours after the appointed time. With the exception of a general holiday that was observed at the Custom-house and other Government offices, ordinary traffic went on as usual, and no one could have imagined that an event fraught with so much importance as a visit of the Emperor to the second largest city in Japan was about taking place.

As soon as his Majesty was on shore no time was lost in greeting or presentations, but he was immediately assisted to mount the handsome Japanese horse which had been kept ready saddled for his arrival. The horse was led by some attendants, and preceded by an officer on foot, bearing a small crimson flag having a white chrysanthemum crest in its centre, the Imperial party entered the neighbouring Foreign-office or Custom-house. Here the Mikado remained till about a quarter to nine o'clock, taking some refreshment, and receiving the various local officials who were presented to him. On leaving the Foreign-office the Emperor, attended by the Governor and Vice-Governor on horseback, rode slowly between two files of foot soldiers through the concession to the city. At the foot of the Foreigners-bridge a large bonfire had been lit by a neighbouring resident, the light from which enabled the small group of foreigners which had assembled there to get a good view of his Majesty.

His Majesty paid a visit to the Mint, and expressed himself extremely gratified with all he saw there. He took up his quarters at the Reception House belonging to the establishment, which he ordered to be styled from that day "Seupukau." His Majesty devoted a long morning to the details of the works, and subsequently gave Major Kinder an audience, at which he graciously expressed his approval of all he had seen—an approval earned by the cordial and intelligent co-operation of the native and foreign officials who administer the affairs of the establishment.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, JULY 15 (VIA SAN FRANCISCO).

The mails from London of the 17th, 24th, and 31st May arrived here at seven P.M. on the 13th inst., but were not delivered by the British postal authorities until the next morning (Sunday). It is a wonder we got them then, as we could not obtain the letters three mails ago, when the *Salamis* came in in broad daylight, owing to the day being Sunday, which, however, did not prevent the private friends of Mr. Quin from getting theirs, although the public could get none. This system is one which brings into contempt a service which can be used for private purposes, and calls for strict instructions to give all applied for, or give none at all. It is not the first instance where we have had reason for complaining, and we suppose the present functionary, who shortly leaves for Yokohama, is serving us out before he goes. I hope his successor, Mr. Longford, will be more obliging.

The principal topics of the fortnight have been the land renters' meeting, at which there was a scene or two between the Consul for the United States of America and the residents, and the other is the approaching visit of the Mikado, who is expected to arrive at Nagasaki this day week in the ironclad corvette *Iho Sho Maru*. The *Nagasaki Express* gave an account of the meeting last week, and at the same time administered a lecture to the Consular body, whose implied if not openly-avowed intention is to endeavour to keep the community in the same position as a lot of schoolboys would be in the presence of their master. Of course this sort of thing can never be successfully carried out, and hence the undignified conduct of the chairman in retaining his seat when he could do nothing with the meeting. Had a leader appeared to move a resolution "That the chair be vacated," it would have been carried without a single opponent. However much I might write upon this subject it would be the old thing over again, but I cannot help expressing an opinion that a different system should be adopted, and that Her Majesty's representative here should have votes more in proportion to the number of land renters' interests he is charged with, and not be placed upon an equality with the representative of Italy, who represents no one but the country. The same arguments apply to the Belgian Consul, who has one person to care for, and he pays no taxes.

Reforms in the constitution of the Municipal Council, as at present administered, are greatly needed, and, above all things, the member representing the largest number of land renters should have the greatest power, and not be overruled by those who ought to have none. Collective wisdom may be useful at times, but we are made painfully aware of the dangerous facilities afforded to obstructive persons who have hobbies to ride, or those persons who consider themselves so much above the merchants—a foible which, I am sorry to say, is a great failing with the present American Consul at this port.

The visit of the Mikado will have a most beneficial effect upon the minds of the natives, who are looking forward to the event with great interest. So far as foreigners are concerned they are benefited by it, owing to the improvements which are now being made in the town of Nagasaki. These are of a permanent character, and although not extensive engineering works, they are what would not have been done for the next dozen years had not the ruler of the country paid us a visit.

The foreign residents intend illuminating during the visit, at which the Government officers have expressed themselves pleased with the mark of respect intended to be shown to their Sovereign. Everyone has his leisure moments occupied by the coming feast of lanterns, and no endeavours will be spared to bring the event to a successful termination, if the weather will only clear up before the day arrives. At present we are in the wet season, and everything is unpleasantly damp and the weather hot. The visit will be of three days' duration, and while it lasts we may anticipate a total cessation of business; but this I think foreigners are quite prepared for, and will make a virtue of a necessity and do the same as Japan does. I have dwelt at some length upon the subject, but it is a prevalent failing just now at this place.

At present only two men-of-war are in port:—the Russian corvette *Vitias* and the United States steamer *Monocacy*. The surveying vessel *Sylvia* is expected shortly.

Business in new tea has not yet commenced in any large quantity, but arrivals have come forward much about the same as previous years from the country. Tobacco for export to England has been settled somewhat extensively. The rate for draft on England keeps nominally high, and is quoted at about 4s. 10d. No vessels are loading for London. Nebukin are 396 per $100. You will have seen by the *Nagasaki Express* the *Oregonian* case and the subsequent salvage dispute. The case is to be tried here shortly before Sir Edmund Hornby, who comes over expressly for it, so that the expenses are likely to be somewhat heavy to one side or the other. I cannot give you particulars, as the current rumours are conflicting in the extreme and require some professional legal expert to sift them, as the side in the right varies according to who gives you particulars. The case will be the P.M.S.S. Company *v.* Henry Gribble and Co. and others, to recover the property saved by them.

Commercial Report.

(*For dates see first page.*)

IMPORTS.

YOKOHAMA.—The position of the market remained much the same as last reported, the demand being principally directed to Grey Shirtings and Yarns. There had been several arrivals from Home side, viz.: the Leander, Albuera and White Adder from London, the Eastern Chief from Glasgow, the Oceana from Liverpool, with general cargoes, and the Ivanhoe from Cardiff with coals. A large business had been done in Yarns, but Nos. 16 to 24 had declined considerably, and closed weak; Nos. 28 to 32 were in fair demand, Nos. 38 to 42 were neglected. In the early part of the fortnight Grey Shirtings were in very good demand, and large sales were effected at a little above quotations, latterly however there had been less inquiry, and prices had become lower. T-Cloths and Drills were dull; Mousselines were rather weaker, in other Woollens few transactions were reported. Metals were quiet; Quotations ruled as follows:—GE Grey Shirtings, 7 lbs., 38½ yards, 39 inch, $2.40 to 2.45 per piece; 8 lbs., 4 to 8 lbs., 6 ditto, $2.60 to 2.65; 9 lbs., ditto, 44 inch, $2.95 to 3. GE White Shirtings, 56 to 60 reed, 40 yards, 35 inch, $2.40 to 2.55; 64 to 72 ditto, $2.70 to 2.85; T-Cloths, 6 to 7 lbs., $1.70 to 2.10. Drills, English, 15 lbs., $3.85 to 3.95. Handkerchiefs, Assorted, $0.55 to 1 per dozen. Brocades and Spots, White, $2.90 per piece. Chintz, Assorted, 24 yards, 30 inch, $1.25 to 2.75. Turkey Reds, 24 yards, 30 inch, $0.85 to 0.97½ per lb. Velvets, Black, 35 yards, 22 inch, $11.50 to 13.50 per piece. Victoria Lawns, 12 yards, 42 inch, $1 to 1.10. Taffachelass, double weft, 12 yards, 43 inch, $2.60 to 2.95; single weft, $2.40 to 2.70. Cotton Yarn: Nos. 16 to 24, $45 to 45.50 per picul; 28 to 32, $49.50 to 50.50; 38 to 42, $49 to 50. Woollens and Woollen Mixtures:—Camlets, 8S, Black, $11.50 per piece; Scarlet, $19.50 to 20. Union Camlets, $6 to 7. Lastings, 30 yards, 31 inch, $13 to 13.50. Crape Lastings, ditto, $4.50 to 8.

HIOGO-OSAKA.—The import market had been quiet during the month. Cotton Yarns had advanced in value, but in the absence of any stock transactions have been limited. Prices of Grey Shirtings had also improved, but deliveries had been on a smaller scale. There was nothing of interest regarding other Cotton manufactures. Woollens: Mousselines de Laine were in better demand at slightly improved rates. Other goods were not much inquired for. Quotations ruled as follows:—Cotton Yarn: Nos. 16 to 24, $142.00 to 143.00 per bale; 28 to 32, $148.00 to 150.00 do.; 38 to 42, $240.00 to 142.00. Cotton Piece Goods: G.E. Grey Shirting, 7 lbs., 38 yards 39 inches, $2.42½ to 2.45; 8½ to 8¾ lbs., $2.63 to 2.65; 9 lbs., 44 inches, $2.85; Camlets, S.S. Scarlet, $20.50 to 21.00; Black, $13.50 to 14.00; Assorted, $13.00 to 16.20; Mousselines de Laine, 30 to 31 inches, Plain, $0.20 to 0.24; per yard; 44 to 45 inches, $0.29 to 0.35; 30 to 31 inches, Figured, $0.28 to 0.45; Long Ells, Assorted, 12 lbs., $5.75 to 6.00 per piece; Blankets, $0.50 to 0.52 per lb. Iron: Nail Rod, $3.50 to 4.50 per picul; Lead, $5.50 to 5.75.

NAGASAKI.—In imports generally there had been little improvement in prices. Large sales of 8¼ lbs. Grey Shirtings and Fancy

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Chintz had taken place, at quotations, in order to take advantage of high rates of Exchange, but for other descriptions of goods the inquiry had been very small, and stocks were difficult to move, except at low rates. Quotations: Grey Shirtings, 7 lbs. $3.14; ditto, 8¼ lbs., $2.52. Fancy Chints, $2.33.

EXPORTS.

TEA.

YOKOHAMA.—The demand lately reported had continued, and settlements to the extent of about 7,500 piculs had been made, total settlements for the month being about 15,500 piculs; these had been chiefly of the good medium and fine grades at prices ruling much the same as last quoted, but the market closed with an upward tendency. The quality continued fair and showed more care in the preparation compared with previous crops; supplies had been about on a par with settlements, leaving the stock without change. The last P. M. S. S. Company's steamer took 310,498 lbs. for New York, 154,921 lbs. for San Francisco, 53,490 lbs. for Boston, 26,946 lbs. for Chicago, and 3,304 lbs. for Philadelphia; the Charley took only 5,170 lbs. for San Francisco. The Clara Bell sailed on the 19th July, with about 120,000 lbs. for San Francisco. The Polly Lewis, Leander, 883 tons, and Eastern Chief, 401 tons, were loading for New York, and the Oceana, 499 tons, had been offered for the same port. Quotations:—Common and good common, nominal; medium, $34 to 37 per picul; good medium, $38 to 41; fine, $42 to 45; finest, $46 to 50; choice, $52 and upwards. Export from June 1 to date:—To New York, 692,869 lbs.; to San Francisco, 255,985 lbs.; to England, nil; total, 948,854 lbs.

HIOGO.-OSAKA.—Since the departure of the last American mail there had been a steady business doing, and settlements amounted for the month to about 8,500 piculs. Quotations were rather easier for medium to fine grades. Stocks, 3,000 piculs. The present mail steamer took about 300 tons. Quotations, common, nominal; good common, $23 to 25 per picul; medium, $26 to 31; good medium, $32 to 37; fine $38 to 43; finest, $44 to 48; choice, $49 to 52; choicest, $53 to 63.

NAGASAKI.—The only transactions of importance that had taken place during the month had been in Teas from the Ooreshino districts, which being very suitable for making up into Green Teas, had been bought up at high rates for export to China, for mixing with the new leaf there. There had been no settlements of uncoloured Teas, as the native merchants were asking from $5 to 6 per picul, more than operators were prepared to offer. Stocks were very small, but as the weather had become more settled, heavy arrivals were expected to come forward.

EXPORT OF TEA AND SILK, SEASON 1872-73.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to June 30, 1872	—	25422785	17962105	—	4145523	47550413	9737
Corresponding period last season	—	23844415	7202187	—	2852021	33898623	7222

Shipments Since:

June 29 per Lahloo	From Shanghai	...	936,104*		
July 2 ... Argonaut	... Do.	...	1,544,077		
— 5 ... Denbighshire	... Foochow	...	615,453		
— 6 ... China (str.)	... Shanghai, &c.	...	—		2,474
— 7 ... Sir Lancelot	... Foochow	...	1,218,225		
— 9 ... Leucadia	... Shanghai	...	1,154,719		
— 10 ... Eliza Shaw	... Do.	...	905,704		
— 13 ... Ulysses (str.)	... Do.	...	1,549,509		
— 13 ... Provence (str.)	... Do.	...	246,782		1,081

* Included in above total.

TO THE CONTINENT.

							Bales.
From June 1 to June 30, 1872	...	...	...	...	...	1960062	
Corresponding period last season	...	...	...	...	...	1963999	131 & 400 pcls.

Shipments Since:

July 6 per Ulysses (str.)	From Shanghai	...	141,772	
— 6 ... China	... Do.	...	—	500
— 10 ... Danube (str.)	... Do.	...	531,382	
— 13 ... Provence (str.)	... Do.	...	—	928

TO UNITED STATES.

							Pcls.
From June 1 to June 30, 1872	...	...	...	...	...	1286158	
Corresponding period last season	...	...	...	...	...	867181	

Shipments Since:

July 10 per Sarpedon (str.)	From Shanghai	...	1,461,342
— 11 ... Costa Rica (str.)	... Do.	...	261,049
— 13 ... Provence (str.)	... Hong Kong	...	17,616
— 16 ... Maria Rickmers	... Do.	...	13,961

TO AUSTRALIA.

From June 1 to June 30, 1872	1,915,200 lbs
Corresponding period last year	1,497,400

Shipments Since:

July 3 per Elderslie	From Foochow	...	223,400
... Helen Malcolm	... Do.	...	375,800
— 4 ... Anna Dorothea	... Do.	...	419,900
— 10 ... Prospero	... Do.	...	223,400
— 12 ... Adelheid	... Do.	...	243,000
— 12 ... Mary Blair	... Do.	...	363,900

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bale China & Japan
1843 to 1844.....	51,022,600	...*	1863 to 1863.....	121,273,580	72,887
1845 to 1846.....	57,334,200	18,600	1863 to 1864.....	117,463,586	46,603
1850 to 1851.....	63,972,000	22,144	1864 to 1865.....	121,236,870	32,313
1853 to 1854.....	77,327,800	61,283	1865 to 1866.....	118,333,042	62,890
1855 to 1856.....	92,240,300	50,481	1866 to 1867.....	118,423,290	50,052
1857 to 1858.....	76,990,255	68,315	1867 to 1868.....	116,890,430	57,449
1858 to 1859.....	65,789,792	83,134	1868 to 1869.....	142,789,804	70,917
1859 to 1860.....	85,560,452	64,169	1869 to 1870.....	139,740,193	63,807
1860 to 1861.....	90,066,160	70,644	1870 to 1871.....	131,962,850	51,329
1861 to 1862.....	109,854,040	79,199	1871 to 1872.....	149,774,395	54,589

* Including the Continent.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 8¼d. to 4s. 8⅝d.	4s. 8¼d.	4s. 8⅝d.
Shanghai ,, ,, ...	6s. 1½d.	6s. 2d.	6s. 2d.
Canton ,, ,,	4s. 5½d. to 4s. 5⅝d.	4s. 5½d.	4s. 5⅝d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 7½d. to 4s. 7⅝d.	4s. 7½d.	4s. 8¼d.
Manilla ,, ,, ...	4s. 5d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	317 to 318	220
,, Hong Kong...	27 to 27½ dis.	—
Bar silver	111.2.5	8¼ prem.
Mexican dollars	78.9.0	10 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 70; Old, 71 to 71½ per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance, $1,450 premium.
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, $29 premium.
Hong Kong Fire Insurance Company, $325 prem.
Union Insurance Company, $1,400 premium.
China and Japan Marine Insurance Company, Tls. 38 to Tls. 40 premium, ex div.
China Fire Insurance Company, $46 to $47 premium.
Victoria Fire Insurance Company, $44 to $45 premium.
Indo-Chinese Sugar Company, $52½ dis.
Shanghai Steam Navigation Company, Tls. 41 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $15 dis.

SUNDRIES PER "GALVESTON," FROM NEW YORK FOR SHANGHAI.—AUGUST 1.

D. O. CLARK.

150 brls. pitch	
1 do. varnish	40 gls.
1 box plugs	
15 brls. butter	1,531 lbs.
260 kegs nails	
60 bxs. tacks	
2 do. brooms	50 doz.
2 do. swords	
9 bls. india-rub. pack.	2,971 lbs.
200 ship knees	
112 oak planks	15,316 ft.
107 pine planks	15,447 ft.
430 oars	4,330 ft.
50 bls. oakum	
65 pkgs. cotn. duck	30,000 yds.
15 cs. lard	500 lbs.
5 do. bitters	5 doz.
16 do. baking powder	32 doz.
1 half bl. preserves	20 gls.
20 kegs syrup	200 gls.

J. FOULKES & SONS.

2000 cs. oil	20,000 gls.
50 do. spirits turpentine	500 gls.
8 bls. cotton duck	1,352 yds.
2 do. twine	201 lbs.
19 cks. lamps	343 doz.

WETMORE, CRYDER, & Co.

307 tons coal	

C. H. MALLORY & Co.

60 tierces beef	
25 brls. beef	
60 do. pork	
50 cs. cider	100 doz.
31 bales duck	8,112 yds.
3 bls. twine	
350 do. knees	

C. P. BUSH.

2 cs. missionary supplies	

SALTER & LIVERMORE.

500 cs. oil	5,000 gls.
1 do. furniture	
10 do. missionary goods	
100 oars	
13 cs. whisky	13 doz.
25 kits pork	
5 bls. bright varnish	222 gls.
1000 cs. oil	10,000 gls.
100 do. turpentine	1,000 gls.

C. P. BUSH—*continued.*

130 brls. pitch	
90 do. tar	
25 pkgs. glassware	
40 cs. clocks	
3 do. woodware	
10 do. locks	
3 do. pumps	

J. D. FISH & Co.

20 half brls. beef	
20 do. pork	
8 cs. lard	520 lbs.
10 brls. beef	145 lbs.
25 cs. milk	100 doz.
30 do. lobster	60 doz.
30 do. oysters	60 doz.
2 do. rye meal	180 lbs.
4 do. corn meal	360 lbs.
4 do. hominy	360 lbs.
8 cks. butter	924 lbs.
12 cs. peas	24 doz.
16 do. clams	32 doz
50 kits mackerel	
10 tins halibut	

G. A. POTTER.

500 cs. oil	5,000 gls.
500 cs. oil	5,000 gls.
20 cs. oil	200 gls.
2 do. gas fixtures	
6 kits mackerel	
1 box plated ware	
6 do. preserves	
2 pkgs. manfctd. tobacco	373lbs.
6 kegs pork	
5 cs. milk	
1 csk. glassware	
5 bls. butter	540 lbs.
15 do.	1,531 lbs.
2 cs. oilcloth	253 yds.
15 do. edge tools	
10 bls. oakum	
19 do. cotton goods	3,000 yds.
2 cs. oilcloth	262 yds.
7 do. gas fixtures	
6 do. glassware	

W. H. FULLER.

24 grates and firebrick	
pine plank	10,382 ft.
walnut plank	2,545 ft.

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BANK AND MISCELLANEOUS SHARES.

Shares.	JOINT STOCK BANKS.	Paid.	Closing Prices
£10	Agra Bank, ...	All	7½ to 7¾
25	Bank of Egypt	All	53 to 55
20	Chartered Bank Ind., Aust., and China	All	14½ to 15½
25	Chartered Merc. of India and China ...	All	24 to 26
20	City Bank	10	14 to 15
100	Colonial Bank	30	57 to 59
500fr.	Comptoir D'Escompte of Paris... ...	All	f.675
£28½	Hong Kong and Shanghai Bank ...	All	44 to 46
100	Imperial Bank	20	28½ to 29½
50	London and County	20	61 to 62
50	London Joint Stock	15	44½ to 45½
100	London and Westminster	20	65½ to 66½
25	Oriental Bank Corporation	All	42 to 43
50	Union of London	15	45 to 46
	TELEGRAPH COMPANIES.		
10	British Indian Extension	All	11⅛ to 11⅜
10	British Australian...	All	7⅛ to 7⅜
10	China Submarine	All	8¾ to 9
10	Eastern Telegraph Company	All	9½ to 10
10	Great Northern	All	11 to 11½
25	Indo-European	All	13 to 15
10	Mediterranean Extension	All	6½ to 7
12	Telegraph Construction Company ...	All	31½ to 32
50	Indiarubr., Gutta Percha. & Tel. Works Co.	45	33½ to 34½
	MISCELLANEOUS		
20	British India Tea Company	All	4½ to 5½
20	Brit. and Foreign Marine Insurance Co.	4	7 to 7½ pm.
20	Ceylon Company	All	15 to 17
20	Do.	10	5½ to 4½ dis.
50	Colonial Company	20	2 to 1 dis.
5	Credit Foncier of England	All	5⅝ to 5⅞
10	General Credit and Discount Company	7½	2⅛ to 2⅜ pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	⅜ to ½ dis.
98	Japan Loan, 9 per cent.	All	110 to 112
20	London and Prov. Marine Insurance Co.	2	2½ to 3 pm.
25	National Discount Company	5	11½ to 12½
25	Ocean Marine Insurance Company ...	5	13½ to 14½ pm.
500fr.	Messageries Maritime of France ...	All	
50	P. and O. Steam Company	All	50 to 52
50	Do. Do. 1867	10	2 to par dis.
100	Royal Mail Steam Company	60	87 to 89
20	Realm Marine Insurance Company ...	3	1½ to ⅜ dis.
20	Thames and Mersey Marine Insur. Co.	2	5½ to 5¾ pm.
20	Universal Marine Insurance Company	5	7½ to 8½ pm.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Maritimes, (Head Office in Paris), 97, Cannon street.

Netherlands India Steam Navigation Company, 18, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. C. Walduck, secretary.

Hong Kong Distillery Company (Limited), Hong Kong; Deverill and Titterton, agents, 6, Crosby-square, E.C.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street Square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, secretary.

Canton Insurance Company, Matheson and Co., agents, 8, Lombard-street.

Union Insurance Company of Canton, Dent, Palmer and Co., agents, King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austinfriars.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Great St. Helens.

China and Japan Marine Insurance Company, Robert Benson and Co., agents, 80, King's Arms-yard, Moorgate-street.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 7, Mincing-lane, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Great St. Helens.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank, "Actien Gesellschaft" of Berlin; agencies, National Provincial Bank of England, 112, Bishopsgate-street Within; and German Bank of London, Bartholomew-lane, Lothbury.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, W. H. Vacher, manager, 32, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, July 8, Leander; 13, Albuera; 16, White Adder; from Liverpool, 14, Oceana; from Glasgow, 11, Eastern Chief; from Cardiff, 16, Ivanhoe.

At SHANGHAI.—Previous to Sept. 2, from London, Glenroy (str.); from Liverpool, Ajax (str.); from Sunderland, Gustav Maria.

At HONG KONG and CANTON.—From London, Corea; from Cardiff, Empress, Argleshire.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Sept. 5, at London, from Colombo, Cœur de Lion; 4, off Deal, from Batavia, for Amsterdam, Mentor; for Rotterdam, Mina; 5, from Batavia, for Rotterdam, Nederland; 4, off Portland, from Rangoon, Eastern Queen; 3, off Scilly, from Rangoon, Alida; 4, Peleg; Sept. 6, at Falmouth, from Passaroeang, County of Argyl; 3, at Cuxhaven, from Nicolajefsk, Marino.

DEPARTURES.—Sept. 5, from London, for Singapore, China, &c. (via S. C.), Menzaleh (str.); 4, from Cardiff, for Singapore, Anna T.; 2, from Penarth, for Galle, Tim Whiffler; from Rotterdam, for Batavia, Jason; Aug. 7, from Rio Janeiro, for Batavia, Petunia; Sept. 6 from London, for Hong Kong, Nyassa; 5, from Newcastle, for Singapore, Hindostan.

STEAMERS PASSED THE SUEZ CANAL.—Tweed, from China, Singapore, &c., for London; Benmore, from Marseilles, for Yokohama; Gordon Castle, from London, for Singapore, China, &c.; Danube, from Shanghai, for Odessa.

SPOKEN.—Fearless, Ningpo to Nice (?), July 2, 36 S., 24 E.; Batavaer, Batavia to Amsterdam, Aug. 4., 12 N., 25 W.; Minni, Formosa to London, Aug. 4, 12 N., 25 W.; Ruby (brq.), Newcastle to Singapore, June 19, 30 S., 33 W.; Confidence (brq.), Holyhead to Java, June 19, 30 S., 33 W., 52 days out; Elise (Ger. brq.), Bergen to Shanghai, June 21, 31 S., 27 W.; Æolus (Ger. schnr.), Banda to Rotterdam, Aug. 27, 43 N., 25 W.; Ocean (Dut. brq.), Hamburg to Shanghai, Aug. 29, 48 N., 8 W.; Phillipine, Liverpool to Singapore, July 4, 20 S., 37 W.; Mimi, Formosa to Panama, July 20, 4 S., 18 W.; Anne, Penang to London, 25 days out, July 2, 35 S., 28 E.; Antipodes, Cardiff to Hong Kong, July 28, 3 N., 21 W.; Whinfell, Cardiff to Sunda, July 26, 7 N., 22 W.; Clytie, Manila to New York, June 26, 32 S., 32 E.

CASUALTIES.—A telegram received from Shanghai, dated Sept. 4th, announces that the Hopewell was in collision 3rd at Wosung, with the Annie Gray, of Glasgow; returned to discharge part cargo and repair severe damage to upper works; ship tight. A later telegram received from Batavia, dated Sept. 6th, states that the master and crew of the Lahloo, who have arrived at Sourabaya, report the vessel a wreck, and the bulk of the cargo damaged. A telegram from Hong Kong, dated Sept. 6th, announces that the Maria (Bremen barque), Walter, from Canton to the Channel, with a general cargo, had struck on a rock west of Linting, was making water, and would probably be a total loss; a tug had gone off to her assistance; the cargo would probably be saved.

MISCELLANEOUS.—A telegram received from Port Said, dated Sept 4th, announces that a further sale of goods ex Excelsior (str.), from London to Colombo, &c., had taken place, realising £1,750. Advices received from St. Helena, dated Aug. 12th, state that surveyors had pronounced the Prince Alfred, which put into that port, July 13, making water, &c., fit to proceed. At St. Helena, July 21, Nederland, E. van Ingen, and sailed, 22, for Amsterdam; 23, Benvoirlich, from Saigon, and sailed same day for Demerara; 27, Adriana Petronella, from Batavia, and sailed, Aug. 1, for Falmouth; July 28, Kennemerland, P. de Jong, and sailed, 29, for Amsterdam. Off St. Helena, July 28, Maxima, Stephen, from Ceylon to London.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BECKETT—On the 28th July, at Dunbar, Dickoya, Ceylon, the wife of T. W. Naylor Beckett, of a daughter.

BOVET—On the 5th Sept., at 3, Victoria-street, S.W., the wife of Fritz Bovet, of a son.

JACKSON—On the 7th July, at No. 162, Bluff, Yokohama, the wife of T. Jackson, Esq., of a daughter.

WILKIN—On the 8th July, at No. 2, Bluff, Yokohama, the wife of A. J. Wilkin, Esq., of a son.

MARRIAGES.

BULLOCK—JONES.—On the 5th Sept., at the Wesleyan Chapel, Brixton-hill, by the Rev. Luke H. Wiseman, President of the Conference, Owen Bullock, of Streatham-hill, late of Shanghai, China, to Caroline, eldest daughter of the late Henry Jones, Esq., of Elmwood-lodge, Streatham-hill, Surrey.

GILLMAN—SWAN.—On the 3rd Sept., at St. James's, Piccadilly, by the Rev. H. G. Watson, vicar of St. Leonard's, Tring, Alexander William, son of the Rev. James Gillman, of Wimbledon-park-road, S.W., to Annie, youngest daughter of the late James Chalmers Swan, Esq., of Colombo, Ceylon. No cards.

KINGSCOTE—GIFFORD.—On the 31st Aug., at Holy Trinity Church, Brompton, by the Rev. J. H. Sapte, Thomas Arthur Fitzhardinge Kingscote, fourth son of the late Colonel Kingscote, of Kingscote, Gloucestershire, to the Hon. Evelyn Mary, fourth daughter of the late Lord Gifford.

WATERHOUSE—BIRCH.—On the 3rd Sept., at the parish church, St. George, Bloomsbury, Frederick Herschel, second son of George Robert Waterhouse, Esq., Keeper of the Geological Department, British Museum, to Alice Margaret Elizabeth, second daughter of Samuel Birch, Esq., LL.D., Keeper of Oriental Antiquities, British Museum. No cards. Foreign papers please copy.

DEATHS.

HAMBLY—On the 16th July, at the Railway Hospital, Yokohama, Thomas Hambly, a native of Liskeard, Cornwall, aged 29 years.

MORRIS—On the 9th July, at Yokohama, David Morris, aged 36.

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LATEST TELEGRAMS.

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BURNING OF THE PACIFIC MAIL STEAMER "AMERICA."

HONG KONG, SEPT. 3.—The Pacific Mail Company's steamer *America* has been destroyed by fire while *en route* from Yokohama to Hong Kong. After leaving Yokohama the cargo on deck took fire, and immediately afterwards the whole vessel became enveloped in flames. All efforts to extinguish the fire were unavailing, and the ship burned all night, the Hong Kong mails, the cargo, and the passengers' and officers' luggage being destroyed. So rapid was the progress of the fire that all hands on board jumped into the water, as there was no time to lower and get into the boats. Six Chinese lost their lives, and ten Chinese engineers, the storekeeper, the steerage watchman, and the cook are missing. The specie on board can be recovered.

LAUNCH.—On the 5th inst., Messrs. John Elder and Co. launched from their shipbuilding yard at Fairfield, Govan, an iron screw steam-ship, of 3,055 tons gross register, and 400 horse-power nominal, and of the following dimensions:—Length between perpendiculars, 350 feet; breadth moulded, 39 feet; depth 31 feet 6 inches. As the steamer left the ways she was gracefully named the "Koning der Nederlanden," by Miss Johnson of London, assisted by Miss Walker of Glasgow, who cut away the dogshores. The Koning der Nederlanden has been designed and constructed for the Stoomvaart Nederland Company's service between Amsterdam and Java*via* the Suez Canal. In her construction and equipment she has been fitted with all the latest improvements. Her saloon is elegant and commodious; her state-rooms are capacious, light, and well-aired, and they are furnished in a style of great elegance and beauty, while the comfort of the passengers has been most sedulously cared for. She has ample accommodation for 100 first, 50 second, and a number of third-class passengers. The engines, which are being supplied by the firm, are upon their compound principle. This is the fifth vessel the firm have launched during the last eighteen months for the Stoomvaart Nederland Company.

ORGAN FOR THE TOWN HALL OF BOMBAY.—Sir Albert Sassoon, Kt., K.C.S.I., a member of the well-known firm of Sassoon and Co., has presented to the town of Bombay a magnificent organ, costing about £2,000, in honour of the Duke of Edinburgh's visit to that city. It has been built by Messrs. Bishop and Starr, of Marylebone-road, and is to be erected in the Town Hall of Bombay. The "great organ" and "solo great organ" have each a compass from CC to A, fifty-eight notes, and are on the same manual, but the solo organ is on a higher pressure of wind. The "swell organ" and "choir organ" have also a compass from CC to A, fifty-eight notes, and the "pedal organ" a compass from CCC to F, thirty notes. The interior metal pipes are of spotted metal, and the exterior are of zinc, as zinc will better sustain the shaking it will receive during its long voyage. The wood pipes are all of mahogany, and the rest of the wood work is of mahogany, oak, and cedar, and is varnished throughout to protect it from the effects of changes of climate. The rollers are of tubular iron, the squares of gilded brass, and the wirework of a metal made expressly for this organ, instead of the usual tinned iron wire, which speedily rusts in India. All the leather work is poisoned, to protect it from the ravages of white ants.

MR. POPE HENNESSEY.—It is stated that the career of Mr. Pope Hennessey, the late Governor of Labuan, is still onwards. He will ere long pass from the administration of the British settlements on the West Coast of Africa to the Governorship of Trinidad, which is likely to become vacant by the promotion of the present Governor to the Proconsulship of Demerara. Those who remember the eulogistic way in which Mr. Knatchbull-Hugessen—of course delivering the opinion of the Colonial-office—spoke in the House of Commons of the ability and tact with which Mr. Pope Hennessey discharged the delicate duties imposed on him when the Dutch possessions on the West Coast were transferred to England, will perhaps not be surprised that this gentleman should have been marked out for promotion by the department.

THE deaths are recorded of two naval officers who have served on the China station, Lieut. Arundell and Navigating Lieutenant Tizard. Lieutenant Henry Alphonsus Arundell, who died while in command of the Bittern at sea, on the 19th July, served as acting sub-lieutenant in the Scout, 21, on the East India and China station, from March 14, 1861, until August 7 following, when he became acting lieutenant in command of the Leven gun vessel, on the China station, and in 1862 he was confirmed to the rank of lieutenant. Navigating Lieutenant Thomas H. Tizard was appointed to the Rifleman, 5, screw vessel, fitting at Deptford, for China, November 14, 1861; and was employed as second master and master on surveying service in the China seas until July 2, 1867.

THE BURMESE EMBASSY.—The Burmese Embassy arrived at Sheffield yesterday morning from Bradford. An address from the Mayor and Corporation was presented to them at the Midland Railway Station. They visited the celebrated cutlery establishment of Messrs. Joseph Rodgers and Son, and lunched with the Cutlers' Company, at the Cutlers' Hall, where an address from the Chamber of Commerce was presented. This day they will visit the principal works in the town.

THE executors of the late Mr. William Tarrant, of Shanghai, Mr. W. Mundy and Miss Jane Tarrant, give notice that all claims against the deceased are to be sent in before the 1st Jan. next.

Foreign Intelligence.

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GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, SEPT. 3.

With the return of the Court to Berlin, the presence of the three Emperors and many of the ruling potentates of Germany, with their numerous suites, and the influx of visitors from all sides, anxious to see the Sovereigns, or attracted by the wish to become spectators of the military manœuvres and parades, illuminations, and other festivities, the capital has again assumed its usual appearance of light-hearted gaiety, to the great gratification of the shopkeepers and hotels, which latter are now overflowing with guests. From far and near excursion trains arrive from all the principal towns, starting from every point of the compass and converging on Berlin, so that the railways come in for their full share of the increased traffic. Three long trains were launched from this city yesterday and to-day, carrying off more than two thousand of these sight-seers, from which it may be inferred that their pockets are well lined with the *nervus rerum*. I will not here attempt to speculate on the political subjects that will, of course, be discussed by the Sovereigns and their Ministers, as the result will soon leak out and be duly transmitted to the daily press.

But now "look on this picture and on this." Whilst in the "metropolis of modern intelligence," as the people of Berlin are fond of calling their city, everything appears going on in the most satisfactory condition; small capitalists are becoming millionaires, the funds are rapidly rising, and there is a plethora of money which cannot find investment. Under this brilliant but delusive surface there is more distress and misery to be found than ever existed among the poorer classes, arising from the enormous increase in the price of provisions, the frequent strikes, disease and sickness, and, above all, the absolute and utter insufficiency of dwellings for the poor. The extent of this latter exceeds all belief; for though the municipal authorities have been spending money very freely in doing what they could for their relief in the way of fitting up empty buildings, warehouses, and barracks for their temporary accommodation, it is far from coming up to the requirements of the case, and it is painful to read of the extraordinary shifts to which the poor people are put only to find a shelter for the night. Unused and empty railway carriages are in great request for this purpose, and directors and inspectors shut their eyes to these irregularities from feelings of sympathy and compassion. It was only last week that a turn-table at one of the terminal stations at Berlin being out of order, instructions for its repair were issued; on taking off the top the cavity beneath was found to be swarming with a colony of juvenile Troglodytes, no less than thirty-seven half-naked children being unearthed and brought to light.

Our Burgerschaft, which has been in recess for nearly two months, is convened for the despatch of business, and the first sitting will be held to-morrow. There is no lack of subjects for their consideration, no less than fourteen being placed on the order of the day, to say nothing of a considerable number standing over from the last session and waiting to be disposed of. They are mostly of local importance, having no interest abroad, except, perhaps, a message from the Senate asking the Burgerschaft for their concurrence to make an exception to the law restricting medical men, lawyers, and other officials in the service of the State, from undertaking private practice. The exception asked for is to allow Herr Dalmann, the Government Engineer and head of the Hydrotechnical Department, to undertake the execution of the works about to be commenced for the new docks and warehouses on the opposite island of Steinwerder. The reasons assigned in the Senatorial message are plausible enough—1. The Company have asked for his services; 2, which he is willing to give, subject to the consent of the Legislative bodies being obtained; 3, as the land required for the works has been given by the State without compensation, and reverts to it under certain circumstances; being moreover for the use of the public, the improvement and enlargment of the harbour and the facilitation of our annually expanding trade and navigation, it may in some sense be considered as a public work not even requiring the concurrence sought for; and 4, it is highly desirable to entrust the execution of the works to an engineer of undoubted capacity, of which he has afforded sufficient practical proof in the way he has executed the new docks and other hydrotechnical works recently opened in the upper part of the harbour, and known as the Kaiser's Quay, rather than to call in a stranger unacquainted not only with the locality, but with the wants and requirements of the merchants and shipowners of this city.

And this reminds me of a cognate subject, which is, that the works for the great docks at Cuxhaven have been commenced, and the excavations are being carried on with spirit by more than 500 navvies and labourers. There was no public demonstration, though a considerable number of the inhabitants had turned out to see the first sod cut and wheeled away by Mrs. Giles, the wife of the engineer-in-chief, after which the latter made a speech to the assemblage, forcibly dwelling on the importance of the work commenced that day for the future interests not only of Cuxhaven, but of all Germany.

The thirteenth annual congress of the German political economists was held this year at Danzig, and was opened on the 26th ult. The most important subject for discussion—the vital question of the necessity of a reform in the Custom-house tariff of the Zollverein—was placed at the head of the list on the order of the day for the first sitting. A great many members insisted on the urgency of the reform that must be made in support of the principles of free trade, which alone would satisfy the nation; and as there was no opposition offered the following motion was put and carried unanimously:—"Resolved, that the present state of our national economics requires the immediate revival and uninterrupted continuation of the agitation for a radical reform of the existing tariff of import and export duties by the Parliament of the German Empire. This object can only be gained by the consistent and uncompromising abolition of the protective system; secondly, by the simpli-

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fication of the tariff, retaining only a few financial duties; and thirdly, the immediate and total repeal of the import duty on raw iron and chemicals, and of the export duty on rags."

The "German Steam Navigation Company of Hamburg" advertise that their arrangements are now perfected for a regular monthly communication with the Far East, and that one of their steamers will for the future be despatched every month "at greatly reduced freights," *via* Suez Canal, to Penang, Singapore, Hong Kong, and Shanghai; and also taking cargo at through rates to Batavia, Sourabaya, Samarang, Padang, Macassar, Manila, Saigon, Nagasaki, and Yokohama. The *Enterprise* is to leave this port on the 10th inst.

According to the accounts received here from Nijni Novgorod, the great annual fair had opened under unfavourable auspices, caused by the great losses suffered from the recent fire, which are said to amount to two million rubles. However, it appears that an improvement has taken place since, especially in iron, teas, and manufactured articles. On the other hand, hides and skins continued in a depressed state, and leather was 10 per cent. lower than in May. Of the 120,000 calf skins brought to the fair scarcely any had been disposed of. Of cow-hair 15,000 poods had been sold for shipment to England. There was but a small assortment of wool, but Donskoi sorts were in fair demand, both for Germany and England. Horse-hair was at first dull, but latterly a better feeling prevailed. Camel's-hair was abundant, but almost unsaleable unless at a great sacrifice. Bochara Silk moves off slowly at 250 roubles. Large quantities of Persian and Bochara cotton are on show, but there are no buyers. Furs are in great request and very dear, especially Squirrels; Merluschkins too high for the export trade. Ermine alone is neglected, the high rates demanded precluding business to any large extent. Greyhareskins sell readily at 36 copeks each, and white ditto at 14 to 16 copeks. Foxes skins are in demand.

Yesterday, being the anniversary of the great and decisive battle of Sedan and the capture of Napoleon III., was kept here as a general holiday, all the shops being closed, and most of the houses decorated with flags, as were also the vessels in the harbour. In the evening there was an illumination, but only partial, as the only official recognition of the great event was that all the public schools were closed, and both masters and pupils made holiday, by order of the Senate.

The cattle disease has broken out very suddenly in our immediate neighbourhood; last week eighteen cows died in one field in the outlying rural suburb of Eppendorf, communication with which is now cut off by a military cordon furnished by a battalion of the 76th regiment.

COMMERCIAL.

Teas are quiet, but the 851/4, 156/8, and 525/16 chests of Congou, and 199/16 ditto of Souchong sold by importers realised full quotations. The recent large arrivals of Rice have lowered the prices, but given an impetus to the market, and considerable purchases have been made, including 9,800 bags Rangoon, per John Bertram, for delivery on arrival. Cassia Lignea continues in demand at previous rates; and Flores sells easily at 14½ sch. bco. Pepper: Firm, and moves off freely at 7½ for Singapore, and 6½ for Penang No transactions in Spelter; nominal price 15⅛ marks banco.

SHIPPING.

ARRIVAL.—Cesar Godeffroy, from South Sea Islands.

SAILED.—J. H. Jesson, to Yokohama; Ocean, to Shanghai; Fyen, to Hong Kong; Christine Aquaroni, to Rangoon.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Sept. 4.

Since last Monday about 100 Internationalists have arrived in the Hague, and up to this moment the town is not burned down, to the great disappointment, it seems, of the leading Opposition paper. Affairs are as quiet and orderly as we could wish—it is even dull. I need not say that the people generally have no sympathy for these men, who wear as a mark of distinction a blue ribbon, and some of them the traditional red neckcloth. No open meeting has been held as yet, and reporters are not admitted to the secret assemblages, so that we know nothing about the proceedings except that much discord prevails amongst these "gentlemen of the pavement," with heads *a la* Greeley, about questions which must be decided before the congress can be opened. A great number of newspaper correspondents who have come from abroad are of course much annoyed because they cannot find out anything about the proceedings of these, whom I may call the sweepings of society. The French Government has sent some commissaries of the police to watch over suspected persons of that nationality. As far as I can obtain information, but four members of the ex-Commune have arrived in the Hague, viz., Deruere, Ranvier, Serailler and Leo Frankel. But several of the deputies withhold their true names, because they are criminals who, if known, would be forthwith turned out of Holland. Perhaps something interesting may happen to-day, but till now this Congress has deeply disappointed all the seekers after sensational news, who had dreamt in anticipation of petroleuses, murder on a large scale, and a complete and general social revolution. It was even said by the Conservative Press that the strike of the weavers in our cotton districts was the commencement of the revolutionary movement. This of course was nothing but imagination. The disorder in Almelo and other towns in that district lasted but a few days' and all is now calm, as before. The masters have granted higher wages, and the people are content. But nevertheless I should not be surprised to find much exaggeration in the letters which are forwarded by the special correspondents. It is very strange, but nevertheless it is true, that foreigners cannot write about Holland without making the most curious blunders about our people and our social institutions. If you could afford the space I should be able to give you the most extraordinary illustrations of this fact, drawn from the articles which were published some days ago by the *Holnische Zeitung*, and which were written by Karl Gutzkow, the famous German novelist. I can recommend them much to those of your readers who like amusing nonsense. In this connection I may refer to the leading article of *The Times*, stating that the Italian Government proposes to establish a criminal settlement on the island of Borneo. *The Times*, which, it seems, is not aware that two-thirds of this island is under Dutch sovereignty, assures us that the Sultan of the island has granted permission to the Italian Government, and this permission has been approved of by the English Cabinet. The rights of the Dutch are completely overlooked, and, as I have said, *The Times* is probably unaware of their existence.

The majority of our literary men, with their "Flemish brethren," are now assembled in Middelburg, to attend the Literary Congress which is to be held in this beautiful town. The day before yesterday the Antwerp "beggars" arrived there to inaugurate the monument which is erected at Souburg, in commemoration of Marnix van St. Aldegonde. An enormous number of "Liberals" were present at this political ceremony.

In our politics dullness still prevails, and will continue until the session of the Second Chamber is opened. It is said that his Majesty will soon return from his trip to Switzerland, and that our Queen will again visit your beautiful watering-place, Torquay. The Ministers are still busy with their budgets.

A quiet tone has prevailed in our Produce Market for most of the leading articles, and no change of note has occurred in prices.

SHIPPING.

ARRIVALS.—Sept. 2, at Brouwershaven, from Batavia, Lichtstraal, 's Gravenhage.

DEPARTURES.—Sept. 2, from Brouwershaven, for Batavia, Maria Elisabeth; from Hellevoet, for Batavia, Susanna Johanna; Sept. 3, from Brouwershaven, for Batavia, Jason; for Sourabaya, Anna Lucretia.

THE INDIAN REVENUE AND CHINESE OPIUM.

The following letter on this subject appeared in the *Times* of Friday last:—

Sir,—On various occasions *The Times* has, in leading articles on Indian affairs, referred to the importance of the opium trade with China as affecting the Indian revenue; in fact, it is generally admitted that the great receipts from opium form the pivot of our Indian revenue system, and that it would be most difficult to find substitutes if those receipts materially diminished. You have done me the honour at different times to insert letters of mine referring to the same matter—letters written both from India and latterly in this country, but not until now bearing my own name. Having been a witness before the Committee of the House of Commons for Indian affairs, I was asked, among other things, if my experience of the trade while a merchant in India led me to think that the Indian revenue had been, or was now, in danger from competition, and I replied that I had not hitherto entertained any fear, but that now I thought the competition from opium grown in China itself did appear to be getting dangerous, as the information we possessed (however imperfect it was) pointed to an increased quantity of home-grown opium, and, what was even more important, to a great improvement in the quality. I referred the Committee to the information given in the "Opium Blue-book," lately published in Calcutta, and especially to the Report of the Government examiner of Opium on samples of China grown opium lately brought from China by Mr. Nasserwamjee, a highly respectable Parsee merchant, and sent by him to the Revenue Board. The opium examiner compared them with other samples received some years before, and reported a great improvement in quality and approximation to the character of Indian opium. I was then asked by the Committee what appeared to me the best thing to be done to ascertain if the danger was real or imaginary, and I replied that I thought the Government of India ought to do at once what the Board of Revenue had recommended to the Lieutenant-Governor of Bengal (Sir W. Grey, now at home), and which he had recommended to the Supreme Government, to send their own Commissioner or Commissioners to China, to reside for some time at the principal place of production and manufacture, and get all the information they could. Long ago I had the same idea, and had urged it as much as I could in conversation with Government officials and brother merchants, and in letters in your paper and elsewhere, and when I saw the quarter in which it was now supported I had confidently hoped that it would be done, and done at once. The Supreme Government, however, negatived the proposal, preferring, as they said, to get information through Her Majesty's Consuls at the treaty ports in China—gentlemen who have already plenty to attend to in their own departments, and can only pick up at second hand information which ought to be secured on the spot if this can be done.

If it cannot be done there is an end to the matter, but I have never heard of or read of any anticipated difficulty, and I would now ask your attention, and, through you, that of all interested in Indian affairs, to the report of Mr. Consul Caine to the Supreme Government of India, a copy of which I now enclose. It is taken from the *Calcutta Englishman* paper of the 30th of July. You will see that the Consul at the very port in China which is nearest to the place of growth speaks of "largely increased production," and of "the lasting improvement in the quality," but begins his report by saying that "full and accurate information, which is so emphatically necessary on a subject of such vast importance, can only be procured by personal observation on the spot,"—in short, he recommended just the same thing as has already been urged on, and been negatived by, the Government.

Surely it seems a business-like and common sense course that has been suggested? The Consul's letter speaks of a French gentleman who has been travelling through Yunnan, and reports the cultivation as proceeding there also. Mr. Cooper travelled through and resided in the interior of China for some time, and French Roman Catholic missionaries have long done the same. Why cannot the Commissioners of the Indian Government do so also?—Your obedient servant,

WILLIAM MAITLAND.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, SEPT. 9, 1872.

THE SHANGHAI MUNICIPALITY.

FOR some time passed we have contented ourselves by summarising the proceedings of the Shanghai Municipal Council; of course, at best, its periodical minutes can but be a progress report of the projects sanctioned by the rate-payers. The late Council's annual report, and the rate-payers' debate on it, as well as the Budget for the current year, go far to mark what may be aptly termed the *internal progress* of Shanghai. The first thing that must strike any person conversant with the working of Municipal Institutions is the public spirit of the gentlemen who accept the office of Councillors. They give much valuable time and attention, and undertake grave responsibilities gratuituously, and they are ably aided by their permanent staff. Perhaps few municipalities possess employés who are so devoted to their duties as those of the Shanghai Council. This unity of action between the Council and its staff has tended much to earning for Shanghai the fairly appropriate title of the Model Settlement.

The police force continues a credit to the place, the nature of crime is only that which must necessarily take place in any town wherever there is a mixed population. The improvements continue in a steady manner. Roads and drainage go on yearly, the landing accommodation has been increased; these are the principal current works advancing steadily. The progress of Shanghai is best evidenced by the growing needs of its community; a call is now made for more street room in its main thoroughfare, the Bund is to be extended, the carriage traffic has to be controlled under stringent regulations so as to insure safety to the public. The extension of the Bund is a desirable undertaking, if for no other than sanitary reasons. The filling up of the foreshore removes any apprehensions that may exist as to danger to health by such a large surface of ground over which the tide flows being exposed to the action for hours of a scorching sun. That the extension of the shore line will in any way benefit the course of the river Hwangpoo we have our doubts at present, but time will solve this question.

A tramway scheme is on foot, which, if successful, as we have every reason to believe it will be, will bring about the settlement of the now important question to the community of efficiently bridging the Soochow Creek. The matter of water works has engrossed the attention of the Council; it has advanced some suggestions in the late annual report which have found such favour with the ratepayers that the subject is to be discussed at a special meeting. That the end in view will be best attained by being undertaken by the public, or by private enterprise, is one worthy of serious consideration. That difficulty will ever exist as to the position of a permanent pumping station on shore, caused by the *silting* up, or cutting away of the river bank, there can be no doubt, and this evil we apprehend can best be overcome by having the pumping machinery afloat, so that it can be moved at any time. The system of water supply in Geneva may, we think, be copied in Shanghai with advantage in this respect. The new Council has energetically entered on its labours, and the community has again to congratulate itself upon having the administration of its municipal affairs presided over by Mr. JOHN DENT.

THE AUDIENCE QUESTION.

IT is not unnatural that our friends in China should be watching with intense interest the development of a series of events which, for good or evil, are likely to materially affect foreign intercourse with that country. These events—comprising the marriage of the youthful EMPEROR, the revision of the German and other Treaties, the gradual increase of warlike resources in the shape of ships, arms, and foreign drilled troops, with other matters familiar to readers of our paper—are at this moment viewed from only one standpoint—their effect upon the much-debated and much-vexed "Audience Question." Rightly or wrongly our China contemporaries seem agreed to regard this as a test of China's future intentions; nor are we prepared to say that they are altogether wrong. There can be no doubt that an importance attaches to matters of form and ceremony amongst Oriental nations which Europeans find it hard to recognise. Especially is this the case in China, where the "divinity that doth hedge a king" is, from the autocratic nature of the sovereign power, an essential safeguard, not merely to the power, but even to the personal safety of the "Son of Heaven." For ages past, since an antiquity beside which our own history is one of yesterday, has the occupant of the dragon throne been regarded as at once the one supreme temporal ruler and the high priest of the unknown, yet one GOD. The "Son of Heaven" is no fanciful title bestowed upon the Chinese EMPEROR by foreigners, but is the veritable translation of a phrase commonly used to designate his MAJESTY.

It is therefore easy to understand how any acts on the part of foreigners which imply equality with a Sovereign whose very glance is deemed "sacred," seem to the natives almost sacrilegious. Did this sacred character pertain to the EMPEROR as Sovereign Pontiff only, we might humour a belief which, however absurd, is held by nearly a third of the human race. But, unfortunately, the high priest is King also, and the laughable pretensions of the one become the source of grave difficulties with the other. Those best qualified to judge upon the spot—even men who subject themselves to the charge of ultra fanaticism in favour of all that is Chinese—are agreed in one point, that this personal isolation on the part of the EMPEROR must be broken down. His pretensions would matter little did they not involve a daily interference, partly theoretical but partly real, in the affairs of State. It is this autocratic element in the Government which alone makes the Audience Question of any importance in China, and we can fully comprehend the anxiety felt by the Chinese to retain, and by the foreign residents to do away with, pretensions which once upset can never be successfully revived. There is another point of view in connection with the Audience Question which must not be lost sight of. As we have implied, Chinese and foreigners alike will view the reception by the EMPEROR of ambassadors on equal terms as a humiliation on his part, in so far as it publicly proclaims that he has abandoned his pretensions as the vice-regent of Heaven. But more than that, it will impose upon every provincial official, from Tsung tuh to the Yamen runner, the necessity of treating those foreigners with whom he comes in contact as equals by courtesy. So long as the EMPEROR refuses to even see an "outer barbarian," so long may his subordinates plead Imperial example for arrogance and impertinence to Europeans. We can, therefore, easily understand with what dislike they view the approaching possibility of an event which, once consummated, will for ever destroy a precedent so agreeable to their feelings.

MESSRS. GELLATLY, HANKEY, SEWELL, and Co. have issued a circular to British shipowners on behalf of the Messageries Maritimes Company, calling for their co-operation in the action which the directors have brought, to test the validity of the increased rates imposed by the Suez Canal Company. Some two months since we gave the text of the memorial, or case, drawn up by the directors of the Messageries, and we trust that shipowners in this country will see the wisdom of strengthening their hands as much as possible. The trial is expected to commence in Paris this day.

TELEGRAMS were received on the 4th inst., announcing the destruction by fire of the Pacific Mail Company's steamer *America*, while on a voyage from Yokohama to Hong Kong. The accounts differ somewhat in their recital of the details

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of the catastrophe, but unite in stating that the cargo and the Hong Kong mails are destroyed, but that the passengers and crew have escaped, with the exception of about twenty Chinese stokers.

THE current number of *Blackwood's Magazine* contains an article upon Japan, which is of a similar character to those on the same subject which have appeared recently in other periodicals. It summarises the history of the country from its earliest period, and details the striking changes which have taken place in the policy of the Government in adopting European laws and customs.

IT will be seen by our Hamburg Correspondent's letter, that the Steamship Company, organised a few months since, are now ready to despatch a steamer once a month to the Far East. The *Enterprise*, which has been purchased for the line, will be despatched on the 10th inst.

THE appointments are gazetted of Mr. ROBERT LITTLE, M.D., and Mr. THOMAS SHELFORD, as members of the Legislative Council of the Straits Settlements, and of Mr. WILLIAM HASTINGS ALEXANDER as a member of the Legislative Council of Hong Kong.

THE last of the four steamers contracted for by Mons. LARRIEU, through Messrs. MATHESON and Co., for the navigation of the inland rivers of Saigon, will be despatched this week, and is named the *Vaico*.

A DAY IN A JAPANESE THEATRE.

The *Cornhill Magazine* for this month presents its readers with a graphic description of the drama in Japan, by Mr. E. H. House. To read this amusing review is almost to persuade oneself that Mr. Boucicault must have studied in the Japanese school of histrionic art when he was concocting *Babil and Bijou*, the splendid spectacle with which he is cramming Covent Garden nightly. It is curious to notice how things theatrical revolve in a cycle, and repeat themselves, like more important affairs. One of Mr. Boucicault's greatest successes, the *Colleen Bawn*, is, for example, and making allowance for local colouring, a mere reproduction of a Hindoo play, acted 2,000 years ago, and translated by Professor Wilson, under the title of *The Golden Cart*. The imitation is, no doubt, unconscious, but the resemblance is amazing. Our business, however, on the present occasion is with the Japanese drama, which appears to be conducted alternately in dialogue and most expressive pantomime.

The theatre to which Mr. House conducts us is in Yedo, and he premises that it is necessary for the thorough perception of the merits and bearings of the Japanese drama that one whole day should be devoted to it. There are three theatres in Yedo, and it appears that the "abominable custom of taking money at the doors" does not prevail there. On the contrary, the audience is regaled with tea on assuming their seats, at about eight o'clock in the morning. The theatre itself is described as resembling our Adelphi in area, but falling short of it in height, and capable of containing two thousand persons.

The "programmes" would appear to be very extraordinary documents, for Mr. House tells us that for amplitude of description and copiousness of illustration the new worlds of Europe and America know nothing to compare with them. They are not slips or sheets of paper, but little books neatly bound, and worth preserving. They present a list of the day's proposed entertainments, with names of the actors and portraits of some of the most distinguished among them, followed by very full analyses of the various plots, with coloured illustrations of the principal scenes. These amusing little volumes are sold for a halfpenny. The time when these programmes are handed round is the happy moment when the visitor is informed of the price of his admission. This varies according to the hour when the visitor arrives, but the maximum is about half a Mexican dollar.

The scenic appointments are good; but the situation of their musicians is less satisfactory. Two galleries are platforms, about five feet above the stage, which accommodate orchestra and chorus. There are generally three "samisen," or guitar players, and three singers on each side; and their position is accounted for by their utility in explaining the progress of the drama. Other twelve musicians are placed below with flutes, "kotos," or Æolian harps, and drums, some broad and shallow-like tambourines, and some shaped like hour-glasses. After the overture the performance commences, the favourite actors receiving an enthusiastic "reception" from their friends. The female characters are performed by men, who are admirably made up for their parts. Their dresses are very splendid, costly in material, and well contrasted in colour, and they perform a dance by way of *lever de rideau*.

The play which followed on the occasion of Mr. House's visit was called *Bumbuku Chagama; or the Bubbling Tea-pot*, and was founded on the legend of an enchanted tea-pot, which had the extraordinary property of turning itself into a badger, and then (through events in which we need not follow the writer) into a beautiful woman. In the last scene, the badger, harassed and worn out, seeks refuge once more in the tea-pot, which is broken to pieces by a priest armed with a fragment of tombstone. Then ensues a "transformation scene," not dissimilar to our own. A churchyard is changed into a smiling garden, and in the midst, lovely woman, released from her enchantment, stands ready to reward her adorer.

This is a fair description of the average drama. But lively comedies and plays of the class which we call "domestic" are almost as much favoured as the fairy tales. One of the most popular of the latter, it may be mentioned, is merely a local rendering of the legend of *The Fair One with the Golden Locks*, so well known to us through the charming writings of the Countess D'Anois and Mr. Planché. The acting is described as being exceedingly expressive and good. One of the performers to whom Mr. House was introduced was painted from top to toe, having to personate a "beto," or groom,—one of a class which is distinguished all over Japan by profuse and elaborate tatooting; and a singular "umbrella dance," full of ingenious developments and strange surprises—almost resembling a brilliant pyrotechnic display, is described in such terms of praise as will probably induce some of our metropolitan managers to imitate it at Christmas.

After several of these parts of a very long programme, as twilight approaches, candles are lighted, and what the French call a Solennité commences. Just before the termination of the ballet, a device well known in our theatres is practised. An actor, dressed simply as a citizen, rises from amongst the audience, and, attracting attention by his cries and eccentric gestures, makes his way to the stage, having reached which he changes his tone, and announces that his purpose was only to gain the public ear and give information of the novelty in store, which is not set down in the bills. Everybody had risen to depart, but now everybody sits down again, and immediately afterwards an immense number of persons pour in from the street, filling every corner of the house. It appears that, on the occasion of a first performance, which always takes place at the close of a day, the theatre is thrown open, and any person may enter gratuitously. If the new piece is well received, the favourable report of 1,000 auditors is a good advertisement; but, as has been remarked in other communities, these free comers are the most exigent of the spectators.

We have now extracted all that we think the bulk of our readers will require us to reproduce from Mr. House's very entertaining paper; but we cannot close without commending these Japanese plays to the attention of our friends of *The Phœnix*. A translation of some of the dramas which Mr. House saw would, we are sure, interest many general readers, while it would enrich the pages of that most valuable of Oriental miscellanies.

Monetary and Commercial.

With reference to the failure of Messrs. Gledstanes and Co.'s report has appeared in several of the daily newspapers that the unsecured creditors will obtain only a trifling dividend—probably not more than 1s. to 1s. 6d. in the pound. This statement is wholly without foundation. The books and accounts of the firm were placed immediately after the suspension in the hands of Messrs. Harding and Co., the accountants, and until their statement of the position of affairs is issued nothing can be known of the probable results of the liquidation. The private deposits in the firm, which will inflict the most serious consequences, we understand, amount to about £170,000. The Court of Bankruptcy have extended the protection order granted to the debtors last week, *sine die*. In consequence of the stoppage of Messrs. Gledstanes and Co., the firm of Leggatt and Co., of London and Bombay, has been compelled to suspend payment, and in order to protect the rights of all creditors, have presented a petition for liquidation of their estate. The liabilities are estimated at about £150,000, and statements are made that they will be paid in full.

A meeting has been held of holders of bills drawn by Messrs. Chapman, King, and Co., of Shanghai, on Gledstanes and Co., with a view to an agreement as to the course to be adopted. We understand that the representations made by Messrs. Chapman and King were considered very satisfactory, and that a formal suspension will be avoided.

Messrs. M'Arthur, M'Lean, and Co., ship owners and sugar brokers, Greenock, have suspended payment, with liabilities, it is stated, of about £100,000. Their suspension is attributed to speculation in raw sugar.

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The traffic returns on the European lines of the Great Northern Telegraph Company for the month of August amounted to f.131,606, against f.106,612 for the corresponding period of 1871. In consequence of the interruptions on the Siberian land lines, the traffic returns of the China and Japan section for the month of August have not yet arrived.

Tenders for £650,000 in bills on India were received on the 4th inst. at the Bank of England. The amounts allotted were:—To Calcutta, £416,800; Bombay, £220,000; and Madras, £13,200. The minimum was fixed, as before, at 1s. 10¼d. Tenders on Calcutta and Madras at 1s. 10⅛d. will receive about 12 per cent.; and on Bombay at that price 86 per cent.; above in full. A somewhat increased demand is apparent, compared with the last occasion.

Bar Silver has again slightly improved in price, and may now be quoted as 60 5-16d. to 60⅜d. per oz. standard. Mexican dollars remain as last quoted, viz., 60d. and 62¼d. per oz. for new and old coinages respectively.

ARTICLES OF IMPORT.

TEA.

Messrs. Shepard, Harrison, and Co.'s Circular says:—

A steady tone has ruled in the market, and a fair quantity of Tea has been sold, preference being given to black-leaf Congou from 1s. 7d. to 2s. per lb.; red-leaf continues out of favour. Advices report the Lahloo, which sailed June 29, from Shanghai, ashore near Batavia. The export trade to all quarters has been on a small scale. Deliveries show a wonderful expansion, being for the month alone 15,250,000 lbs., making,

	1872.	1871.
Home consumption for London from Jan. 1 to Aug. 31	... 62,126,500 lbs.	59,109,000 lbs.
Export do. do.	... 27,000,000 ,,	24,637,000 ,,
Sent coastwise do.	... 24,200,000 ,,	22,800,000 ,,
Total delivered ...	113,326,500 lbs.	106,546,000 lbs.

Black: Red-leaf, old season's, of the grades below common, rule at low rates; a few new Siftings have come forward, and sold at 7d. to 8d. per lb.; good flavory to Kaisow kinds sell at 1s. 1d. to 1s. 4d.; medium Kaisow, at 1s. 5d. to 1s. 8d.; fine, 1s. 9d. to 2s. per lb. Pakling: Limited sales, at easier rates. Tayshan-leaf: Fair to medium quality has been in request, at 1s. to 1s. 3d. per lb., and is the turn dearer; other grades no change. Black-leaf: There is no new feature as regards common quality, but considerable sales have taken place, at 1s. 8d. to 1s. 10d. for fruity Pekoe-flavoured kinds, chiefly Ooanfa district. Souchong and Oolong show no alteration. Scented Tea: Canton kinds have been quiet; Caper, at 1s. 1d. to 1s. 3d., only asked for. Foochow Scented Orange Pekoe sells slowly at 1s. 8d. to 1s. 10d.; Caper, at 1s. 5d. to 1s. 8d. per lb. *Green*: Owing to unfavourable advices of the New York market it has been difficult the last few days to effect sales. The Stock is smaller than for many years past, but consumption in this country each season is decreasing, Indian leaf, change of taste, and irregular prices during the past few years all tending to this result. Canton kinds, no change. Uncoloured leaf: The stock is chiefly of common to fair quality, for which demand is limited. New Season's Ping Sueys, ex Menelaus and Enterprise, have met with ready sale at comparatively high prices, viz.:—No. 1 Gunpowders (boxes), 3s. 4d. to 3s. 8d.; No. 2, 2s. 10d. to 3s. 1d.; No. 3, 2s. 7d. to 2s. 10d.; No. 4, 2s. 3d. to 2s. 6d.; No. 5, 2s. 0d. to 2s. 2d.; No. 1, Young Hysons, 2s. 5d. to 2s. 8d.; No. 2, 2s. 2d. to 2s. 4d.; No. 3, 1s. 10d. to 2s. 0d.

SILK.

The Market has been quiet, but prices continue firm. In China Silk the demand has been chiefly for the better classes, for which very full prices have been paid; on the other hand, common and inferior descriptions, the stock of which is now large, have been comparatively neglected, and prices show a downward tendency. In Canton Silk transactions have been small, the high prices asked checking business. Japan Silk has been rather more in request, and prices are firmer. A few parcels of new Silk have arrived, some of which have changed hands at from 26s. 3d. to 28s. per lb., being 3s. to 4s. per lb. higher than the opening prices of last year. The new Silk is decidedly better than the first arrivals of last season. The deliveries—2,550 bales of China, 607 bales of Canton, 857 bales of Japan, and 391 bales of Bengal, although not so large as those of last month, are on a fair scale. The deliveries this month (1st to 4th inst. inclusive) have been:—China, 404 bales; Canton, 86 bales; Japan, 100 bales; total, 590 bales.

LONDON QUOTATIONS.

CHINA.	
Tsatlee, No. 1	31s. 0d. to 31s. 6d.
,, ,, 2	30s. 0d. to 30s. 6d.
,, ,, 3	29s. 0d. to 29s. 6d.
Red Peacock	25s. 6d. to 26s. 0d.
Yuenfaa and Hainin, Nos. 1, 2, and 3 ...	23s. 0d. to 26s. 0d.
Taysaam Keying, Nos. 1, 2, and 3	23s. 0d to 27s. 6d.
Long Reel	20s. 0d. to 21s. 0d.
Canton	14s. 0d. to 23s. 0d.
Chinese Thrown	24s. 0d. to 25s. 6d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	25s. 0d. to 30s. 0d.
Idah, No. 2	26s. 0d. to 28s. 0d.
Sodai, No. 2	24s. 6d. to 26s. 0d.
Oshiu, Nos. 1, 2, and 3...	25s. 6d. to 29s. 0d.
Koshiu, No. 2	24s. 0d. to 25s. 0d.
Eichizen	22s. 0d. to 26s. 0d.
Mashta	22s. 0d. to 25s. 0d.
Hatchoji	20s. 0d. to 22s. 0d.

COFFEE.

Considerable supplies of Plantation Ceylon have again been placed upon the market, and have tended to increase the depression previously existing. Prices have further declined, and may be quoted 6d. to 1s. lower than those ruling at the date of our last report a week since, the latest rates paid being triage 69s. to 75s., ordinary 76s. to 77s., small 77s. 6d. to 78s. 6d., low middling 78s. 6d. to 80s. 6d., bold grayish 81s. to 81s. 6d., middling 80s. 6d. to 82s., bold 83s., pea-berry 98s. to 100s. The business done in Native Ceylon has been very limited; at auction 66 bags were sold at 72s., and privately a few hundred bags have been sold, good ordinary at 73s. 6d. per cwt.

SUGAR.

There is not the slightest improvement in the market, and a further concession in prices which has been made has not brought any increase of business. The sales of the week have been extremely small, and the only transaction in East India descriptions has consisted in the purchase of 360 baskets date Penang at 22s. per cwt.

CAMPHOR.—*China*: There is very little doing, holders being firm at £3 17s. 6d., at which figure there is but little disposition to do business. The sale is reported of 300 cases at £3 16s., re-weights. *Japan*: No business doing.

CARDAMOMS.—No transactions in Ceylon.

CHINA GRASS remains without the least inquiry, and quotations are quite nominal.

COCOA-NUT OIL.—There is only a moderate demand, but prices are steady. Ceylon ruling at £35 10s. to £35 15s. for fine quality, Cochin at £38 to £38 10s. for fine, £37 15s. for medium. Business afloat has been rather restricted, importers generally holding out for an advance, but lately 50 tons Ceylon, August or September sailing, have been sold at £36 5s. per ton.

COIR GOODS.—*Yarn*: Although the demand has shown no activity, yet the quantities brought to auction have been moderate, and prices exhibit no alteration. Quotations: Cochin, very fine to fine, £45 to £55; good, £35 to £40; low and common, £21 to £28. Ceylon, very fine and superior, £50 to £60; fine, £40 to £45; good, £33 to £36; low and common, £24 to £27. *Fibre*: Steady; Cochin, good to fine, £28 to £30 15s.; middling, £22 to £23. Ceylon, bristle, £32 to £38 per ton. *Rope*: Without alteration. Cochin, 2½ to 4 in., £28; Ceylon, 1½ to 1¾ in., £27; 2 in., £24 15s.; 3 to 3½ in., £20.

COPRA.—No demand, and all offers of Penang—about 1,100 bags—were retired.

CUBEBS.—Market very quiet, no business during the interval.

CUTCH.—The market continues very quiet, at 24s. 6d. to 25s. for Elephant mark Pegu.

DRAGON'S-BLOOD.—There is but little demand, and all offered have been bought in at £7 to £8 per cwt. for middling quality, no really good or fine genuine being on offer.

EBONY.—The long absence of supplies has caused manufacturers to be bare of stock, and a recent arrival of Ceylon per Middlesex, 74 logs (20 tons), sold at auction at the unusually high prices of £26 5s. to £30 per ton.

ESSENTIAL OILS.—*Aniseed* has been held very high, and sales are reported at 12s. to 13s. per lb., but for August delivery 11s., and for September delivery at 11s. 6d. (actual parcels) a considerable business has been done. *Cassia* is firmly held, and but little has been done at 6s. 3d. *Nutmeg* unchanged. *Cinnamon* wanted; very little fine here; 2 cases common sold at 4d. and 9d. per oz. *Citronelle* in steady request; of 60 cases at auction half sold—Winters' at 2⅜d. to 2½d.; Native at 2⅝d. *Lemon Grass* steady; 16 cases at auction retired.

GALANGAL ROOT.—In the absence of sales and arrivals there is nothing to report. Value about 15s. to 16s. per cwt.

GALLS.—*China* have slightly improved, the stock mostly being held by one house; 300 cases have been disposed of privately at 56s. 9d. per cwt., and at auction 211 cases offered were bought in at 57s. 6d. *Japan*: None here; inquired for.

GAMBIER.—Since our report of 2nd inst. the market has been steady especially on the spot and near at hand; for parcels ex ship in dock 24s. has been obtained. Afloat shipments for August-September are offering freely, but the market is not so strong in these positions, and early August shipment offers at 22s. 6d. per cwt., being 3d. easier, but without finding buyers. These lots will probably arrive after the close of the shipping season to the Continent, which is the reason of the easier market. Pressed Cubes are very firm, and a recently-arrived parcel, per Martha Augusta, has been sold at 26s. 9d. per cwt. for good. Cubes are scarce, and fine are quoted 28s. per cwt.

GUMS.—*Benjamin*: Siam firm for good kinds, but stock of common still large; Sumatra steady, and of 150 cases at auction half sold at £7 12s. 6d. for middling seconds, and 70s. to 82s. 6d. for good thirds. *Copal*: Very quiet; of 1,119 cases at public sale a very few only sold—hard good well-scraped, with a little dark, 34s. 6d. to 35s., being rather cheaper. *Damar* very dull, and 50 cases retired, but a few subsequently placed privately at 57s. per cwt. for fair Batavia. *Gamboge* steady; of 11 cases at sale 2 only sold at £15 2s. 6d. for fine bright pipe, part run.

GUTTA-PERCHA.—Market very dull, and no business doing.

HEMP.—Manila has continued depressed, and sales have been moderate and difficult to effect, even at a slight decline. The most recent quotations are—Quilot, good white, £55 5s.; good fair roping, £48; good, £48 10s. per ton. The sale is reported of about 5,000 bales on secret terms.

HIDES.—East India Hides continue to be freely offered to sale, and with a good demand both for Home consumption and Export a considerable business has been done. Good slaughtered selections have been comparatively scarce, and have realised somewhat improved prices. *Singapore and Penang Ox and Cow* sell more readily than of late, and full to slight advanced rates have been realised, viz., Light 8¾d. to 11d.; Heavy 6¼d. to 10d.; Thirds 5¾d. to 7d.; Fourths 3¼d. to 5¼d. per lb. *Singapore and Penang Buffalo* have maintained about previous prices, but were in somewhat limited demand at the last public sales. The

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sales of the month comprise 7,710 Hides; Slaughtered, average 34½ lb., best 7½d.; fair to good average 25½ to 36 lb., best 5½d. to 6⅝d.; seconds, 5d.; average 7½ to 15½ lb. best 6½d. to 7d.; ordinary and inferior, average 30⅜ to 30¾ lb., best 5½d. to 5⅝d.; seconds 4¾d. to 4½d.; average 13⅛ lb., unassorted 6¼d. per lb. *Batavia Buffalo* of good quality find ready sale at full prices. The transactions of the month comprise 3,672 Hides; average 15½ to 23¾ lb., best 8½d. to 8½d.; seconds 5⅝d. to 6¼d.; average 9¼ to 12⅛ lb., best 9d.; ordinary Javas, average 20⅜ to 24¼ lb., 5d. to 5⅛d. per lb.

INDIA-RUBBER continues very dull; of 83 packages Singapore at auction, one-fourth sold at 1s. 6d. for whitish mixed foul. Borneo is quoted at 1s. 9d.

ISINGLASS.—There has been no change in the market since the periodical sales of the 13th ult.

JAPAN-WAX.—There is a small business doing at £4 7s. to £4 8s. per cwt. for good and fine qualities.

MUSK.—The market for fine pod is firm; 33 caddies Tonquin have been offered at auction, and sold; selected well-shaped pods 37s. 6d. to 39s.; rough and bally fair to very good 22s. to 24s. 6d.; wet pickings 23s. 6d. to 24s. 6d. per ounce.

PEPPER.—*Black* has been steady. About 1,000 bags Singapore and 5,000 bags Penang have changed hands privately, the former at 6⅝d. to 6¾d. per lb., and the latter at 6½d. to 6⅝d. Auctions have embraced—of Singapore 3,488 bags only a small proportion sold at 6⅜d., and Rhio at 6½d. (which figure, and a fraction less, has been accepted for several hundred bags privately). Of Penang 4,291 bags offered, and nearly half sold at 6⅝d. up to 6½d., and 1,437 bags Trang were half placed at 6½d. for good. *White* has been very firmly held, and a fair amount of trade done privately at 1s. 1⅜d. At auction half of 680 bags Singapore was sold; fair at 1s. 1½d. to 1s. 1⅝d., and good at 1s. 2d., closing very firm.

PLUMBAGO.—The market continues extremely firm, and fine lump is again dearer. Only moderate quantities have been brought to auction, and partly sold at 40s. per cwt., for very fine bright clean lump; dust, fine 14s., middling 10s. per cwt.

RATTANS.—Steady at last quoted rates.

RHUBARB.—China is steady, and the stock of new import is firmly held; of 107 cases at auction one-third sold, medium root, well trimmed good pinky fracture 2s. 6d. to 2s. 7d., dull pale grey rough 1s. 3d. to 1s. 4d. per lb.

RICE.—The market is steady, with an improved demand both on the spot and afloat, and an unusually large business has been done in floating cargoes of Burmah at rather higher rates. The following cargoes have been reported sold during the week:—A cargo of about 1,000 tons Rangoon distant shipment at 10s. open charter; two floating cargoes of Rangoon, together about 3,000 tons, distant shipment, at 10s., ex ship London, or 10s. 6d. Liverpool quay terms; the Genitori R., 1,030 tons Rangoon, April sailing at 10s. 6d., Liverpool quay terms; the Ontario, 1,271 tons Rangoon, May sailing, at 10s. 3d. Continent or ex ship, and 10s. 9d. landed or Liverpool terms; the Hercules, 1,869 tons Rangoon, May sailing, at 10s. 1½d. Continent or 10s., ex ship, 10s. 6d. landed, or 10s. 1¾d. Liverpool terms; the Topgallant, 1,750 tons Rangoon at 10s. 1¾d., ex ship, 10s. 7½d. landed, or 10s. 9d. Liverpool terms; the Albert Wilhelm, 960 tons Rangoon, April sailing, at 10s. 1¾d., ex ship, London; the Albion, 800 tons Necransie, May sailing, at 9s. 3d. open charter; the W. G. Russell, 1,735 tons tons Necransie, May sailing, at 9s. 6½d., ex quay, London; the P. C. Merriman, 1,232 tons ditto, April sailing, at 9s. 6d., open charter; the Hengist, 825 tons (one-half of cargo) Moulmein, June sailing, at 9s. 7½d., ex ship, London; the Nueva Ghilao, 880 tons Rangoon, June sailing, at 10s. 3d., open charter; the Manila, 650 tons Rangoon, August shipment, at 10s. 4½d., open charter; the Peleg, 1,125 tons Rangoon, arrived off coast, at 10s., ex ship, London; the Calcagui, 612 tons Necransie, late May sailing, at 9s. 7½d., ex ship, on Continent; and a cargo of 850 tons Necransie, August shipment, at 9s. 9d., open charter.

SAGO.—The market is steady, but quiet; in auction, of 1,072 bags offered, half sold; small middling to good, 16s. to 16s. 6d. per cwt., one lot 17s. *Flour* rather cheaper and quiet; none at auction.

SAPANWOOD.—Very dull, and quotations nominal.

STAR ANISEEDS.—The demand for China continues to increase, and about 40 cases have been sold during the interval; the price has advanced to £5 15s. for good quality.

SOY.—All demand has abated and sales privately have been made at 1s. 10d. per gallon, which price is no longer obtainable for any quantity.

STICKLAC.—An offer has been made of 946 cases, per Lord of the Isles, a portion of which were sold at £4 7s. 6d. per cwt. for good quality. The sale is also reported of 210 cases privately at £4 7s.

SPICES.—*Cinnamon*: Since the quarterly sales reported on in our last issue 25 bales low quality Ceylon, mark "B, Mahara Plantation," per Hilarion, have been quitted—firsts at 1s. 8d. per lb.; seconds at 1s. 4d., thirds at 9d. to 10d., fourths at 8d., and broken at 1s. 2d. *Chips* have improved; bright, rather barky, have sold at 5½d.; shavey and barkey at 4½d. to 4⅝d. per lb., very good thin bark with flavour at 4⅝d., and low coarse bark at 2⅝d. per lb. *Cassia Lignea* continues steady but quiet, with large stocks; further small sales of unworked at 90s.; 20 cases fair, second pile, sold at auction at 92s. to 93s. per cwt. *Buds* firm and in rather more demand. *Cloves*: Amboyna quiet: Penang steady, but little done. *Nutmegs* steady; of 70 cases brought to the hammer one-half found buyers—67's at 3s. 9d., 84's at 3s. 3d., 109's to 107's at 3s. *Mace* steady, but quiet; of 13 cases offered part sold at former value.

TAPIOCA.—Market rather quieter; of 4,420 bags Singapore offered at public sale about half sold at 2¼d. to 2⅜d. per lb. for fair to fine; 54 bags Penang sold at 2¼d. for good; and 210 bags Pearl chiefly sold at 2⅝s. 6d. for fair medium.

TIN.—The market is quiet, business being almost suspended in expectation of the announcement of the next Dutch sale. Straits is quoted £148 to £150, afloat £148; Banca, £158 to £159; Billiton, £149 to £150 per ton.

TURMERIC.—*China* scarce; 45 bags at auction held for high prices, and retired. *Java* unsaleable.

VERMILION.—Market quiet, with small business doing in China at 3s. 8d. per lb.

ARTICLES OF EXPORT.

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MANCHESTER GOODS.

A slight improvement noticeable in this Market towards the close of last week was maintained up to the 3rd inst., when a weaker report of the Liverpool Cotton Market caused a relapse. A moderate business has been done in Yarns for Germany, and spinners are steady, but the demand for goods is very languid, more especially for Eastern markets, and at the close manufacturers show more disposition to meet buyers, without inducing much increase in business.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	6s. 6d. 6s. 9d.	7s. 3d. 7s. 4½d.	7s. 10½d. —	8s. 1½d. 8s. 3d.	8s. 4½d. —	8s. 7½d. —	9s. 6d. —	9s. 7½d. —

Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	9s. 9d. 9s. 10½d.	10s. 1½d. —	10s 10½d —	11s. 7½d. —	10s 10½d —	12s. 9d. —	7s. 6d. —	8s. 7½d. —

Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	39	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	8s. 7½d. —	9s. 9d. —	10s 10½d 11s. 0d.	12s. 9d. —	11s. 0d. —	12s. 6d. —	13s 10½d —	15s. 3d. —

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	6s. 1½d. —	6s. 3d. —	7s. 0d. 7s. 3d.	7s. 0d. 7s. 4½d.	7s. 7½d. 8s. 0d.	8s. 7½d. 9s. 0d.	8s. 10½d. 9s. 4d.

	s. d.		s. d.
China Grey Shirtings, 8½ lbs. (Eagle Chop) ...	9 10½		—
Maddapollams	3 9	to	3 10½
Long Cloths	9 6		—
White Spot Shirtings ... nominal)	11 6		—
„ Brocade... ... do.	11 9		—
„ Damasks ... do.	21 0		—
Cotton Yarn (Water Twist), Nos. 16-24 China...	1 1	to	1 2
Nos. 28-32 do.	1 2½	to	1 3½
No. 40 do. (mock)	1 2½	to	1 4½
No. 40 Mule Twist	1 2½	to	1 4½
No. 30 do.	1 0½	to	1 2½

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London, Liverpool, and Southampton:—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Lastings and Crape Lastings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Stripes.	Pieces other Woollens.
Shipped to this date during the present year	To Hg. Kg.	12,680	9,580	3,494	23,695	7,212	35,309
	„ Shanghai	39,400	30,520	9,290	224,853	25,798	27,751
	„ Japan	1,000	1,720	1,916	98,478	252	88,093
Total		53,080	41,820	14,700	347,025	33,262	151,153
Shipped to the same date last year ...	To Hg. Kg.	8,500	8,420	6,190	24,200	3,982	26,507
	„ Shanghai	70,820	34,430	22,720	196,726	35,239	23,765
	„ Japan	—	300	1,380	47,265	500	26,206
Total		79,320	43,150	30,290	268,191	39,721	70,478
Do. 1870	To Hg. Kg.	13,480	4,956	17,605	22,860	4,178	34,897
	„ Shanghai	86,800	48,730	26,880	189,813	29,942	36,155
	„ Japan	—	600	2,955	31,940	2,647	19,107
Total		100,280	54,286	50,440	244,613	36,767	90,159
Total shipped during the year 1871...	To Hg. Kg.	11,700	11,100	8,500	40,335	5,286	25,578
	„ Shanghai	86,720	49,210	26,920	296,411	46,003	27,880
	„ Japan	—	1,140	2,360	63,774	500	33,951
Total		98,420	61,450	37,780	400,520	51,789	87,409
Do. 1870	To Hg. Kg.	27,140	7,496	21,985	37,690	5,378	42,272
	„ Shanghai	115,380	58,640	31,440	243,413	42 318	43,813
	„ Japan	200	1,640	7,155	47,470	2,887	25,796
Total		142,720	67,776	60,580	328,573	50,583	111,881
Had arrived out when the last accounts left of this year's shipment. ...	To Hg. Kg.	8,580	6,380	3,374	15,540	4,120	11,242
	„ Shanghai	24,800	20,100	4,730	129,500	15,198	14,517
	„ Japan	—	480	806	33,940	—	4,151
		33,380	26,960	8,910	178,980	19,318	29,940

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WOOLLEN AND WORSTED GOODS.

The current quotations in the Leeds market for Woollens and Worsteds rule as follows:—

Spanish Stripes, 62 in., 19 yards, Elephant Chop, 3s. 6½d. per yard for scarlet; Long Ells, 30/31 in., 24 yards, Lion Chop, 34s. 6d. per piece for scarlet; Camlets, best SS, 30/31 in., 58 yards, Elephant Chop, 80s. per piece for scarlet; Lastings, 31 in., 30/31 yards, Lion Chop, 72s. per piece for gentian; Brocades, 31 in., 29 yards, Half Moon Chop, 25s. 6d. per piece for scarlet.

Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
Aug30	Slieve Bloom	Cochrane	Rangoon	Liverpool
27	Antonietta Accame	Chiazzari	Bassein	Bremerhaven
	Isurium	Sampson	Colombo	New York
31	Eastern Star	Simpson	Ilo Ilo	Falmouth
28	Arracan	Rossini	Rangoon	Bremerhaven
Sept. 1	Genitore R.	Sivari	Do.	Queenstown
2	Lichstraal	Jansen	Batavia	Brouwershaven
2	's Gravenhage	Alberts	Do.	Do.
2	Benedetto	Cialde	Akyab, for Bremen	Penzance
1	Lady Lisgar	Hughes	Rangoon	Liverpool
Aug20	Surprise	Raulett	Manila	New York
Sept. 2	Lloyds	Robinson	Maulmain	Off the Eddystone
2	Secundo (s.)	Haye	Akyab, for Antwerp	Falmouth
3	Elena	Zubiaguina	Manila	London
3	Constantin	Danielsen	Rangoon	Do.
4	Nevada	Pottinger	Colombo	Do.
3	Prind. O. Frederick	Christofferson	Rangoon	Falmouth
3	Mercur	Haan	Rangoon, for Bremen	Do.
3	Good Hope (s.)	Bainton	Akyab, via S.C.	Liverpool
4	Una (s.)	Smith	Singpre., &c. via S.C.	London
4	Yorkshire (s.)	Kenneddy	Rangoon, via S.C.	Do.
3	Africa (s.)	—	China, &c., via S.C.	Portland Roads
3	Gallino & Bonsignore	Bonsignore	Akyab	Falmouth
4	Fratelli Gaggino	Christe	Rangoon	Do.
4	Marpesia	Hounsell	Do.	Liverpool
	Rosa del Turia	—	Macao	Havana
5	Peterborough	—	Akyab	Off Prawle Point

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug.	Conrad (str.)	v. Roggen	Batavia	Nieuwe Diep
	Anna and Sophia	Hoekstra	Sourabaya	Newcastle
30	Statesman (str.)	Williamson	Colombo, &c., via S.C.	Liverpool
29	Attalo (str.)	Samson	Singapore, &c.	Ayr
29	Oleander	Milne	Galle	Sunderland
29	Kirkland	Colledge	Shanghai	Do.
4	A. H. Wille	Voss	Singapore	Rio Janeiro
30	Alvington	Adams	Penang	London
30	Coulnakyle	Japp	Yokohama	Do.
31	Scawfell	Burnyeat	Colombo	Do.
30	Melissa	Brandt	Singapore	Cardiff
Sept. 2	Bengal (s.)	Longlands	Colombo, &c., via S.C.	London
2	Canton (s.)	Jaques	Sing., China, &c., S.C.	Do.
Aug31	Michelino	Avegno	Singapore	Cardiff
Sept. 1	Nahor	Novak	Galle	Do
1	Giulia D.	Matcovich	Singapore	Do.
1	Trecina P.	Garguerovich	Do.	Do.
Aug31	Lake Simcoe	Stewart	Yokohama	Liverpool
31	Paknam (s.)	Dickie	Singapore	Glasgow
31	Louisala (s.)	Stewart	Do.	Do.
31	Crtelius	—	Amboyna	Newcastle
Sept. 2	County of Ayr	Craig	Java	Glasgow
2	Channel Queen	Lenfesty	Hong Kong	Cardiff
Aug31	Metis	Paulsen	Singapore	Penarth
Sep. 4	Oxfordshire (s.)	Jones	Colombo, &c., via S.C.	London
3	Etha Rickmers	Fredericks	Shanghai	Cardiff
4	Agamemnon (s.)	Thomas	Sing., China, &c., S.C.	Liverpool

See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Between Aug. 21 & 31	Galley of Lorne	China	London
	Hector	Liverpool	Sing., China, &c.
	Sunda (P.O.	London	Hong Kong, &c.
	Nestor	Shanghai	London
	Hong Kong	London	Sing., China, &c.
	Cordova	China	London
	Saltee	Ayr	Singapore
	Alexdr. Lavellee	Cardiff	Shanghai
	August Leffler	Bordeaux	China
	Calcutta	Colombo, &c.	London
	Sarpedon	China	New York
	Craigforth	Do.	Do.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Hong Kong and Shanghai: H. C. Orsted, Malacca (P. and O.). For Penang, Singapore, Hong Kong, and Shanghai: Drummond Castle, Glengyle, Lord of the Isles. For Galle, Java, &c.: Asia. For Colombo, &c.: Chaldea, Agra.

SAILING VESSELS.—For Yokohama: Laurel. For Shanghai: Portland. For Hong Kong: Tyburnia. For Chefoo and Tientsin: Carnarvonshire. For Singapore: Eleanor. For Colombo: Palestine. For Colombo, &c.: Golden Fleece.

At LIVERPOOL.—For Yokohama: Lizzie Iredale. For Batavia and Yokohama (via S.C.): Achilles (str.). For Yokohama and Hiogo: Harrington. For Manila: Aurorita. For Batavia: Metis. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Menelaus (str.), Diomed (str.). For Singapore (via Swansea), Templar. For Galle, &c.: Rowena.

At GLASGOW.—For Singapore: Maggie Leslie. For Singapore (via S.C.), Jeddah (str.). For Galle: Saigon.

SPOKEN.

CARTVALE, Clyde to Hong Kong, July 6, 10 N., 26 W.
MARY (barq.), Sourabaya to Falmouth, July 10, 15 S., 7 W.
JAN PIETERSZOON (Dut. ship.), Btva. to Amstdm., Aug. 4, 12 N., 25 W.
PATROCLUS (str.), Lvpl. to Shanghi., Aug. 27, 50 ms. N.E. of C. Finisterre.
STAD DOKHUM (Dut. barq.), Btva. to Amstdm., June 21, 27 S., 48 E.
SEAFORTH (ship), Newcastle to Japan, June 27, 5 N., 106 E.
CAVALIER (ship), Liverpool to Hong Kong, June 30, 17 N., 114 E.
JOHN R. WORCESTER, for Shanghai, July 1, 2 S., 107 E.
SING TAI, London to Chefoo, June 21, 4 S., 106 E.
CARIBOU (barq.), Cardiff to Chefoo, June 29, 5 S., 107 E.
HUDDERSFIELD (barq.), Liverpool to Singapore, July 8, 24 S., 33 W.
DAN (Sweed. brig.), Hamburg to Nagasaki, July 4. 2 N., 107 E.
HOOGHLY (barq.), Bordeaux to Batavia, July 21, 7 N., 11 W.
BALI (supposed), Batavia to Rotterdam, Aug. 18, 35 N., 42 W.
TCHERNAYA (barq.), Singapore to Glasgow, June 26, 35 S., 21 E.
MAAS NYMPH, Cardiff to Hong Kong, July 6, 8 N., 25 W.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports are without quotable change since our last issue. Tonnage is somewhat scarce, and there is but little business doing. In coal freights chartering is considerably impeded, both at the northern outports and in Wales, owing to the turns for loading being now so long.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Hiogo: 90s. meast. To Nagasaki: 90s. meast. To Shanghai: 40s. meast. To Hong Kong: 40s. meast. To Manila: 80s. meast. To Singapore and Penang: 40s. meast. To Sourabaya and Samarang: 70s. meast. To Batavia: 65s. meast. To Padang: 80s. meast. To Saigon: 100s. meast. To Galle: 40s. meast.

Per SAILING VESSELS.—To Hiogo: 45s. weight, 45s. meast. To Yokohama: 35s. weight or meast. To Nagasaki: 50s. weight or meast. To Shanghai: 45s. weight, 30s. meast. To Hong Kong: 35s. weight, 25s. meast. To Batavia and Sourabaya: 20s. weight or meast. To Samarang: 20s. weight or meast. To Singapore: 20s. weight, 25s. meast. To Penang: 35s. weight or meast. To Ceylon: 30s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £33. To Singapore: £25. To Penang: £25. To Galle: £21 to £22.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 40s. to 42s. 6d. To Shanghai: 45s. To Hong Kong: 35s. To Manila: 27s. 6d. to 30s. To Singapore: 23s. 6d. to 25s. To Ceylon: 21s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Singapore, 21s. To Colombo: 15s. to 16s. To Galle: 17s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

A telegram received from Batavia, dated Sept. 3, announces that the Lahloo, from China to London, had gone ashore off Sandalwood Island; the master and crew landed there, and boats were sent off to the vessel's assistance.

MISCELLANEOUS.

Advices received from Mauritius, by telegraph from Aden, dated Sept. 3, state that the Hollandstrouw, v. Stryen, from Batavia to Amsterdam, which put into Mauritius for repairs, had proceeded for her destination. The master had signed a bottomry bond for £5,000.

The Bessie H. (barq.), from Cardiff, to Ceylon, which put into Bahia, July 13, with master mutinous, sailed for her destination Aug. 3rd; the former master and several of the crew were sent home by the Olga (str.).

Advices received from Bahia, dated Aug. 9th, state that a bottle was picked up in the bay on the 7th, containing a paper on which the following was written in English and German:—No. 391, German brig, Hermann Friederich, from Hamburg to Shanghai, 1872, in lat. 17.24 S., and long. 34.42 W. The finder is requested to send this paper with information of latitude and longitude of the place where found, also date and year, to the Deutshe Seewarte, in Hamburg. F. Niejahr.

The master (Lefevre) of the C. J., from Bangkok to Marseilles, which vessel left Mauritius 3rd July, was landed at the latter port sick, and afterwards died.

At ST. HELENA.—Vice-Admiral May, from Java, and sailed, July 15, for Amsterdam.

Off ST. HELENA.—July 26, Marie Suzanne, from Saigon, for Falmouth.

At PORT SAID.—Gordon Castle (str.), from London, for Singapore, China, &c.

Considerable interest is attached to the passages of the Cutty Sark and Thermopytae, which left Shanghai, for London, on the 18th June. The Cutty Sark passed Anjer 17th July.

The Japanese barque Fu-Ju-Maru arrived at San Francisco on the 23rd ult. from Hong Kong, with a cargo of teas, furnishing the first instance of a vessel flying Japanese colours and manned by Japanese entering a foreign port.

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15th February, 1872

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Fig. 100.

Fig. 192.

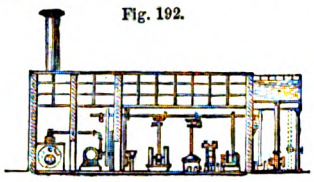


Fig. 121.

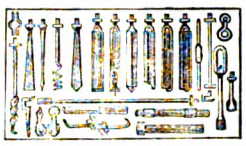


Fig. 105.

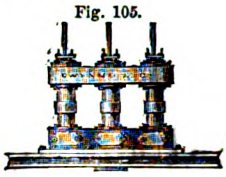


Fig. 189.

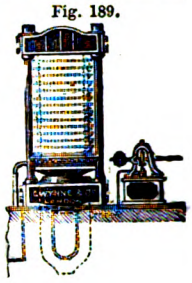


Fig. 141.

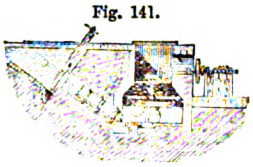


Fig. 207.

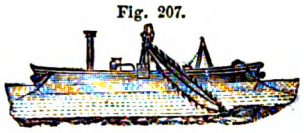


Fig. 30.

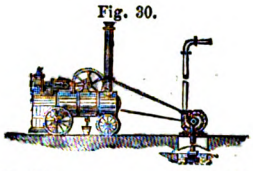


Fig. 43. F 39.

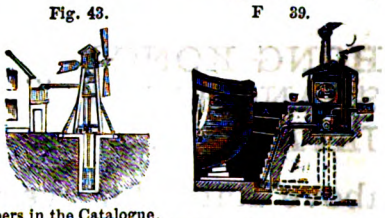
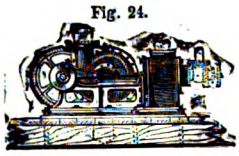


Fig. 24.



ig. 117

Fig.

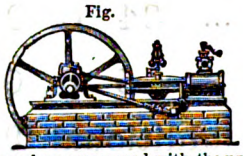


Fig. 154.

NOTE.—These numbers correspond with the numbers in the Catalogue.

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Fig. 30.—Gwynne and Co.'s Improved Portable Steam Engines and Centrifugal Pumps.

Fig. 39.—Gwynne and Co.'s Patent Pumping Machinery, as applied to Emptying Docks.

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Fig. 117.—Gwynne and Co.'s Brigade Fire Engine.

Fig. 121.—Gwynne and Co.'s Improved Boring Tools.

Fig. 141.—Gwynne and Co.'s Improved Reaction Turbine.

Fig. 146.—Gwynne and Co.'s Improved High Pressure Horizontal Engine.

Fig. 154.—Gwynne and Co.'s Improved Cornish Boilers with double flues.

Fig. 189.—Gwynne and Co.'s Improved Hydraulic Press.

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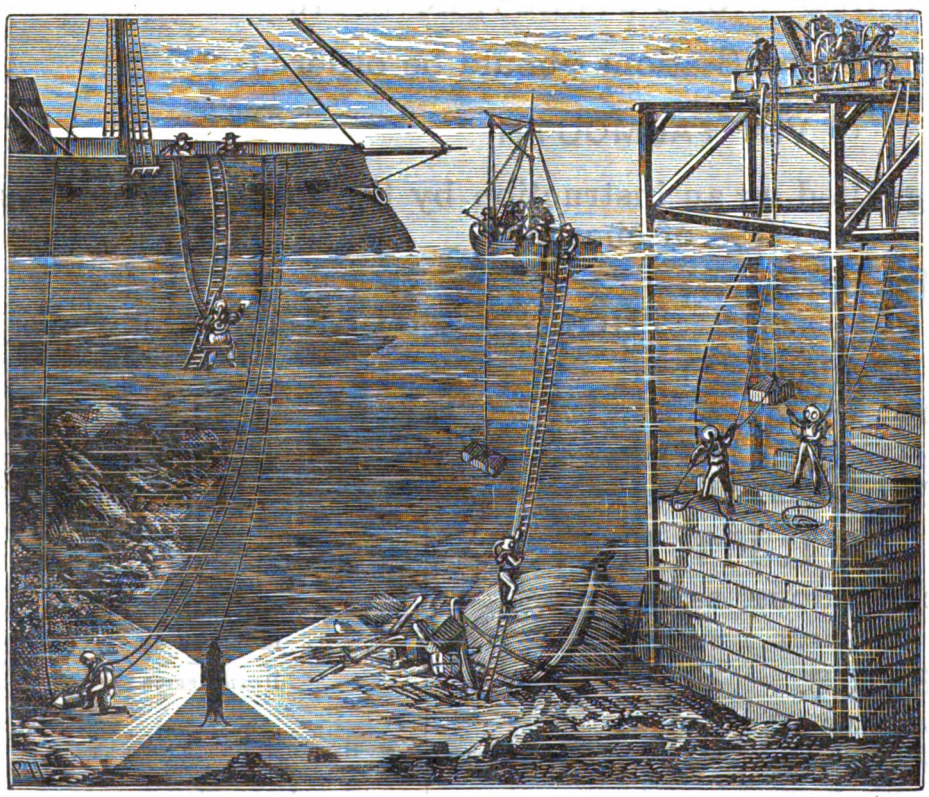

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For Rates of Passage Money and Freight and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

STEAM TO BOMBAY,

via the Suez Canal.—Passengers and Shippers are respectfully informed that the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY propose to despatch steamers from SOUTHAMPTON to Bombay, via the Suez Canal, as follows:—

			Tons.		H.P.
Sept. 21	...	HYDASPES	2 983	...	500
Oct. 3	...	MIRZAPORE	3,763	...	600
,, 17	...	KHEDIVE	3,742	...	600
Nov. 7	...	PEKIN	3,777	...	600

RATES OF PASSAGE MONEY.

First-class	£66
Second-class	£36

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.) AS FOLLOWS:—

Provence	... Sept. 15	For	Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Tigre ...	... Sept. 29		
Hoogly	... Oct. 13		
Amazone	... Oct. 27		
Ava ...	... Nov. 10		
Camridge	... Nov. 24		

The steamers of the 29th Sept., 27th Oct., and 24th Nov. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 15th Sept., 13th Oct., and 10th Nov. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
,, Constantinople... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,,

The Company's weekly steamers to Alexandria connect at Alexandria with the English mail steamers from Brindisi to Bombay.

For Passage, Freight, or Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of heir luggage free to Marseilles.

PENANG, SINGAPORE, CHINA, and JAPAN.

The following high-classed SCREW STEAM and SAILING SHIPS will be despatched as under:—

Destination.	Ship.	Class.	Dock.	Last Shipping day.
Pen., Sing., Hg. Kg., & Shanghai, via S.C. ...	Nankin, s.s.	100 A1	SWID	With des.
Do. ...	Chin-Kiang, s.s. ...	100 A1	SWID	To follow
Shanghai ...	Portland.....	AA1	E.I.D.	With des.
Chefoo and Tientsin...	Carnarvonshire	A1 14 yr.	E.I.D.	With des.
Yokohama & Hiogo.....	Glamorgan. shire	A1 14 yr.	E.I.D.	With des

Excellent accommodation for first-class passengers.

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THE PACIFIC MAIL STEAMSHIP COMPANY, under their new arrangement with the United States Government, despatch the following magnificent STEAMERS, of 3,000 tons burden and upwards, with Mails and Passengers, from San Francisco, on the 1st and 16th of every month, for Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, connecting at Hong Kong with the Peninsular and Oriental Line, for Ports in India:—

America	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	Ariel

Returning from Hong Kong on the 12th and 27th of every month.

The Pacific Mail Steamship Company's steamers also leave New York on the 10th, 20th, and 30th of every month for San Francisco, via Panama, calling en route at Kingston, Jamaica, and ports along the North Pacific coast.

For rates of fare from England, which include railway transit across the American continent, and other information, apply to H. STARR and Co, Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	18 days	from England.
Japan ...	in 38 ,,	,,
China ...	in 44 ,,	,,
New Zealand	in 42 ,,	,,
Australia ...	in 47 ,,	,,

Passengers for California and intermediate points on this road are now booked rough from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Steamship Company and United States, New Zealand, and Australian Mail Steamship Company.

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The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, or to New Zealand and Australia, by the United States, New Zealand, and Australia Mail Steamship Line, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

The journey may be broken at any point, and resumed at pleasure

Fare, via China, £221 via New Zealand and Australia, £197.

For further particulars apply to H. STARR and Co., 22, Moorgate-street, London. Agents Union and Central Pacific Railway, &c.

HONG KONG direct, with immediate despatch, the clipper TYBURNIA, A1 15 years; South West India Dock.

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CASTLE LINE OF STEAM PACKETS for PENANG, SINGAPORE, HONG KONG, SHANGHAI, JAVA, and JAPAN.—The following high-classed and full-powered STEAMSHIPS will be despatched as under:—

Steamer.	Class.	Tons.	Dock.	Last shipping day.
Drummond Castle	100 A1	1,930	SWID	Sept. 17
Glenlyon	100 A1	2,200	SWID	To follow
Glenroy	100 A1	2,100	SWID	To follow

For Freight and Passage, apply to THOMAS SKINNER and Co., 5, East India-avenue, E.C.

Steam Via the Suez Canal. To sail on the 16th Sept.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java and Japan, the splendid full-powered screw steamer LORD OF THE ISLES, 100 A1, 1846 tons register, 240-horse power nominal, JAMES BLOW, Commander; South West India Docks. Has elegant accommodation for first-class passengers, including cabin fittings, bedding, and linen.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange Buildings, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Kromatah, s.s.	805	Smith, Son, & Cole	Sept.
Eleanor	433	Wright Bros. & Co.	Sept. 15
Drummond Castle, s.s.	1,289	Thos. Skinner & Co.	Sept. 15
LIVERPOOL.			
Diomed, s.s.....	1,241	Alfred Holt	Sept. 13
GLASGOW.			
Jeddah, s.s.	1,600	Thos. Skinner & Co.	Sept. 10

Scale of wharf and dock charges may be had on application to the Company's London Agents, MACTAGGART, TIDMAN, and Co., 34, Great [illegible], E.C.

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THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January, 1872. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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Hamburg	R. CARL.
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Sourabaya.....	HOUGHTON & Co.
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(Over the JERUSALEM.)

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VIA BRINDISI.]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 472.] LONDON, TUESDAY, SEPT. 17, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.		OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Sept. 17.
JAPAN —	Yokohama	May 31	July 13	July 24
	Yedo			
	Osaka and Hiogo	„ 24	„ 12	„ 23
	Hakodadi			
	Nagasaki	„ 31	„ 13	„ 20
CHINA —	Peking	—	—	„ 20
	Tien-tsin	—	—	„ 24
	Chefoo	—	—	„ 25
	New-chwang			„ 23
	Hankow	„ 31	„ 14	„ 23
	Kiu-kiang	—	—	„ 24
	Chin-kiang			
	Shanghai	June 14	„ 24	„ 28
	Ningpo	—	—	„ 27
	Foochow	„ 14	„ 26	„ 29
	Formosa			
	Amoy	—	—	„ 30
	Swatow	—	—	„ 31
	Hong Kong	28	Aug. 3	Aug. 3
	Canton	—	—	July 31
	Macao	—	—	Aug. 1
PHILIPPINES—	Manila	„ 14	July 20	July 31
COCHIN-CHINA—	Saigon	„ 21	„ 25	Aug. 1
SIAM, —	Bangkok	—	—	„ 3
BORNEO—	Labuan	—	—	„ 4
	Sarawak	—	—	„ 3
JAVA —	Batavia	„ 26	„ 30	„ 4
	Samarang	—	—	„ 3
	Sourabaya	—	—	„ 2
MALACCA STRAITS—	Singapore	July 12	Aug. 11	„ 11
	Penang	„ 12	„ 8	„ 13
CEYLON—	Galle	„ 26	„ 18	„ 22
	Colombo	„ 26	„ 19	„ 21

THE MAILS, &c.

The mail bringing advices as above was delivered, *via* Brindisi, this morning, one day late. The next inward (French) mail, with dates Yokohama July 31, Shanghai Aug. 4, Hong Kong Aug. 10, Singapore Aug. 19, is due, *via* Marseilles, on Monday next, the 23rd inst.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, four to five hours in transmission. Telegraphic communication between Shanghai and Nagasaki is still interrupted.

List of Passengers.

PASSENGERS INWARD.

Per French mail steamer *Said*, ex *Tigre*, to Marseilles, arrived Sept. 9.—From Yokohama: None. From Shanghai: Mr. Hargreaves, Mr. Bourjau, Mr. Kraul. From Kong Kong: Mrs. Chics, Mr. de Segouzal. From Saigon: Mr. Moure, Mr. Rey. From Batavia: Mr. van der Will, Mr. Kunze, and one servant. From Singapore: Mr. Seitmann.

PASSENGERS OUTWARD.

Per French mail steamer *Provence*, from Marseilles, Sept. 15 (booked from London).—To Yokohama: Mr. Peltzer. To Hong Kong: Mr. Sams. To Shanghai: Mr. and Mrs. Hisbrunner, Mr. T. Smith, Mr. and Mrs. John Bradfield. To Batavia: Mr. Arntrenius, Mr. C. P. Winckel, Mr. de Haart. To Galle: Mr. G. Dunning.

Per French mail steamer *Hoogly*, from Marseilles, Sept. 29 (booked from London).—To Yokohama: Mr. Fraissinet. To Batavia: Mr. C Bellart, Mr. Van der Louteuvanta. To Hong Kong: Mr. and Mrs. Bertrand, Mr. J. Heard. To Singapore: Mr. and Mrs. Burn, Mr. and Mrs. Hooykaas.

Per French mail steamer *Tigre*, from Marseilles, Oct. 13 (booked from London).—To Shanghai: Mr. W. F. Loy, Mr. R. E. Rennie, Mr. Broughman, Mr. and Mrs. Medhurst and child. To Hong Kong: Mr. F. Rowden, Mr. and Mrs. Heard. To Batavia: Mr. and Mrs. Engelbronner. To Galle: Mr. A. S. Daniell, Mr. W. Daniell.

Per French mail steamer *Donnai*, from Marseilles, Oct. 27 (booked from London).—To Singapore: Mr. and Mrs. Labhart Luts.

Per French mail steamer *Aea*, from Marseilles, Nov. 16 (booked from London).—To Singapore: Mr. and Mrs. W. Ullemeister. To Batavia: Mr. and Mrs. Nogel, Miss Klins.

Per P. and O. steamer *Malacca*, from London (via S.C.), Sept. 9.—To Shanghai: Mr. Handly. To Singapore: Mr. Harrison.

Per P. and O. steamer *Pekin*, from Southampton, Sept. 12.—To Yokohama: Mr. and Mrs. Cheesman. To Shanghai: Mr. R. W. Hurst, Mr. O. Johnson, Mr. J. A. H. Taylor. Mr. J. Scott. To Hong Kong: Mr. M. Murray. To Ceylon: Mr. W. Moss, Mr. McGregor, Mrs. Puckle and child, Mr. Joon Hacht.

Per P. and O. steamer *Candia*, from Venice, Sept. 20.—To Shanghai: Mr. E. L. B. Allen.

Per P. and O. steamer *Candia*, from Brindisi, Sept. 23.—To Yokohama: Mr Beats. To Shanghai: Mr. J. McBean. To Hong Kong: Mr. and Mrs. Hase, Mr C. F. A. Sangster. To Ceylon: Mr. D. Blyth, Mr. J. Von Hacht.

Per P. and O. steamer *Pera*, from Southampton, Sept. 19.—To Hong Kong: Mr C. F. Sangster.

Per P. and O. steamer *Vooltan*, from Brindisi, Sept. 30.—To Ceylon: Mr. Duncan

Per P. and O. steamer from Suez, Sept. 27.—To Shanghai: Mr. F. E. Woodruffe

Per P. and O. steamer *Massilia*, from Southampton, Sept. 26.—To Yokohama Mr. Short. To Shanghai: Mr. A. B. Steel. To Hong Kong: Mrs. Andrews. To Singapore: Rev. H. Francis.

Per P. and O. steamer *Malta*, from Brindisi, Oct. 7.—To Yokohama: Mr. Short. To Shanghai: Mr. Fauvit.

Per P. and O. steamer from Southampton, Oct. 3.—To Ceylon: Mr. W. Owen.

Per P. and O. steamer from Southampton, Oct. 10.—To Hong Kong: Miss Simpson, Mr. F. B. Hooper. To Singapore: Mrs. Trotter, Mrs. Dunlop and child.

Per P. and O. steamer from Venice, Oct. 18.—To Penang: Mr. Speedy, Mr., Mrs. and Miss Vermont. To Singapore: Mr. J. R. McArthur.

Per P. and O. steamer from Brindisi, Oct. 21.—To Yokohama: Mrs. Marshall To Hong Kong: Mrs. C. A. Sinclair. To Singapore: Capt. and Mrs. Caldbeck.

Per P. and O. steamer from Southampton, Oct. 24.—To Hong Kong: Mr. H. H Thornton, Mr. J. Alexander. To Singapore: Miss Rickards.

Per P. and O. steamer from Southampton, Nov. 7.—To Ceylon: Mrs. Bayley and child.

Per steamer *Canton*, from London, Sept. 4.—For Singapore: Mr. and Mrs. Hewick For Hong Koug: Mr. and Mrs. Willes.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

We have only two days later advices from this port, viz., to the 24th July. The following items of news are from the *Japan Mail* and *Japan Herald*:—

The Japanese Government has issued the following notification:—"In order to prevent misconceptions it is to be notified universally throughout each local government, to all, down to the lowest, that the sale of land in any part of Japan, even though it be private property, to a foreigner, and the pledging of land or title deeds in order to obtain money, are acts which are strictly forbidden.—Yokohama, 1st July, 1872." Upon this, H.M. Chargé d'Affaires remarks that he has acknowledged its receipt, but pointed out to the Japanese Government that it cannot be allowed in any way to prejudice any rights or privileges secured to Her Majesty's subjects under treaty engagements, and moreover that it cannot have a retrospective effect.

A notification has been published in the Japan *Nishin Shinjishi* which will, says the *Gazette*, be read by the Japanese priesthood with pleasure. It appears that princes have been in the habit of borrowing largely from the Church. For instance, Shiba, we are told, has lent upwards of 200,000 rios to some of the old nobility. On the Government taking over the liabilities of the Princes it was expected that these claims would have been paid in common with others—but hitherto the Government has ignored them. Now, however, a more hopeful state of things appears, and Daijokuan has announced the intention of the Government to do the correct thing.

The steamer *Coila* recently came to grief at Kobe in rather a novel way—running away with her engineers, who could not stop her, and bringing up on the beach. It was high water at the time, and it is supposed there will be some difficulty in getting her off, though it is not supposed her bottom is injured, as the sand is very soft.

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A three days' holiday has been recently held in Yedo, to commemorate certain decisive engagements during the last civil war; On the first day horse racing appeared to be the chief amusement, and fireworks and conjuring took place on the second and third days.

The *Oregonian* salvage case is to be heard before Sir Edmund Hornby, K.C.B., whose arrival at Hiogo is looked for shortly in company with the barristers engaged upon the case.

NAGASAKI.

THE VISIT OF THE MIKADO.

The *Nagasaki Express* gives the following account of the arrival and reception of the Mikado, who reached the port some days before the date fixed for his visit :—

On the afternoon of the 19th July, the previously arranged signal—the firing of two guns—announced that the vessels forming the Imperial squadron were in sight from the look-out stations on the hills, and this brought most of the residents on the bund to witness his landing. In a few minutes afterwards the forerunner of the fleet, the gunboat *Teibo-kan*, was to be seen rounding Takaboco Point, a short distance in advance of the ironclad corvette *Rujo kan*, bearing his Majesty's flag, the latter being followed by the *Nissin-kan, Mosun-kan, Yuko-kan*, the two latter being nearly abreast of each other, and the *Teibo-kan, Unyo-kan* bringing up in the rear. The *Takuba-kan* and *Kasuga-kan*, which had arrived some two hours in advance of the squadron, took up the anchorage alongside the *Hosho-kan*, which had arrived the previous day. One of the two former vessels, the *Hosho-kan* and H.I.R.M. corvette *Vetiaz*, with yards manned, in conjunction with the Government battery, fired a Royal salute as the *Rujo-kan* steamed up the harbour to her anchorage. By this time several gigs, bearing the national ensign and containing the local officials, were being pulled towards the Imperial vessel, which was reached by them very shortly after she had anchored. With equal promptitude boats were also lowered by the several men-of-war just arrived, and no time was lost in getting those intended to form the landing procession into their assigned positions. It appeared to be the work of a few seconds only, and they were making towards the temporary landing-stage at Ohata, in the rear of Decima, which had been erected expressly for the occasion. As his Majesty embarked on board his barge, the whole of the Japanese vessels, the *Vetiaz* and *Monocacy*, paid honours in the customary manner by manning the yards, and as each vessel was passed the sailors sent forth cheers. On the last war vessel being left behind, the *Rujo-kan* commenced another Royal salute, the number of guns fired in the aggregate being 210, and finished about the time the landing-stage was reached. The appearance of the vessels, their saluting, and the landing arrangements, indicated that the officers and the crews of the vessels forming the fleet have attained considerable proficiency in their drill.

Nagasaki with its festal drapery and improvements in its streets presented quite a different appearance to Nagasaki in its everyday costume. The crowds of holiday seekers dressed in their bright colours, which lend an air of gaiety to such occasions, were considerably swollen by the arrival of thousands of persons from the rural districts, all anxious to catch a glimpse of their sovereign, have caused this place to be like a gigantic fair. On the signal being fired, considerable excitement prevailed in the native town, where the people were to be seen coming from all directions towards the thoroughfares through which the procession intended to pass. The hatoba and its vicinity were densely crowded with people, all anxious to get a view of what was going on. The day was a very warm one, but foreign spectators were numerous, although scattered about in various parts of the town. A very different scene took place to what usually occurs at places in Europe when visited by crowned heads. On such occasions a general outburst of popular feelings and other demonstrations are made, but none were made by the natives, who all squatted down on the ground as the guards formed and presented arms, as his Majesty passed them. The procession to the temporary residence admits of very little description, owing to the distance traversed being but short. This consisted chiefly of soldiers, whose uniforms are like the French, forming the guard of honour, marching on each side of the Mikado, who was dressed in a blue and gold uniform and rode upon a strong black pony, led by four grooms, and was both preceded and followed by the officers of his suite, also dressed in blue and gold uniforms.

A thunderstorm of about one hour's duration in the morning cleared the atmosphere and caused the wind to gradually die away during the afternoon. This was followed by an extremely calm evening, which materially assisted to render the display of illuminations a great success, and the foreign settlement, the native town, and suburbs were one blaze of lights. From Decima point to Sagaramatz but little darkness was observable, excepting one black spot at the former place, which indicated that some misunderstanding or oversight had occurred regarding it. To catalogue and give a description of the various devices and designs employed, or to record a list of the highly successful ones, would involve giving a very lengthy account indeed, and we must confine ourselves to stating that the crest of the Mikado was chosen in numerous instances. A display of fireworks was made from the *Ariel*, anchored close in shore off the bund, and the *Vetiaz* had her outline illuminated.

CHINA.

—o—

TIENTSIN.

(FROM A CORRESPONDENT.)

The Viceroy Li Hung Chang is busy erecting new forts between this and Taku, and extending to a considerable extent the original Taku forts. A fortnight ago a battery of six of Krupp's rifled steel guns arrived here to be mounted on the new forts, and a further instalment of these guns is shortly expected. At the Arsenal all are busy at work, and a considerable quantity of machinery has lately been received. The European staff consists of six Europeans. Li Hung Chang at present has 10,000 soldiers making a rough road from Taku to Tientsin, to render a speedy access to the forts by his soldiers. If the road was properly made it would make a splendid drive for the residents to and from Taku, but in wet weather it will simply be impassable, as it is made of mud, only it is raised some four feet from the old road. The traction engine and omnibus are expected here in a few days ; the trucks have been put up here by Mr. Wells, the Engineer for the North China Steam Carriage Company, and well finished they are. Mr. Henderson deserves every credit for this undertaking, which in my opinion will be the commencement of the introduction of railways into China. I think it most likely that the Chinese Government will purchase the entire train, as they have of late been making several inquiries regarding it, also the Russian agents here for conveying their teas through Mongolia. I will let you know more of this road railway.

The military escort for M. Geoffroy, the new French Minister to the Court of Peking, arrived here on the 30th June by the steamer from Shanghai, consisting of picked men and nine very fine Arab horses, landed in splendid condition here ; they will escort the Minister from this. He is daily expected, and comes with a full staff for the Legation, and I hear M. Geoffroy spoken of as a man equal to the delicate questions he has to settle with the Chinese Government. The Audience Question is the first, as he bears a letter from M. Thiers, to be delivered personally to the Emperor, and the general opinion is that such a privilege will be refused, and the Chinese themselves are anxiously waiting to see what the French will do in such a case. *On dit* that is the reason Li Hung Chang is busy erecting new forts and keeping a large army near at hand. However, *nous verrons*, Chung How is at Peking, and will introduce the Minister, whom he met in Paris and Versailles, to Prince Kung.

M Geoffroy is greatly admired by every one here for coming to the capital with a display requisite for a Minister armed with the powers he is, and it has already a good effect in the eyes of the Chinese. Mr. Wade, our Minister, has an escort of six men, who are never used, and it is said it will soon be broken up when the men's engagements expire, which is a great pity. Mr. Low, the American Minister, has no escort whatever, neither has the Russian or Prussian Ministers. We all know the display Li Hung Chang and Prince Kung make when visiting the legations, and all Ministers should be in a position to do the same, and had every Minister an escort of twelve picked soldiers, as M. Geoffroy has, it would have a good effect, and be productive indirectly of strengthening the hands of the Ministers.

The English Legation is shortly to undergo extensive alterations, much required, not only for the appearance of the Legation, but for the comfort of the Legation Staff. The English Government ought to supply a fine steam barge, drawing not more than three feet, for the use of our Minister travelling between this and Tungchow. He is now compelled to travel by the ordinary clumsy China boat, taking days to go from this to Tungchow. A steam barge could do it in forty-eight hours. His position at Peking ought to be kept up with greater dignity.

The beautiful new Roman Catholic church on the French Concession will be completed in September, and a handsome edifice it is, being the only fine building in the settlement of Tientsin. Adjoining it are the residences of the Fathers, orphanage for girls and boys, forming a complete and pretty range of buildings. The schools are well conducted, presided over by Pere Delemasure, a gentleman highly esteemed by the foreign community, as was his predecessor, Pere Xavier, who is now with the Bishop, Monseigneur de la Place, Peking. The interior of the church will not be completed till next year, so that the walls will be dry enough to be plastered. The church was designed by the Fathers, and built under their superintendence, and competent architects are high in their praise of the building in every point of view. I believe it is intended to rebuild the old Cathedral in the city destroyed during the Massacre on June 21st, 1870, and to erect monuments on the graves of the noble Sisters who were so barbarously murdered.

SHANGHAI.

We have advices from this port to the 28th July. The French mail, from London June 7, arrived out on the 21st, and the following P. and O. mail of June 14 on the 24th July, the last-

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named being four days in advance of due date. The following summary of news is from the *Courier* :—

The Shanghai and Hongkew Tramways Company have issued a detailed programme of their scheme and an estimate of the expense, drawn up by Thomas W. Kingsmill, Esq., the engineer of the company. The company propose to lay a line, of a gauge of three feet six inches, from the extreme limit of the French Concession, adjoining the police-station outside the Little East Gate, to the extremity of the old Broadway. From the starting-point we have indicated the course of the line is along the centre of the Bund as far as Kinleeyuen. The Tien-how Creek will be crossed by an independent wooden bridge, alongside of the main French Bund at a distance of eleven feet from the kerb of the footpath by the river front. A bridge outside that now existing, and at the same level, will take it across the Yang-king-pang, and conduct it to the new Bund, where it will keep the inside of the road, its centre line being about eight feet from the railing of the new garden plots. The line skirts the outer side of the present Public Garden and crosses the Soochow Creek by a bridge built for itself, standing between the present iron bridge and the new one proposed as part of the Bund Scheme. Various connections with wharves and godowns are intended, and extensions are proposed along the Soochow Creek Bund to a point where a street to be called New Bund-street is likely to be formed, which will allow the tramway to bisect the Settlement; while both ends of the main line may be carried further. Until the new Bund line has been formed, the present Bund would be used, the line being afterwards moved. The distance first proposed is two and three-quarter miles, and the whole cost is estimated at Tls. 120,000.

A smart shock of earthquake has occurred at Chinkeang. A correspondent, writing on the 25th July, sends the following account :—"We had an earthquake here last night, which startled us somewhat. It took place, according to H.M.S. *Leven's* time, at ten minutes to eight P.M, and lasted, I should thing, fully five seconds. I was lying down at the time, and the first intimation I got of the shock was by my couch being raised as if by a big dog underneath endeavouring to crawl from below, which was followed by an undulatory motion, accompanied with a low rumbling noise and the shaking of everything in the room. If the noise is any indication of the earthquake's motion, I should judge it was travelling from north to south. There were two other slight shocks, hardly noticeable, however.

Mr. Robert Hart and his suite, including Mr. D. M. Henderson, C.E., arrived at Woosung in the Chinese gunboats *Fei-loong* and *Fei-foo*, on the 16th inst. It is naturally supposed that the Inspector-General and his Engineer in-Chief stopped there so as to make a thorough survey of the *Lismore* wreck, the Woosung Bar, the Junk Channel, and other points of the approaches from the Yangtse to Shanghai, with a view to the practical settlement of the questions regarding these which have been so long under discussion. They came on to Shanghai the same day, and Mr. Hart has since visited Hankow.

A mandarin of red-button rank, who lately arrived from Soochow on business connected with the land-tax, has been accidentally drowned while proceeding from the Shantung-road jetty to his boat in the Soochow Creek. When nearing his boat he rose to prepare for leaving the sampan, but doing so hastily, lost his balance and fell into the creek; a strong tide was running at the time, and he did not come to the surface again. The Chinese have been busy dragging the creek in search of the body, for the recovery of which a reward is offered.

A young man named Pigeon, belonging to H.M. gunboat *Leven*, rescued a Chinaman from drowning a few days since at Chinkeang. He jumped overboard in his clothes. Any one who knows the dangerous current at Chinkeang must be aware of the great risk Pigeon ran in saving the life of this coolie. Last week two Chinamen were drowned, whilst bathing, near the same spot.

A few days since about 130 Shanghai Volunteers, including a dozen Rangers and one gun from the Artillery, turned out to take part in a general parade. The corps was divided into attack and defence parties, which engaged in mimic warfare along the line of the defence ditch, between the bridge at the head of the Maloo and that leading to the Cemetery-road. There was an immense crowd of foreign and native spectators.

Two more foreigners have succumbed to the heat—one, a police-constable, named Smith, and the other, a Mr. John Douglas, of Hongkew—who, being suddenly taken ill, died two hours after he reached the hospital.

The new naval architect for the Kaou-chang-meaou Arsenal has arrived and entered on his duties.

Chefoo is at present honoured by the presence of a brilliant assemblage of diplomats. General Vlangaly, the Russian Minister, and Mr. Annecke, Charge d'Affaires for Imperial Germany, have arrived to brace and invigorate themselves for the coming struggle with the Tsung-li Yamen. M. Geoffroi, the new French Minister, who is also at Chefoo is suffering from dysentery; as soon as he recovers he will proceed northwards.

From Peking there is absolutely no news whatever. A Tientsin correspondent writes :—Weather rainy; and as the water of last autumn's floods had not subsided from the plains before the rain set in, it seems certain now to remain there for another winter, as the rivers are rising. Mr. Landstein, who arrived the other day from Pekin, was five days on the journey, and reports the road two feet under water for half the distance. The Municipal Council has not been in harmony with itself; and Mr. Beveridge, the representative of Messrs. Jardine, Matheson and Co., has retired from it, so that the Council now consists of Messrs. Meadows (U.S. Consul), Moore, Hannan, and Kierrulff. Should the waters on the plain rise there will probably be no races here this autumn. Mr. Ney Elias, of Shanghai, and M. de Rochechouart, the French Charge d'Affaires, are preparing to make a journey homewards through Mohamedan Tartary—a most interesting route.

HONG KONG.

Our advices by this mail extend to the 3rd August; the P. and O. mails of 14th and 28th June arrived out on the 20th July and the 2nd August respectively; the intermediate French mail of the 21st June was received by the P. and O. steamer which brought that of the 28th, having been detained by an accident to the engines of the Messageries Maritimes steamer *Donnai*. We are indebted to the *China Mail* for the following items of intelligence :—

Extreme inconvenience has been caused by a strike of the carrying coolies. It appears that certain thieves, after effecting a robbery, took refuge (or were believed to take refuge) in a coolie-house. In the course of the proceedings it was discovered by the Acting Registrar-General that the house was not, as directed by the Ordinance, licensed, and upon further inquiry, it came out that none of the keepers of these houses had licenses. A notice was thereupon sent to them directing them to take out licences, the fees being $5 per annum for every ten men boarded. The men refused to do this, and were accordingly summoned before the magistrate and committed to prison. Before their arrest, however, they informed their coolie-boarders that the Government had levied a poll tax of fifty cents on each coolie, which they (the masters) were to pay in the first instance, recouping themselves from the coolies' wages. They judiciously suppressed the fact that the license fee was never intended to touch the coolies at all, but was payable wholly and solely by the house masters out of the very good profits they make by their tenants. The arrest of the housekeepers, therefore, seemed to the coolies a matter in which their landlords played the part of victims owing to a proper desire to save the coolies' pockets, and they accordingly struck work. Explanations were, however, made, the results of which were that the strike ended on the 30th July, and the headmen were subsequently released without payment.

Amongst the minor excitements of the day a duel fought on the 29th July on Chinese territory, near Kowloong City, has taken a prominent place. The principals were Senor Checa, H.C.M. Consul in Hong Kong, and Senor Torre Bueno, ex-Peruvian Consul at Macao. The conditions, as we learn from a reliable source, were pistols at twenty-five paces, each party advancing to deliver his fire, as he chose. The ground was measured off, and Senor Bueno won the toss for the position at twenty-five paces. At the signal Senor Checa advanced towards his opponent, and when about sixteen paces off received Torre Bueno's fire. The bullet passed close to his head, almost grazing his nose, but fortunately went clear. Checa then exclaimed, "You see, gentlemen, that he intends to kill me! he is aiming at my head. I would gladly fire in the air, but I dare not, as he would shoot me like a dog. So I must stop his pistol practice for the future." Checa then advanced and aimed at his opponent's right arm, and the ball took effect just inside the joint, under the collar-bone, and Torre Bueno fell. The medical men present immediately went to the assistance of the wounded duellist. He was conveyed on board the Spanish man-of-war in harbour. The others returned to Hong Kong.

On the 24th July a fire occurred, resulting in the total destruction of the West Point Rice Mills, of which Mr. W. W. Battles is the proprietor. Smoke was first observed issuing from a window at the back of the first floor, close to the engine-room, and from this it may be concluded that the furnace flue by some means or other caught fire. Another theory, however, makes it out that the fire was an act of incendiarism, and one man was arrested on that charge. This theory, however, is not borne out by circumstances. When smoke was first seen the constable on the beat gave the alarm, and another constable ran to the residence of the Honourable C. May, Superintendent of the Fire Brigade, at Castle-road, to convey the information to him. Meanwhile all the fire stations that possessed a firebell spread the alarm, and several fire engines soon arrived on the spot. Before their arrival the conflagration advanced so far that to save the building was simply an impossibility. The only thing to be done now was to confine the fire to the building in which it originated, and in this the combined efforts of the engines did very good service. The loss was considerable, as with a few exceptions the whole of the machinery and the building itself were destroyed, besides a large quantity of rice stored therein; one Chinese firm alone having in store over 1,000 piculs. Luckily, the fire was confined to the rice mill, otherwise the loss of property would have been very much greater, as on the east there is the P. and O. Company's factory, and on the west there is the Tung Fook godown, having it in a very valuable cargo stored. There was little or no confusion, and looting was not heard of.

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A missionary gentleman and lady on returning from evening service at Kuk fau (near Canton) were attacked near Shap-sam-hong by some Chinese, who waylaid them. The gentleman received a heavy blow in the face, and the lady was also struck. It is said that this brutal act was committed in revenge for some remonstrances against gambling on the part of the missionary; but we have since learnt that the person who committed the outrage was crazed.

Grave irregularities have been discovered in a subordinate department of the police. In the absence of more precise information we refrain from comment, but enough has transpired to show that the police authorities have acted justly in instituting searching investigation.

The distribution of prizes at St. Saviour's College took place on the 27th July, H.E. Sir A. Kennedy, Hon. Judge Ball, Hon. C. C. Smith, Major Lucas, Messrs. Overbeck, Lister, Coxon, Remedios, Francis, and many other gentlemen being present.

An advertisement invites the brokers to select a representative from each branch, who will be received on the 13th August, at the Attorney-General's office, for the purpose of giving evidence before the committee appointed to inquire into the Ordinance.

The King of Cambodia, after paying a visit to Canton and Macao, has returned to Hong Kong.

A debating society and Philharmonic society have been founded, and are well supported.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings dates to the 11th August; the French mail, with London dates 5th July, arrived out on the 3rd; and the P. and O. mail of 12th July on the 11th August. The following summary of news is from the *Straits Times*:—

There has been no meeting of the Legislative Council since the departure of last mail, the Governor having been absent on a visit to the native rulers of Tringanu, Calantan, and Pahang. His Excellency was accompanied by the Maharajah of Johore, and was received with every assurance of friendship. One object of the visit was to settle certain differences between the Maharajah of Johore and the Bandahara of Pahang, in accordance with the terms of a treaty made in 1868, it being said that the boundary line then decided upon had been infringed by the Bandahara's subjects. The result of the visit was, we are informed, entirely satisfactory.

In contrast with this excursion to the East Coast may be placed the policy of the Government towards Salangore and Klang, where a civil war is again raging, the contending parties being Rajah Mahdie and his adherents, who have, it is asserted, been procuring supplies and enlisting men in Singapore. Mahdie spent some time in Singapore, and then went to Jahore, but the Government did nothing except to treat with him, he meanwhile continuing through his agents to carry out his designs. The Chinese traders of Malacca have addressed a letter to the Chamber of Commerce here, pointing out that after the shelling of the Salangore forts the local Government had announced its intention of protecting Tunku dia Oodin in the control of those territories, in consequence of which the traders of Malacca have been induced to invest money in the mining and other products of Klang and Salangore, and that their interests were jeopardised and the trade paralysed by the renewal of the war, some of the works of their tin mines having already been destroyed. Further, they say that Mahdie might have been easily arrested at Siak, or Johore, or Singapore, but this had not been done, and his friends openly boasted that the British Government would do nothing against him, and that he was being assisted by the Maharajah of Johore. They urge upon the Government the necessity of its interference to put down Mahdie and his adherents, not only in good faith towards themselves, but to further the interests of the trade of the colony. This letter has been forwarded to Government by the Chamber of Commerce, and it is now under consideration by the authorities. Meanwhile, it is said that Mahdie has gone to Klang at the head of an armed force, so that the Government has let slip an excellent opportunity of crippling if not wholly ending this vexatious petty war.

The Commission to inquire into the desirability of employing Chinese in the police force, and also the Commission of members of Council to inquire into the working of the Municipalities are both sitting. It is somewhat singular that in Hong Kong the very same questions are agitating the public mind, and the Police Commission there has by a very slender majority recommended the employment of Chinese as constables, though three out of the seven members held a directly opposite view. With respect to the Municipal question, however, it is curious to observe that while our own Government and the unofficial members seem bent upon abolishing the Municipalities and placing the conservancy of the towns entirely under the Government control, the officials in Hong Kong complain of too much responsibility in having to look after such work, and the establishment of a Municipal Commission is suggested as a remedy for the defects of the present system.

The Agri-Horticultural Society's flower show was held on the 31st July at the Botanical Gardens, and though the floral display was not so attractive as it might have been, still the affair was very successful. Should the weather prove more favourable next time, we have no doubt the society will be able to induce a larger number of competitors to take part in the exhibition.

The prospectus has been issued of the Galena Mining Company (Limited), with a capital of $200,000, in 2,000 shares of $100, and the share list will be closed on the 14th Aug. All the shares in the company were, we hear, bespoken beforehand, but as this gave dissatisfaction to others, the list was thrown open to the public for a few days, after which the shares will be allotted.

Commercial Report.

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(*For dates see first page.*)

IMPORTS.

HANKOW.—The business of the fortnight had been on a very small scale. The river had, however, fallen several inches, and it was expected when the Settlement and native city become free from water the dealers would show more disposition to buy.

SHANGHAI.—There had been no improvement in the price of Grey Shirtings; a fair general demand for both 7 and 8¼ lbs. goods had been met by holders. More inquiry for common makes of 6 and 7 lbs T-Cloths suitable for dyeing purposes had existed, while Mexican Cloths had been comparatively neglected. Drills were rather firmer, but Jeans and Sheetings were in full supply, and weak. For White Shirtings there had been little or no demand. Fancy Cottons: A fair business in Chintzes, Turkey Red Cambrics, Gentian Shirtings and Dyed Brocades, but without advance in price. Woollens: There had been more inquiry for Long Ells and Black Lastings, which were slightly higher. Spanish Stripes had attracted the attention of some speculators and good assortments of Figured Orleans had been sought after.

FOOCHOW.—Sales had been:—8¼ lbs. Grey Shirtings, 900 pieces, at $2.80 to 2.82½ per piece; 8 lbs. White Shirtings, 100 pieces, at $2.67½ 7 lbs.; T-Cloths, 2,450 pieces, at $2.12 to 2.35; Lead, at $6.75 per picul.

HONG KONG.—The Import Market during the past fortnight had been dull. The large purchases noticed in our last report had supplied the wants of the dealers generally, while business had been somewhat interfered with by the strike amongst the carrying coolies. This had terminated, and the dealers were enabled to ship off their purchases. Holders still appear desirous of reducing their stocks, owing to favourable reports regarding the Cotton crop of America.

MANILA.—The demand for Plain Staples had been languid, and values were practically lower, although nominally rates were but little altered. Coloured Goods were in no great demand, but some importers had raised their prices to rates which practically kept their goods off the market. There was not, however, much confidence in the stability of the advance held for at the moment, as dealers entirely refused to follow it, but a steady advance in values was expected to obtain towards the end of the year, when there would be a better demand. Sales of all classes of Piece Goods had been very small during the fortnight.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—During the fortnight a moderate business only has been done in Piece Goods at the closing quotations given in our last report. The latest telegraphic news from Manchester is more in favour of holders. 39-inch Grey Shirtings 8¼ lbs. best makes, in demand at $2.57½, other qualities little wanted at $2.55; 7 lbs. quiet at $2.17½, and 6 lbs. dull at $1.92½ to 1.95; 45-inch, 9 lbs. in rather better request at $2.90 to 2.95; 8 lbs. scarce and wanted at $2.60; 32-inch T-Cloths, 6 lbs. in moderate supply and fair inquiry, at $1.67½ to 1.70; 7 lbs. dull at $1.85 to 1.87½; 5 lbs. in poor demand; but some inquiry for 4 to 4¼ lbs. at $1.07½ to 1.72½. Grey Yarn, 18/24's little wanted; 30's scarce and in some request at $117; 40's, moderate demand at $134 to 136, being a decline of $2 to to 3. Woollens: Camlets firm at previous quotations; no inquiry for Long Ells or Lastings; Scarlet Spanish Stripes in some demand at 85c. to 90c. Metals: Iron, stocks of all kinds moderate and holders firm; Govan flat bar, $3.90 to 4; Nailrods, to arrive, $3.90; Swedish flat bar, $4.05 to 4.10. Lead in limited demand, L. B. $6.02½ to 6.10.

EXPORTS.

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TEA.

YOKOHAMA.—Buying had been steadily conducted at previous rates, though the receipts from the interior had been light and the stocks offered but limited range for selection. The vessels on the berth for New York were:—Polly Lewis, Eastern Chief, Oceana, and Leander. The Clara Bell was loading for San Francisco, and the Yedo and Audax offering for London.

HANKOW.—Messrs. Drysdale, Ringer, and Co.'s report says a fair business has been transacted here in second crop leaf during the past fortnight, at fully the high scale of prices established on the arrival of these Teas, settlements aggregating 14,418 chests, 16,541 half-chests, 2,458 boxes. As compared with the same time last year the quantity shipped and settled for the fortnight is less than then, but prices range considerably higher, on an average 2d. to 3d. per lb. more, laid down in London. In addition to this the class of Tea settled has been decidedly inferior. We can only account for this advance in price by the now almost certain deficit in the second crop yield. This is undoubtedly drawing to a close; stock here is small, and from all accounts there cannot be more than two million pounds still to come forward. We should, therefore, estimate the second crop at about thirteen million pounds as against seventeen last year. With regard to third crop leaf little reliable is yet known, except that extravagantly high rates are ruling in the Tea districts, while the quality of the Tea is unsatisfactory. Up to 470 cash per catty is being paid in some of the districts, or as high as was paid for first crop leaf, laying the Teas down at this port at about Tls. 22 per picul, or nearly 1s. 7d. per lb. in London. The above settlements have been made at the following

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rates:—Cheong-sow-kye Teas, Tls. 21½ to 25½; Young-low-szes and Yung-low-toongs, Tls. 21½ to 23¾; Soong-yongs, Tls. 23½ to 26; Oonfars, Tls. 20½ to 21½; Lee-lings, Ping-kongs, and other low class kinds, Tls. 18 to 22; Shuntams, Tls. 13 to 14.20 per picul. We estimate total arrivals at 39,300,000 lbs, against last year 40,200,000 lbs. Customs export to 18th July is 41,200,704 lbs.' against 40,095,571 lbs. last year.

KIUKIANG.—One chop of Green Tea had come to hand, but arrivals in quantity were not expected for a week or ten days from date.

SHANGHAI.—*Black*—The business done had been small compared with corresponding period last year, being 15,418 chests and 18,400 half-chests, against 32,687 chests and 20,882 half-chests. During the early part of the fortnight under notice a few settlements were made daily at former quotations; buying was not, however, by any means active, and as the due date of advices by wire respecting the arrival of the first steamers from Hankow approached, holders found increasing difficulty in effecting sales, business becoming quite nominal in character. On the 18th July the first advices of the opening of the home market for new Teas were received reporting limited sales, finest Teas being the only sorts giving profits, and other kinds not saleable at cost. Subsequent telegrams had, if possible, been more disappointing, and although losses do not appear to be heavy, still the news was regarded as very unsatisfactory, and the opinion that too much anxiety had been shown to realise was generally expressed. After receipt of the foregoing information the market continued very quiet, sales being nominal till near the close, when a fair business was done at a decline of Tls. 2.0.0 per picul, the market closing with a downward tendency. The grades that had commanded most attention had been the best of the second crop from Cheong-sow-kye and Ningchows; they were freely taken early in the fortnight at Tls. 28 to 32, when they were nearly all cleared off. Teas from Soong-young and other true Oopack districts were not in such favour, and had not realised such a high range of price. The supply of fair to medium grades had been small, any chops of the class finding ready sale at Tls. 23 to 25. But few common Hohows and Shuntams had been shown, and as holders asked prices much above home quotations they were unable to sell them. Current rates were about three taels over last year's prices, and fully equal to the highest rates obtained at home for the same class of tea at any time last year. Stock, 37,000 chests, against 48,700 chests; and export, 34,100,927 lbs., against 34,275,835 lbs. *Green*: A considerable business done in both Pingsuey and Teas from the Fychow and Teenkai districts. A further acquaintance with latter had confirmed the opinion as to their quality and make; the Fychows equal to last year's, whilst the chops of Teenkai shown inferior in make and quality. Prices for Pingsuey ranged from Tls. 34 to 67 proportion, some fine lines bringing Tls 74. Fychows and Teenkais settbed at Tls. 33 to 50, some Shanghai packed of good quality and proportion realising Tls 40 to 45.

AMOY.—A steady business had been done in Ooloongs, settlements having amounted to upwards of 20,000 half-chests. Rates paid had been irregular and generally lower, but at the close a further reduction was not expected, as buyers were disposed to continue operations at current figures. Arrivals were 123,518 half-chests, settlements 110,891 half-chests. The barques Hylton Castle and Aurora Australis were loading for New York, and the steamer Cyphrenes was expected for the same destination. The Kin Lin would load for Boston. Quotations: Common to fair cargo, $21 to 25; good cargo, $27 to 28; superior, $32 to 35; fine to finest, $39 to 52; choice $56.

CANTON.—Transactions had been conducted upon a considerably reduced scale, and, with discouraging telegraphic advices from London, buyers were showing but little disposition to operate, and were offering low prices; teamen, however, were unwilling to accept any material reduction in values, and the market in consequence closed very quiet.

SILK.

YOKOHAMA.—The market had shown considerable activity, and an advance in value of about $30 per picul had been established. The settlements had reached a total of 758 bales.

CANTON.—The settlements for the fortnight had been about 1,200 bales, leaving a stock of 1,000 bales. Prices had ruled slightly easier, but no sensible decline had taken place.

SHANGHAI.—Messrs. Skegge and Co.'s Circular says:—Immediately after the departure of last English mail dealers began to show signs of anxiety to sell, buyers held off until the 16th inst., when some large purchases of chop Silks were made at a reduction of Tls. 10 to 15 per picul, business then became general at irregular prices, but without any perceptible drop on the grades below chops, and continued up to the close of the French mail, when settlements for that week reached about 3,000 bales; since then business has been quieter, but buyers anxious to obtain well known chops of the 3 and 4 Tsatlee quality have paid an advance of Tls, 2½ to 5 per picul. A fair business has been done for America, and extreme quotations have been maintained for all choice parcels of Rereels and best Kahings. Settlements for this week amount toabout 2,000 bales.

EXPORT OF TEA AND SILK, SEASON 1872-73.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to June 30, 1872	—	25422785	17982105	—	4145523	47550413	9737
Corresponding period last season	—	23844415	7202187	—	2852021	33898623	7222

Shipments Since:

July 15 per St. Andrew's Castle	From Canton	...	189,176	
— 17 ... Ravensworth Castle (str.)	... Do.	...	35,000	
Galley of Lorne (str.)	... Shanghai	...	2,456,048	86
— 19 ... Nestor (str.)	... Do.	...	1,409,060	
Do.	... Canton	...	161,232	62
— 20 ... Travancore (str.)	... Shanghai, &c.	...	—	906
— 22 ... Gungnur	... Do.	...	810,597	
— 23 ... Ambassador	... Canton	...	880,7[illegible]5	
— 27 ... Tigre (str.)	... Shanghai	...	62,[illegible]02	1,758

TO THE CONTINENT.

	Bales
From June 1 to June 30, 1872	196,0[illegible]2
Corresponding period last season	198399	131 & 400 pcls.

Shipments Since:

July 20 per Travancore (str.)	From Shanghai, &c.	...	—	598
— 27 ... Tigre (str.)	... Do.	...	—	881

TO UNITED STATES.

	Pcls
From June 1 to June 30, 1872	1286158
Corresponding period last season	867181

Shipments Since:

July 19 per Nestor (str.)	From Canton	...	21,093	
— 19 ... Sarpedon (str.)	... Do.	...	301,220	
— 19 ... Clara Bell	... Yokohama	...	120,000	
— 25 ... New York	... Shanghai	...	465,785	285

TO AUSTRALIA.

From June 1 to June 30, 1872	1,915,200 lbs
Corresponding period last year	1,497,400

Shipments Since:

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan
1843 to 1844	51,022,600	...*	1862 to 1863	121,273,580	72,887
1845 to 1846	57,334,200	18,600	1863 to 1864	117,463,586	46,603
1850 to 1851	63,972,000	22,144	1864 to 1865	121,236,870	32,313
1853 to 1854	77,327,800	61,283	1865 to 1866	118,333,042	62,890
1855 to 1856	92,240,300	50,481	1866 to 1867	118,423,290	50,052
1857 to 1858	76,990,255	68,315	1867 to 1868	116,890,430	57,449
1858 to 1859	65,789,792	83,134	1868 to 1869	142,789,804	70 917
1859 to 1860	85,560,452	64,169	1869 to 1870	139,740,193	63,807
1860 to 1861	90,066,160	70,644	1870 to 1871	131,969,850	51,329
1861 to 1862	109,854,040	79,199	1871 to 1872	149,774,395	54,589

* Including the Continent.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 8¼d. to 4s. 8⅝d.	4s. 8½d.	4s. 8⅝d.
Shanghai ,, ,,	6s. 0¼d. to 6s. 0⅝d.	6s. 1⅛d.	6s. 1⅛d.
Canton ,, ,,	4s. 5⅝d.	4s. 5¾d. to 4s. 5¾d.	4s. 6d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,,	4s. 6¼d.	4s. 6⅜d.	4s. 7d.
Manila ,, ,,	4s. 4d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	313	280½
,, Hong Kong	26¼ to 26⅜ dis.	—
Bar silver	111.2.5	9 prem.
Mexican dollars	78.7.5	8 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 70; Old, 71 to 71½ per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance, $1,450 premium.
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, $29 premium.
Hong Kong Fire Insurance Company, $325 prem.
Union Insurance Company, $1,400 premium.
China and Japan Marine Insurance Company, Tls. 38 to Tls. 40 premium, ex div.
China Fire Insurance Company, $46 to $47 premium.
Victoria Fire Insurance Company, $44 to $45 premium.
Indo-Chinese Sugar Company, $52½ dis.
Shanghai Steam Navigation Company, Tls. 41 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $15 dis.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, July 17, J. R. Worcester; 18, Langstone; 17, Endymion, Araby Maid; 18, Agincourt; from Leith, 14, Macgregor (str.); from London, previous to Sept. 9, the Jamsetjee Family; from Glasgow, Min; from Liverpool, Huddersfield, Arracan; from Sunderland, Europe.

At HONG KONG and CANTON.—From London, July 18, Glensannox (str.); 27, Trafalgar (str.); 30, Malacca; Aug. 2, Veronica; from Plymouth, 26, Luzon; from Liverpool, 23, Lochgail; 31, Deucalion; from Glasgow, 19, Archos; from Cardiff, 18, City of Exeter (str.); 19, Johanna, Creswell, Sandsborough; 20, Charger, Peri; 21, Alhambra; 25, Canopus; 27, Florentine, Yokohama, Elise; 29, Swiftsure; Aug. 1, R. J. Robertson; from Sunderland, 27, Plato, Aug. 2, D. McK.; from New York, 24, Golden State; 27, Orpheus; 30, Horatio; from Cardiff, previous to Sept. 8, Star of China, Laura and Gertrude; from Liverpool, Priam (str.)

At MANILA.—From Liverpool, July 20, North East; 27, Buenavent; from Barcelona, 23, Amboto.

At SINGAPORE.—From London, July 28, Star of the South; from Sunderland, 27, Antje; from Shields, 28, Eliza A. Kenny; from Car-

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dist. 28, Atma; from New York, 27, Rocket, W. A. Farnsworth; from Liverpool, previous to Sept. 9, Westward Ho.

At PENANG.—Previous to Sept. 12, from London, Eleanor.

DEPARTURES.

From SHANGHAI.—For London, July 13, Nestor (str.); 18, Galley of Lorne (str.); 24, Gungner; 27, Glaucus (str.); 13, for New York, Craigforth (str); 27, New York.

From FOOCHOW.—For London, July 23, Star of the North.

From HONG KONG and CANTON.—For London, July 19, Nestor (str.); Aug. 1, Glaucus (str.); July 27, for Falmouth, Batavia; 19, for New York, Sarpedon (str.).

From MANILA.—For Liverpool, July 28, Glenduror (str.); 12, for Channel, f.o., Adria; 13, Glen Isla; for Gibraltar, f.o., 16, Mont Cenis; for Cadiz, 25, Carolina; for New York, 18, Charmer; for Boston; 20, Camila.

From SINGAPORE.—For London, July 27, Nestor (str.), Ravensworth Castle (str.); 31, Galley of Lorne (str.); for Liverpool, 29, Pasithea; for Gibraltar, 27, Mont Cenis (str.); for Channel, John George; for Odessa, Aug. 1, Danube (str.); for New York, July 27, Sarpedon (str.); 29, Craigforth (str.); 30, Roslin Castle; Aug. 3, Daniel Draper; for Boston, July 27, Robur.

From BANGKOK.—For London, July 16, Loochoo.

From PENANG.—For London, July 27, Parsee (str.); 31, Rifleman; for New York, 26, Larnax.

VESSELS LOADING.

At YOKOHAMA.—For London, Yeddo, Andax; for New York, Leander, Oceana, Eastern Chief, Polly Lewis.

At SHANGHAI.—For London, MacGregor (str.), Doune Castle, Weymouth, Taitsing, Leicester, Northampton, Deucalion (str.) (to arrive); for New York, Cyphrenese (str.), Chinaman, Cashmere, Kaisow, Duke of Athole; for Odessa, loading at Hankow, Russia (str.).

At FOOCHOW.—For London, Glendarroch (full), Harlaw (full), Jung Frau (full), Everest, Zenobia, Essex; for New York, Deerhound (full).

At AMOY.—For New York, Hylton Castle, Aurora Australis.

At HONG KONG and CANTON.—For London, Falcon, Wemyss Castle; for New York, St. Paul, Cymbeline, Beemah.

At MANILA.—For London, Red Cross, Victoria, Jubilee; for Liverpool, T. E. Lemon, Itasca; for Channel, f.o, Fairy, Cumberland, Antipodes, Evelyn Wood, Gem, Adolfo; for Cadiz, Matilde Cervantes; for New York, Palm Tree, Springfield, Golden Fleece; for Boston, Kadosh, Comet, Pegasus.

At SINGAPORE.—For London, Tycoon, Southport, Ocean Mail, Maud (str.), Atma, Star of the South; for Liverpool, Twilight, Apelles, Wooloomooloo; for Havre, Pere de Familie, Penseur; for Boston, Nellie Hastings.

At PENANG.—For London, Peri, Ulva.

FREIGHTS AND CHARTERS.

At SHANGHAI.—Rates to London are, £3 10s. for steamers, and £3 for sailing vessels; to New York, £4 per sailing vessel.

At FOOCHOW.—To London, £4 for steamers, and £3 to £3 10s. for sailing vessels; to New York, £4 per ton of 40 feet per sailing vessel.

At HONG KONG and CANTON.—To London £3.

At MANILA.—To U.K., £3 15s., to Continent £4 per ton. To New York or Boston, $14 gold.

At SINGAPORE.—To London, £3 to £3 10s. per ton.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
July 14	Conqueror	Shields	Shanghai
„ —	Callerou	Cardiff	Do.
„ 16	Ivalo	Do.	Hong Kong
„ —	Ailsa	Shields	Shanghai
„ —	Avonci	Cardiff	Hong Kong
„ —	Fanny	London	Foochow
„ —	Eugenie	Cardiff	Hong Kong
„ 19	Cutty Sark	Shanghai	London
„ —	Thermopylæ	Do.	Do.
„ 20	Leonore	Hamburg	Amur River
„ —	Belted Will	Cardiff	Shanghai
„ —	Elisa	Cadiz	Manila
„ 21	Zodiac	Sunderland	Hong Kong
„ —	Ceylon	Cardiff	—
„ —	Fort Regent	England	Shanghai
„ —	Nesutan	Boston	Hong Kong
„ —	Red Deer	Cardiff	Shanghai
„ —	Malvern	Do.	Hong Kong
„ —	Sarah Watson	Sunderland	Do.
„ —	Channel Light	Cardiff	Do.
„ —	Scotland	Greenock	Do.
„ —	Peter	Liverpool	Shanghai
„ —	Preciosa	Hamburg	Hong Kong
„ —	Flensburg	Do.	Amur River
„ 26	Laura & Gertrude	Cardiff	Hong Kong
„ —	Gustav and Marie	Sunderland	Shanghai
„ —	New Era	Shields	Singapore
„ —	Royal Rake	Cardiff	Hong Kong
„ —	Sir Harry Parkes	London	Do.
„ —	Whitehall	Cardiff	Do.
„ —	Glasgow	Shields	Singapore
„ 27	Tarquin	Cardiff	Hong Kong
„ —	Chrysolite	Do.	Singapore

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Sept. 12, at London, from China, Singapore &c. (via S.C), Nestor (str.); at Queenstown, from Rangoon, Timoleonte; from Bassein, Madalina Vassal; 11, off Dungeness, from Batavia, for Amsterdam, Jan Pieterszoon Koen: 13, at London, from Galle and Rangoon (via S.C.), Paraguay (str.); 12, at Falmouth, from Rangoon, Olive; 13, at Liverpool, from Rangoon, Glee Maiden; at Queenstown, from Java, Java; from Akyab, Catalina; at Brouwershaven, from Java, Zuid Holland; at New York, from Amoy, &c (via S.C.). Glenartney (str.); 13, at Falmouth, from Akyab, Admiral Tegethof; 11, at Falmouth, from Maulmain, for Bremen, Trevalion; 8, at Sandhamm, from Pasaroeang, Dalkarlsa; 11, at Bremen, from Rangoon, Lotus; 14, at London, from Akyab (via S.C.), Blackheath (str.); from Singapore and Penang, Elizabeth Ann; at Falmouth, from Rangoon, for Bremen, Guido; from Batavia, Maria Adolfina; from Akyab, Konig Eystein; off the Lizard, from Akyab, Friederich Tudor; 13, at Liverpool, from Rangoon, Black Prince; —, Queenstown from Akyab, Adelina; 14, Emanuella; —, from Moulmain, Sabino; 12, at Brouwerhaven, from Rangoon, Elizabeth Dawson; 4, at Texel, from Batavia, Bali; 16, at Queenstown, from Bassein, Garnet; at Falmouth, from Rangoon, Atalanta, Britsmart; from Akyab, City of London; at London, from China (via S.C.), Galley of Lorne (str.); 14, at Deal, from Java for Rotterdam, Maria Diederika; 15, at Falmouth, from Akyab, Lovfald; from Bassein, Bombay; 16, at Plymouth, from Akyab, Shuveur, Oceo; 15, at Falmouth, from Rangoon, Appendix; 16, John Tucker; from Akyab, Mozart, Fritz; 13, at Cuxhaven, from Rangoon, Hertig O'Freiderick; 15, at Liverpool, from Bassein, Prince Charlie.

DEPARTURES.—Sept. 10, from Sunderland, for Singapore, Mecca, Olive; July 31, from Monte Video, for Batavia, Hazard: Sept. 13, from Cardiff, for Shanghai, Argonaut; from London, for Colombo, &c. (via S.C.), Chaldea (str.); from Sunderland, for Galle, Marie; Aug. 7, from Buenos Ayres, for Ceylon, Inheritance.

LAID ON.—At London, for Colombo, &c. (via S.C.), Vibilia (str.); at Glasgow, for Batavia and Sourabaya, County of Stirling.

SPOKEN.—Siberia, Shields to Singapore, June 2, on the line; Kate Carnie, London to Singapore, July 19, 14 S., 25 W; Cairnsmore, London to Hong Kong, Aug. 11, 15 N., 26 W.; Sarah Mc Leod, Macao to Liverpool, Aug. 31, 36 N., 34 W.; Julie Louise, Hamburg to Java, July 29, 9 N., 27 W.; Johannes N.G. ship, Cardiff to Hong Kong, 42 days out, Aug. 4, 1 S., 22 W.; Anna Digna, Newcastle to Hong Kong, July 24, 22 S., 32 W.; Vice-Admiral May, Batavia to Amsterdam, Aug. 24, 31 N., 41 W.; 24 (?) 1876 (Ger. barq.), Cardiff to Hong Kong, Aug. 4, 12 N., 26 W.; Marianne (Fr. barq.), Liverpool to Singapore, Aug. 3, lat. 11, lon. 25; Galveston, New York to Shanghai (20 days out), Aug. 22, 29 N., 39 W.; Somerset (ship), Colombo to London, 36 days out, June 25, 29 S., 42 E.; Irda (!) (barq.), Penang to London, 110 days out, Aug. 24, 30 N., 39 W.; Coleroon, Penang to London, Aug. 30, 109 days out, 36 N., 35 W.; Falcon, Sourabaya to Amsterdam, Aug. 30, 36 N., 37 W.; Auriga, Sarawak to London, July 26, 5 S., 17 W.

CASUALTY.—A telegram received from Sourabaya, dated Sept. 12, announces that the Lahloo, Smith, from China to London, wrecked on a reef at the east point of Sundalwood Island, had 14 feet of water in her hold; cargo now probably valueless, excepting the bronze; heavy surf; east monsoon; no chance of saving anything the first six weeks; afterwards possible, but with great expense. Advices received at Rotterdam, Sept. 12, from Sunda, state that the Voorlichter de Willegen, from Shields] to Batavia, passed through the Straits, July 30, with her mainmast broken.

MISCELLANEOUS.—The master (Manson) of the Canaan, from Ilo Ilo, writes to contradict the statement that his vessel grounded going into Queenstown Harbour. At Port Said, Sept. 14, Statesman (str.), from Liverpool, for Colombo, &c. At Suez, Maud (str.), from China, for London.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ADAMS—On the 22nd July, at Hong Kong, Mrs. W. S. Adams, of a daughter.

ALLEN—On the 12th Sept., at West Lynn, Altrincham, the wife of Bulkeley Allen, Esq., of a son.

ALLEN—On the 20th July, at Shanghai, Mrs Y. J. Allen, of a daughter.

BERGMAN—On the 23rd July, at Shanghai, the wife of Robert Bergman, of a daughter.

BRETT—On the 6th July, at Hankow, China, the wife of A. L. Brett, Imperial Chinese C.S., of a son.

HULKATT—On the 9th Sept., at the Vicarage, Potter's Bar, the wife of the Rev. Hugh Hulcatt, Chaplain of the Royal Military Asylum, Chelsea, of a daughter.

MACTAGGART—On the 7th Sept., at Blackheath-park, Blackheath, the wife of William Mactaggart, Esq., of a daughter.

RIACH—On the 20th July, at Hong Kong, Mrs. John Riach, of a son.

ROBINSON—On the 21st July, at Hong Kong, the wife of J. S. Robinson, of a daughter.

SHELFORD—On the 3rd August, at Broadfields, Singapore, the wife of Thomas Shelford, Esq., of a son.

SMITH—On the 27th July, at Singapore, the wife of Reginald H. Smith, of a son.

SMITH—On the 27th July, at Shanghai, the wife of James Smith, Imperial Maritime Customs, of a son.

WALL—On the 6th Sept., at Castle-hill, Clevedon, Somersetshire, the wife of George Wall, Esq., of a daughter.

WILLIAMS—On the 20th July, at Shanghai, the wife of Mr. R. Williams, of a daughter.

MARRIAGES.

BRENNAND—LITTLE.—On the 7th Aug., at the Presbyterian Church, Singapore, by the Rev. William Dale, James Brennand to Sophia, eldest daughter of the Hon. R. Little, M.D.

DEATHS.

ANNESLEY—On the 11th Sept., at No. 1, Esplanade, Dover, Clementine, the infant daughter of A. A. Annesley, Esq., Her Majesty's Vice-Consul for Hiogo and Osaka.

BAWA—On the 30th July, at Singapore, William Ablett, infant son of Mr. Ahamado Bawa, of Ceylon.

BLETHEN—On the 25th July, at Shanghai, Agnes, daughter of C. P. Blethen, Esq., aged 9½ months.

BORLASE—On the 10th Sept., at Malta, George Borlase, Commander of H.M.S. *Hart*, second son of the late Samuel Borlase, of Pendeen, and Castle Horneck, Cornwall, Esq.

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GWYN—On the 26th July, at Shanghai, Francis Edward Gwyn, of London, aged 34 years.

LEAVESLEY—On the 1st Aug., at Hong Kong, Mr. H. Leavesley.

MORRIS—On the 7th Aug., at Singapore, Mr. William Morris, foreman of stores in the Control Department, aged 37 years.

SILVER—On the 11th Sept., at Norwood Lodge, Streatham-common, Ellen, the wife of S. W. Silver, of Cornhill, aged 51.

TOLFREY—On the 10th Sept., at Fulham, Mary A. Tolfrey, second surviving daughter of Major C. F. Tolfrey, H.E.I.C.S., and granddaughter of the late Samuel Tolfrey, President of the Supreme Court of Ceylon.

MISCELLANEOUS.

VISIT OF THE BURMESE AMBASSADORS TO HALIFAX.

The principal members of the Burmese Embassy have paid a visit to Halifax. There were present to meet the Embassy the Mayor, Mr. John Crossley, Alderman McCrea, the Town Clerk, and several members of the Town Council. On the arrival of the train their Excellencies were introduced to the Mayor and other gentlemen by Major McMahon, who, having resided in Burmah for many years, speaks the language. The principal Ambassador then took the Mayor's arm, his first attache that of Mr. John Crossley, and the secretary that of Alderman McCrea, and in this order they walked across the rails to the principal entrance of the station, accompanied by Mr. Jones, the Burmese Consul in London, and a young Burmese gentleman, who, having resided many years in this country, speaks fluent English. In front of the station were drawn up the carriages of the Mayor, Mrs. Joseph Crossley, Mr. McCrea, Mr. E. Crossley, and Mr. E. Akroyd, M.P. On the box of the Mayor's carriage was his worship's mace bearer, the chief magistrate wearing his chain of office. In this carriage the Ambassador and Major McMahon took their seats. In the second carriage were the first attache and Mr. Jones; and in the third, the secretary and the young Burmese gentleman. Their Excellencies were gorgeously attired, wearing robes of silk of various colours, over which were snowy white tunics. On their heads were coronets of feathers, above which the hair was plaited into a knot. The visit of the Embassy was to Mr. Jno. Crossley, but it was thought desirable that the Mayor, Town Clerk, &c., should meet them. They were driven up Horton-street, and along Union-street, Market-street, Northgate, and Cross-hills, to Dean-Clough works, through which they were conducted by Mr. John Crossley, Mr. E. Crossley, and Mr. Collier. After having inspected the various processes of the carpet manufactory, and having them explained, the illustrious visitors were next conveyed to the card-works of Messrs. Jno. Whiteley and Sons, Brunswick Mills, through which they were conducted, and had the various processes pointed out by Mr. N. Whiteley. From this establishment their Excellencies were conveyed to the Crossley Orphan Home, where they were much struck by the admirable arrangements of the institution. They visited the school-rooms and the dormitories, and afterwards saw the children assemble for dinner in the large dining-hall. Subsequently the party was photographed whilst standing on the terrace, the artist being Mr. E. Greaves of Hall-end. The manufactory of Messrs. John Holdsworth and Co., at Shaw Lodge, was next visited, and here their Excellencies were met by Mr. W. I. Holdsworth, and Mr. John Holdsworth, who conducted them through the rooms in which the combing, preparing, and spinning are conducted, and afterwards through the extensive weaving-shed. Subsequently the party drove to Manor Heath, where a number of gentlemen had been invited to meet them at luncheon. The only toast proposed was "The King of Burmah and the Embassy," to which the Ambassador replied in Burmese, which was afterwards interpreted into excellent English by the first attache.

At a meeting of the general purposes committee of the Halifax Chamber of Commerce, held at the offices of the secretary, it was resolved that the President present the following address to the Envoy of the King of Burmah:—

"To his Excellency Mengyee Maha Saythoo Kenwoon Mengyee, Envoy Extraordinary and Minister Plenipotentiary from his Majesty the King of Burmah.

"May it please your Excellency.—The Council of the Halifax Chamber of Commerce heard with extreme pleasure of the proposed visit to this country of the Embassy sent by his Majesty the King of Burmah, of which your Excellency is the chief, and beg to assure you that it is with feelings of the greatest satisfaction that they welcome your Excellency to this town and district. The Council beg to express a sincere hope and warm conviction that the visit of the Embassy will tend materially to increase the commercial relations between the kingdoms of Burmah and Great Britain, to their mutual advantage. This Council has no doubt that the many industries that your Excellency is visiting during your stay in this country will be observed, and that such observation will stimulate still further the commercial enterprise of your own people. The Council having always considered the rich products and the fertile lands of Burmah as affording great inducements to the spread of commerce and agriculture, have from time to time carefully considered the many projected trade routes through the possessions of his Maje-ty the King, to open up a commercial highway to the unlimited resources of Western China. This Council recognise with great pleasure the extremely liberal spirit in which his Majesty has hitherto signified his willingness to afford assistance in promoting such ends. That whilst the Council assures your Excellency that they would hail with satisfaction the success of any route through his Majesty's dominions, yet, from careful inquiry and long consideration of the subject, they would most respectfully ask his Majesty the King to graciously concur in, and assist in opening out on equitable terms to himself, the direct land route from Rangoon to the capital of his Shan State of Kiang-Hung, on the right bank of the Meikong or Upper Cambodia River, commonly known as Captain Sprye's route, and they would venture to express an opinion that its completion would add most materially to the welfare and prosperity of his Majesty's subjects. In conclusion, the Council would entreat your Excellency to convey to your Sovereign the King of Burmah the respectful congratulations of this manufacturing community, which now welcomes him in the person of your Excellency.—W. MORRIS, President. Halifax, Sept. 4, 1872."

THE "PETREL" FOR SINGAPORE.—A case of some importance under the Merchant Shipping Act, 1871, was heard on the 6th inst. before the magistrates at Poole. The steamer *Petrel* put into Poole on her way from London to Singapore, and on the 31st ult. seven of the crew, all being foreigners, shipped in London, left the vessel, alleging that she was unseaworthy. They were apprehended under a warrant, and brought before the magistrates on the 2nd inst, when the collector of Customs, to whom the men complained in the first instance, expressed his opinion that the steamer was unseaworthy, and was unfit to make a voyage to Singapore. The prisoners were liberated on their own recognisances, and the magistrates directed that the vessel should be inspected by the Board of Trade surveyor at Southampton. The men appeared to their recognisances on Saturday, and the Mayor read the surveyor's report, which was to the effect that the steamer was too deeply laden, that the deck should be protected by bulwarks instead of having only iron stanchions and bars, that the house on deck was too large and not sufficiently secure, and that the forecastle was much too small for the men required. Under these circumstances, the Mayor said it was impossible for the magistrates to say that the men's complaint was not a *bona fide* and proper one, and they could not convict them of desertion. The prisoners were accordingly discharged, and the master of the vessel was ordered to pay them the wages due, and to pay the costs of the inspection and the court expenses.

NOTICE is given that the distribution of the bounty awarded for services against pirates in the China Seas on the 21st and 22nd of October, 1863, by Her Majesty's gunboat Cockchafer, commenced on the 13th inst. The following are the shares due to an individual in the several classes:—Lieutenant-Commanding, £57 5s. 6d.; fourth class, £39; fifth class, £21 13s. 5d.; sixth class, £19 10s.; eighth class, £6 10s. 1d.; ninth class, £4 6s. 8d.; tenth class, £2 3s. 4d. For services against pirates on the 28th February, 1864, by Her Majesty's gunboat Cockchafer, will commence at the same time and place. The following are the shares to an individual in the several classes:—Lieutenant-Commanding, £11 5s. 1d.; fourth class, £6 17s. 1d.; fifth class, £3 16s. 3d.; sixth class, £3 8s. 7d.; eighth class, £1 2s. 10d.; ninth class, 15s. 2d.; tenth class, 7s. 7d. And for services against pirates between the 21st and 25th of March, 1865, by Her Majesty's gunboat Cockchafer, at the same time and place. The following are the shares due to an individual in the several classes:—Lieutenant-Commanding, £45 16s. 4d.; fourth class, £26 19s. 7d.; fifth class, £14 19s. 9d.; sixth class, £13 9s. 10d.; eighth class, £4 9s. 11d.; ninth class, £2 19s. 11d.

THE distribution of the bounty awarded for services against pirates on the 9th, 12th, and 24th of March, 1868, by Her Majesty's gunboat Algerine, will commence on the 17th inst. The following are the shares due to an individual in the several classes:—Lieutenant-Commanding, £36 12s. 6d.; fourth class, £18 17s. 9d.; fifth class, £11 6s. 8d.; sixth class, £9 8s. 10d.; seventh class, £6 12s. 2d.; eighth class, £3 15s. 7d.; ninth class, £1 17s. 9d.; tenth class, 18s. 10d.

BURNING OF THE PACIFIC MAIL STEAMER "AMERICA"—The following details of the destruction by fire of the Pacific Mail Steamship Company's steamer *America* have been received:—"The mail steamship *America*, of the Pacific Steamship Company's line, arrived in the harbour of Nagasaki on the 24th August. At eleven o'clock the same night the freight took fire, and the whole ship was soon involved in flames immediately afterwards. Prompt efforts were made to extinguish the conflagration, but they were unavailing. The fire burnt on during the entire night, and the steamer is totally destroyed. The Hong Kong mails, the freight, with the luggage of the passengers and of the officers of the ship, have been lost also. The sudden outburst of the fire and the rapidity of its progress subsequently force all hands to jump from the decks and sides into the water, with the hope of saving their lives. There was no time for manning the boats Six Chinese were killed during the confusion which prevailed. Ten Chinamen, the engineers of the *America*, the storekeeper, steerage watchman, and the cook of the steamer are missing. The treasure is recoverable. It amounts to $1,500,000 in specie, a portion of it being Japanese silver coin; $114,000 had been shipped for Hong Kong, the remaining $386,000 went down in the specie trunk with the vessel. The cause of the disaster was not, or is not yet, known."

LAUNCH FOR THE CHINA TRADE.—On the 7th there was launched from the shipbuilding yard of Messrs. C. Mitchell and Co., on Tyne, a very handsome iron screw steamer, named the Chin Kiang. She has been built for Messrs. Watts, Milburn, and Co., Newcastle, and is intended for the China coasting trade, and is in every respect a sister ship of the Yang-tsze. The Chin Kiang is 240 feet long, 31 feet beam, and 23 feet deep; has upper deck of teak and large deck houses for passengers and officers. The vessel will be fitted with a pair of compound surface condensing engines, manufactured by Messrs. T. Clark and Co., Elswick, Newcastle-on-Tyne.

MR. GEORGE PADDLE, for more than thirty years a resident in the colony of Mauritius, died on the 22nd July, from an attack of fever, after only twelve hours' illness. The *Mauritius Gazette* states that during the last twenty years he was manager of Deep River Estate. He was persevering, active, industrious, intelligent, unassuming, and, above all, of unswerving probity in all his transactions.

IT is announced that the Merchant Seamen's Chaplaincy at Hong Kong is vacant, and that the nomination is with Bishop Alford, of Bowden, Cheshire.

Mr. J. A. H. Taylor and Mr. J. Scott have been appointed Student Interpreters in China.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: TUESDAY, SEPT. 17, 1872.

CHINESE ARMAMENTS.

FOR some years the foreign representatives at Peking and Yedo have, coupled with offers of advice and assistance, urged upon the rulers of China and Japan the importance of advancing in those paths of civilisation which add to the prosperity and enlightenment of nations. They have both taken that advice, but in widely different ways; they have both accepted the assistance, but to serve very different ends. Our commercial interests in both countries are so large that all that affects the political prospects of either must at all times be of interest to us, and at the present juncture a glance at the action of the two Governments will furnish us with an instructive lesson. We will take for granted, for we suppose no one will deny, that in undertaking the reforms recently effected in Japan the Government of that country has been actuated by a pure desire to place itself in closer and more friendly relations with the countries of Europe. An honest intention, coupled with a shrewd intelligence, has led it in the path best calculated to accomplish this object. Instead of throwing obstacles in the way of the intercourse of foreigners with the natives, it had done all in its power to encourage it, and instead of giving the European representatives cause of suspicion by an undue expenditure on the military defences of the country, it has shown in the most conclusive manner possible of how much greater importance it considers it to be to seek and cultivate the acts which lead to, and secure peace. Railways, telegraphs, public libraries, and international exhibitions are among the outward and visible signs of the wise and enlightened policy of which the Embassy now amongst us is the mouthpiece, and in these and a thousand other ways we have distinct pledges of the peaceful intentions of the MIKADO and his advisers. But if we turn to China we find the exact converse of this picture. Instead of constructing railways we observe the Government of that country eagerly engaged in building forts; and rifled guns and ammunition are the only products of European manufactories which find favour in the eyes of the mandarins.

From a correspondent at Tientsin, whose letter will be found in another column, we learn that strenuous efforts are being made to place the approaches to Peking in a perfect state of defence. The Taku Forts have been completely rebuilt, and foreign rifled guns now peer out from the embrasures where the old native smooth bores used to stand in the days of SANKOLINSIN. The road from the mouth of the river to Tientsin has been raised and made available for the rapid transport of troops and material, while about half way a fortified camp has been erected for the defence of which the Government has thought it worth its while to import from Europe a number of Krupp guns. We hear that six of these weapons were lately landed at Tientsin, and advices from Shanghai inform us that the steamship *Craigforth* had also landed at that port "five large Krupp guns," which "are to be sent on to Tientsin for the armament of some new forts on the river Peiho." At the various arsenals and dockyards the construction of ships of war and the manufacture of all kinds of war material are being vigorously pushed on. To these facts it is impossible to close our eyes, and we are tempted to ask for what purpose are all these warlike preparations being made? Is the internal condition of the country so prosperous, and are the wants of the people so well cared for that the Government may legitimately expend the large sums it is now disbursing, in rendering its dominions safer from the attacks of kingdoms envious of its prosperity? Far otherwise. Only the other day we heard of thousands of people being driven homeless and starving from their dwellings in the nighbourhood of Tientsin, and of the Government being quite unable either to supply their wants or to alleviate their distress, while at this moment we have amongst our foreign guests in this country the representative of a rebel chieftain, who, for the last sixteen years, has exercised supreme rule over the greater part of one of the richest provinces of the Empire.

Whither, then, does all this tend? Does it not point us back to that passage in TSENG KWO-FAN'S celebrated memorial in which he advised the temporary adoption of a conciliatory policy on the ground that at that moment China was weak; but, he added, the time may come when China will have the upper hand? We are fain to believe that this is the true interpretation of the abnormal activity now visible in the dockyards and arsenals of the Empire. And if this be so a heavy responsibility rests on those foreign employés of the Government who by advice and assistance are furthering its hostile schemes. The direction in which things are drifting must be apparent to all on the spot, and to none more so than Mr. HART, who as a well-wisher to China cannot but deplore the course taken by the Government. We cannot believe that he approves of the expenditure of such vast sums on armaments while the gigantic engineering works which have hemmed in the water-ways of the Empire for so many centuries are everywhere giving way for sheer neglect, causing desolation and famine by their overthrow. If, contrary to his advice, the Government still persists in its mad career, the only course left to him is to come out from amongst such a people, and he would best consult his own good name were he to follow the course which his interests and honour alike point out.

THE KOREAN LETTER.

THE Korean difficulty has entered on a new phase, and a most interesting one. The despatch from the Korean to the Japanese Government—which has lain unsuspected by the Westerns for nearly three years, and which has now oozed out to the chagrin of at least one of the parties—is a most suggestive document. From whichever side we regard it, it bristles with information, and hints as to the right way for us to set about utilising it. It shows what an egregiously wrong course was steered by those Foreign Powers who thought to open the Korea by force—a blunder for which we cannot quite excuse our friends the Japanese, who, if they had not been held back by false pride, could at once have set the Americans right—given them "the straight tip"—by informing them of the character of the nation against which they sent out their expedition. We always protested against that ill-conducted and boastful affair, but we did not know how strong our case was until now. At the very time when the Japanese stood by, and saw the Americans making that fatal mistake, the despatch which has just come to light had been lying unanswered in their Foreign-office for two years. Lesson the first—that is the way in which the Japanese treat their friends. They stand by with closed lips, and see their allies run their heads against a wall; and we hope the good folks who have been lauding them with such gushing fervour in the United States will not forget it. Their policy seems to be silence and "non-intervention" with a vengeance. They do not answer the appeal of their old ally when he is attacked by their new one; and they afterwards let the new one attack the old one without a word of warning. It is by traits like these that we discover the true nature of nations as well as individuals.

The Korean despatch, considered by itself, has two sides—a romantic and a practical one. Bitter as is its tone towards the close, it seems to have been written "more in sorrow than in anger." The stern simplicity with which it recites the history of their long connection with their neighbours—the almost pathetic way in which it refers to the injuries which the Japanese have inflicted on them, and the help which they have withheld from them in the hour of need—the natural horror with which the Koreans recoil

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from the faithless friends whom they suppose to have been corrupted by "keeping bad company" with barbarians—the haughty and resolved defiance *á l'outrance*—above all, the chivalrous proposal to clear a battle ground for them to meet in, if their antagonists will "name time and place"—all combine to show that the days

When, wild in woods, the *noble* savage ran,

are not yet bygone. Never in our own duelling days—when gentlemen were requested to "consider themselves horse-whipped," and when the choice of the *venue* was the right of the challenged party—was intentional insult inflicted, or "satisfaction" offered with more etiquette. The covert sneer, in allusion to their former despatches not having been answered, "*We* are not afraid to put in writing, &c."—is inimitable. Benighted, bigoted, and cruel, as the Koreans unquestionably are, a people that can write and act as they have done must have something noble at its core—and we must try to get at it. It is clear that the way through Japan is closed. France and America have excited not only hatred but triumph by their ill-judged and easily repulsed expeditions, and thus done irreparable injury to the character of the Western races. But the road through China is not yet blocked up, and skilful diplomacy in the approaching revision of our treaties there may do much to open up pacific relations with this singular people. Force is out of the question; anything like menace would only intensify the prejudice against foreigners generally. But reason, and a just appeal to the feelings, may, we think, go far to make it a point of honour with them to assist any of our vessels that may be wrecked, and to protect any of our countrymen who may be cast on their shores. And that is all we want—at least for the present.

THE Great Northern Telegraph Company's steamer *H. C. Orsted* has arrived in the Thames from Copenhagen, and will shortly proceed to take on board the cable, intended to be despatched to China, for the repair of the Company's cables as may be required from time to time. The *Orsted* will remain on the station as the repairing ship.

THE Halifax Chamber of Commerce has presented an address to the Envoy of the King of BURMAH, in which they most earnestly impress the great importance of an overland route from Rangoon to Kiang-Hung, on the river Meikong. We trust that the King of BURMAH will see his interest in promoting this enterprise.

ANOTHER steamer for the Japanese Government, the *Capron*, was launched at New York on the 28th of August, being the second built there for the navy of Japan.

THE JAPANESE EMBASSY.

On the 6th inst. the Japanese Ambassadors and suite paid their second visit to the International Exhibition, and were conducted through the chief galleries by Her Majesty's Commissioners. They inspected the printing of *The Times* and the *Echo*, the several processes of envelope manufacture, by Messrs. Dickenson and Co. the copper-plate printing, cotton machinery, cotton plant, &c., They showed great interest in the machinery for paper manufacture and printing, and noticed with evident satisfaction the valuable collection of Japanese papers which is shown in the department devoted to stationery. The next day, Saturday, the Ambassadors paid a visit to Windsor Castle. On their arrival from London at the Windsor Railway Station one of Her Majesty's carriages was placed at their disposal, in which they drove to the Castle, where they were shown the private and State apartments and the other principal objects of interest about the palace. Afterwards they were driven to the Royal Dairy, the Aviary, Frogmore, and then through the Great Park to Virginia Water.

On Tuesday, the 10th inst., the members of the Embassy repeated their visit made on the 27th ult. to the Royal Arsenal at Woolwich, where they arrived by steamer from London, and were received by Capt. Gordon, C.B., Controller, Royal Arsenal. They first proceeded to the Royal Carriage Department, being escorted through the labyrinth of workshops by Col. G. T. Field, R.A., the Superintendent. In this department, in which a larger number of trades is carried on than in any other department in the Royal Arsenal, the principal novelties and improvements which have lately been introduced were closely examined and criticised, the wheel factory receiving particular attention. The party proceeded then to the Select Committee Office, which had been improvised as a mess-room, where luncheon had been prepared. Sir David Wood, K.C.B., commandant, who was attended by his staff, including Capt. G. Best, R.A., A.D.C., Capt. W. J. Hall, R.A., Deputy Assistant-Quartermaster-General, and Capt. A. T. Pearse, Brigade-Major, joined the Ambassadors at luncheon, together with a number of other officers connected with the different departments in the Arsenal, and the Royal Artillery bugle band was in attendance. On resuming their tour of inspection the party proceeded to the Royal Laboratory Department, where Col. T. W. Milward, C.B., the Superintendent, explained the diversified nature of the work performed, and also the variety and importance of the modern inventions which have been successfully brought into use in the service. After passing through the main factory and the shell foundry, they left for the Royal Gun Factories, in which department Capt. E. Maitland, R.A., Assistant-Superintendent, and Mr. R. S. Fraser, the inventor of the "Woolwich" gun, took charge of the visitors, and conducted them through the new forge room, and subsequently through the pattern-room and the numerous other shops in this department, some of which contain the finest machinery in the Arsenal, invented expressly for the manufacture of the new gun. The shops also contain numberless coiling and wielding machines, and enormous furnaces, necessary for the immense heat which has to be manipulated. At the conclusion of their visit the visitors re-embarked, and returned to town by steamer.

On Wednesday the Ambassadors, with all the principal members of their suite, paid a visit to the City. They went first of all to the Mansion-house, where they were received by the Lord Mayor, and thence escorted by him to Christ's Hospital. This time of the year is not well suited for seeing the great school in full working order, but still there was in residence a fair complement of boys in their quaint costume to afford the distinguished visitors a notion of the establishment and its uses. And the Lord Mayor, through Sir Harry Parkes, explained to them the foundation of the school by Edward VI. and its general economy, with which they seemed much interested, asking questions in elucidation of doubts whenever they happened to be at a loss. From Christ's Hospital they accompanied the Lord Mayor in his private state carriage to St. Paul's Cathedral, where they spent a considerable time; thence to the Bank of England, where the general arrangements of the establishment were fully explained to them; and afterwards to Guildhall, returning to the Mansion house, where they were entertained at luncheon by the Lord Mayor and the Lady Mayoress, the Governor of the Bank and Alderman Sir Robert Carden being also of the party. On Friday several members of the Embassy dined with the Master, Wardens, and Court of Assistants of the Corporation of Mercers in their hall. The Lord Mayor has invited the Ambassadors to a banquet at the Mansion House on the 24th inst., and the Fishmongers' Company on a subsequent day. On all their visits the Ambassadors have been accompanied by Sir Harry Parkes and by General Alexander, the latter of whom it will be remembered was selected by the Government to attend the Embassy during its stay in this country.

THE EXPORT OF CLOTH TO JAPAN.

The *Pall Mall Gazette* has the following amusing but not very correct account:—It appears from the reports forwarded from Yokohama to the Foreign-office and Ministry of Commerce at Berlin that the importation of cloth into Japan has increased to an enormous extent within the last few years. This was at first chiefly owing to the taste of certain of the Japanese princes for clothing their troops in the European fashion, and afterwards to the revolution, which placed all the troops in the country under the Mikado, and rendered it necessary to clothe the whole army after the same pattern. Large quantities of cloth were then imported into the country, but many of the importers suffered considerable loss, owing to the sudden liking of the Japanese for grey colours, they having discovered that the Prussian troops wear grey trousers. The Government at Berlin, in publishing these reports, advises German manufacturers and importers to send cloth to Japan of the same quality and at the same prices as that furnished from England and France. The best time for sales, it adds, is the winter season (from September to February); in the summer light clothing only is purchased. The articles might be sent by steamer, and it is observed on this point that, in view of the increasing trade between Germany and Japan, it would be highly desirable to establish a line of packet ships between the two countries.

Monetary and Commercial.

At the meeting of the National Bank of India, on the 10th inst., Mr. R. O. Campbell in the chair, the directors' report, recommending a dividend for the half-year at the rate of 3 per cent. per annum, was unanimously agreed to. The report states that "the net profit realised during the half-year reached the sum of £42,011, which amounted to 18 per cent. per annum on the paid up capital of the bank, and sufficed only to wipe out the balance of £33,406 exhibited on Dec. 30 last at debit of profit and loss account, but to warrant the directors in declaring an *ad interim* dividend at the rate of 3 per cent. per annum, which will absorb £6,969, leaving a balance of £1,635 to be carried forward to the next account."

The chief manager, Mr. Sawers, having read the report, the chairman proceeded, in the first instance, to notice with extreme regret

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the retirement of Mr. Fitzwilliam from the chair, owing to indisposition, but he was happy to say he would retain his seat on the Board. The report in the hands of the shareholders would no doubt be considered very satisfactory, and he believed that the next half-year's operations would show even greater success. They had fairly earned a dividend, and the directors thought that although it was small it was better to divide it at once. The Bank now stood in a first-rate position, both in the East and in the discount market at home. The directors were glad that they had not closed the Hong Kong branch, which had been well worked by Mr. Campbell with good results. The branches at Bombay and Calcutta had also been satisfactory. No questions being asked by the meeting the report was put and carried, and the proceedings ended with a vote of thanks to the chairman.

The directors of the Chartered Mercantile Bank of India, London, and China have declared a dividend for the half-year ended 30th June last at the rate of 8 per cent. per annum, free of Income Tax, payable on the 28th inst., and have carried forward a surplus of £88,149 18s. 7d. to credit of the current half-year's account. The meeting of the shareholders will be held on the 15th prox. The directors' report says:—

It will thus be seen that the result of the past half-year's operations has been highly satisfactory. Unfortunately, since the accounts were closed the failure of a firm of high standing, with which the Bank has had large transactions for many years past, has taken place. This will involve the Bank in a loss, the extent of which, depending on the realisation of the assets of various firms connected with them, cannot yet be correctly estimated; but at the worst it will leave a large balance available to supplement the profits of the current half-year, and apart from this the business of the Bank at all points continues satisfactory.

It is understood that the dividend to be announced by the Oriental Bank Corporation for the half-year ended June 30 last, will be at the rate of 12 per cent. per annum. The meeting will be held on the 17th prox.

The uneasy feeling established at Manchester on the failure of Messrs. Gledstanes and Co. has not yet subsided, and wild rumours in regard to certain firms are going the rounds. The addition in the Bank of England returns "other securities" instigated rumours as to firms of first class standing having been accommodated. A meeting of the bill holders and others on the estate of Messrs. Gledstanes and Co. was held on the 11th, but separated without any definite result.

In consequence of the loss of the *Lahloo*, following on that of the *Parnassus*, there is a disposition amongst underwriters to increase the rates of premium on China voyages. The *Lahloo* had on board, from Nagasaki, brass guns, wax, and sundries, and 936,100 lbs. tea from Shanghai, the value of which may be computed at £80,000. The *Lahloo* was composite built, and one of the finest of the China clippers. There is much regret at her loss, as the number of these vessels is now fast diminishing, the *Ariel*, which we noticed lately as overdue, being now finally given up. Such vessels cannot be built under £30 per ton, and owners are of course not disposed to give such prices. The value of sailing vessels has much advanced, owing to the high price of coals, and consequent increased cost of working steamers.

The Eastern Telegraph Company has published a list of "latest dates" of messages received during the last month from India China, &c., by the direct submarine lines, *via* Falmouth, which shows that the average time occupied by messages from Calcutta is three hours and eighteen minutes, and from Bombay two hours and one minute.

The Manchester market is extremely dull. The lull in business seems to be complete, and in order to make sales lower prices must be taken. The accounts from the East are such as so preclude all buying for the China market especially, and the little business that has been done has been chiefly for Germanyr.

Notice is given of the admission of Mr. William Shepard Wetmore and Mr. John Lindsley as partners in the firm of Frazar and Co., of Shanghai.

Bar Silver remains firm, and the price for a time slightly improved to 60½d. per oz standard, but it may now be quoted as 60⅜d. Mexican Dollars remain firm at last week's quotations.

The amount of bullion by the P. and O. Company's steamer *Peking*, which left Southampton on Thursday, was in gold—to Alexandria, £38,000; to Galle, £5,500; to Bombay, £7,000; to Madras, £1,136; in silver—to Singapore, £52,200; to Hong Kong, £50,250; to Shanghai, £11,277; to Gibraltar, £5,000; total, in gold, £51,636; in silver, £118,727.

BOARD OF TRADE RETURNS.

The Board of Trade Returns for the month of August show a further important expansion in the declared value of our exports, which amounted to £24,557,502, against £22,221,245 in August 1871, being an increase of £2,336,257. Of this £1,674,081 occurred under the heads of the principal exports, but chiefly Iron and Steel and Woollen and Worsted goods, and £662,176 under those of the more miscellaneous articles, more particularly Coal, owing chiefly to its augmented costliness, the same remark being even more applicable to the excess shown by Iron. The chief exports in August were:—

	1872.	1871.
Cotton Goods	£5,899,153 ...	£5,676,259
,, Yarn	1,325,050 ...	1,300,898
Linen Goods	637,270 ...	776,511
,, Yarn	165,975 ...	179,204
Silk Goods	226,580 ...	243,612
Woollen and Worsted Goods	3,817,666 ...	3,153,234
Ditto Yarn	541,758 ...	686,384
Iron and Steel	3,634,739 ...	2,558,008
Total	£16,248,191 ...	£14,574,110
Other Articles	8,309,311 ...	7,647,135
Grand Total	£24,557,502 ...	£22,221,135

During the eight months this year there was an increase in the value of the exports of £23 489.430 and of £35,523,268 over the corresponding periods respectively of 1871 and 1870, as shown by the following figures:—1872, £167,166,636; 1871, £143,677,206; 1870, £131,643,368.

The entries of Tea for home use in the month were about one million and a quarter lbs. heavier than in 1871, making a total excess of 3,343,300 lbs.; exports continued to fall off, and were nearly one million and a half less than last year. The imports, although very large, viz., fully 18,000,000 lbs., were 2,000,000 lbs. less then 1871, and the stock at the end of the month exhibited a reduced surplus of 10,000,000 lbs. Import for the eight months:—

1872.	1871.	Difference.
Lbs.	Lbs.	Lbs.
China, 110,790,425 ...	99,979,999	Increase, 10,810,426
Indian, 9,937,414 ...	9,028,389	Ditto, 909,025
Total, 120,727,839	109,008,388	Increase, 11,719,451

Home Consumption.	Exportation.
1872, 85,658,203 lbs.	26,909,850 lbs.
1871, 82,314,894	25,490,997
Increase, 3,343,309	Decrease, 1,418,853

The stock in bond on the 31st of August was 90,554,575 lbs., against 80,641,244 lbs. in 1871, and 75,728,705 in 1870.

The following is an extract from these returns of the figures which refer to our Export trade with China and the Far East:—

COTTON YARN.

To		For the Month ended 31st Aug. 1870.	1871.	1872.
China and Hong Kong	lbs.	994,660 ...	629,470 ...	602,800
Japan	,,	890,840 ...	306,800 ...	1,650,900
Straits Settlements ...	,,	242,500 ...	188,700 ...	122,600
Ceylon	,,	23,800 ...	— ..	10,000
		For the Eight Months ended 31st Aug.		
China and Hong Kong	lbs.	6,735,909 ...	5,789,580 ...	5,728,430
Japan	,,	6,199,190 ...	6,429,090 ...	8,901,960
Straits Settlements ...	,,	1,788,190 ...	1,974,040 ...	1,155 510
Ceylon	,,	142,902 ...	223,150 ...	83,250

COTTON MANUFACTURES.

To		For the Month ended 31st Aug. 1870.	1871.	1872.
China and Hong Kong	yds.	23,635,445 ...	39,542,008 ...	35,575,500
Japan	,,	1,789,192 ...	2,160,680 ...	2,815,000
Philippine Islands ..	,,	1,828,100 ...	2,712,520 ...	501,400
Java	,,	2,744,400 ...	2,131,122 ...	798,200
Straits Settlements ...	,,	8,848,070 ...	5,532,260 ...	11,200,000
Ceylon	,,	3,605,594 ...	2,168,160 ...	1,845,800
		For the Eight Months ended 31st Aug.		
China and Hong Kong	yds.	225,510,500 ...	345,197,849 ...	282,881,100
Japan	,,	18,190,704 ...	31,025,144 ...	17,890,800
Philippine Islands ...	,,	19,883,910 ...	8,506,136 ...	8,954,660
Java	,,	20,804,254 ...	22,860,002 ...	15,213,200
Straits Settlements ...	,,	64,750,671 ...	50,549,074 ...	66,188,100
Ceylon	,,	18,705,440 ...	18,559,881 ...	22,193,100

WORSTED STUFFS.

To		For the Month ended 31st Aug. 1870.	1871.	1872.
China and Hong Kong	yds.	1,079,568 ...	1,306,040 ...	1,553,210
Japan	,,	219,040 ...	200,290 ...	274,500
		For the Eight Months ended 31st Aug.		
China and Hong Kong	yds.	12,261,249 ...	10,941,971 ...	10,842,980
Japan...	,,	1,229,698 ...	1,303,224 ...	1,851,780

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1870.	1871.	1872.
For the month ..	yds.	121,084 ...	99,370 ...	154,050
For the eight months	,,	1,501,874 ...	1,185,680 ...	1,330,733

LEAD TO CHINA AND HONG KONG.

		1870.	1871.	1872.
For the month ..	tons	645 ...	1,421	94
For the eight months	,,	10,126 ...	5,912	6,695

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BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.
£10	Agra Bank, ...	All	7 to 7½
25	Bank of Egypt	All	52 to 54
20	Chartered Bank Ind., Aust., and China	All	14 to 15
25	Chartered Merc. of India and China ...	All	24 to 26
20	City Bank	10	14 to 15
100	Colonial Bank	30	57 to 59
500fr.	Comptoir D'Escompte of Paris	All	f.675
£28½	Hong Kong and Shanghai Bank ...	All	44 to 46
100	Imperial Bank	20	28½ to 29½
50	London and County	20	61 to 63
50	London Joint Stock	15	44½ to 45½
100	London and Westminster	20	65½ to 66½
25	Oriental Bank Corporation	All	42 to 43
50	Union of London	15	45 to 46
	Telegraph Companies.		
10	British Indian Extension	All	11½ to 11¾
10	British Australian...	All	7⅜ to 7⅝
10	China Submarine	All	8⅝ to 9
10	Eastern Telegraph Company	All	9⅝ to 10
10	Great Northern	All	11 to 11½
25	Indo-European	All	13 to 15
10	Mediterranean Extension	All	6½ to 7
12	Telegraph Construction Company ..	All	33 to 33½
50	Indiarubr., Gutta Percha. & Tel. Works Co.	45	32 to 33
	Miscellaneous		
20	British India Tea Company	All	4 to 5
20	Brit. and Foreign Marine Insurance Co.	4	7 to 7½ pm.
20	Ceylon Company	All	15 to 17
20	Do.	10	5½ to 4⅝ dis.
50	Colonial Company	20	2 to 1 dis.
5	Credit Foncier of England	All	5⅝ to 5⅝
10	General Credit and Discount Company	7½	2½ to 2⅝ pm.
1	Hong Kong Gas Company	All	
10	International Finance Society	5	¾ to ½ dis.
98	Japan Loan, 9 per cent.	All	110 to 112
20	London and Prov. Marine Insurance Co.	2	2½ to 3 pm.
25	National Discount Company	5	11½ to 12
25	Ocean Marine Insurance Company ...	5	13 to 14 pm
500fr.	Messageries Maritime of France ...	All	
50	P. and O. Steam Company	All	50 to 52
50	Do. Do. 1867	10	2 dis. to par
100	Royal Mail Steam Company	60	89 to 91
20	Realm Marine Insurance Company ...	3	1½ to ¾ dis.
20	Thames and Mersey Marine Insur. Co.	2	5 to 5½ pm.
20	Universal Marine Insurance Company	5	7 to 8 pm.

ARTICLES OF IMPORT.

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TEA.

Messrs. Capel and Co.'s Circular says :—

The market has been very quiet during the week; there have been no fresh arrivals of Tea to stimulate business, but the trade have bought sparingly from the old stocks on offer at about previous rates. There has been only a limited inquiry for export. The public sales have comprised 1,376 packages new season's Green Teas, offered without reserve on the 9th instant; and a series, consisting of 8,146 packages, on the 10th instant, of which 6,618 packages have been sold without reserve, without material change in prices. The deliveries for the week amount to 3,375,000 lbs., against 3,517,500 lbs. last year.

Black.—Red-leaf kinds: Old season's siftings show no change New have been sold from 6d. to 8d. per lb. for good water Teas. Broken-leaf kinds, from 8d. to 10d. per lb., show no alteration. Fair to good common are scarce, especially in chests, and must be quoted at 1s. 1d. to 1s. 1½d. per lb.—buyers. Fair to good Kaisows have not been readily saleable, but prices remain much as before. In fine to finest a few sales have been made of small parcels at former prices. Pak Lin kinds have been rather more inquired for from 1s. 7d. to 1s. 8d. per lb. for good quality. Black-leaf kinds: Low to common kinds have been sold from 7d. to 9d. per lb. Good common remains steady at previous rates. Fair to good medium show no change, the quantity on offer being moderate. Fine kinds have not been so much dealt in, but prices are firmly maintained. In finest the few transactions have been at fully former prices. New-make kinds: There has been a moderate inquiry for common to fair kinds, but few of new season's are offering; for old season's buyers will not pay the same prices for equal quality. Oolongs: common to good kinds have been dull of sale at former prices; fine have been in fair request. Souchongs show no material alteration. Flowery Pekoes have been quiet. Scented Teas: Canton Capers have met with a moderate demand at previous prices. Foo Chow kinds have been steady. Canton Orange Pekoes have been rather more saleable. Foo Chow kinds, from 1s. 7d. to 1s. 9d., have also been taken rather more freely. Uncoloured Japans: the finer kinds have been fairly maintained, but common to fair neglected. *Green*: Further arrivals have come to hand, and been offered for sale; they still show a want of make and bad colour, and are consequently less saleable than they otherwise would have been. For the finer lines prices have been well maintained, but the common to medium sorts have been sold at a reduction of 1d. to 2d. per lb. In Canton kinds there has been nothing of interest to report.

SILK.

There is no improvement in business, a little more general demand, but no real inquiry. Prices continue very firm, importers holding for full quotations in nearly every instance; some very common Tsatlees have been sold at 22s. 6d., but there are no sellers at the moment at this price for even the lowest quality. In Cantons, new Loong Kongs are selling at good prices, but in Tsatlee reels there is still nothing doing, market sorts being held for 18s. 6d. to 19s. Japans and Bengals are both quiet, and quotations unchanged. The deliveries have slightly improved this month, being from 1st to 11th inst., China, 1,119; Canton, 221; Japan, 225; Bengal, 165; total 1,730 bales.

COFFEE.

There has been a slight improvement in the market for Plantation Ceylon, a considerable supply of which has been brought to auction during the past few days, and has been taken off at a slight advance for coloury, and at steady rates for other kinds, the latest prices paid having been—Triage and ordinary, 66s. 6d. to 74s.; small grey to coloury, 75s. to 78s.; fine fine ordinary grey, 76s. to 76s. 6d.; low middling, 77s. to 79s.; middling, 79s. to 81s. 6d.; good middling to fine bold coloury, 82s. to 87s.; pea berry, 97s. to 101s. per cwt. There has been no movement in Native Ceylon or other East India, all offers having been bought in.

The Dutch Trading Company announce 81,500 bags Java, &c., for their next public sale, to be held on the 16th inst.

SUGAR.

There is little or no change to report in the position of the market, but more steadiness is observable, and the downward tendency seems to have been arrested. At public sale of 2,188 bags Penang offered, about 800 bags sold, washed white (duty 5s. 8d.) at 34s. to 34s. 6d., fine bright yellow (duty 5s. 3d.) at 32s. to 32s. 6d., middling to good do. (duty 4s. 9d.) at 29s. 6d. to 31s., brown (duty 4s.) at 26s. 6d. to 27s., the remainder good to fine white (duty 5s. 8d.) bought in at 35s. 6d. to 36s.; 1,000 baskets 5,498 bags Native sort were all bought in, low to dry 21s. 6d. to 23s. Since the sale 170 bags good white have been sold at 35s. In auction 125 bales Siam concrete were bought in at 22s., but have since been sold at 21s. 6d. There has been no other movement in East India.

China Preserves.—An offer of 300 cases Ginger was quitted at 7d. per lb.

Cutch.—Moderate sales of Pegue have taken place, fine Elephant in boxes at 25s., old import at 24s. per cwt.

Galls.—A parcel of 210 cases China offered at auction last week and bought in, has been sold privately at £2 17s. per cwt.

Gambier.—Privately small sales have been made on the spot at 24s. 6d. per cwt.

Hemp.—There is a steady business doing at last. Quotations—Quilot, good white, £55 5s.; good fair roping, £48; good, £48 10s. per ton.

Pepper.—*Black:* The auctions have gone off slowly, and Penang, of which the greater part has consisted, has sold at a slight reduction, viz., 6¼d. to 6⅜d.; good West Coast, 6⅜d.; Singapore has been bought in at 7d. *White* is active and advancing, Singapore having been sold at 1s. 2⅛d. to 1s. 2½d., short prompt and for delivery in the last three months at 1s. 2d.

Rice.—The market continues firm, and is active, especially as regards business in floating cargoes; the recent advance in prices is maintained. On the spot 2,500 bags Ballam have been sold at 9s. 3d.; 100 tons Askoolie, at 10s. 3d., ex quay; 1,700 bags Askoolie, at 10s. 4½d.; 5,000 bags new Rangoon, at 10s. 1½d., ex ship; and 50 tons low white Bengal, at 10s. 1½d. For arrival 100 tons Dacca, August shipment, have been sold at 10s. 6d., ex quay; and the following floating cargoes have been sold, viz.:—The Delaide, 1,000 tons Rangoon, June sailing, at 10s. 6d., open charter; the Emanuel, 970 tons Necransie, April sailing, at 9s. 7½d., open charter; the Yorkshire (steamer), 1,800 tons Rangoon, arrived in dock, at 10s., ex ship; a cargo of about 350 tons broken Necransie July-August shipment, at 8s. 4½d. ex ship on Continent; the Myo 800 tons Rangoon, July sailing, at 10s. 6d. open charter; the Quatro 1,420 tons Rangoon, arrived off coast, at 10s. 7½d. Liverpool quay terms; a cargo of 385 tons Rangoon, arrived off coast at 10s. 1½d. ex ship or Continent; one of 860 tons Rangoon also arrived off coast at 10s. 1½d. ex ship or Continent; one of 1,205 tons Rangoon, July sailing, at 10s. 6½d. open charter, and one of 1,000 tons Necransie, July sailing, at 9s. 9d. open charter.

Sticklac.—Considerable sales have been made during the past few days of good quality Siam, at £4 7s. 6d. per cwt.

Shells.—The periodical sales were held on the 10th inst., with the following results:—*Mother-o'-Pearl* met an active competition for all descriptions, and a general advance in value was secured. 6 cases Manila sold at £9 12s. 6d. *Tortoise*: A brisk demand prevailed, and nearly the whole of the quantity offered (nearly 5,950 lbs.) found buyers at an advance; 6 cases (1,247 lbs.) Singapore were bought in at 24s. to 26s. per lb. *Ear Shells*: Of 235 bales, 198 cases, and 12 tons Japan offered, 235 bales sold at 10s. 6d. to 12s., the remainder being bought in at 15s. per cwt.

Tobacco.—In public sale yesterday 17 bales Manila were sold at 9d. to 9½d., 2s at 1s. 8d to 2s. 1d., 149 ditto Java a few lots only sold at 5d., 3 ditto ditto repacked damaged 2½d. to 4d., 24 ditto Japan part at 7¾d., 1 bale ditto repacked damaged 3d., 50 bales China withdrawn, 5 ditto ditto repacked damaged sold at 2½d. Of Cigars 2 cases Manila sold at 8s.

Tin.—On the 6th inst. the Dutch Trading Company announced their autumn sale to take place on the 2nd October next, and to consist of 46,500 slabs Banca, and 2,800 slabs Billiton. This being a much smaller quantity than was anticipated, the market became excited, and the price in Holland rose to 97 guilders for Banca, and here, to £158 for Straits. It is now quieter, and a parcel of 10 tons Straits has been pressed for sale and quitted for £150 cash.

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Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Sept. 5	Cœur de Lion	Conteur	Colombo	London
6	Eastern Queen	Picot	Rangoon	Do.
11	Peleg	Rismondo	Do.	Do.
8	Burgen v. Middlebrg.	Hock	Batavia	Brouwershaven
8	Bestevaer	Rosier	Do.	Texel
5	Mina	v. Bruggen	Do.	Brouwershaven
3	Marino	Ivancich	Nicolajefsk	Cuxhaven
7	O'Thyen	Jordan	Rangoon	Bremerhaven
7	Maharajah (s.)	Hodgson	Akyab, via S.C.	Liverpool
9	Nor' Wester	Burgess	Bassein	Do.
5	Norge	Olsen	Rangoon	Brouwershaven
6	Vonberg	Fesenfeld	Do.	Bremerhaven
7	Richard	Bambach	Maulmain	Do.
7	Nicot	v. Det	Batavia	Texel
7	Argo	Verdoes	Do.	Zierikzee
Aug 25	Fearless	Tilton	Padang	New York
25	Hedwig	Neilsen	Do.	Do.
26	Rainbow	Thayer	Do.	Do.
25	Sophia Gorbitz	Gorbitz	Samarang	Boston
26	James Shepherd	Madden	Ilo Ilo	New York
Sept 11	Beautiful Star	Bilton	Colombo, &c.	London
11	Marian	Mallandine	Rangoon	Do
4	Mentor	Greeve	Batavia, for Amstm.	Deal
5	Nederland	v. Injen	Do., for Rotterdm.	Do.
10	Gloria	Denegri	Bassein	Queenstown
3	Alida	Berner	Rangoon	Off Scilly
6	County of Argyle	Sim	Pasaroeang	Falmouth
6	Concordia	Govenius	Rangoon, for Hmbrg.	Off Dover
7	Hermann & Emma	Wilder	Akyab	Off Falmouth
Aug 23	Jacob Hanson Love	Mathieson	Rangoon, for Flnsbg.	Off Cape Wrath
Sept. 9	Hong Kong	Cluven	Macao	Hamburg
7	Mary	Davies	Batavia	Falmouth
7	Hudson	Vaughan	Bassein	Do.
9	Albert Wilhelm	Rundberg	Rangoon	Do.
9	Quattro	Valle	Do.	Do.
10	Pride of Wales	Morris	Do.	Do.
11	Mimi P.	Randich	Formosa	London
11	Nestor (s.)	—	Shanghai	Off Deal
8	Pelegrina Madre	Savignone	Maulmain, for Bremn	Off the Start
11	Mogul	Freeman	Rangoon	Falmouth
11	Abraham Lincoln	Ostlund	Bassein	Do.
11	Pauline C. Eleanor Fleetwing	Kuipers	Batavia	Do.
		Roberts	Bassein	Queenstown
8	Zorida	Larsen	Rangoon	Hamburg
10	Cotherstone	Laurensen	Singapore	Glasgow
10	Maria Suzanne	Hirrigoyen	Saigon	Falmouth
10	Teti	Ccsta	Rangoon	Do.
10	Rosemont	Jones	Akyab	Do.
	Tribune	Wade	Rangoon	Queenstown
	Jas. Lister	Hunter	Ilo Ilo	Do.
12	Ulysses (s.)	—	China, &c., via S.C.	Deal
12	Canaan	—	Manila	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sept. 5	Menzaleh (s.)	Mourrut	Sing., China, &c., S.C.	London
4	Anna J.	Giovanelli	Singapore	Cardiff
2	Tim Whiffler	Cotter	Galle	Penarth
	Jason	Rusman	Batavia	Rotterdam
Aug. 7	Petunia	Johnston	Do.	Rio Janeiro
Sept. 6	Nyassa	Garrock	Hong Kong	London
5	Hindostan	—	Singapore	Newcastle
7	Glengyle (s.)	McBain	Sing., China, &c., S.C.	London
6	Argo	Gran	Swansea and Galle	Do.
	Anna Lucretia	—	Java	Amsterdam
8	Achilles (s.)	Russell	Batavia & Yoko., S.C.	Liverpool
6	Lake Leman	Tannock	Singapore	Shields
9	Malacca (s.)	Gaby	H. K. & Shang., S.C.	London
7	Toivo	Blomberg	Ceylon	Cardiff
7	Saro Cains	Olivarli	Singapore	Do.
9	Thomas Dryden	Wallace	Galle	Do.
9	Brinkburn Priory	Jack	Do.	Do.
8	Tre Franciulli	Pudaglia	Singapore	Swansea
11	Golden Fleece	Way	Colombo, &c.	London
	Susanna Johanna	—	Batavia	Botterdam
10	Picard	Herve	Hong Kong	Cardiff
10	Geo. Washington	Ratsy	Shanghai	Do.

See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Between Sept. 1 and 10.

Steamer.	From.	For.
Tweed	China, Singapore, &c.	London
Benmore	Marseilles	Yokohama
Gordon Castle	London	Singapore, China, &c.
Danube	Shanghai	Odessa
Yeddo	London	Colombo, &c.
Coromandel	Do.	Do.
Conrad	Nieuwe Diep	Batavia
Patroclus	Liverpool	Singapore, China, &c.
Ravensworth Castle	China, &c.	London
Patty	Marseilles	Singapore
Fair Penang	London	Do.
Glaucus	China	London
Mont Cenis	Do.	Do.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Hong Kong and Shanghai: H. C. Orsted. For Penang, Singapore, Hong Kong, and Shanghai: Drummond Castle, Lord of the Isles. For Colombo, &c.: Chaldea, Agra, Yorkshire.

SAILING VESSELS.—For Yokohama: Laurel. For Shanghai: Portland. For Hong Kong: Tyburnia. For Chefoo and Tientsin: Carnarvonshire. For Penang: Vanguard. For Singapore: Eleanor. For Colombo: Palestine. For Colombo, &c.: Spirit of the North.

At LIVERPOOL.—For Yokohama: Lizzie Iredale. For Yokohama and Hiogo: Harrington. For Manila: Aurorita. For Batavia: Metis. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Menelaus (str.), Diomed (str.). For Singapore (via Swansea), Templar. For Galle, &c.: Rowena.

At GLASGOW.—For Singapore: Maggie Leslie. For Singapore (via S.C.), Jeddah (str.). For Galle: Saigon.

SPOKEN.

MIMI, Formosa to Panama, July 20, 4 S., 18 W.
ANNE, Penang to London, 25 days out, July 2, 35 S., 28 E.
ANTIPODES, Cardiff to Hong Kong, July 28, 3 N., 21 W.
WHINFELL, Cardiff to Sunda, July 26, 7 N., 22 W.
CLYTIE, Manila to New York, June 26, 32 S., 32 E.
GALILEI (Dutch), Amsterdam to Batavia, Aug. 26, 41 N., 16 W.
MEGENIA (?) (S.), Manila to London, Aug. 12, 27 N., 39 W., 98 days out.
MERAN (barq.), London to Colombo, Aug. 14, 14 S., 34 W.
AN AMERICAN VESSEL, from Singapore, June 4, 32 S., 28 E.
NIEUWE WATERWEG, Amsterdam to Batavia, Aug. 17, 38 N., 15 W.
ARY SCHEFFER, Amsterdam to Batavia, Aug. 4, 13 N., 25 W.
GEMSBOK, New York to Hong Kong, Aug. 1.
LBNP (ship), Clyde to Batavia, May 13, 31 N., 20 W.
GLORIA, (Spanish barq.), Cardiff to Manila, June 11, 16 S., 31 W.
RFHP (barq.), Tyne to Hong Kong, June 27, 33 S., 19 W.
HER MAJESTY, London to Shanghai, June 17, 31 S., 36 W.
SING TAI, London to Chefoo, &c., 146 days out.
DEVANA, London to Japan, July 17, off Gaspar Island.
WINDERMERE, Cardiff to Singapore, July 3, 23 S., 35 W.
VICE ADMIRAL MAY, Batavia to Amsterdam, July 22, 5 N., 18 W.
UNDINE (ship), Shanghai to London, off Formosa.
JOHN LIDGETT, Manila to New York, 32 days out.
CASHMERE, Shields to Singapore.
ANGELA, Glasgow to Manila, Aug. 19, 12 N., 28 W.
COMMANDANT (ship), Colombo to London, Aug. 28, 30 N., 26 W.
ARABY MAID, Cardiff to Shanghai, July 1, 15-10 N., 113-16 E.
HOPEWELL, London to Shanghai, July 17, in Gaspar Straits.
MALACCA, London to Shanghai, July 17, in Gaspar Straits.

FREIGHTS AND CHARTERS.

There is a scarcity of suitable tonnage on the berth for Eastern ports, and rates consequently rule firm, at the undermentioned quotations. Coal freights from the outports are quiet, and the delay and difficulty in loading noted in our last issue still exists. Homeward a good amount of business is doing.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Hiogo: 90s. meast. To Nagasaki: 90s. meast. To Shanghai: 40s. meast. To Hong Kong: 40s. meast. To Manila: 80s. meast. To Singapore and Penang: 40s. meast. To Sourabaya and Samarang: 70s. meast. To Batavia: 65s. meast. To Padang: 80s. meast. To Saigon: 100s. meast. To Galle: 40s. meast.

Per SAILING VESSELS.—To Hiogo: 45s. weight, 45s. meast. To Yokohama: 35s. weight or meast. To Nagasaki: 50s. weight or meast. To Shanghai: 45s. weight, 80s. meast. To Hong Kong: 35s. weight, 25s. meast. To Batavia and Sourabaya: 20s. weight or meast. To Samarang: 20s. weight or meast. To Singapore: 20s. weight, 25s. meast. To Penang: 35s. weight or meast. To Ceylon: 30s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £33. To Singapore: £25. To Penang: £25. To Galle: £21 to £22.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 40s. to 42s. 6d. To Shanghai: 45s. To Hong Kong: 35s. To Manila: 27s. 6d. to 30s. To Singapore: 23s. 6d. to 25s. To Ceylon: 21s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Singapore, 21s. To Colombo: 15s. to 16s. To Galle: 17s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

The Admiralty have invited tenders for the conveyance of 109 tons of stores to Hong Kong.

CASUALTIES.

A telegram received from Batavia, dated Sept. 6, states that the master and crew of the Lahloo, who have arrived at Sourabaya, report the vessel a wreck, and the bulk of the cargo damaged.

A telegram from Hong Kong, dated Sept. 6, announces that the Maria (Bremen barque), Walter, from Canton to the Channel, with a general cargo, had struck on a rock west of Linting, was making water, and would probably be a total loss; a tug had gone off to her assistance; the cargo would probably be saved.

The Canaan, Manson, from Ilo Ilo, in entering Queenstown harbour Sept. 8, grounded on the Euurland (?) bank, but got off without apparent damage.

Advices received from Rotterdam, dated Sept. 10, state that the Bestevaer, Rosier, which arrived at Texel 8th, from Batavia, reports having encountered a heavy gale from W.S.W., July 24, when off the Cape of Good Hope, during which she sustained damage to rigging.

The Isa (str.), of West Hartlepool (off. No. 65,510), Gardin, which left Galle, June 2, with rice, for Falmouth, has been posted at Lloyd's as a missing vessel.

MISCELLANEOUS.

Off ST. HELENA.—July 28, Maxima, Stephen, from Ceylon, for London.

At ALGOA BAY.—Alliance (Norw.), and sailed, Aug. 1, for Galle.

The Petrel (str.), of Leith, which left London, Aug. 26, for Singapore, put into Poole, 31, on account of seven of her crew having refused to proceed in the vessel, on the plea of her being unseaworthy; they were taken before a magistrate, and a survey was ordered to be held on the vessel, and the surveyor having declared her to be too deeply laden and otherwise unfit for the voyage, the men were discharged.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Shot.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Tar and Pitch.	Gunpowder.	Earthenware & Glass.
				Tons.	Tns.	Tons.	Tons.	Tns.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£	Brls.	lbs.	£
Gryfe	Hong Kong	London.	Aug. 21	...	400	...	...	25	50	...	...	2110	65148	...	...	...	10	658	...	...	...	...	15	175	633	...	...	119	482	...	107	...	375	590	1kg.	20087	1328
Chusan	Shanghai	,,	,, 27	...	200	5	...	...	...	...	...	276	...	...	...	...	10	658	...	...	...	...	36	920	...	1066	3607	2756	250	286	10	...	486	...	120000	225
Alvington	Penang	,,	,, 30	105	...	...	...	...	...	...	...	188	4304	...	...	...	20	...	...	...	...	...	40	632	...	16	252	197	...	...	...	...	...	200	17000	156
Coulnakyle	Yokohama	,,	,, 30	...	109	20	...	33	...	...	1200	593	39500 &£420	...	...	...	90	...	290000	75	...	72	304	200	1063	3799	586	406	260	...	...	174	...	...	1170
Scawfell	Colombo	,,	,, 31	...	5	127 & 140bds	...	½	...	...	...	531	33600	...	...	...	...	...	2000	...	...	41	2369	720	975	112	128	325	123	66	...	...	30	...	287
Maria Fidela	Manilla	Liverpool	,, 14	...	220	...	23	...	...	...	525 &2cs.	2051 46 cks. &2cs.	433781	...	...	503	...	...	21000	...	...	200	1100	400	...	190	374	1837	881	1cs.	...	...	...	...	...	1875 &37cs.
Brilliant	Singapore	,,	,, 28	30	77	...	...	...	...	...	...	744	...	...	...	...	...	...	...	...	...	...	...	...	...	...	120	...	...	...	...	...	...	...	1476
County of Ayr	Java	Glasgow	,, 31	...	...	...	7	...	...	...	4155	...	43156	277070	...	...	...	...	17735	17	...	105	...	...	...	...	...	...	80	...	50	45	...	...	1217
Ada	Yokohama	London.	,, 6	...	314	7	...	63	...	...	186	423	341669	...	...	...	1660	80	402110	...	3	3	577	...	242	3748	485	131	120	32	...	...	...	...	1746
Dewa Gungadhur	Singapore	,,	,, 12	100	10	...	4	50	23	15	1501	1995	49300	...	...	...	125	...	6640	...	...	...	2315	6661	57	900	334	100cs.	180	9	135	...	100	15550	469

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		Cwt.	Cwt.	£	£	Cwt.	£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Gryfe	Hong Kong	122	36	126	224	...	...	113	48 & 20cs.	42	...	...	...	110	41	122	262	...	...	...
Chusan	Shanghai	...	6	55	195	17	10	214	...	52	...	...	...	55	360	25	...	...	...	19
Alvington	Penang	20	...	11	3	..	...	3	...	11	10	8	10	80	16	30	511	...	...	...
Coulnakyle	Yokohama	35	1cs.	21	119	...	...	107	...	91	...	...	...	...	545	4cwt.	15	...	...	...
Scawfell	Colombo	...	...	34	...	...	20	61	...	409	51	...	...	...	...	3	...	...	241	48
Maria Fidela	Manilla	...	...	...	50	...	65	471	87	671	...	490	60	224	70	...	...	600	...	38 & 2cs.
Brilliant	Singapore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	123	...
County of Ayr	Java	...	...	...	...	...	...	...	...	149	...	...	...	...	...	191	...	...	...	...
Ada	Yokohama	153½	3½	171	19	7	16	447	5	453	117	...	139	10	1021	43	...	...	...	85
Dewa Gungadhur	Singapore	747	45	158	72	½	...	12cs.	344	...	40	91	17	18	100	698	1538	420	252	...

ADDITIONAL.—Per GRYFE.—Asphalte, £36; goods, manufactured, £519; flints, £42; matches, £743; sheathing felt, £100; sugar, 5 cwt.; oakum, £16; scientific instruments, £12; zinc, 1 ton.

Per CHUSAN—.Goods, manufactured, £159; carriages, £23; oakum, £50; sugar, 72 cwt.; zinc, 2 tons; rum, 659 gallons; pig iron, 10 tons.

Per ALVINGTON.—Matches, £1,600; cement, £97; flints, £35; goods, manufactured, £27.

Per COULNAKYLE.—Bricks, £26; goods, manufactured, £955; cement, £42; mineral waters, £7; sponge, £90; rum, 626 gallons.

Per SCAWFELL.—Casks in shooks, 140 bundles; goods, manufactured, £200; matches, £318; cement, £206; corks, £20; guano, £300.

Per MARIA FIDELA.—Jute bags, £120; sheathing felt, £65; sugar, 6 cases; hats, ironmongery, and glass, 37 cases; wood wheels, axles, &c., £255.

Per OTTER, from Liverpool to Singapore, cleared July 27.—Coals, 742 tons

Per ADA.—Soda water, £12; goods manufactured, £203; linseed, £6; cork, £75; edibles, £10; matches, £75; sheathing, £25; effects, £55; preserved provisions, 10 cwt. and 60 cases.

Per DEWA GUNGADHUR.—Bricks, £6; matches, £1,335; corks, £16; scientific instruments, £11; zinc, 6 tons.

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IN CONNECTION WITH THE

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On and after 1st MARCH next the following Reduced Rates for Telegrams of Twenty Words will come into force :—

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Messages sent from Postal Stations should be ordered

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(By Order) **THOMAS FULLER, Secretary.**

Old Broad-street, London, E.C.,
15th February, 1872

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DE
TOILETTE.

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THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, and CHINA.

The HALF-YEARLY MEETING of the Shareholders will be held within the BANKING HOUSE, No. 65, OLD BROAD-STREET, CITY, at One o'Clock precisely, on TUESDAY, the 15th Oct. next.

A Dividend of 8 per cent. per annum, free of Income Tax, for the half-year ended the 30th June last, has been declared, and will be paid to the Shareholders on the London register on and after the 28th inst.

The transfer books of the Bank will be closed from the 19th to the 28th inst. inclusive.

By Order of the Court of Directors,
WALTER ORMISTON,
For Chief Manager.

No. 65, Old Broad-street, London,
13th Sept., 1872.

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Recognised by the International Convention of 30th April, 1862.

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MANAGER.—Theod. Dromel.

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Established in 1833.

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J. THOMSON Chairman.

ORIENTAL BANK CORPORATION

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

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They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

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In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

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34, GREAT ST. HELENS, E.C.,

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Reserve Fund, $900,000.

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LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

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Foochow	Hiogo	Bombay
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The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

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East India and Colonial Chronicle.

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	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR .. MALTA.....	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA. ADEN ..... BOMBAY.....	,, ,,	Every Friday, at noon.	Every Monday, at 5 A.M.
GALLE ..... MADRAS ..... CALCUTTA ... PENANG ..... SINGAPORE ... CHINA ..... JAPAN	Thursday, Sept. 12 & 26, at 2 P.M.	Friday, Sept. 6, 20, & Oct. 4, at noon.	Monday, Sept. 9, 23, & Oct. 7, at 5 A.M.
AUSTRALIA ... NW. ZEALAND (Cargo only.)	Thursday, Sept. 26, at 2 P.M.	Friday, Oct. 4, at noon.	Monday, Oct. 7, at 5 A.M.

And all Ports at which the British India Company's Steamers call.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

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via the Suez Canal.—Passengers and Shippers are respectfully informed that the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY propose to despatch steamers from SOUTHAMPTON to Bombay, via the Suez Canal, as follows:—

			Tons.		H.P.
Sept. 21	...	HYDASPES	2,983	...	500
Oct. 3	...	MIRZAPORE	3,763	...	600
,, 17	...	KHEDIVE	3,742	...	600
Nov. 7	...	PEKIN	3,777	...	600

RATES OF PASSAGE MONEY.

First-class £66
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Provence	... Sept. 15	For	Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Tigre ...	... Sept. 29		
Hoogly	... Oct. 13		
Amazone	... Oct. 27		
Ava ...	... Nov. 10		
Camridge	... Nov. 24		

The steamers of the 29th Sept., 27th Oct., and 24th Nov. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 15th Sept., 13th Oct., and 10th Nov. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
,, Constantinople... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,, ,

The Company's weekly steamers to Alexandria connect at Alexandria with the English mail steamers from Brindisi to Bombay.

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Destination.	Ship.	Class.	Dock.	Last Shipping day.
Pen., Sing., Hg. Kg., & Shanghai, via S.C. ...	Nankin, s.s.	100 A1	SWID	With des.
Do.....	Chin-Kiang, s.s.	100 A1	SWID	To follow
Shanghai ...	Portland.....	AA1	E.I.D.	With des.
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The Pacific Mail Steamship Company's steamers also leave New York on the 10th, 20th, and 30th of every month for San Francisco, via Panama, calling en route at Kingston, Jamaica, and ports along the North Pacific coast.

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San Francisco, 18 days from England.
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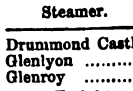

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Glenlyon	100 A1	2,200	SWID	To follow
Glenroy	100 A1	2,100	SWID	To follow

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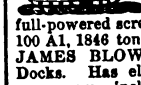
Steam Via the Suez Canal. To sail on the 18th Sept.



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FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

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Eleanor	433	Wright Bros. & Co.	Sept. 25
Drummond Castle, s.s.	1,289	Thos. Skinner & Co.	Sept. 23
Kromatah, s.s.	805	Smith, Son, & Cole	Oct. —
LIVERPOOL.			
Diomed, s.s.....	1,241	Alfred Holt	Sept.18
Menelaus, s.s.	1,519	,, ...	Oct. 1
GLASGOW.			
Jeddah, s.s.....	1,600	Thos.Skinner&Co.	Sept.22
Maggie Leslie.....	434	,, ,,	Sept.—

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STEAM to BANGKOK (Crossing the Bar.)

Via the Suez Canal, with all possible despatch, calling at Tanjong Pagar Wharf, Singapore, the new, powerful, first-class screw steamer KROMATAH, 805 tons, 150-horse power nominal, W. B. HAFFENDEN, Commander; South West India Docks. Splendid accommodation for passengers

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QUEEN'S ROAD HONG KONG,

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Special Agents for the

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THE LONDON & CHINA TELEGRAPH.

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Nagasaki—Japan ...	PIGNATEL & Co.
Yokohama	LANE, CRAWFORD, & Co.
Osaka and Hiogo ...	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
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VIA MARSEILLES.]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 473.] LONDON, MONDAY, SEPT. 23, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.		OUTWARD. From London	OUTWARD. Arrived out.	HOMEWARD. Received Sept. 18.
JAPAN —	Yokohama	June 7	July 24	July 31
	Yedo			
	Osaka and Hiogo	May 24	„ 12	„ 27
	Hakodadi			
	Nagasaki	„ 31	„ 13	„ 25
CHINA —	Peking	—	—	„ 24
	Tien-tsin	—	—	„ 30
	Chefoo	—	—	„ 30
	New-chwang			„ 31
	Hankow	„ 31	„ 14	„ 29
	Kiu-kiang	—	—	„ 30
	Chin-kiang			
	Shanghai	June 14	„ 24	Aug. 4
	Ningpo	—	—	„ 2
	Foochow	„ 14	„ 26	„ 5
	Formosa			
	Amoy	—	—	„ 7
	Swatow	—	—	„ 7
	Hong Kong	„ 28	Aug. 3	„ 10
	Canton	—	—	„ 8
	Macao	—	—	„ 9
PHILIPPINES—	Manila			
COCHIN-CHINA—	Saigon	July 5	Aug. 7	„ 15
SIAM —	Bangkok	—	—	„ 9
BORNEO—	Labuan	—	—	„ 11
	Sarawak	—	—	„ 10
JAVA —	Batavia	„ 12	„ 14	„ 14
	Samarang	—	—	„ 13
	Sourabaya	—	—	„ 12
MALACCA STRAITS—	Singapore	„ 12	„ 11	„ 19
	Penang			
CEYLON —	Galle	Aug. 2	„ 23	„ 25
	Colombo	—	—	„ 23

THE MAILS, &c.

The French mail bringing advices as above was delivered, *via* Marseilles, on the 18th inst., five days in advance of due date. The next inward (P. and O.) mail, with dates Yokohama 7th, Shanghai 11th, Hong Kong 17th, Singapore 25th Aug., is due, *via* Brindisi, on Monday next, the 30th inst.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, four to five hours in transmission. Telegraphic communication between Shanghai and Nagasaki has been restored.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Hoogly*, arrived Sept. 16.—From Yokohama: Mr. J. W. Coles. From Shanghai: Mrs. Weston. From Hong Kong: Messrs. Petersen, Bowden, Ford, Newling, De Leon. From Batavia: Messrs. Leuwen, Busch, Hilbers, Mr. and Mrs. Hermann. From Saigon: M. Geraud, Mdme. Gadras. From Singapore: Messrs. Hebrard, Higuerlo, Millan y Aguilo, Gutterier, Valcarciel, Harans, Lotano, De Caceres, Raigada, Giminez, De Mier. From Galle: Mr. Nagel.

By last mail to Southampton, per P. and O. steamer *Mirzapore*, arrived Sept. 14.—From Hong Kong: Mr. A. McDuff. From Singapore: Mrs. Weymouth and child, Mr. D. Deans. From Galle: Mr. Dauglish.

To Southampton, per P. and O. steamer *Khedive*, expected to arrive Sept. 29.—From Yokohama: Mr. A. F. Gain. From Hong Hong: Commander Wilson, R.N., Mr. W. Butchers, Mr. R. Bell. From Shanghai: Mr. W. McDonald. From Galle: Mr. and Mrs. Bury, two children, and servant, Dr. Guy. From Singapore: Sub-Lieut. Maden, R.N., Mr. O. Gillies. To Suez, from Singapore: Mr. and Mrs. Lesseler, four children, and servant.

To San Francisco, by Pacific mail steamer *Alaska*, arrived Aug. 27.—From Hong Kong and Yokohama.—For New York: H. W. Dreckman, S. Yauraguchi, Dr. R. Gebser, Capt. D. Partridge, and six Japanese. For Boston: Capt. W. P. Simes, Everet Frazer, wife and child. For Omaha: C. J. Roberts. For Europe: F. Hashemato, Capt. Geo. Robinson, R.N., Mr. Little, and Mr. Helms.

PASSENGERS OUTWARD.

Per P. and O. steamer *Pekin*, from Southampton, Sept. 12.—To Yokohama: Mr. and Mrs. Cheesman, and four second-class passengers. To Shanghai: Mr. R. W. Hurst, Mr. O. Johnson, Mr. J. A. H. Taylor, Mr. J. Scott, and two second-class passengers. To Hong Kong: Mr. E. F. A. Sangster and one second-class passenger. To Ceylon: Mr. W. A. Moss, Mr. McGregor, Mrs. Puckle and child, and two second class passengers.

Per P. and O. steamer *Candia*, from Venice, Sept. 20.—To Shanghai: Mr. E. L. B. Allen.

Per P. and O. steamer *Candia*, from Brindisi, Sept. 23.—To Yokohama: Mr. Beats and one second-class passenger. To Shanghai: Mr. J. McBean. To Hong Kong: Mr. and Mrs. A. Hasse, Mr. M. Murray. To Ceylon: Mr. D. Blyth, Mr. Joon Hacht.

Per P. and O. steamer *Pera*, from Southampton, Sept. 19.—To Hong Kong: Mr. C. F. Sangster.

Per P. and O. steamer *Mooltan*, from Brindisi, Sept. 30.—To Ceylon: Mr. Duncan.

Per P. and O. steamer from Suez, Sept. 27.—To Shanghai: Mr. F. E. Woodruffe.

Per P. and O. steamer *Massilia*, from Southampton, Sept. 26.—To Yokohama: Mr. Short. To Shanghai: Mr. A. B. Steel. To Hong Kong: Mrs. Andrews. To Singapore: Rev. H. Francis.

Per P. and O. steamer *Malta*, from Brindisi, Oct. 7.—To Yokohama: Mr. Short. To Shanghai: Mr. Fauvit.

Per P. and O. steamer from Southampton, Oct. 3.—To Ceylon: Mr. W. Owen.

Per P. and O. steamer from Southampton, Oct. 10.—To Hong Kong: Miss Simpson, Mr. F. B. Hooper. To Singapore: Mrs. Trotter, Mrs. Dunlop and child.

Per P. and O. steamer from Venice, Oct. 18.—To Penang: Mr. Speedy, Mr., Mrs., and Miss Vermont. To Singapore: Mr. J. R. McArthur.

Per P. and O. steamer from Brindisi, Oct. 21.—To Yokohama: Mrs. Marshall To Hong Kong: Mrs. C. A. Sinclair. To Singapore: Capt. and Mrs. Caldbeck.

Per P. and O. steamer from Southampton, Oct. 24.—To Hong Kong: Mr. H. H. Thornton, Mr. J. Alexander. To Singapore: Miss Rickards.

Per P. and O. steamer *Peking*, from Southampton, Nov. 7.—To Ceylon: Mrs. Bayley and child. To Hong Kong (*via* Bombay): Mr. W. H. Fittock.

Per French mail steamer *Hoogly*, from Marseilles, Sept. 29 (booked from London).—To Yokohama: Mr. Fraissinet. To Batavia: Mr. and Mrs. Hooykaas and family, Mr. C Bellart, Mr. Van der Louteuvante. To Hong Kong: Mr. and Mrs. Bertrand, Mr. Rogerson, Mr. J. H. Cox. To Singapore: Mr. and Mrs. Burn.

Per French mail steamer *Tigre*, from Marseilles, Oct. 13 (booked from London).—To Shanghai: Mr. W. F. Loy, Mr. R. E. Rennie, Mr. H. Broughman Miller, Mr. and Mrs. Medhurst and child. To Hong Kong: Mr. F. Bowden, Mr. and Mrs. Heard, Mr. J. Heard. To Batavia: Mr. and Mrs. Engelbronner and family. To Galle: Mr. A. S. Daniell, Mr. W. Daniell.

Per French mail steamer *Donnai*, from Marseilles, Oct. 27 (booked from London).—To Singapore: Mr. and Mrs. Labhart Lutz.

Per French mail steamer *Ara*, from Marseilles, Nov. 16 (booked from London).—To Singapore: Mr. and Mrs. W. Ullemeister. To Batavia: Mr. and Mrs. Nogel, Miss Klins.

Per French mail steamer *Cambodge*, from Marseilles, Nov. 29 (booked from London).—To Batavia: Mr. and Mrs. Hora Siccoina.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Telegrams from San Francisco report the arrival of the Pacific mail steamer *Alaska*, with advices from Yokohama to the 7th August. The following is the summary of news as telegraphed to the New York press :—

The Japanese trouble with Korea is rapidly becoming critical, and China has declared that in the event of a war she will side with Korea. The Japanese Government is without a policy, but with energy and a liberal credit abroad, she could cause Korea to regret her insulting letter to the Mikado. Foreigners are eager to aid Japan, and upon the return of the Mikado with his fleet of eight vessels from the tour of inspection of the Southern provinces some definite action will be taken relative to the dispute. The Prince of Tosa, of the League of Chosiu, Satumsa and Tosa, who broke down the Tycoonate, has died, leaving Satumsa the only survivor of the triumvirate.

The Kioto Exhibition will reopen on New-Year's-day. The passport system will be adopted, with a security of $300 that no foreigner will carry on any business whatsoever while there, peddling especially, which is most objectionable, until Japan agrees by treaty to open up the country. This rule will be strictly adhered to, and visitors will be treated and considered accordingly, and no impediment will be made to their expenditure of money.

The Governor of Yokohama has notified all landowners that they are not allowed to rent or sell any land to Japanese, nor lease any building without the permission of the Japanese Government.

The line of telegraph between Nagasaki and Yokohama, some 600 miles, has been completed, and when the new instruments are received, communication with San Francisco will be opened.

The policemen who murdered the eleven persons at Yedo have been captured and executed.

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A meeting has been held to found a branch of the Royal Asiatic Society in Yokohama.

Of the new teas, 9,000 piculs have arrived, and have been settled, but the quality is inferior to the former receipts, being mixed with the second crop. Prices are firm.

A large business has been done in silk, the settlements being 2,100 bales, against 1,300 bales for the same period last year, at prices $30 lower.

CHINA.

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SHANGHAI.

We have advices from this port to the 4th August; there had been no mail arrival since that of 14th June. The following summary of news is from the *North China Herald* and *Shanghai Courier*:—

A memorial of Li Hung Chang, which appears in the *Gazette* of July 5th, has an interest altogether apart from the immediate subject of which it treats. It gives us some important details of the Mahometan struggle in Ili, of the Kuldsha, and of the subsequent occupations by the Russians. The southern portion of the vast district comprehended under the name Ili has long since been independent of Chinese rule, and in 1864 the northern portion, or the northern district of the Tienshan, revolted, and it appears that, after two years' fighting, the Mahometans were triumphant. They took Kuldsha, the capital of the district, on the 27th March, 1865, and held it until they were driven out by the Russians in June, 1871. What the Russians had to do in Ili is not clear; probably they thought it a good opportunity for getting possession of the country without coming to an open rupture with China. But, be this as it may, it is evident, from the story of Chen Ching-fan, that Kuldsha is entirely under the control of the Russians at present. Yet it does not appear that China has relinquished her rights, for we find in the *Gazette* of Dec. 9th, 1871, an Imperial edict granting an amnesty to the soldiers and people of Ili who had submitted to the rebels while the latter were masters of the country. The same edict called on those thus pardoned to show their gratitude by becoming good and loyal subjects for the future. How the matter will be settled between Russia and China it is, of course, impossible for us to say.

Some glimpses of the devastation caused by the rebels still to be met with in the province of Anwhui, and other interesting matters, are given in the *Gazette* of 11th July. The Literary Chancellor of the province reports that though the literary examinations just concluded were satisfactory, the military examinations do not deserve much praise, as in the drill, in the use of weapons of war, in the art of horsemanship, in all that relates to the order, formation, disposition and discipline of troops and general tactics, he saw little worthy of commendation. Yet in excuse for this mediocre state of things, he says, it may be remembered that these cities and the surrounding country were overrun by the rebel armies, who pillaged and burned the houses, a large part of the inhabitants were murdered or died in battle, the country is still impoverished, and the population sparse; that he has travelled a whole day without meeting a single person, the houses are deserted, falling to the ground, and the roads overgrown with thousands of brushwood. Rich and learned men are no longer even heard of in these districts; the people are rude and simple, and in style and manner bear no comparison to the inhabitants of the land in former days. They seem mostly occupied in solving the problem as how to continue their own existence and that of their families, giving little or no thought to the acquirement of literary, civil or military honours.

A curious case has been tried before the Mixed Court, two men being charged with attempting to exact money from houses of ill-fame in the Settlements, on false pretences. It seems to be the practice for agents of the yamen runners to call at these places and demand sums of money, under the threat that accusations will be laid against the proprietors before the city authorities, and a warrant obtained for their apprehension, resulting in their being taken into the city while the case is heard, and a large amount of squeezing before they get out again. The accuser generally sends in a petition setting forth that, as he walked along, casting his eyes up, he saw at the window of the house a female whom he recognised as his long-lost daughter or sister; that he applied to have her restored to him, but that the people of the house claimed her as their property. This will be backed up by any amount of testimony necessary, and the proprietors of these places find it best to pay a moderate squeeze to be left in peace. A short time since $20 each were collected from about fifty houses in this way, and within six weeks the screw was applied again. This was a little too much, however, for the patience of the sufferers, and they applied to the foreign police for assistance in resisting the exaction. The result was that two men were arrested on the charge, and, fifty or sixty witnesses appearing against them, were convicted and sentenced—one to forty blows of the heavy bamboo and a month's cangue, and the other to forty blows on the hand and the same term of cangue. The yamen runners from the city were present in great force, and were, we hope, edified and warned by the proceedings.

The district Magistrate (Chehsien) of Shanghai has resigned, and a man named Yeh, at present in charge of the Opium tax office, is to be appointed in his place. Yeh is a son of Chy-loong, the great Canton ginger preserver, and had charge of the first native police force established at this port, as head of the Police Commission appointed by the Taoutai, in the troublous times of 1863. He has also acted as magistrate in various places. Chen, the magistrate of the Mixed Court, is entitled to the post, however, and so far as foreigners are concerned would probably prove a more friendly and complaisant official.

A case has been tried before a Joint Court composed of E. Morel, Esq., Consul for the Belgians, and F. B. Forbes, Esq., Consul for Sweden and Norway, with Assessors. The prisoners, a Belgian and a Swedish subject, recently partners in the "Scandinavian Hotel," on the French Concession, were charged with stealing a chest of opium from the British barque *Annie Muriel*. Both prisoners having been found guilty, they are to be detained in custody, in Shanghai, during the reference of the case to their respective Governments at home; that being the only course which the peculiarities of Swedish and Belgian law leave open to the Consul.

Some time ago we drew attention to the disgracefnl condition into which the Cemetery of the soldiers who defended us in 1861-62 has been allowed to fall. We are happy to say that only $60 to $70 now remains to be added to the amount already collected to enable the committee to proceed with their most commendable operations. We feel sure that so small a sum will be speedily forthcoming.

The screw steamer *Fairy*, advertised by Messrs. Tilby and Co. as for sale by auction, was bought in, the reserve, from small attendance at sale, not having been reached. We understand that the steam tug *Rocket* has been sold for Tls. 21,000 to a well-known resident.

The earthquake felt at Chinkiang was also observed at Shanghai on the same night and at the same time. The motion was slow and steady, without any accompanying sound, and apparently passed from north to south. Windows and furniture vibrated for about ten seconds.

The death is recorded of Frère Fournier, attached to the *Procure des Lazaristes*. The deceased had lived in China twenty-two years, and was known and esteemed by all old Shanghai residents. He had not been away from the place since 1857.

One of the back lots of the settlement at Hankow has been sold for *one tael*. The ground-rent is twelve taels, and the Municipal taxes six taels.

NINGPO.

(FROM A CORRESPONDENT.)

NINGPO, JULY 31, 1872.

A tragical event has taken place in this neighbourhood since I last wrote to you; and from the comparative rareness of such crimes, and the general lack of newspapers in China, I thought it worth while to record what had otherwise be better forgotten as speedily as possible. A boy eleven years of age has been brutally murdered by his step-mother. This woman's husband is employed in one of the Shanghai Foreign Hongs; and the wife being of more than doubtful character is supposed to have committed the murder so as to remove the only witness (as she fancied) to her evil-doings. The poor lad had a terrible presentiment of his doom. He related to his schoolmaster dreams which he had dreamt, describing with minute detail the manner of his coming death. On the day of the murder the lad begged to be allowed not to return home, as he felt certain that death was near. His master cheered him, and rallied him on his groundless fears. Next day he did not appear; and after two more days' absence the school-master became anxious. He went to ask for his pupil, and was told by the mother that he had gone to Ningpo. The words and manner of the woman roused his worst fears, and acting on the dreams of the poor boy he hastily tore up the flooring and found the corpse cut to pieces in a large jar. The school-master, who showed great courage—for had he been mistaken the false charge would have almost cost him his life—laid information before the Ningpo magistrates. The woman was arrested, carried in a chair all round the city to each of the six gates for the people to see and execrate, and will be executed as soon as the Che hien, who is slightly "under the weather," can attend to the trial.

The people speak of this as a crime of the deepest dye, and of very rare occurrence. "Nothing of the kind ever happens in your honourable country, of course," exclaimed my informant. Alas! we too have our Central Criminal Court, with its blood-stained list of crimes.

FOOCHOW.

On the 3rd August the community of Foochow was thrown into some excitement by the threatened attack of a party of some three hundred or more Chinamen on the American Consulate. From the facts which have been ascertained, it appears that Mr. Delano, the U.S. Consul, bought a small piece of ground from two Chinese as an addition to his garden, and commenced to build a wall thereon. This appears to have excited the ire of some adjacent villagers, who claimed ownership of the appropriated eighteen feet or thereabouts, and marched off to demand its restitution. On the appearance of Mr. Delano he was greeted with showers of stones and mud, and other Europeans coming to his assistance were served in a like manner. Several were hit, but none injured. Although there were firearms amongst the Europeans, they were unused. Mr. Delano, it appears, has built his

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wall a little in the rear of its intended position, and this, added to the appearance of some celestial troops upon the scene, appears to have quieted the villagers. A superstitious belief in the Feng-shui, it is said, had more to do with the agitation than anything else. One of the principal ringleaders was secured, and handed over to the authorities, and he proved to be a coolie in the employ of a European house here.

HONG KONG.

Our advices by this mail extend to Aug. 10; there had been no arrivals of homeward mails during the interval. The following items are from the *China Mail* and *Daily Press*:—

The French corvette *Bourayne* left the harbour on Aug. 5, for Manila, with H.M. the King of Cambodia and suite on board. The Garrison Battery and H.M.S. *Princess Charlotte* fired salutes as she steamed out of the harbour. The late acting bandmaster, Sergeant A. P. Crawley, has received a splendid silver cup inlaid with gold from his Majesty, as a mark of his appreciation of the manner in which the band was conducted during his stay in Hong Kong. It bears the following inscription:—"Presented by his Majesty the King of Cambodia to the Acting Bandmaster, Sergeant A. P. Crawley, on the occasion of his visit to Hong Kong, July, 1872."

The following is the fourteenth report of the court of directors of the Hong Kong and Shanghai Banking Corporation, to be presented to the ordinary half-yearly general meeting of shareholders to be held on the 14th August.

The directors have now to submit to you a general statement of the affairs of the Corporation and balance-sheet for the half-year ending 29th June last. The net profits for that period, including $18,340.18 brought forward from last account, after paying all charges and deducting interest paid and due, and making full provision for all bad and doubtful debts, amount to $415,814.29, of which, after taking out rebate on bills not yet due, and remuneration to directors, there remains for appropriation $392,826.21. From this sum the directors recommend the distribution of a dividend of $7.50 per share on the paid-up shares, and of $6 per share on the new shares, being equivalent to six per cent. for the half-year, which will absorb $270,000.00. The balance, $122,826.21, they propose to carry forward to the credit of new account, deferring any appropriation of it until the result of the whole year's working becomes known. The directors consider that the result of the past half-year is very satisfactory, and they congratulate the proprietors on the continued prosperity of the Corporation.

The fifth and last call of $24 per share on the new shares, due on the 1st July, has been promptly met on 19,855 shares out of 20,000; the balance outstanding will doubtless shortly be paid.

His Excellency the Governor having assented to the application of the directors for power to issue One Dollar Notes in Hong Kong; arrangements have been made to introduce these notes to the public without delay.

Messrs. R. Rowett, J. Menke, and William Lemann resigned their seats at the Board on leaving the colony, and Messrs. William H. Forbes and H. B. Lemann have been elected to fill two of the vacancies.

The principals and seconds in the duel which was fought between Senor Checa and Senor Bueno have been summoned to answer a charge of conspiring to take life. It seems that an agreement was drawn up in Hong Kong on the subject before the duel took place, and this document by some means has found its way into the Attorney-General's hands. In the meantime the Governor refuses to acknowledge Senor Checa as Consul for Spain or M. de la Forrest (one of the seconds) as Consul for France. Messrs. Le Forrest, Checa and Dubost have been arrested on a Government warrant, but were released on bail—Mr. Le Forrest $2,000, Senor Checa $3,000 and Mr. Dubost $1,000. A warrant has also been issued for the arrest of Mr. Torre-Bueno, but he is yet too ill to be removed.

An inquest has been held on the body of H. N. Middleton, who died of a self-administered dose of opium. The deceased had been unfortunate in not finding a situation, and, being in debt, was uneasy about it. On the 5th August the deceased asked a Chinese servant to buy a half dollar's worth of prepared opium, as he wished to send it to a friend at home as a curiosity. He then returned to his lodgings, where he took the opium, and was found in an unconscious state. The police were communicated with, and the deceased was conveyed to Hospital, where he died in spite of the efforts made to save him. The jury returned a verdict that "the deceased died of an over-dose of opium taken by him while labouring under temporary insanity."

We regret to record the death of Mr. Maximilian Fischer, of Macao, who was long known in China as agent for the P. and O Company, and has for the last four years been living in retirement at Macao, preferring to settle down there for his remaining years than to return home. He had attained the advanced age of seventy years.

The invitation of the Amateur Philharmonic Society seems to have been fairly responded to, and over twenty instrumentalists are now interested in the movement. The want is in reed-instrument players, such as clarionet, oboe, &c. We wish the project every success, and trust that local talent will even be able to furnish the missing "reeds."

The 8th August being the anniversary of the birth of the Empress of Russia, the Russian man-of-war *Abreck* dressed ship after their Church service. H.M. ships *Princess Charlotte, Ringdove,* and *Opossum* hoisted the Russian ensign at the main, and the English ensign at other mast-heads.

In the removal of the *debris* at the ruins of the rice mills at West Point, to get at the rice on the quay side buildings, the heated materials burst into flames again, and sent forth volumes of smoke, which had to be speedily checked to prevent a further conflagration.

The Provincial Judge of Canton having been promoted to the Treasurership at Chihli, the Viceroy has appointed the Salt Commissioner to be the *locum tenens* until the arrival of the successor.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings dates to the 19th August; since the arrival of the P. and O. mail of 12th July, on the 11th August, no homeward mail had been received. The following summary of news is from the *Singapore Daily Times*:—

The Legislative Council held a meeting on the 15th August, when two important official papers were laid before the members. The first is a minute by the Attorney-General as to the relative duties and responsibilities of the police and the Municipal Commissioners in regard to the sanitation and conservancy of the towns. Our readers will remember some rather sharp correspondence which was recently published, addressed by the Municipal Commissioners and the Inspector-General of Police to the Government, mutually accusing each other of neglect of duties and other shortcomings omissive and commissive, and this minute is the result. According to the minute, the police can remove obstructions of their own motion under the Police Act, but as regards sanitary matters, which are dealt with by the Conservancy Act, all the police can do is to report breaches of the law to the Municipal Commissioners, who alone can put the law in force, and whose duty therefore it is to do so. The minute appears to be altogether exculpatory of the police from the charges made by the Commissioners. The second batch of papers consists of somewhat lengthy correspondence between the Home Colonial-office and the local government regarding the very difficult question of how to deal properly with the sick and leprous poor in the three settlements. The correspondence is covered by a minute of the Governor's, giving the Council a brief *résumé* of the present state of affairs to help them to decide upon what further measures should be taken to settle satisfactorily a matter of very great importance to the health and self-respect of the community. We feel sure we are giving expression to the general feeling of the public when we say that the prosperous condition of the revenue will fully warrant the Council in not stinting their vote for providing accommodation for these unfortunates, and alleviating their condition as far as human means can do so. The sources from which the revenue is derived and the nationality of the majority of our sick and leprous poor alike claim and warrant the utmost liberality on the part of our legislators.

A circular has been sent round asking the opinions of our bankers and merchants regarding a proposal made by Mr. Trotter, the Postmaster-General, for attaining the very desirable object of a quicker delivery of letters by the P. and O. mail steamers Mr. Trotter's plan is to appoint sorters to travel on board these steamers between Penang and this, who could take charge of the Singapore mails at Penang and occupy themselves during the voyage to this port in sorting into separate little bags the letters of all the firms in Singapore who hold what are called window tickets. By these means these firms would get possession of their letters five minutes after their receipt in the Post-office. Ther can be no doubt that this is a step in the right direction, and in accordance with the progressive spirit of this age of telegraphs and nothing seems easier than to have it carried out. Th only question is where are the dollars to come from? On this point there seems to exist a difference of opinion. The total expense per annum, not including travelling expenses, would be $1,944. Mr. Trotter proposes to meet this expense by getting the ticket holders, who number seventy-five, to pay $3 per mon in addition to the present fee they pay for their tickets. But the majority of the ticket holders would appear not to approve of this mode of raising money, and to be of opinion that the Post Office revenue, which is flourishing, should be charged with the expense. They allege that the charge for postages here is a very heavy tax already on business, and that there is no reason why the Post Office should seek to increase its annual handsome profit.

At last the much-needed waterworks have been sanctioned by the Secretary of State. The news, we are informed, came in the despatches received by last mail. The plans for the scheme will be sent out by next mail. The existing conduit is to be utilised as much as possible, and with this view it is intended to form a reservoir somewhere opposite the hospital, from which the water is to be pumped up on Prinsep's-hill, where another reservoir will be formed, from which iron pipes will be laid to the town. Such is, we believe, a general idea of the scheme which has been devised by the united wit of Mr. Rawlinson and Major MacNair to overcome the engineering difficulties which have hitherto baffled all our local talent. The public will not be particular how the thing is done, provided it be done, and that quickly.

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Her Majesty's ship *Nassau*, Captain Chinmo, from Labuan *via* Macassar, has arrived here. While she was surveying in the Sulu Sea, a boat's crew, with Lieut. Gray and Mr. White, when taking bearings on the N.E. end of the Sulu Island, were attacked by forty or fifty natives. They fought their way through them to the boat, and during the fight Lieut. Gray and one of the crew were wounded; some of the natives were killed and others wounded. Captain Chinmo, believing his crew had been mistaken for Spaniards, communicated with the people, telling them that the *Nassau* was an English vessel, and had nothing to do with the Spaniards, and asked for an explanation of their conduct, which they declined to give, and expressed their readiness to fight. Several days were spent in vain endeavour to come to an understanding, after which the *Nassau* was put into position and shelled the villages, which were totally destroyed. It turned out that the people were Balignini pirates.

We are informed that the Straits are to be honoured shortly by visits from several scions of Royalty. The Grand Duke Alexis of Russia will be here towards the end of the present month, and Prince Philip and Prince Augustus of Saxe-Coburg Gotha, cousins of Her Majesty the Queen, are also expected very soon. Prince Augustus is son-in-law of the Emperor of Brazil.

Among the passengers who have arrived here by the *Ajax* is Mr. C. B. Waller, Superintendent of Police at Singapore, who will relieve Mr. R. W. Maxwell, now acting in that capacity. We hear that Inspector Richardson, of the Malacca police, has been dismissed from the force owing to certain charges brought against him by a Chinese dealer, in connection with prosecutions instituted by that officer, and that he will be replaced by Inspector Barnum from Singapore.

Small-pox is very prevalent here just now, though there are but few cases in the hospital. A gong has been beaten through the streets by the police, and an order of the Inspector General of police has been published directing that every case should be reported to him without delay. The natives, however, are averse to sending their children to the hospital, owing to the inconvenience of its location, the difficulty of procuring and cooking food, and want of accommodation for themselves generally, as they will not leave the nursing of their children and relatives to the hospital attendants.

It is reported that Tunkoo dia Oodin is likely to receive substantial aid against Rajah Mahdie and his followers—not only from Pahang, whence it is said he has been reinforced by a large body of men, but that the Chinese miners, some 70,000 strong, threaten to take up arms to exterminate Mahdie and all his followers.

CEYLON.

(FROM A CORRESPONDENT.)

COLOMBO, AUG. 21, 1872.

Our exports of Coffee for the season, which will close with September, are up to date (21st August) 696,950 cwt. As there are now only forty days to run till the export season closes it can hardly be expected that the total of both native and plantation will exceed 750,000 cwt. This will be a sad falling off from the previous two years—and from the round million which we were so long of attaining as an average. The coming crop looks better; but with it many will be disappointed, for it does not promise to equal by a long chalk early expectations. From our neighbours on the Continent of India, too, we hear that crops this year are to be very short, so that altogether the prospects for Indian Coffee ought to be good; yet somehow prices keep low, or rather, lower than circumstances would seem to warrant. However, time will doubtless set that right as yet. It is not fully believed in London that our crop of last year is to be so lamentably short, and that of this year considerably under estimate. But the unbelievers will not now have long to wait for a full assurance of the stern reality.

Commercial Report.

(*For dates see first page.*)

IMPORTS.

SHANGHAI.—Manufactured Cotton Goods: A steady business had continued in 7 and 8.4 lb. Grey Shirtings at Tls. 1.7.0 to 1.7.3 per piece for the former, and Tls. 1.8.6 to 1.9.4 for the latter. For White Shirtings the market had remained quiet, and prices were unchanged. In T-Cloths transactions had taken place on a fair scale at about previous rates, and 7 lb. Mexican qualities were quoted at Tls. 1.5.0 to 1.6.0 per piece. The demand for English and Dutch Drills for the Hankow market had remained active, and the additional purchases had been rather extensive; prices for the former kind were somewhat firmer, whilst the latter were about 3 candareens dearer. American Sheetings were entirely neglected, and were quoted nominally at Tls. 3.8.5 to 3.9.5. In the market for Woollens a further improvement was perceptible; Camlets and Long Ells had advanced in value 3 and 2 mace per piece respectively, and Spanish stripes were also saleable at somewhat higher rates.

FOOCHOW.—Sales had been 500 pieces 8¼ lbs. Grey Shirtings at 2.82½ per piece, and 300 pieces 8 lbs. T-Cloth at $2.70 per piece; Lead was quoted at $7 per picul to teamen.

HONG KONG.—Values of raw Cotton had gone no lower, but the enquiry was light, and only small business was doing. Nos. 16-24 Yarns were quoted at a decline of 50c. to $1 per bale, but the higher counts were firmly held for former figures. Transactions in manufactured Cotton Goods had been small; Grey Shirtings were but little wanted, and 8.4 lbs. goods were 2c. per piece lower; Drills had been somewhat asked for at previous currencies; T-Cloths had been comparatively neglected. In Metals all descriptions of Iron were dearer; Lead was not wanted; Quicksilver and Tin were steady. In Woollens Long Ells were weaker; Camlets were firmly held; Blankets scarce and wanted; Crape Lastings dearer.

SAIGON.—The market was rather dull for Piece Goods, and sales were difficult at former rates. Quotations:—Grey Shirtings, 8¼ lbs., $2.67 per piece; 7 lbs., $2.25; T-Cloth, 5 lbs., $1.42; 4½ lbs., $1.27; 4 lbs., $1.14; White Irishes, $1.78.

SINGAPORE.—The market had been without alteration during the week. Quotations: 40s. Mule twist, $135; 8¼ lbs. Shirtings, $2.55 to 5.57½; 7 do., $2.17½; 5 lbs. T-Cloths, $1.35; 6 do., $1.70; 7 do., $1.90; Cambrics 15 and 16s., $32½.

EXPORTS.

TEA.

SHANGHAI.—Black: The market during the week had been fairly active; buying had become somewhat more general, and any further material decline in price had thus been arrested. The better grades showed no quotable change in values, but the more common descriptions had been obtainable at a reduction in some cases amounting to one tael per picul. The settlements had been 17,860 chests, reshipments 597 chests, and the stock was estimated at 33,452 chests. Hankow advices to July 30 reported a quiet market, in consequence of unsatisfactory advices from London. The week's settlements had amounted to 6,600 chests. Green: A steady business had been transacted in Teenkai descriptions, mainly by a few buyers, at values varying little from those last advised, and in other kinds moderate transactions had taken place. Settlements reported during the week 14,477 half-chests Teenkai, at Tls. 43 to 50½; 3,146 half-chests Fychow, at Tls. 39 to 44½; 1,006 half-chests Taiping, at Tls. 40½ to 41½; 4,821 half-chests Pingsuey, at Tls. 34½ to 60, and 1,652 half-chests local packed, at Tls. 40 to 41—in all 25,182 half-chests. The stock was estimated at 53,675 half-chests, of which about 38,000 half-chests were country Teas. One or two small parcels of Moyune had been placed upon the market. For New York the Chinaman sailed on the 30th July, leaving the clippers Cashmere, Kaisow, Duke of Athol, and s.s. Cyphrenes on the berth, the Cashmere and Kaisow loading at £3 10s. per ton of 40 cubic feet; the rate per Duke of Athol not fixed; the Cyphrenes had completed her Shanghai engagements at £4 15s. per 40 feet, and was circulated to sail on the 11th Aug. For London the clippers Leicester, Northampton, and Weymouth were engaging slowly at £3 per ton of 50 cubic feet, and the steamers Macgregor and Deucalion were advertised to sail on the 6th and 10th Aug. respectively, the rates being £3 10s. per ton of 40 cubic feet.

FOOCHOW.—The business of the week had been limited in extent. *Congou*: Settlements had been 9,250 chests at Tls. 5⅛ to 24¼; arrivals, 20,810 chests; the stock amounted to 86,328 chests; the following were the current quotations, to which Tls. 2.1 must be added for duty; the cost at which Teas lay down in London calculated at an Exchange of 4s. 6d., and freight £3 per ton of 50 cubic feet; dust and siftings, 6⅛d. to 8d.; broken leaf to ordinary, 8¾d. to 11¾d.; fair to good common, 1s. 0½d. to 1s. 2¼d.; flavoury to medium, 1s. 2½d. to 1s. 6d.; good medium to fine, 1s. 6¾d. to 1s. 10½d. *Souchongs*: Settlements 433 chests at Tls. 18½ to 30; arrivals, 800 chests. *Oolongs*: No transactions; arrivals, 17,550 half-chests. *Scented Teas*: 6,059 boxes settled at Tls. 21 to 30; arrivals, 5,000 boxes. *Flowery Pekoes*: Settled 198 chests at Tls. 20 to 46; arrivals nil.

AMOY.—Oolongs had been in fair request and steady purchases had been made at somewhat irregular but lower prices. Supplies had not come in so freely, and as the stock was only 8,000 half-chests, any immediate decline was not looked for; it was hoped, however, that lower values would rule when the autumn (3rd crop) Teas come in about a month from date. Teamen were asserting that the supply for this season would be no greater than that of last, but the impression among buyers was that there would be an increase, though the future range of prices would doubtless considerably influence the receipts. The Hylton Castle sailed on the 4th Aug., with 538,690 lbs. of Oolong, leaving the Aurora Australis and the Tamerlane loading for New York, and the Kin Lin for Boston—all at £3 10s. per ton of 40 feet. Quotations:—Oolong, common cargo, $21 per picul; fair, $23 to 24; good, $26 to 28; superior, $31 to 34; fine, $38 to 44; finest, $45 to 50; choice and chaicest, $60 to 65; Congou, common and good, $19 to 20; superior, $22 to 23.

SILK.

SHANGHAI.—A considerable business had been transacted during the week. The settlements had amounted to about 2,500 bales, and the prices paid had shown no material change as compared with those ruling previously; Blue Elephants had been taken at Tls. 530 to 532½, and Red Peacocks at Tls. 515 to 517½, which figures may be considered about one shilling per pound above the quotations in London according to the latest telegrams, the quality of the Silk offering being moreover of a very unsatisfactory character. Total settlements to date were estimated at 24,000 bales, and the unsold stock was about 8,000 bales.

CANTON.—A good demand for Tsatlee Reels, for shipment to Europe, had existed, and settlements of upwards of 1,000 bales were reported. Moderate purchase of Rereels had been made for America, as prices had ruled rather easier, and about 400 boxes were to come forward by the outward U.S. mail.

The next French mail steamer, the *Hoogly*, leaving Marseilles on the 29th inst., will take 150 tons of material to be employed in the construction of the new jetty which is to be built at Saigon.

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EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 8¼d. to 4s. 8⅝d.	4s. 8¼d.	4s. 8⅝d.
Shanghai ,, ,, ...	6s. 1d.	6s. 1¼d. to 6s. 1½d.	6s. 1½d.
Canton ,, ,, }			
Hong Kong ,, ,, }	4s. 5⅝d.	4s. 5¾d	4s. 6d.
Macao ,, ,, }			
Singapore ,, ,, ...	4s. 6¼d.	4s. 6⅜d. to 4s. 6⅝d.	4s. 7d.
Manila ,, ,, ...			

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	313½	230
,, Hong Kong...	26½ to 26⅝ dis.	—
Bar silver	111.2.5	9 prem.
Mexican dollars	78.8.0	8p er ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 74 to 75; Old, 75 to 76 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 23 per cent. discount.
China Traders' Insurance, $1,450 premium.
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, $30½ premium.
Hong Kong Fire Insurance Company, $322½ prem.
Union Insurance Company, $1,400 premium.
China and Japan Marine Insurance Company, Tls. 40 premium
China Fire Insurance Company, $48 premium.
Victoria Fire Insurance Company, $38 premium.
Indo-Chinese Sugar Company, $52½ dis.
Shanghai Steam Navigation Company, Tls. 40 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $12 dis.

Shipping Intelligence.

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ARRIVALS.

At SHANGHAI.—From London, July 30, Glensannox (str.) ; Aug. 2, Derwent; from Shields, July 28, Emulation.

At HONG KONG and CANTON.—From London, Aug. 4, Teviot (str.) ; 8, Haddington; from Liverpool, 6, Peter; from Sunderland, 7, Sarah Watson, Zodiac ; from Cardiff, 8, Channel Light; 7, Preciosa Malvern, Samuel D. Carleton; from London, Her Majesty, Glance.

At SINGAPORE.—From London, Aug. 17, Glenroy (str.) ; from Liverpool, 12, Ajax (str.); from Cardiff, 14, Ellen Gondey; from Shields, 17, Glasgow, New Era.

At BATAVIA.—From Glasgow, County of Nairn; from Holland, Prins Hendrik (str.).

At SAIGON.—From Bordeaux, Aug. 13, Cananore.

DEPARTURES.

From SHANGHAI.—For London, Aug. 1, Doune Castle; for New York, July 30, Chinaman.

From FOOCHOW.—For London, July 30, Glendarroch (str.) ; 28, Jung Fran; Aug. 1, Harlaw; for New York, Deerhound.

From SINGAPORE.—For London, Aug. 10, Tycoon; 12, Glaucus (str.), Maud; 13, Southport, Kate Carnie ; for Liverpool, Madura.

From SAIGON.—For London, Aug. 13, Glendarroch (str.).

From PENANG.—For London, Aug. 12, Henry Smith.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—Sept. 18, off Dungeness, from Batavia, for Amsterdam, Vice-Admiral May; from Java, for Amsterdam, Stad Dokkum; 19, at Falmouth, from Rangoon, for Amsterdam, Svea- 16, at Copenhagen, from Bassein, Ole Moller; 12, off Falmouth, from Rangoon, for Rotterdam, Guiseppe Lavarello; 20, off Holyhead, from Singapore, Windhover; 20, off Deal, from Sarawak, Auriga; 19, at Falmouth, from Manila, Tony; 21, off Deal, from China (via S.C.), Glaucus (str.).

DEPARTURES.—Sept. 16, from Penarth, for Singapore, Parodi C. ; 6, from New York, for Hong Kong, Yokohama; 17, from Glasgow, for Galle, Saigon; 20, from London, for Singapore, China, &c. (via S.C.), Lord of the Isles (str.); 19, from Ayr, for Singapore, Vaico (str.).

LAID ON.—At London, for Colombo, &c., Elizabeth Ann; at Glasgow, for Singapore, Tyger Van Kocti.

SPOKEN.—Anne (Eng. barq.), Penang to London, Aug. 20, 29 N., 31 W., 105 days out; Eliza Fox, Singapore to London, Aug. 5, 25 S., 11 E.; Robert Ker, Singapore to Liverpool, Aug. 11, 21 S., 2 E.; Sophie (barq.), Monte Video to Colombo, Aug. 2, 35 S., 21 E.; Sliedrecht (Dut. ship), from Java, June 27, 7 S., 105 E.; Professor v. d. B. Mesch, Batavia to Falmouth, Aug. 26, 30 N., 39 W.; Helena, Rotterdam to Samarang, Aug. 30, 16 N., 25 W.

MISCELLANEOUS.—At Suez, Glendarrock (str.), from Foochow, for London; at Port Said, Agamemnon (str.), from Liverpool, for Singapore, China, &c.; at St. Helena, Aug. 13, Kosmopoliet, Deveoke, from Batavia; 14, Nightingale, Cutter, from Singapore; 16, John Lidgett, Polson, from Manila, for New York; off St. Helena, 12, Hope, from Singapore, for Boston; at Table Bay, Madelaine, Stubington, and sailed, 9, for Singapore; at Algoa Bay, Golden Fleece, Wiltshire, from Colombo, Alliance, Hutchinson. and sailed for Galle. Advices received from St. Helena, dated Aug. 21, state that the Prince Alfred, Pfeiffer, from Hiogo, which put in there July 13, making water, &c., sailed, Aug. 17, for New York, after reshipping some of the old hands who had been imprisoned for refusal of duty, and also additional ones, in place of eight of the old crew, who were sentenced to a further term of imprisonment.

CASUALTY.—The Radore, from Cardiff to Singapore, has put back to Penarth Roads, with loss of anchor.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

BAYLIS—On the 15th Sept., at Blackheath-hill, the wife of Alfred Baylis, of the P. and O. Company's Service of a son.
ESSEX—On the 2nd Aug., at Shanghai, Mrs. E. C. Essex, of a daughter.
GREIG—On the 25th July, at Foochow, the wife of M. W. Greig, of a son.
HOLMES—On the 21st July, at Hong Kong, Mrs. H. J. Holmes, of a son.
NEWMAN—On the 15th Aug., at Colombo, Ceylon, the wife of Francis Newman, Esq., of a son.
RAE—On the 8th July, at Chefoo, Mrs. William Rae, of a daughter.

DEATHS.

BOYD—On the 14th Sept., at Liverpool, in his 78th year, Andrew Boyd, shipowner.
BURNETT—On the 13th Sept., Duncan Pringle Burnett, late of Surrey-street, Strand, navy agent, aged 76.
FICHER—On the 7th Aug., at Macao, Maximilian Ficher, Esq., aged seventy years.
HILL—On the 17th Sept., at 2, Portswood-park, Southampton, Mr. Thomas James Hill, purser in the P. and O. Co.'s Service, aged 36.
PERCEBOIS—On the 31st July, at Shanghai, Mademoiselle Marie Eugenie Percebois, aged nineteen years.
WESTON—On the 29th Aug., on board the Messageries Maritimes steamer *Hooghly*, Joseph Greenwood Weston, of Shanghai, eldest son of Lambert Weston, of Dover, aged 33 years
WOODWARD—On the 3rd Aug., at Shanghai, the infant son of R. H. S. Woodward.

THE BURMESE EMBASSY.

The Burmese Ambassadors arrived at Glasgow on Monday last, and were entertained at luncheon by the Provost and magistrates of the city. In returning thanks for the toast of the health of the King of Burmah, proposed by the Lord Provost, the Envoy Extraordinary said he felt highly gratified at the kindly greetings with which they had been received in Glasgow, and he should not fail to communicate the fact to his Royal master. He had heard a great deal about the City of Glasgow in his own country—its wonderful manufactories, its harbour and shipping, and its gigantic commercial transactions. He trusted that their present visit to England would lead to bringing the nations, both politically and commercially, into closer contact, and that its result might be for the welfare of both countries and mankind in general. In the course of the day the Ambassadors visited various places of interest in and about the city.

On Tuesday the Chamber of Commerce presented an address to the chief Ambassador. The address stated that the Chamber was glad the King of Burmah had sent an Embassy to Great Britain to improve the political and commercial relations of the two countries, and that it was hoped the visit might be mutually beneficial. The chairman trusted a route would be opened up through Burmah to Western China. Were this done the benefits would be incalculable. His Excellency said he was much gratified by the address, and was sure that his august master would regard it as another proof of the friendly disposition of Great Britain. The prompt and cordial recognition of the Embassy by Her Majesty had been learned with extreme satisfaction by his Sovereign. The difficulties of access through Burmah to Western China were not caused by the King's Government, and his Majesty would do all he could to promote a communication.

MR. W. H. FITTOCK, Her Majesty's Consul at Ningpo, will leave England in November next, and proceed to his post by way of Bombay and Calcutta.

THE *San Francisco Bulletin* has an article on "Chinese Medicines," which says:—"The ingredients of a witch's cauldron as described by the poet could not have been more repulsively disgusting than are the articles and compounds shipped to the Chinese physicians of this city from their native country and used as medicines here. There seems to be just at the present time an extra demand for a venomous serpent closely resembling the rattlesnake, of which hundreds are received constantly. A Custom-house official brought a a specimen of these cheerful-looking creatures to this office yesterday,—a coiled snake of about four feet long, fanged, and with hideous head-scales like a crest. How these animals are taken by patients of Chinese doctors is not known. One would be a fair dose if disguised in a coating of sugar. They may be taken in sections three times a day, as they are desiccated, or they may be boiled down or pulverised, and taken in powders or rolled into pills. Lizards are in nearly as great demand as the snakes. These also are dried and sent over in packages, together with hundreds of other loathsome things, all of which are consigned to the Chinese physicians and used by them in their practice.

A MISSIONARY MEETING was held in the Free Church, Lethendy, on the 8th inst., in connection with the departure of the Rev. Robert Gordon as a missionary for China. The Rev. A. Gordon, minister of the congregation, presided. An address was delivered by the newly-ordained missionary on the past history and present state and prospects of mission work in China. The Rev. Dr. Macdonald, of North Leith; the Revs. Messrs. M'Crie and Russell, of Gowrie; Low, of Clunie; Shaw, of Laggan, and Hay, of Lethendy, also took part in the proceedings. At the close of the meeting a collection was made in behalf of the China mission.

AN error occurred in our last issue in the paragraph which stated that the Great Northern Telegraph Company's steamer *H.C. Orsted* would take out cable for repairing purposes. It should have been said that the vessel was shipping the cable required for making the telegraphic connection with the port of Amoy.

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Foreign Intelligence.

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GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, SEPT. 17.

During the last week our money market has been in a state of the greatest excitement and alarm, and I may add that we have had an almost miraculous escape from a financial crisis of the worst character, and the break up of our ancient Bank of Hamburg and its antiquated banco valuta, which is now shown to be not equal to the requirements of the present period and the vast financial transactions that take place almost every day. The danger was only averted by the energy and *savoir faire* of private bankers, as the State was entirely incapable of interfering. A large part of the latest instalment of the War Indemnity paid by France to Germany consisted of bills of Exchange, and of these were drafts on Hamburg to the tune of forty-eight million marks banco. Such a thing had never occurred before, but the bills were duly accepted, and, being at a short date, had to be provided for by the acceptors (Messrs. L. Behrens and Sons) without loss of time by some unusual operation, as all the money in the bank was inadequate for the purpose. This sum, as is well known, varies from week to week, according to the quantity of bullion in the cellars of the bank, anyone being at liberty to deposit there his bars of silver, for which his account is credited in marks banco at the certain fixed rate of 59½ marks banco per metrical lb. of fine silver. In ordinary times this balance of the bank was generally from six to ten millions of marks banco, which sufficed for the common run of the daily payments, as the money could pass through several accounts on one and the same day. Within the last few years, however—ever since the trade of this city has made such rapid advances—a larger stock of money has become indispensable, and the quantity fluctuated between sixteen and twenty millions. To facilitate financial operations the concession was made to the Bank to create banco money, no longer exclusively by silver bars, but also by *Belehnungen*, or the deposit of gold in bars as well as silver and gold coin. In this manner the stock of the Bank had on Aug. 29 risen to 32,161,526 marks banco, of which 5,286;343 marks banco were *Belehnungen*, and by the official returns of the following week (Sept. 5) it rose to 38,411,771 marks banco. This was, it must be observed, before anything was known of the financial intentions and combinations of the French Government, and it will therefore be readily understood that all this money fell far short of the sums to be paid to redeem the acceptances; for the bills were drawn and made payable, not in silver thalers, but in marks banco.

On the 12th inst. the first bill for about twenty-five millions m.b. became due, and could not have been paid but for the extraordinary measures taken by the acceptors to create banco money. As I was passing the Bank on the day before bags of dollars were being unloaded from waggons and carried into the Bank; and I was credibly informed there were 7,000 such bags, each containing 1,000 thalers in silver coin. This would make seven million thalers, or about fourteen million marks banco. And the hebdomedal statement of the Bank gave the following official returns of the money represented:—Silver bars, 39,250,410 marks banco; *Belehnungen* on silver coin, 11,837,482 marks banco; do. on gold in bars and coins, 5,318,351 marks banco; total, 56,406,243 marks banco, or sufficient for the extraordinary drain on its resources.

A great sensation was created on the Exchange a few days ago by one of the above-mentioned bills being exhibited as an unparalleled curiosity by the Provincial Discount Company, to whom it had been sent to get it accepted. It was drawn on Messrs. L. Behrens and Sons, and in one sum, for 24,650,000 marks banco, the bill stamps amounting to more than 6,000 thalers for the benefit of the Imperial Treasury, "and which," said the Hamburg correspondent, "luckily has to be paid by France." As the largest bill stamps are only for ten thalers each, more than 600 were required, and as of course there was no room for so many adhesive stamps, the bill was pasted into a book—in the way that passports used to be made up for tourists, with blank leaves for the *visa* of the different authorities—and the stamps placed on the blank leaves of the book. I need hardly add that the bill was duly accepted, and paid at maturity in the usual manner by a simple cheque on the Bank to transfer the amount to the credit of the holder.

The events of the past week tend to show in the most conclusive manner that our separatistic and exclusive monetary system can no longer be tolerated, but must be abandoned and made to merge into the general system of the Empire. It is true that this has been decreed by the German Parliament last Session, and it is only a question of time when the alteration shall become obligatory; and this will probably be settled next spring, when Parliament again meets. But in the meantime, as the law is permissive, any State is at liberty to anticipate the obligation, as Bremen has already done with the most successful results. Shortly before the adjournment of our Burgerschaft for their summer recess, a motion was made be the President of the Chamber of Commerce to send a message to the Senate requesting their concurrence to the immediate abolition of the Banco Valuta and its transformation into the new German currency at the fixed rate, 450 new marks for 300 marks banco, and to allow the circulation of thalers at the rate of three new German marks for a thaler. The motion was carried by an overwhelming majority, as mentioned in my letter of the 16th of July. Nothing was done by the Senate during the recess of the Burgerschaft; but now that they have again met, the former cannot well postpone much longer vouchsafing a reply. It is generally believed here that the reason for the delay is that the Senators cannot agree among themselves on the subject, and this I have grounds for believing to be the case. But it is to be hoped they will not stand out any longer against the wishes most unequivocally expressed by the Burgerschaft, the Chamber of Commerce, and the practical merchants of the Exchange, who are all most eager to avert the possibility of such a dangerous crisis ever recurring again.

The great recommendation in favour of the Bank valuta when it was first created, a couple of centuries ago, was its absolute security; but no one appears to notice that this barrier was broken down when the system of *Belehnungen* was introduced. This amount was originally fixed at seven million marks banco, because at that time the sum represented by silver bars had never been below that figure. But as soon as the door was once opened the amount increased rapidly with the requirements of trade, and it was raised at first to fifteen millions, and subsequently to twenty millions, which sum was very nearly absorbed during the late crisis.

But there is still another episode to be mentioned in connection with this subject. The acceptors, who had lent out various large sums of money for short periods, were obliged by their own necessities to call them all in, which caused of course great inconvenience to all parties concerned, and a rise of two per cent. in the rate of discount owing to the temporary scarcity of money.

With all the combined efforts of the eight German mints the coining of the new gold currency goes on but slowly. According to the latest returns published the total amount that had been coined down to the end of August was 272,959,130 Imperial marks, of which 247,158,980 marks were in pieces of twenty-marks, and 25,800,150 marks in ten-mark coins.

Further accounts from Nijni Novgorod confirm the previously-given particulars of the dulness that prevails at the fair, and give a sad description of the want of order and regularity. A merchant from Irkutzk, who had purchased goods for 100,000 roubles, pawned them to one of the local banks for 60,000 roubles, and then suddenly disappeared. A number of rowdies, who always congregate in vast numbers to the fair, successfully effected a great *coup-de-main* one evening at the theatre, by the discharge of a pistol and giving a false alarm of fire. In the confusion that ensued there was a wholesale rifling of pockets, to prevent which the police were powerless.

The Emperor of Germany has granted authority to Dr. Focke, the Acting Consul at Hiogo and Osaka, to perform the ceremony of civil marriages between Germans residing within that Consular District, as well as to give legal certificates of baptism, marriages, and deaths, according to the provisions contained in Paragraph I. of the Law of 4th May, 1870.

The first Swedish steamer that has passed through the Suez Canal is the *August Leffler*, Captain Byork, with a cargo of Swedish produce, from Gothenborg to Singapore.

P.S. Since writing the foregoing I see by a letter from Berlin in the *Boersen-Halle* that a missive has been sent from the office of the Prince-Chancellor to the Senate of Hamburg, urging them to accelerate their deliberations with regard to the Bank-valutae, as in all probability the Bill for the introduction of the new currency will be laid before Parliament at the beginning of the approaching session, and that after it has been passed it follows, as a matter of course, that no single State can be permitted to have its own separate monetary system.

The *Enterprise* steamer, hence to Singapore and China, *via* Suez Canal, started last week on the day appointed. She takes out a number of cabin passengers and a full cargo.

COMMERCIAL.

There is no alteration to notice in the values of Tea; the sales have been to a fair extent, including the following by importers:—700/4, 159/8, and 600/16 chests of Congou; 433/8 chests Kaisow-Congou; 593/8 chests Moning Congou; 186/4 chests Souchong Congou; and 580/8 and 212/16 chests of Souchong. Also several considerable transactions in Congou, Souchong, Pekoe, and Haysan by the dealers. A better feeling prevails for Pepper—especially for Penang, which is higher—and the rise is expected to become general, as the season for the greatest consumption is approaching. There have been some fresh arrivals of Cassia Lignea, notwithstanding which the market is lively, 8,000 chests having changed hands at 9¾d., which is a trifle lower; but since then prices have recovered, and none to be had under 10 to 10¼ sch. bco. Flores is firmer, and sells at 14¼ in small lots. Rice is quiet; the sales of cleaned have not been extensive, and in rough no transactions are reported. No change in quotations. No business done in Spelter.

SHIPPING.

ARRIVALS.—Zorida and Concordia, from Rangoon; Hong Kong, from Hong Kong and Macao.

SAILED.—Enterprise (str.), to Singapore and China.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Sept. 18.

The Parliamentary Session of 1871-72 was closed last Saturday by the Minister of the Home Department in the usual manner. His speech was merely a *resume* of what had been done, and as this was only very little, he had but a few words to say; *Le Roi est mort; vive le Roi!* Two days after this ceremony the new session was opened by the King, who has returned from his trip abroad in excellent health. The Speech from the Throne was very, very meagre. In the first place it is stated that we live in friendship with all the foreign Powers—an assertion which contradicts the rumours set in circulation by the Conservative press, that some foreign Governments were anything but content that we had permitted the Internationalists to hold their meeting in the Hague. Then some clauses follow about the abundant crops, the good condition of our cattle, the improvement of our deep-sea fisheries, and the development of our trade and industry. The financial condition of the State is said to be favourable, and the army and navy are in a satisfactory state of discipline. Then the promises follow: a reorganisation of our military system is announced, but nothing is said about the *Schuttery*. Bills will be laid before the members to alter our Penal Code; likewise a Bill to extend the franchise in those communities where the right of voting is too limited. A new Bill bearing upon University Education is being prepared. The general condition of our East Indian Colonies is said to be satisfactory, notwithstanding the earthquakes and inundations which have occurred. The results of the agricultural and industrial pursuits were, in more than one respect, favourable in their

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results, both to the native and the European population, and further development of those sources of welfare is most urgent. Proposals will be made to subsidise undertakings to improve the means of communication in Java by the State. More assistance will be given to our West India possessions. These are the outlines of the Royal Speech, which calls for but little comment. In the first place, it is strange that the Minister of the Department of Justice does not promise a more radical revision of our Penal Code, which dates from the days of Napoleon I.; that not one word is said about the new Java tariff of customs, that no financial reforms are announced. The proposed extension of the franchise seems to be very much like "a leap in the dark." The best promise given is the one which signifies that more help will be given to the West India colonies. This is indeed urgent. The last mail brought us reports of the discussions which were held in the colonial States, and which give us ample warning. Members openly declare that these colonies ought to be liberated from the Dutch protectorate, and advocate that England should take the place of Holland, the Dutch Government being indemnified by Great Britain as it was paid for the transfer of the Dutch settlements on the West Coast of Africa. Although some protests were raised against this course being advocated, it is, nevertheless, a fact that the proposed change of rulers found many defenders among the members of the Parliamentary Assembly. The questions now remain whether, if it is the real intention of our Government to give these unhappy colonies the assistance which is asked for, and, if so, whether the Second Chamber will agree to any proposal which will involve a larger expenditure than now obtains. Many of the members leave out of sight the fact that we cannot do better, if we wish to profit by our colonies, than to make them productive, even should the outlay be considerable, and our East Indian colonies have experienced that our legislators are anything but liberal in granting money in their behalf, even though they contribute millions and millions every year to our treasury.

We are, however, improving in this respect, as is shown by the East India budget for 1873, which was laid yesterday before the members of the Second Chamber. The revenue for the year is estimated at f.115,291,985, and the expenditure at f.104,967,210, leaving a favourable balance of f.10,324,775. The expenses of the Government and High Colleges are calculated to reach f.3,832,569, those of the Financial Department f.4,872,594, the Home Government f.39,216,731 (and under this head appears the amount of f.435,552, the subsidy for a steam packet service between Java and Australia), the Department of Education and Public Worship f.7,538,239 (out of which sum f.468,482 is to be expended on the promotion of the education of the natives), the Department of Public Works f.8,316,812, the Department of War f.17.364,747, the Naval Department f.87.857.561. This Budget does not make provision for the survey of proposed railway lines on Java, but only in Sumatra. The Bill of last session for the construction of railways in Netherlands India is repealed, as the Government desire that this should be left entirely to private industry, which will be encouraged by the means referred to in my last letter. If concessions are asked for in Java the Government already knows which districts are most in want of railway communication, and it will of course be to the interest of those who ask for concessions to take the very best *trace's*, which can be fixed by the Java Government. But the state of things in Sumatra is quite different. It is generally acknowledged, the Minister says, that Sumatra is much in need of railways. Nothing hinders so much the development of that rich island than the faulty means of communication. By direction of the Government a report has been made by the mining engineer, Mr. de Greve, but it is of a preliminary character only, because the necessary examination of the proposed districts is not yet completed. The principal line will be that which will bring the east and west coasts of the island in communication with each other, and that which crosses the rich Padang grounds. The question if it is possible to construct these lines—the Ombilion mines produce plenty of the best coals—will now be investigated in all its details, and the Minister will begin by asking for the necessary funds to send a corps of engineers to Sumatra. I think there is no fear of Parliament refusing the sums, which are relatively very trifling. A postscript which is added to the Budget says that the Budget for the War Department is but very little altered when compared with that of former years. The most important works for which credits are asked are those for the defence of Batavia and Samarang, and for the coast battery at Tjilatjap. The naval department requires a good deal of money more than last year, owing to the fact that the coast lights must be improved and augmented.

Yesterday the First and Second Chambers held a very short sitting. The newly elected members, Messrs. Blusse and Van Rees, were admitted, and the list of candidates was fixed. Mr. Dullert was at once elected first candidate by 42 of the 71 votes; this fact seems to prove that more homogeneity prevails amongst the members of the Liberal party.

A meeting of creditors of the Oost Indische Maatschappy van Lyfrenten has taken place at Amsterdam. Mr. den Tex proposed a liquidation, which was agreed to, and accordingly six commissaries will be appointed, with Messrs. van Berenstein and J. Seelig as liquidators. A dividend of forty per cent. will be divided amongst the creditors, and any further assets which may be realised will be disposed of as follows: —one-fourth to the shareholders, and three-fourths to the creditors. Ample communications were made about the actual condition of the company, and a report will be published. Mr. van Hemert, ex-director in Java, has offered to subscribe an amount of f.250,000 on behalf of the creditors, if the proposal of liquidation should be approved of. On the 20th January a decision will be taken whether this sum will be accepted.

To-day was established here, under the auspices of the Rotterdam Bank and other bankers of this place, Amsterdam, Brussels, Frankfort-on-the-Maine, besides a number of capitalists, the Rotterdam Trading Company, with a capital of fifteen millions of guilders, which is wholly subscribed. Mr. L. Pincoffs is appointed president-manager, and Mr. Then Bergh, manager. As commissaries were elected Messrs. F. A. Muller, M. Mees, E. Rensberg, D. van Weel, N. S. Raphael, from Amsterdam, J. Errera Oppenheim, from Brussels, R. Sulzbach, and J. May, from Frankfort-on-the-Maine, and G. Muller, from Berlin. The object of this company is to promote the trade, shipping and industry of the Netherlands in general and of Rotterdam in particular. I also hear that the large mercantile firm of Messrs. G. and H. Salomonson at Nyverdal has been converted into a company under the auspices of several bankers and capitalists. The business will now be continued on a very large scale.

I sincerely regret that Mr. Ortmann, about whom I wrote in my last letter, has been found guilty. He has been condemned to six months imprisonment.

The Royal decree respecting the premiums paid for the import of free labourers into Surinam from countries eastward of the Cape of Good Hope has again been altered, the premiums being augmented. For a man of the age between sixteen and forty years, imported from China, will be paid f.250; for a wife, f.200; for a married couple, f.500; for a child from eight to fifteen years, f.110; for a child from five to eight years, f.70; when they are imported from British India the premium is decreased by f.20 to f.100, and this is also the case when Chinese labourers are imported from the Netherland Indies.

The gentlemen who at the last meeting of shareholders of the Steam Shipping Company *Nederland* were elected managers have accepted the office.

PRODUCE MARKETS.

There is hardly any alteration to report in the leading articles of produce, transactions having been upon the whole devoid of animation, and prices are barely supported. Cotton has again declined, and prices of Tin have also ruled in favour of buyers.

COFFEE is quiet in the face of the Trading Company's public sale, in anticipation of which buyers keep aloof from the market, and no transactions worth notice have taken place here. Good ordinary Company's Java on warrant is offered in vain at 1c. below the currency of the late public sale. At Amsterdam 1,854 bags Java, ex Aria and Betsy, have been sold. The 81,482 bags Java, Padang and Macassar, to be put up at public auction to-morrow, for account of the Trading Company, are valued on a basis of 45c. for good ordinary Java, which is about 1¼c. to 2c. below the prices of the August sale.

TEA exhibits a healthy appearance, but the business doing is unimportant.

SUGAR.—A firm tone prevails, but the market is very dull, and I have only to report the sale of 1,401 baskets Passaroean ex Constance, stored, averaging No. 13¾ good, and very good quality, many moist at f.35½. The assortment of the 26,600 baskets Java, to be put up for sale by public auction here, on the 24th inst., on account of the Netherlands Trading Company, is as follows, to which I add the valuations of the Dutch standard, issued on the occasion by the brokers.

No.	3	...	—	Bkts.	...	—	No.	13	...	1,556	Bkts.	... f.35
,,	4	...	—	,,	...	—	,,	14	...	1,74[illegible]	,,	... 35¼
,,	5	...	36	,,	...	f.27½	,,	15	...	[illegible]4	,,	... 35
,,	6	...	18	,,	...	29¾	,,	16	...	,441	,,	... 35
,,	7	...	78	,,	...	29	,,	17	...	1,641	,,	... 35
,,	8	...	188	,,	...	30½	,,	18	...	1,643	,,	... 35¼
,,	9	...	735	,,	...	31¾	,,	[illegible]	...	6,389	,,	... 35¼
,,	10	...	1,395	,,	...	32¼	,,	[illegible]9	...	5,637	,,	... 35
,,	11	...	2,663	,,	...	33½	,,	20	...	316	,,	... 35½
,,	12	...	1,007	,,	...	34½	Above	20	..	63	,,	... —

TOBACCO (JAVA).—Several parcels of sundry marks sold at prices that did not transpire.

SPICES.—The demand remains upon the whole inactive, but prices are well supported. Sales have been closed by secret tender of 42 casks Nutmegs ex Prins van Oranje, 8 casks Mace ex Maria Anna Catharina Elizabeth, besides 10 chests Nutmegs and 7 casks Mace ex Noach I. The following are the particulars of public sales for account of the Netherlands Trading Company, and on private account, to be held here on the 1st proximo:—1,050 casks Nutmegs, Banda No. 1, 212c.; No. 2, 202c.; No. 3, f.1.80; No. 4, 120c.; Macassar, No. 1, 212c.; No. 1, (average first) 210c.; No. 2, 202c.; No. 3, 170c.; No. 4, 165c.; 130 casks Mace, Banda D, 285c.; E, 280c.; Macassar D, 283c.; E, 275c.; for private account, 669 packages Java, Cinnamon, 90 to 220c.

RICE offers no change to report. 895 bags Java, ex Noach I., were disposed of at Amsterdam at a price not named, besides 666 bags do., ex Aria and Betsy, by public auction at f.8¼ to f.8⅜ for sound quality, and f.5¾ to f.8¼ for damaged.

ARRACK.—12 casks Batavia, ex Solo, and 50 casks do., ex Cornelis Gips, were sold at secret prices.

JAVA INDIGO.—No transactions have taken place in this article, but the late arrivals from Java, which now comprise about 650 chests, will be placed on the market, after having been examined by the brokers, which will then, no doubt, lead to business.

TIN.—The late advance could not be maintained, and to meet buyers lower prices have had to be accepted. Banca sold for usual prompt at f.96½ to f.95, and for delivery ex the coming autumn sale at f.96½ to f.93, whilst Billiton changed hands on the spot at f.92 to f.92¼.

SHIPPING.

ARRIVALS.—Sept. 10, at Texel, from Rangoon, Prins Oscar Frederick; 11, at Texel, from Batavia, Nederland; from Akyab, Gallino e Bonsignore; 12, at Brouwershaven, from Rangoon, Elizabeth Dawson; at Texel, from Batavia, Jan Pieterszoon Koen; 13, at Brouwershaven, from Banjoewangie, Zuid Holland; 15, at Zieriksee, from Batavia, Maria Diederika.

DEPARTURES.—Sept. 16, from Texel for Batavia, Ferdinand and Louis.

PASSENGERS OUTWARD.—For Java, per Ferdinand and Louis, Messrs. P. du Peyrou van Brengel, E. T. A. Keintz, P. Swildens and family.

PASSENGERS INWARD.—From Java, per Nederland, Messrs. J. A. Häfeli and family, J. van Weeren and family, Mr. A. de Bruin and family, A. Brunting and family, M. H. Bommezyn, Mrs. C. Claassen and family, Messrs. Bruine de Rochebrune; per Zuid-Holland, Messrs. Lubbink Weddik, Valentien.

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A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the Office or by letter.

The London & China Telegraph.

LONDON: MONDAY, SEPT. 23, 1872.

THE GLEDSTANES' FAILURE.

IT is long since commercial confidence has received so severe a shock as the failure of Messrs. GLEDSTANES and Co., and the revelations made by those who were most disposed to take a favourable view of their transactions, at the meeting of creditors reported in another column. It is one more illustration of the disaster and disgrace—to say nothing of the wide-spread ruin—that must ever attend those merchants who, blind to the advantages and responsibilities of their position, lack the moral courage to look their affairs in the face, and, heedless alike of their own fair fame and the interests of those whom justifiable confidence has induced to trust them with their all, continually put off the day of reckoning, "hoping against hope," and drifting into a condition of moral insensibility in the frantic expectation of "something turning up." Here was a house which, through a long course of honourable trading, had acquired a confidence second to few in the mercantile world. One of the partners was a director of the Bank of England, another of the London and Westminster Bank, and a third occupied a prominent position in a leading insurance company. They were reputed to be wealthy, as well as honourable, men, and those who trusted them have certainly no cause to reproach themselves with imprudence. Yet this firm, when the inevitable crisis comes, is found to have been hopelessly insolvent for five years, and, throughout that time to have been surely and rapidly drifting from bad to worse. Their deficiency which, five years ago, was £120,000, has since that time been multiplied many times; and, when the crash came, the estates of the reputedly wealthy partners proved to be almost nominal. One member of the firm appears to have had eleven thousand pounds; another, two thousand; while, in the balance sheet, to the credit of the third stands—nothing. Yet upon this capital they traded to millions, fortified by their name; and, severe as must be the loss to creditors, we cannot but regard their own loss in this last respect—though less entitled to sympathy—as the greater of the two. Enjoying confidence practically unlimited, they failed to impose on themselves the limits which their moderate capital, and the continual pressure on their resources, must have suggested. Had they faced the world in 1867, they would have commanded a degree of sympathy which is now withheld from them. Creditors, who are themselves commercial men, are by no means an ungenerous or hardhearted race; fraud or shamefull extravagance may make them a little savage, but a straightforward intelligible case of misfortune will rarely be severely dealt with. Instead of meeting their creditors, however,—and, indeed, it would seem without ever making themselves acquainted with the true state of their affairs, though they could not but have known how disordered they were—they determined to "carry on the war" at any cost—to their creditors. All the capital they had ever possessed had long since melted away, except their reputation; and that they threw into the crucible which turns such things not into gold, but into paper. As the chairman of the Agra Bank showed, they allowed bills to be drawn on them to the amount of £390,000, which they knew they could not pay. It is pitiable to see men, who are capable of such actions, wearing the broad phylactery of credit, and standing in high places in the midst of the commercial world. It is perhaps even more to be regretted that a natural wish to save as much as possible out of the fire, and an instinctive dread of law expenses, should, in a manner, compel the creditors to consent to a private liquidation, instead of insisting on such transactions being sifted in the Court of Bankruptcy. If ever there was a case which proved the necessity for a sweeping revision of Bankruptcy Law—for the benefit of the public as much as the immediate creditors of an estate—it is that of Messrs. Gledstanes.

CEYLON.

THE coffee crop of the coming season, at one time expected to be large, it is now believed will only be but an average one. It looked exceedingly well and full of promise at the blossoming time, but unfavourable weather afterwards destroyed a considerable portion of the newly-formed fruit, and but for the new land coming into bearing, of which there is a good deal, we should have to deplore a much more serious deficiency. However, the spirits of planters are not depressed. In fact, a very sanguine feeling exists as to the future of coffee, and the Crown lands cannot be put up to sale fast enough to meet the demand. At a sale lately some ground at Bagawantalaven, the upper portion of the new valley of Dickoya, was bid for up to £9 per acre. A short time since blocks of private land in the same district barely realised £3 per acre. But it is not in that district alone that land is being inquired for. The whole of the district between Dimbulla and Happotella would sell were there a certainty of the railway being extended thither. Already—with only the prospect before us—considerable progress has been made. Small lots, not a few, adjoining the Horton Plains, have been sold at a good price, while applications for several large blocks near Hapootella, in what is now designated New Galway, have been made. Maskelliya yet contains a good deal, as does also the Balangodde side of the Peak range. Then in Ouvah there are some large tracts of forest yet untouched, especially on the Moonerakande Mountain, close to which runs the new Batticaloa road. Matale also has yet considerable stores, which will be available when the Dimboola and Dickoya fever has run its course. There is plenty of land for all comers for a good while yet, and there is no necessity for intending purchasers running each other up, as has been the case recently.

THE members of the Japanese Embassy who are connected with the Finance Department of the Japanese Government visited the Custom House on Thursday last, and were initiated by Sir FRANCIS DOYLE and Mr. GOULBOURN into the working of that institution.

OPENING OF WESTERN CHINA.

MR. T. T. COOPER has proceeded to Calcutta with the Panthay Envoys, at the request of our Government, visiting Vienna and Constantinople *en route*. On arriving at Calcutta he will report to the Governor-General, and will subsequently proceed on to Talifoo, their final destination. Mr. COOPER has the support of some Manchester firms to push his explorations as to the best route for introducing our manufactures into Western China. The following is an extract from the letter addressed by Mr. COOPER to the Chamber of Commerce:—

One of the most erroneous and prejudical statements, which has been freely expressed, is that the annexation of Burmah proper is alone requisite to enable us to trade with Western China. This opinion is not only based on unsound reasoning, but has operated most fatally against the realisation of our object, inasmuch as his Majesty the King of Burmah, although fully alive to the advantages of a transit trade through his territory, is not likely to countenance a scheme the promoters of which advocate the annexation of his kingdom.

Another and more prevalent impression is that which leads many commercial representatives to unite in pressing the Government to undertake the survey of a country between Rangoon and Yunnan, with a view of constructing a railway. The promoters of this scheme assume that Yunnan is ready to receive and reciprocate a profitable trade, and that nothing is needed but an outlay of capital to secure communication, but I contend that this assumption rests only on conjectures based on the past history of the province, for we are at present in ignorance of the social and commercial state of Yunnan under those altered conditions of its population and Government which have resulted from the political changes of the past twenty years.

Until, therefore, we are possessed of trustworthy information, the advocacy of this scheme is premature, and obstructive of private enterprise.

It is also assumed that the commerce of Sz-chuan will avail itself of such an outlet, but this seems to be barely probable; personal observation enables me to state that the central trading depot of Sz-chuan is Chung-Ching, and thence her products can reach Hankow in ten, and Shanghai in fourteen days, and it is thus obvious that the market of Shanghai would still be more easy of access than that of Rangoon, even supposing a line of rail existed from the latter port to the frontiers of Yunnan.

That portion of the province of Sz-chuan, lying to the west of the river Min, is an absolutely wild country, with no pretensions to population, and although comprising more than half the area of the province, it has been calculated in the estimate of that trade, which it is conjectured would benefit the proposed line of rail.

As far as I was able to ascertain, only one-fifth of the products of Sz-chuan are suitable for foreign exchange, whilst the remainder are used

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for native consumption, and are most saleable in the east of China, to which the Yangtsze river affords a comparatively rapid and safe transit, both for products and a return cargo of foreign manufactures.

Having thus stated an opinion as to the extent, and our present want of knowledge of the country likely to be opened up by the development of a route to Western China, I will nevertheless venture to express a hope that at some future time we may possess such reliable information as will warrant the investment of a moderate-sized capital in the Rangoon and Yunnan Railway Company.

In the meantime it appears to me that the most practicable way of establishing a trade route is to penetrate Yunnan, and gain such statistical knowledge of the country, its population, products, and capabilities of sustaining a large trade, as will justify us in asking the assistance and protection of the Indian Government; but I would dismiss the idea of pressing that Government to send expeditions, which must necessarily be burdened with political instructions and responsibilities, as well as a parade requisite to uphold the dignity of the Sovereign, and thereby occasion a lavish expenditure of money, customary when travelling officially amongst Eastern tribes, but nevertheless fatal to the true interests of commerce.

In conclusion, I would assure you that I shall endeavour to find out what are the requirements of Yunnan, and also the best mode of supplying them, when it will be for you to select whatever route is the safest and most convenient; Government, I feel sure, will protect us as merchants in the honest pursuit of trade, and should that trade become a source of national wealth, we can invite the nation, with some show of reason, to invest its capital in railways or tramways, no matter what the route, so that it be the most profitable.

JAPANESE COMMERCE AND FINANCE.

(STOCK EXCHANGE EXPRESS.)

There is no doubt that a new Japanese Loan is intended, and the abundant and interesting information about Japan as it is, and as its best friends are trying to make it, will enable financiers, no less than merchants and diplomatists, to become familiar with the real life and prospects of that ever-surprising country. In this market we have already had some experience of the financial aptitude of the Japanese. In 1870 a loan for £1,000,000 for railway purposes, bearing 9 per cent. interest, was successfully brought out in London at the price of 98, and it is now quoted at 110 to 112. The foreign finances of Japan are under the control of the Oriental Bank, evidently in all respects most desirable, that institution having the greatest facilities for such duties, as an English bank, with branches in Japan and elsewhere in the East. The object of the loan was the construction of railways from Yedo to Hiogo, from Yedo to Yokohama, and from Osaka to Tsurnga, and according to reliable accounts the works are being constructed with expedition and efficiency. Whatever new loans are required will certainly bear a smaller rate of interest, probably eight per cent. Their object may be either the consolidation of the miscellaneous forms of indebtedness which have for ages prevailed in Japan, or the prosecution of public works. Both are objects deserving and requiring attention, and they may fitly be assisted by the aid of foreign financial operations. As to public works, a great deal has been done during the past three years. Lighthouses, harbours, and dockyards render the coast safe, and afford facilities for the protection and repair of vessels from all parts of the world. Inland rivers are being banked and made navigable, new roads are being made, the railway from Yedo to Yokohama is open, and telegraphs are being rapidly laid to every important part of the Empire.

The finances of Japan are in good order, and though in many respects they are backward as compared with those of some European nations, they are so far deserving imitation by many more advanced countries that the revenue exceeds the expenditure. The budget for this year 1872 shows receipts £12,229,581, and expenditure £11,420,385, leaving a surplus of £809,146. The method of taxation is, however, crude. Rice, the main food of the people, is taxed, for the reason that it is easily collected. Inasmuch, however, as luxuries and not the bare necessities of life should bear the main burden of taxation, we rejoice that the Government is considering the means of substituting some other duty for that on rice. The public debt of Japan is larger than might be expected. As much as £15,204,000 is represented by the paper currency. £10,412,000 is due to Japanese subjects for loans obtained by local governments and other authorities. The balances due to foreign creditors include the loan of £1,000,000 raised in London in 1870.

The population of Japan is 32,866,161, and its foreign trade is very considerable, and is rapidly growing. So recently as 1859 the trade of Japan with the United Kingdom was not equal to £100,000 a year, while it has since advanced to two millions. The people are quick to learn, industrious and frugal. They easily acquire foreign arts, of which an example is that they built their first steamboat and its engine solely by a description in a Dutch book, while in metal-working and in "japanning," and in the manufacture of porcelain and silk crape, they still excel all other nations. They are now practising, with increasing success, the making of window glass, and they are cultivating the grape vine and brewing beer. As regards agriculture, there is not much for the Japanese to learn, except the use of machinery. They are great economists in tilling the soil, using every scrap of land, and stimulating production by what is described as ably-organised irrigation. Rice is the main product, but tea is becoming a very important branch of industry, every season seeing the extension of the tea fields, while the Japanese leaf is esteemed in the European tea market. Silk and silkworms' eggs, beans, peas, and many minor crops are largely grown. The forests of Japan produce many trees of commercial value, and gardening seems a native art, and is carried to the most delightful perfection. The mineral resources of the country are very rich, but as yet few mines are opened. It is, however, assumed that before very long the Japanese will be able to produce all the hardware they now take of us. Pearls and corals are found round the coast but, no precious stones. The efforts of the governing body in Japan, their enlightenment, activity, and the aptness of the people justify the highest expectations of the future of Japan.

THE FAILURE OF MESSRS. GLEDSTANES AND CO. MEETING OF THE CREDITORS.

The first general meeting of the creditors of Messrs. Gledstanes and Co. was held on the 17th inst., Mr. J. H. GWYTHER, manager of the Chartered Bank of India, Australia, and China, in the chair. The following approximate statement of affairs was submitted to the meeting :—

DR.

To unsecured creditors :			
Holders of acceptances and marginal drafts (a*) ...	...£390,503 9 4		
Depositors	166,954 14 2		
Sundries...	1,303 10 9		
Amounts under £10	28 3 8		
			£558,789 17 11
Creditors fully secured ...	...£939,532 1 7		
Estimated value of securities	...1,005,684 19 2		
Surplus to contra	£66,152 17 7		
Creditors partly secured	£52,014 4 7		
Less estimated value of securities	27,833 12 1		
			24,180 12 6
Other liabilities (a*)	£53,985 12 5		
Amount expected to rank on this estate ...			6,395 0 0
Creditors for rent, rates, taxes, salaries, &c.	£439 9 0		
(Payable in full, see contra.)			" " "
Liabilities on bills receivable discounted	...£117,473 16 2		
Amount expected to rank against this estate for dividend			" " "
			£589,365 10 5

(a*) Certain of these creditors claim to be entitled to the assets on the other side, marked (a*), it being alleged by them that the bills they hold were drawn against the same.

CR.

By Debtors :			
Good			£14,044 13 10
Doubtful	£223,997 15 9		
No reliable estimate can at present be formed of the value of these debts.			
Cash in hand...			512 16 11
Bills receivable			1,660 19 7
Furniture, fittings, &c.—estimated			200 0 0
Property—estimated			34,720 6 11
Surplus from securities in the hands of creditors fully secured per contra (a*)			66,152 17 7
Remittances or consignments advised by telegraph (a*)			63,750 0 0
Estimated surplus from the separate estates of the partners:			
W. Wallace	£10,960 0 0		
W. E. Gledstanes ...	2,042 0 7		
			13,002 0 7
Subject to reduction in respect of the claims of certain creditors who may elect to rank against separate estates,			
			£194,043 15 5
Deduct :			
Creditors for rent, salaries, &c., payable in full			439 9 0
			£193,604 6 5

The notice convening the meeting having been read, Mr. R. P. HARDING commenced by reading through, and commenting on, an approximate statement of the affairs of this company on the 26th August last. He pointed out, in the first place, that the list of "unsecured creditors" comprised three classes, the first being holders of acceptances and marginal drafts. Certain of those creditors—the Indian banks, for instance—claimed to have a right to stop certain goods coming over here. That was a question which would have to be decided elsewhere. The two other classes consisted of "depositors" and "sundries," which, with the first item, made a total, under the head of "unsecured creditors," of £558,789. The next item, "creditors secured in full," amounted to £939,532; against which must be placed the estimated value of securities, £1,005,684. With regard to those securities, they consisted in some instances of bills of lading attached to a draft on the firm, and, in other cases, on goods consigned abroad to holders of the bills having a lien on those goods. In respect to the "creditors partly secured," they were of a similar class—the securities in regard to this item being uncertain. The other liabilities were in respect to acceptances and endorsements amounting to £53,985, but of which sum only £6,395 was expected to rank on this estate. The following item was "liabilities on bills receivable," discounted, £117,473. Of this, however, they had no reason to believe any amount would come against the estate. The total liabilities amounted, therefore, to £589,365. On the other side of the statement there were debtors to the estate, which they had reason to believe would produce £14,044. The amount of doubtful debts was £223,997, but in regard to that no reliable estimate could at present be formed of those debts. The amount was chiefly made up by claims on Messrs. Shand, Fairlie, and Co., of Calcutta; Messrs. Hogg and Co., whose debt was possibly under £5,000; Messrs. Leggatt and Co.,

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of Bombay; and Messrs. Chapman, King, and Co., of Shanghai; and, until the account between the estate and those firms had been adjusted, they could not say what amount could be obtained from those houses. Having briefly mentioned the following items:—"Cash in hand, £512;" "bills receivable, £1,660;" and "furniture, fittings, &c., £200;" Mr. Harding said, in reference to the item "property, estimated at £34,720," that it consisted of various amounts, the largest item being a tea estate at Chittagong, valued at £12,000; some shares in another tea estate, valued at £3,500; another item under a similar head amounted to £5,000; another estate in Demerara, valued at £5,600; a few shares in the Estate Company (Limited); an estate in Penang estimated at £2,560; and the lease of the premises in Austin-friars. Then there was the surplus from the securities in the hands of creditors fully secured, amounting to £66,152. That amount was, of course, subject to increase or decrease, according to the state of the market when the goods were sold. The next item was, "remittances or consignments advised by telegraph £63,750." That was produce that was now coming forward. In regard to this item, however, there were questions which would also have to be decided elsewhere. The estimated surplus for separate estates of the partners—namely, W. Wallace £10,960, and W. E. Gledstanes £2,042, total £13,002. In respect to "claims on the estates of deceased partners," an investigation into this matter had led him to the conclusion that the sum of £5,600 had been paid to the representatives of Mr. King in excess of any interest he had in the concern at the time of his death. There might also be possibly a claim made against the estate of the late Mr. Gledstanes, who had died in 1865. The total assets of the estates amounted, therefore, according to this statement, to £194,043, from which must be deducted the amount due on account of rent, salaries, &c., payable in full, leaving a balance of £193,604, against liabilities, as previously stated, amounting to £589,365. Those figures showed something like 6s. 8d. in the pound; but he would not have the meeting suppose it was probable such an amount would be divided. The investigation which he had considered it necessary to make had put him in possession of the following information:—On the 31st Dec. 1867, there appeared in the books of the firm as capital the sum of £75,000, in round figures, together with a reserve fund of £240,000. Since then, by the realisation of shipments and closing of accounts, &c., which had been continued from 1867, a result was shown by which it became evident that at the time in question there was no capital at all in the concern. He did not mean to suggest that the partners were aware of this state of things, because the books did not show it. At the time when he commenced his investigation of the firm's affairs — namely, 1867 — there was an amount due from Messrs. Hogg and Co. of £140,000, the whole of which had been written off, with a further sum of £35,000 at a later date. The other amounts which made up the deficiency shown were the results of various other transactions. It was now apparent that at the close of 1867, had the affairs of the firm been wound up, a deficiency would have been reported to the extent of about £120,000; that deficiency had been increased since that time by losses on consignments, losses on shipments, and bad debts, while there were also the losses, not yet determined, arising from transactions with Chapman, King, and Co., and Hogg and Co., unless those firms were enabled to carry out their engagements, and satisfy all their creditors. The sum of £2,900 had been the total amount drawn out by the three partners since 1867.

In reply to questions, it was stated that Mr. Wallace had joined the company in 1841, Mr. Buxton in 1851, and Mr. W. Gledstanes in 1857. At that latter date Messrs. Gledstanes, sen., and King were alive, the former of whom had subsequently died in 1865, the latter in 1867. He did not know the capital brought in by the partners.

After a slight discussion in respect to the rumours afloat, to the effect that transactions had taken place immediately subsequent to the firm stopping on the 22nd August last, but which were distinctly refuted by Mr. Harding,

Mr. THOMSON, chairman of the Agra Bank, proceeded to animadvert in strong terms on the state of affairs disclosed, and complained that for years the firm must have lived solely on credit. Its borrowed capital had been not much short of £600,000, the mode adopted for raising it being to send six months' bills for disposal in India, where implicit confidence was felt in the London firm, and hence there was no difficulty in disposing of these bills. The firm had not stopped payment at a proper time, but had waited until it had actually run dry. In all his experience he had never seen the affairs of a firm of such magnitude in such a state before a meeting of creditors. They had been told that the cause of the failure was bad markets; but surely, even if markets were bad, that was no reason for carrying on so hazardous a trade. He believed the real cause of the failure to have been the wonderful credit of the firm, which enabled the partners to accomplish their own ruin, and to damage the property of other people. It was quite clear that they perfectly knew the state of their affairs, and that the system of bill discounting was done with the knowledge and connivance of their agents in the East. He found in a letter dated the 4th January, 1872, the following passage:—"In deference to your wishes, and to facilitate the working of the account, we freely and willingly place as large a quantity of your paper in circulation as circumstances will permit." Was it not disgraceful in gentlemen of such standing to allow bills to the amount of £390,000 to be drawn in this way, which they knew they could not pay? One of the partners was a director of the Bank of England, and another of the London and Westminster Bank. A third held a similar post in one of the oldest of our insurance companies; and they lived on their credit until they could do so no longer, when they left those who had trusted them deprived of their property, and almost without a remedy. His opinion was that the proper course would be to put the estate into bankruptcy. If, however, they elected for liquidation, he trusted that economy would be attended to.

Mr. RAWLINS, as representing a large body of unsecured creditors, deprecated bankruptcy as leading to delay and expense, and supported trusteeship and liquidation. He was quite willing that Mr. Harding should be appointed trustee. He moved the following resolutions collectively:—

"1st. That the firm of William Wallace, Travers Buxton, and William Evans Gledstanes shall be liquidated by arrangement, and not in bankruptcy."

"2nd. That Robert Palmer Harding, of 8, Old Jewry, in the City of London, public accountant, be, and he is hereby, appointed trustee."

"3rd. That David Trail Robertson, general manager of the Chartered Mercantile Bank of India, London and China; and Richard James Ashton, of the firm of Ashton and Co., be, and they are hereby, appointed a Committee of Inspection."

"4th. That the trustee do receive such remuneration for his services as shall be determined by the Committee of Inspection."

"5th. That Messrs. Clarke and Son and Rawlins, of 60, Gresham-house, Old Broad-street, London, be entrusted with the registration of this special resolution."

These, having been seconded, were put to the meeting, and carried and the proceedings were closed.]

Monetary and Commercial.

At the meeting of the creditors of Messrs. Gledstanes and Co. a balance-sheet was presented by Mr. R. P. Harding, the accountant, showing liabilities to the extent of £1,722,235, of which £589,365 is expected to rank upon the estate, against assets representing £193,604, or about 6s. 8d. in the pound. It was explained, however, that these figures are subject to various contingencies, and the impression was very general that nothing like 6s. 8d. will be distributed amongst the unsecured creditors. The books of the firm, it was added, showed a deficiency of about £120,000 at the end of 1867, and this has since been largely increased by losses on consignments, bad debts, &c. Stock had been taken from time to time, but no losses were written off. These and other explanations were received with strong expressions of indignation, and it was proposed that, with a view to a thorough investigation, the estate should be wound up in bankruptcy. It was eventually decided, however, to liquidate by arrangement, and Mr. Harding was appointed trustee, with a committee of inspection. A full report of the meeting and the statement of accounts which was presented are given above. By a singular informality no list was taken of the creditors who attended the meeting, but the Registrar of the Bankruptcy Court has given leave to compile one from such data as might be available.

We are informed that the statement made in the Bankruptcy Court last week, to the effect that Messrs. Gledstanes and Co. were creditors of the firm of Leggatt and Co. for the sum of £65,000, is incorrect. The present firm of Messrs. Leggatt and Co. were not, at the time of their recent suspension, indebted in any way to the first-named firm.

At an adjourned general court of the Bank of England, the payment of a dividend of 5 per cent. for the half-year was formally confirmed, and Mr. Henry Hulse Berens was elected a director, in the room of Mr. Travers Buxton, of Gledstanes and Co.

In anticipation of the meeting to be held on the 9th proximo, the report of the Delhi and London Bank (Limited) has been issued. The net profit for the half-year amounted to £9,465, making, with the balance brought forward, a total of £9,798 at credit of profit and loss account. It is proposed to pay a dividend at the rate of 4 per cent. per annum.

Subjoined is an account of the quantities of the principal articles of imported merchandise subject to Custom's duties remaining in the bonded warehouses of the United Kingdom on the 31st of August, 1872, compared with the quantities in warehouse on the 31st of August, 1870 and 1871:—

	1870.	1871.	1872.
Coffee (lbs.)	61,270,264 ..	72,122,677 ..	67,551,041
Sugar, unrefined (cwts.) ..	3,345,701 ..	3,028,880 ..	2,913,552
Tea, (lbs.)	75,728,705 ..	80,641,244 ..	90,554,575
Tobacco, (lbs.)	42,926,325 ..	69,959,947 ..	59,503,238

These figures show that, compared with the corresponding date of last year, the stocks now held are larger in the case of only four out of the 12 articles named, while those of the remaining 8 exhibit a diminution. The instances of increase are cocoa 32 per cent., currants 59 per cent., tea, 12 per cent., and wine 2 per cent. The instances of decrease are coffee 6 per cent., raisins 39 per cent., rum 5 per cent., brandy 6 per cent., sugar (refined) 16 per cent., unrefined 4 per cent., molasses 40 per cent., and tobacco 15 per cent.

There having been an increased demand for Bar Silver for the Continent, the price improved to 60½d. per oz. standard; but as the orders were supplied the rate receded slightly, and may now be quoted at 60⅜d. per oz. standard. We have received about £60,000 from New York during the week. Mexican Dollars continue in good demand, the amounts to hand have been but small, and the prices remain as last quoted, viz., 62½d. and 60d. per oz. for the old and new coinages respectively.

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ARTICLES OF IMPORT.

—o—

TEA.

The market has undergone no change; merchants continue to give support to prices, but the buyers act with caution, merely taking for the supply of their immediate wants. The export trade to the Continent is limited, but for New York a fair business has been done in Canton and country Greens, for immediate shipment, so as to arrive there before Oct. 1, when a 10 per cent. duty is to be levied on indirect imports. The public sales have comprised 10,988 packages, chiefly new Green Teas, from Shanghai, and Scented Teas and Green Teas, from Canton, all being sold without reserve. The deliveries for the week amount to 3,373,000 lbs., against 3,253,500 lbs. last year.

Black.—Red-leaf kinds, old season's under 11d., show no change; the good common and useful grades at 1s. 0½d. to 1s. 1½d. are in request at firmer prices, but superior grades are difficult to move at any advance on these rates. Fair to medium Kaisows, new crop, market very irregular and business limited; Choice Teas scarce and easy of sale at extreme prices. Pakling: Small sales at easier rates. Taysan leaf: Good demand for fair to medium at 11½d. to 1s. 2d., excellent value being obtainable at the latter figure. Black leaf: Low and common Teas of old import sell slowly at 7d. to 9d., but there is more demand for useful Teas about 1s. 2d. per lb. The steamers Ulysses and Nestor bring a supply of new season's, chiefly flavoury Hohow kind, and strong rough Teas, with a tarry smack, which are selling slowly from 1s. 4d. to 1s. 6d. per lb., good medium to finest grades are firmly held, and anything with decided character is very marketable. Souchongs and Oolongs unaltered; the chief demand being for finest qualities. Scented Teas: Canton kinds are steady, but Foochow make is tending lower; business in either class is unimportant. *Green*: About 10,000 packages, chiefly ex Ulysess, were offered the past week, which has led to some derangement in prices; at public sale on the 16th values gave way about 2d. per lb. on the rates current the previous week, but at auction the following day this decline was nearly recovered, though the market has since gone flat again. We estimate the decline during the fortnight at 1d. to 2d. per lb., most noticeable in the lower grades. No. 1 Ping Suey Gunpowder, in boxes, selling at 3s. 3d. to 3s. 7d. per lb. No. 1 Young Hyson at 2s. 5d. to 2s. 7d. per lb. Canton kinds were in some request for export, without change in price. Uncoloured leaf, good to fine Teas, also Pekoes, in fair request, but few on offer.

SILK.

The market has been dull, and prices of most descriptions have slightly given way. China Silk is difficult of sale, purchases, owing chiefly to the belief in lower prices, being restricted to actual requirements. Japan Silk, with the exception of good fine Mibash, is in little or no demand. Deliveries, 1st to 18th inclusive:—China, 1,674 bales; Canton, 439 bales; Japan, 364 bales; total, 2,477 bales.

LONDON QUOTATIONS.—SEPT. 20.

CHINA.	
Tsatlee, No. 1	31s. 0d. to 31s. 6d.
,, ,, 2	30s. 0d. to 30s. 6d.
,, ,, 3	29s. 0d. to 29s. 6d.
Red Peacock	25s. 0d. to 25s. 6d.
Yuenfaa and Hainin, Nos. 1, 2, and 3	23s. 0d. to 26s. 0d.
Taysaam Keying, Nos. 1, 2, and 3	23s. 0d. to 27s. 6d.
Long Reel	19s. 6d. to 20s. 6d.
Canton	14s. 0d. to 23s. 0d.
Chinese Thrown	24s. 0d. to 25s. 6d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	24s. 0d. to 30s. 0d.
Idah, No. 2	26s. 0d. to 27s. 0d.
Sodai, No. 2	24s. 6d. to 25s. 0d.
Oshiu, Nos. 1, 2, and 3	26s. 0d. to 30s. 0d.
Koshiu, No. 2	24s. 0d. to 25s. 0d.
Eichizen	23s. 0d. to 24s. 0d.
Mashta	21s. 0d. to 24s. 0d.
Hatchoji	20s. 0d. to 24s. 0d.

COFFEE.

The result of the Dutch sale has been more favourable than was anticipated, and since its occurrence Plantation Ceylon has been in improved demand at a further slight advance. The market otherwise shows no alteration. The latest prices paid for Plantation Ceylon have been triage and ordinary, 66s. to 74s.; small, 75s. to 77s. 6d.; low middling, 77s. 6d. to 79s.; middling, 80s. to 81s.; peaberry, 96s. 6d. to 100s.

The landings last week were 670 tons less than last year, the deliveries only 150 tons less, and the stock shows an enlarged deficiency of 2,800 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 59,277 cwt., against 117,731 cwt. at the corresponding date of 1871; Native, 14,862 cwt., against 17,960 cwt. The quantity of Coffee landed in the thirty-seven weeks ended Sept. 14, 1872, was, of Ceylon, 25,473 tons, against 30,413 tons during the corresponding period of 1871; of all descriptions, 48,765 tons, against 55,780 tons. The quantity entered for home consumption was, of Ceylon, 7,645 tons, against 8,043 tons; of all descriptions, 13,461 tons, against 14,159 tons. The quantity exported was, of Ceylon, 17,552 tons, against 23,404 tons; of all descriptions, 33,937 tons, against 42,621 tons. The stock on Sept. 14, was, of Ceylon, 9,209 tons, against 12,751 tons; of all descriptions, 20,981 tons, against 23,809 tons.

The Dutch Trading Company's September sale was held on the 18th inst., when 81,500 bags Java, &c., were offered, and with a better demand than has been experienced privately; the whole was sold, prices were about ½ cent below the valuations, but nearly 1 cent above recent private sales. Good ordinary Java sold at 44¾c. to 45c., against 46¾c. to 47c. at the August sale.

SUGAR.

A somewhat improved tone has prevailed during the past week, and moderate supplies placed upon offer have all been taken at steady prices. The sales of East India have been as follows:—

Penang.—In auction of 743 bags offered only a small part sold, good brown (duty 4s.) at 27s., low yellow (duty 4s. 9d.) at 28s.; 1,560 bags Native sold were offered and bought in at 23s. Privately 1,400 bags dry date have been quitted at 23s.; also 400 bags soft at 28s.

Manila.—Privately 11,000 bags clayed have been sold at 24s. 6d. to 25s. 6d., and 3,000 bags Taal unclayed at 21s.

Java, &c.—In auction 114 bags good yellow (duty 5s. 3d.) have been sold at 31s. 6d. to 32s., and 5,000 bags (250 tons) soft brown China at 29s.

The deliveries for last week were within 450 tons of last year, but as the landings were heavy, exceeding those of 1871 by 3,150 tons, the stock is again increased, and the deficiency reduced to 3,500 tons. Stock, Sept. 7, 65,959 tons, against 73,030 tons; Sept. 14, 68,751 tons, against 72,257 tons. The quantity of Sugar landed in the thirty-seven weeks ended Sept. 14, 1872, was, of Penang, 3,397 tons, against 974 tons in the corresponding period of 1871; of Manila, Java, and China, 17,892 tons, against 16,399 tons; the quantity entered for home consumption was, of Penang, 1,761 tons, against 2,952 tons; of Manila, Java, and China, 19,560 tons, against 22,942 tons. The quantity exported was, of Penang, 85 tons, against 184 tons; of Manila, Java, and China, 1,120 tons, against 1,065 tons. The stock on Sept. 14, was, of Penang, 1,987 tons, against 814 tons; of Manila, Java, and China, 10,470 tons, against 20,186 tons.

CAMPHOR.—*China* is firmer, and private sales have been effected to the extent of about 1,500 cases at £3 15s. per cwt. *Japan* continues scarce, and there have been no transactions.

CARDAMOMS.—The sale is reported of one case Ceylon at 4s. 3d. per lb.

CHINA GRASS.—The market is at a complete standstill, and not a single transaction has been effected during the interval.

COCOA-NUT OIL.—The market is steady; Ceylon has been quitted at £35 10s. to £36 10s. for fair to good, and Cochin at £36 5s. to £38 5s. per ton for fair to fine quality.

COPRA continues quiet.

COIR GOODS are in moderate demand at last-quoted rates, and a fair amount of business has been done.

CUBEBS.—The market is still dull, and prices rule lower, 141 bags having been sold at 19s. 6d. to 22s.

CUTCH.—The demand remains inactive, and if sales were pressed lower rates would result. At auction 893 cases Singapore were bought in at 22s. to 25s.; 341 boxes Penang sold at 23s. for good; privately 1,000 bags have been sold at 22s. to 23s. partly damaged, and a little fine Elephant mark at 25s. per cwt.

DRAGON'S-BLOOD.—No demand; 7 cases offered at auction were retired.

EBONY.—Ceylon firm, but quiet.

ESSENTIAL OILS.—*Aniseed* has been held for very high prices, and further small sales are reported at 13s. per lb., but for delivery this month, large parcels are offering at 11s. 6d. *Cassia* is firmly held, but little has been done. *Nutmegs* unchanged, 6 cases retired. *Cinnamon*: Wanted, very little fine in stock; 50 cases at auction retired. *Citronelle*: In steady request; 37 cases at auction sold, native at 2¾d. to 2¾d. per oz. *Lemon Grass* steady; 3 cases at auction brought 5d.

GALANGAL ROOT.—Steady, with small sales at previous value, viz., 15s. to 16s. per cwt.

GALLS.—*China* are firm, with fair business doing privately at £2 17s. to £2 17s. 6d. per cwt.; at auction 20 cases have been sold at the higher quotation. *Japan*: No transactions.

GAMBIER has met very litte inquiry, and both on the spot and for arrival prices must be quoted in buyers' favour. At auction 530 bales block were taken in at 24s. 6d.; and 2,500 bales fine pressed Cubes at 27s. to 30s. per cwt.; privately 500 to 600 bales block have been sold on the spot at 24s. 6d., for arrival 22s. 6d. to 23s. 6d. the nearest quotations.

GUMS.—*Benjamin*: Siam without change; Sumatra continues steady, and of 210 cases brought to auction, half sold at £7 7s. 6d. to £7 12s. 6d. for middling seconds; and 70s. to 77s. 6d. for good 3rds; and 45s. to 46s. inferior. *Copal*: Cheaper; of 952 cases at public sale nearly the whole sold; fine bright scraped 37s. 6d. to 38s.; good, partly scraped, part rather dark 33s. *Damar* very dull, and 118 cases retired. *Gamboge* steady; 2 cases sold at £14 2s. 6d. for good bright pipe part run.

GUTTA-PERCHA.—Market very dull; there have been no transactions during the interval.

HEMP.—The market for Manila has continued steady, and a good trade has been done at fully former prices, viz., £47 10s. to £48 10s. for fair to good roping; at auction 319 bales brought £48 10s. for good roping.

HIDES.—There was less demand for East India Kips at the auctions yesterday, and a little over two-thirds of the quantity offered were disposed of. Singapore and Penang sold at about late rates. Large supplies of Buffalo were offered, but there was little demand for any description, and sales were effected slowly at previous rates.

INDIA-RUBBER.—The market continues very dull, and no business has been done.

ISINGLASS.—The auctions have embraced 52 packages, of which half was sold; pipe, bright pale at 3s. 7d. to 3s. 10d.; more mixed, 3s. 2d. to 3s. 3d.; small and part rough, mixed, 1s. 9d. to 2s.; pickings, 1s. 5d. to 1s. 6d.; cake, good bright clean strong, 2s. 3d. to 2s. 4d.; ordinary, 1s. 5d.

JAPAN WAX.—More inquiry has been manifested than of late, and a considerable business has been done up to £4 10s. for good quality. At the close holders are asking still higher figures.

MUSK has slightly declined; 43 caddies Tonquin at auction were all sold—good to fine selected well-shaped pods, 32s. 6d. to 34s. 6d.; rough and bally fair to good, 19s. to 22s.; pickings very wet, 20s. 6d. to 22s. 6d. per oz.

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PEPPER.—*Black* is steady but quiet at previous value. At public sales supplies of Singapore and of Siam were all retired. Of Penang a small portion only sold at 6⅞d. to 6¼d. per lb. *White* very firmly held, and a considerable trade done up to 1s. 2⅝d. for fair. At auction 768 bags offered and the bulk sold—Singapore at 1s. 2½d. to 1s. 2¾d. (a few lots 1s. 3d.) for fair to fine, and Penang good bold at 1s. 2d.

PLUMBAGO.—Ceylon is firm and scarce; no transactions have been effected.

RHUBARB.—The market for China is steady, and the stock of new import is firmly held; of 112 cases at auction, half sold; well trimmed good pinky selected bold root at 4s. 1d.; ditto paler fracture 3s.; bright coated, small, and medium 2s. 3d.; high dried 1s. 2d. to 1s. 4d. per lb.

RATTANS.—An active demand has been shown, and the market is firm at an advance. At auction 4,190 bundles, ex Franz Schubert and Vanguard, realised from £25 to £30 per ton. The parcels were not carefully selected and packed, or they would have fetched better prices.

RICE.—The demand has continued strong both on the spot and for arrival, and a very large business has been transacted. Bengal sorts on the spot are about 3d. dearer, distant cargoes of soft grain also bringing some advance. On the spot sales comprise about 50,000 bags; old Necransie 9s., Rangoon 9s. to 10s. 1½d., Madras 10s. 3d., Askoolie 10s. 3d. to 11s., and low to very fine white Bengal at 10s. 1½d. to 14s. 4½d. per cwt. Afloat, 800 tons Rangoon, August sailing at 10s. 6d., Continental terms, 1,420 tons do. (off coast) at 10s. 7½d., Liverpool quay terms, 900 tons do, June sailing, at 10s. 6d. Continental terms, 1,200 tons do., July sailing, at 10s. 6¾d., Continental terms, 1,800 tons do., July sailing, at 10s. 6d., Continental terms; 2,400 tons do. at 10s. 7½d.; 860 tons Necransie (broken), August sailing, at 8s. 4½d., Continental terms, without guarantee, 440 tons do., April sailing, at 9s. 6d. Continental terms, 1,000 tons do., April sailing, at 9s. 7½d., Continental terms, 1,000 tons do., July sailing, at 9s. 9d., Continental terms; 440 tons do. (off coast), at 9s. 4½d., Continental terms; 650 tons Dacca, August-September, at 10s. 3d. to 10s. 6d., ex quay; and 150 tons good white at 12s. 1½d., quay terms.

SAGO.—The market is steady, but prices continue to rule low; 760 bags have been sold, small fair to good at 16s. 6d. to 17s., medium 19s. to 19s. 6d. *Flour* is steady, but there is only a small trade doing, 905 bags retired.

SHELLS.—There has been no change since the periodical sales reported on in our last issue.

SAPANWOOD.—*Manila* and *Siam* continue dull. *Ceylon* is quiet but firm.

STAR ANISEEDS.—In short supply and good demand.

SOY.—Slightly lower; of 170 casks China offered in public sale about one-fourth was taken at the sale and afterwards at 1s. 10d. per gallon.

STICKLAC.—Has been in fair demand without change in price; privately about 500 boxes, which had been previously bought in at public sales, have been placed at the previous value, viz., £4 7s. 6d. for good quality, while 27 cases at auction sold at 85s. to 85s. 6d. per cwt. for good, slightly blocky.

SPICES.—*Cinnamon*: There is a moderate business doing at a shade advance on the rates obtained in the last public sale. *Cassia Lignea*: Market steady; of 160 cases offered, only a few sold at 92s. for very good unworked; private sales of good unworked are reported at 90s. to 91s. *Buds* firm. *Cloves*: Penang firm, but little business done; 2 cases retired. *Nutmegs*: Steady, and the larger nuts dearer, of 72 cases at auction a few sold, 64's at 4s. 2d.; (1 lot) 75's at 3s. 6d.; 101's 3s. to 3s. 1d. *Mace*: Steady, but quiet. Of 20 cases offered, part sold up to 4s. 8d. for fine.

TAPIOCA.—Market rather quiet; of 915 bags Singapore offered at public sale about half sold at 2¼d. to 2½d. per lb. for fair to very good bright; 324 bags Pearl sold at 2¾s. to 28s. for medium to fine small bright. *Flour* firm; 506 bags brought 1⅞d. to 2⅛d. per lb.

TIN.—Straits has declined to £149, but there is very little doing at that price, holders for the most part being firm at £150. Banca is quoted £163, and Billiton £152 per ton.

ARTICLES OF EXPORT.

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MANCHESTER GOODS.

There has been no improvement in demand here, and the tendency of prices has been in favour of buyers, both for Yarns and Goods. Producers have shown more anxiety to make progress with sales, but buyers still hold aloof. Prices are, however, nearing a point that will probably induce a revival in demand, and spinners and manufacturers abstain from making more than fractional concessions on the now quoted rates.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	6s. 3d. 6s. 6d.	7s. 0d. 7s. 4½d.	7s. 9d. —	8s. 0d. —	8s. 3d. —	8s. 4½d. —	9s. 1½d. —	9s. 4½d —
Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	9s. 6d. —	9s. 9d. —	10s. 6d. —	11s. 4½d. —	10s. 9d. —	12s. 6d. —	7s. 6d. —	8s. 6d. —
Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	39	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12⅓	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	8s. 6d. —	9s. 7½d. —	10s. 9d. —	12s. 6d. —	10s 10½d —	12s. 4½d. —	13s. 7½d. —	14s 10½d —

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	6s. 0d. 6s. 1½d.	6s. 0d. 6s. 3d.	6s. 10½d. 7s. 1½d.	6s. 10½d. 7s. 3d.	7s. 6d. 7s. 9d.	8s. 6d. 8s. 9d.	8s. 9½d. 9s. 1d.

	s. d.		s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	9 9		—
Maddapollams	8 9		—
Long Cloths	9 4½		—
White Spot Shirtings ... nominal)	11 4½		—
„ Brocade... ... do.	11 7½		—
„ Damasks ... do.	21 0		—
Cotton Yarn (Water Twist), Nos. 16-24 China...	1 0½	to 1	1½
Nos. 28-32 do.	1 2½	to 1	3
No. 40 do. (mock)	1 2½	to 1	3½
No. 40 Mule Twist	1 2½	to 1	3½
No. 30 do.	1 0	to 1	2

WOOLLEN AND WORSTED GOODS.

The current quotations in the Leeds market for Woollens and Worsteds rule as follows:—

Spanish Stripes, 62 in., 19 yards, Elephant Chop, 3s. 6½d. per yard for scarlet; Long Ells, 30/31 in., 24 yards, Lion Chop, 34s. 6d. per piece for scarlet; Camlets, best SS, 30/31 in., 58 yards, Elephant Chop, 80s. per piece for scarlet; Lastings, 31 in., 30/31 yards, Lion Chop, 72s. per piece for gentian; Brocades, 31 in., 29 yards, Half Moon Chop, 25s. 6d. per piece for scarlet.

METALS.

IRON.—Welsh: Rails, £11 10s. to £12 10s. Bars, £12 to £13 Staffordshire Best: Bars, £16 to £16 10s.; Nail Rods, £15 10s. to £16 10s.; Hoops, £17 to £17 10s.; Sheets, £20 to £24; Scotch Pig, No. 1, £6 10s. to £8 5s.; Swedes, Bars, Hammered, £16 10s. to £17. Swedes, Steel in kegs, ½ and ⅝ in., £18.

YELLOW METAL.—Sheets, 4 by 4 ft., 8¾d. to 9½d.; Sheathing and Rods, 9d. to 9½d. per lb.

TIN.—English Refined, £160. Tin Plates: Charcoal I C, per box, 43s. to 47s.; Coke, 40s. to 43s.

LEAD.—W.B., nominal; do., other brands, £20 10s. to £20 12s. 6d.; Spanish, soft, ex ship, £19 15s. to £20; Sheet, £21 10s.; Shot (kegs extra), £23 10s.; White, do., £27 10s.; Red do., £23 5s.

SPELTER.—Silesian, £23; English, smelted from ores, £23 10s.

QUICKSILVER.—In bottles of 75 lbs. each, £13.

Messrs. French and Smith's Circular says:—Iron, since the rise in the value of money, has become rather easier, excepting for best brands. Copper is lower than a week since, further outside speculators having failed to meet their engagements. Chili has been sold as low as £85, but is now rather firmer, £86 being offered. Lead very firm. Tin Plates not so much in demand. Spelter firm. Quicksilver has been advanced 10s. per bottle during the past week.

NEW YORK MARKET REPORT.—SEPT. 7.

—o—

TEA.

Japan is weaker, and has a downward tendency. Black is also weak, and Green steady at our quotations, the market being in buyers' favour. The following are the current rates:—Hyson: common to fair, 45c. to 52c.; superior to fine, 55c. to 68c.; extra fine to finest, 70c. to 95c. Young Hyson: Canton-made, nominal; common to fair, 38c. to 45c.; superior to fine, 52c. to 75c.; extra fine to finest, 80c. to $1.15. Gunpowder and Imperial: Canton-made, nominal; common to fair, 55c. to 65c.; superior to fine, 75c. to 92c.; extra fine to finest, 95c. to $1.40. Hyson Skin and Twankay: Canton-made, nominal; common to fair, 28c. to 31c.; superior to fine, 33c. to 35c.; extra fine to finest, 36c. to 40c. Uncoloured Japan: common to fair, 40c. to 46c.; superior to fine, 50c. to 65c.; extra fine to finest, 70c. to $1.05. Oolong: common to fair, 35c. to 40c.; superior to fine, 45c. to 62c.; extra fine to finest, 68c. to $1.05. Souchong and Congou: common to fair, 25c. to 35c.; superior to fine, 40c. to 57c.; extra fine to finest, 60c. to $1.05.

SILK.

There has been a slightly improved business, with a better demand from spinners, but in view of full stocks holders incline to some concession in prices. We quote:—China:—Tsatlee, usual reel, none; Taysaam, usual reel, No. 1, $8.12½ to 8.50; No. 2, $7.75 to 8; Tsatlee, re-reeled, $8.75 to 9.25; Taysaam, re-reeled, $7 to 8; Haining, re-reeled, $9 to 9.25; Canton, re-reeled No. 1, $6.75 to 7.25; Cotengown, Nos. 1 and 2, $7.50 to 8. Japan:—Maybash, $9.50; Oshu, $9.

COFFEE.—The market is dull for all descriptions, and a lower range of prices has been established. The business in East India has been of a jobbing character, and confined to the actual requirements of purchasers. No sales of large parcels are reported.

CAMPHOR.—China is quoted 18c. to 20c. gold in bond.

CHINA PRESERVED GINGER rules at $8 to 8.50 currency, duty (35 per cent. *ad val.*) paid.

ESSENTIAL OILS.—Aniseed is quoted $2.25 to 2.50 gold, and Cassia $1.60 gold, duty free.

GAMBIER is quoted at 4⅛c. to 4¾c. gold; market dull; stock light.

HEMP.—A somewhat more active tone has pervaded the market for Manila, and about 1,800 bales—chiefly per James Shepherd—have been quitted at 10½c. gold, 60 days' prompt, also 1,100 bales on private terms. At the close the market is firm at 10½c. to 10⅝c. gold.

	1872. Bales.	1871. Bales.	1870. Bales.
Manila Hemp imported into the United States from Jan. 1 to date	135,062	101,928	102,276
On the way to the United States from Manila, Aug. 31	32,888	29,764	30,962
Stock in importers' and speculators' hands in Boston, Aug. 31	6,264	600	11,500
Stock in importers' and speculators' hands in New York, Aug. 31	41,000	5,500	19,872

INDIGO.—A moderate amount of activity has been shown, and a fair business has been done at 85c. to $1.10 currency for Manila.

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RICE.—Rangoon has been in fair demand, but has slightly declined in price, owing to being in heavy supply. The current rates are duty paid $6.87½ to 7.25 currency, in bond $3 gold. About 1,550 bags have changed hands during the week.

SPICES.—The buoyancy noted for some time past continues, and the jobbing trade is active and pretty well distributed. There has also been some movement in invoices, but the details have not transpired. Among other sales we notice 150 cases Mace, for export to London, at full prices; Singapore Pepper, in lots, 17¾ to 18 cents; Cloves, 22½; Nutmegs, 95 to 97½; Government, 95, all in gold.

SUGAR.—There is a good demand for Raw for refining purposes, the market being strong at an improvement in prices. The receipts are light, the stock gradually recedes, and, as holders continue to offer their stocks sparingly, especially the good and better grades, which are the kinds most wanted, prices are supported without difficulty, especially as the daily needs of buyers bring them constantly into the market. Holders in view of these facts and the probable light receipts for the remainder of the year are extremely firm. The only sale of East India has been 7,310 bags Manila, ex Surprise, on private terms.

TIN.—The market is depressed; Straits is quoted 33c. to 33⅜c., and Banca 40c. to 41c. gold.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Sept18	Maddalina Vassalo...	Andrey	Bassein	Liverpool
12	Timoleonte	Cauci	Rangoon	Queenstown
12	Nestor (s.)	Byrne.....	China, Sing., &c.,S.C.	London
11	J. Pieterszoon Koen	Cuwerhand ...	Batavia, for Amstm.	Off Dungeness
13	Paraguay (s.)	Williams	Rangoon, &c.—S.C...	London
12	Olive	Clark	Rangoon	Falmouth
13	Glee Maiden.....	Moore.....	Do.	Liverpool
17	Java	Muller.....	Java	Glasgow
	Catalina	Vassalo	Akyab	Queenstown
13	Zuid Holland	Zwaart	Banjoewangie	Brouwershaven
	Glenartney (s.)	—	Amoy, &c., via S.C...	New York
18	Admiral Tegethof ...	Reher	Akyab...	Falmouth
11	Trevalion	Thompson.....	Maulmain, for Bremn	Do.
8	Dalkarlsa	Nilsson	Pasaroeang	Sandhamm
11	Lotus.....	James	Rangoon	Bremen
14	Blackheath (s.)	Murrell	Akyab, via S.C.	London
14	Elizabeth Ann	Coates	Singapore & Penang.	Do.
14	Guido.....	Calcagno	Rangoon, for Bremen	Falmouth
18	Maria Adolfina	Backer	Batavia for Altona...	Off Deal
14	Konig Eystein	Eriksen	Akyab	Falmouth
18	Friederich Tudor ...	Bradford	Do.	London
18	Black Prince.....	Hawkins	Rangoon	Liverpool
	Adelina	Narrazino.....	Akyab	Queenstown
14	Emanuella.....	Penco.....	Do.	Do.
17	Sabino	Payne.....	Maulmain.....	Glasgow
12	Elizabeth Dawson ...	Smith.....	Rangoon	Brouwershaven
14	Garnet	Oliver	Bassein	Queenstown
16	Atalanta	Reinertsen.....	Rangoon	Falmouth
16	Britomart.....	Rees	Do.	Do.
16	City of London	Brown	Akyab	Do.
16	Galley of Lorne (s.) .	Robinson	China, via S.C.....	London
4	Bali	v. Rossem	Batavia	Texel
14	Maria Diederika.....	v. Linden	Java, for Rotterdam	Deal
15	Lovfald.....	Stefansen	Akyab.....	Falmouth
15	Bombay	Jordan	Bassein.....	Do.
16	Orco	Gambaro	Akyab	Plymouth
15	Appendix.....	Evans.....	Rangoon	Falmouth
16	Mozart	Julicher.....	Akyab	Do.
16	John Tucker	Taylor	Rangoon	Do.
16	Fritz	Voss	Akyab	Do.
15	Hertig O'Frederick	Nordberg	Rangoon	Hamburg
15	Prince Charlie.....	Moran.....	Bassein	Liverpool
17	Falcon	Sharsman	Sourab., for Rotrdm.	Deal
17	Antonetta Costa	Danova	Maulmain	Falmouth
16	Montego	Clayton	Rangoon, for Hmbrg.	Off do.
16	Tennaserim (s.)	Stewart	Rangoon, via S.C. ...	Liverpool
17	Frederick	Keating	Akyab.....	Do.
	Papa Olivari	Repetto	Rangoon	Queenstown
18	Coleroon	Montgomery...	Penang	London
17	Albion	Krohn.....	Akyab	Falmouth
18	Seven (?)	—	Rangoon.....	The Lizard
18	Star of Brunswick...	Crocker	Do.	Liverpool
14	Elena Cardano.....	Schiaffino	Nicolajefsk	Cuxhaven
19	Titania	—	China	Off Dover

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sept10	Mecca.....	Wardell	Singapore	Sunderland
10	Olive	Wood	Do.	Do.
Jly.31	Hazard	—	Batavia	Monte Video
Sept13	Chaldea (s.)	Lewis.....	Colombo, &c., via S.C.	London
13	Argonaut	Sanderson.....	Shanghai	Cardiff
13	Marie.....	Abrahamsen...	Galle	Sunderland
Aug. 7	Inheritance	Howard	Ceylon	Buenos Ayres
Sept16	Iphigenia	Quedens.....	Hong Kong	Cardiff
	Majestic	Gibbons	Singapore	Shields
17	Diomed (s.)	Jackson	Sing., China, &c., S.C.	Liverpool

See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Steamer.	From.	For.
Statesman	... Liverpool	... Colombo, &c.
Maud	... China	... London
Macgregor	... Shanghai	... Do.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Hong Kong and Shanghai: H. C. Orsted. For Penang, Singapore, Hong Kong, and Shanghai: Drummond Castle, Lord of the Isles. For Singapore, Yokohama, and Hiogo: Galley of Lorne. For Colombo, &c.: Agra, Yorkshire, Vibilia.

SAILING VESSELS.—For Yokohama: Laurel. For Shanghai: Portland. For Hong Kong: Tyburnia. For Chefoo and Tientsin: Carnarvonshire. For Penang: Vanguard. For Singapore: Eleanor, Havelock. For Colombo: Palestine. For Colombo, &c.: Spirit of the North.

At LIVERPOOL.—For Yokohama and Hiogo: Harrington. For Manila: Aurorita. For Batavia: Metis. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Menelaus (str.). For Singapore (via Swansea), Templar. For Galle, &c.: Rowena. For Galle: Queensbury.

At GLASGOW.—For Batavia and Sourabaya: County of Stirling. For Singapore: Maggie Leslie. For Singapore (via S.C.), Jeddah (str.). For Galle: Saigon.

SPOKEN.

CAIRNSMORE, London to Hong Kong, Aug. 12, 14 N., 25 W.
JULIE LOVISE, Hamburg to Java, July 29, 9 N., 27 W.
ANNA DIGNA, Newcastle to Hong Kong, July 24, 22 S., 32 W.
VICE-ADMIRAL MAY, Batavia to Amsterdam, Aug. 24, 31 N., 41 W.
4 (?) 1876 (Germ. barq.) Cardiff to Hong Kong, Aug. 4, 12 N., 26 W.
MARIANNE (Fr. barq.), Liverpool to Singapore, Aug. 3, lat. 11, lon. 25.
GALVESTON, New York to Shanghai, Aug. 22, 29 N., 39 W.
IRDA (?) (barq.), Penang to London, Aug. 24, 30 N., 39 W.
SOMERSET (ship), Colombo to London, June 29, 29 S., 42 E.
ROLLO (barq.), London to Yokohama, Aug. 13, 15 N., 29 W.
VIOLA, Singapore to Glasgow, Aug. 19, 35 N., 38 W.
CLYTIE, Manila to New York, Aug. 4, 1 S., 28 W.
STAD DOCKUM, Batavia to Amsterdam, Aug. 28, 34 N., 38 W.
GOLDEN SEA, London to the Straits of Sunda, Aug 17, 14 N., 27 W.
GLENLOCK, Liverpool to Hong Kong, July 3, off Anjer.
THRACIAN (barq.), London to Japan, July 4.
DEVANA, London to Japan, July 24, 9 N., 119 E.
MARY (Brit. barq.), Sunderland to Singapore, May 12, 2 S., 25 W.
HADDINGTON (barq.), London to Hong, May 29, 26 N., 27 W.
HORATIO (Amer. ship), New York to Hong Kong, July 22, 3 N., 109 E.
PETRONELLA, Amsterdam to Samarang, Aug. 5, 12 N., 20 W.
AURICA, Borneo to London, Aug. 13, 16 N., 29 W.
CENIRVIAL (supposed), Cardiff to Japan, July 21, 3 N., 107 E.
PAULITA, Batavia to Falmouth, July 16, 21 S., 1 E.

FREIGHTS AND CHARTERS.

We have no alteration to report in outward freights, and current quotations are firmly maintained. Great delay still takes place in the loading of coal ships at the outports, and consequently business is much restricted. A good inquiry exists for vessels suitable for homeward cargoes.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 70s. meast. To Hiogo: 70s. meast. To Nagasaki: 90s. meast. To Shanghai: 40s. meast. To Hong Kong: 40s. meast. To Manila: 80s. meast. To Singapore and Penang: 40s. meast. To Sourabaya and Samarang: 70s. meast. To Batavia: 65s. meast. To Padang: 80s. meast. To Saigon: 100s. meast. To Galle: 40s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. meast. To Shanghai: 45s. weight, 30s. meast. To Hong Kong: 25s. meast. To Singapore: 20s weight, 25s. meast. To Penang: 35s. weight or meast. To Ceylon: 30s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £33. To Singapore: £25 to £26. To Penang: £25. To Galle: £21. To Trincomalee: £22.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 40s. to 42s. 6d. To Shanghai: 45s. To Hong Kong: 35s. To Manila: 27s. 6d. to 30s. To Singapore: 23s. 6d. to 25s. To Ceylon: 21s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Singapore, 21s. To Colombo: 15s. to 16s. To Galle: 17s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

In our last issue we announced that the Isa (str.), from Galle, for Falmouth, had been posted at Lloyd's as a missing vessel; later telegraphic advices received from Aden, dated Sept. 15, state that the Peshawur (str.), had arrived there and reported that the Isa (str.) had been wrecked off Socotra, and her crew were on board H.M.S. Briton, Gardin, which vessel was spoken steering for Aden 13th.

Advices received at Rotterdam, Sept. 12, from Sunda, state that the Voorlichter, de Willegen, from Shields to Batavia, passed through the Straits, July 30, with her mainmast broken.

The Wells (str.), Stevens, from Colombo to Amsterdam, put into Malta, Sept. 9, to repair damage to her boiler, caused by defective staying; she would probably be detained there about a week.

MISCELLANEOUS.

At Mauritius, Aug. 12, Mary E. Ray, Laker, from Manila, and sailed, 14, for Liverpool; 13, Georges, Jego, from Cardiff, and sailed, 16, for Galle; 10, Calumet, Kezer, and sailed same day for Batavia; 11, Mary, Boulton, and sailed same day for Singapore.

The Glendarrock (str.), from Foochow, for London, about which some anxiety had been felt, put into Saigon Aug. 12 for coals, having run short through bad weather. She left on the 13th, and arrived at Galle 25th.

The master (Manson) of the Canaan, from Ilo Ilo, writes to contradict the statement that his vessel grounded going into Queenstown Harbour.

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(By Order)

THOMAS FULLER, Secretary.

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15th February, 1872

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DE
TOILETTE.

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Address, J. D. B., care of the Editor of the *London and China Telegraph*, 2, Cowper's-court, Cornhill, to whom references are kindly permitted.

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Recognised by the International Convention of 30th April, 1862.

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LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

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CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras' urrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON Chairman.

ORIENTAL BANK CORPORATION

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two. Threadneedle-street, London, 1871.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

Incorporated by Royal Charter.

Head Office—65, OLD BROAD-STREET, LONDON, E.C.

Branches and Agencies:—

In INDIA ..... Bombay, Calcutta, Madras.
,, CEYLON ..... Colombo, Kandy, Galle, Matale.
,, STRAITS SETTLEMENTS and JAVA— Singapore, Penang, Batavia.
,, CHINA ..... Hong Kong, Foochow, Shanghai, Hankow.
,, JAPAN ..... Yokohama.

Bankers:—
Bank of England,
London Joint-Stock Bank.

The Bank receives money on deposit, buys and sells Bills of Exchange, issues Letters of Credit and Circular Notes, and transacts the usual Banking and Agency business connected with the East, on terms to be had on application.

THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, and CHINA.

The HALF-YEARLY MEETING of the Shareholders will be held within the BANKING HOUSE, No. 65, OLD BROAD-STREET, CITY, at One o'Clock precisely, on TUESDAY, the 15th Oct. next.

A Dividend of 8 per cent. per annum, free of Income Tax, for the half-year ended the 30th June last, has been declared, and will be paid to the Shareholders on the London register on and after the 26th inst.

The transfer books of the Bank will be closed from the 19th to the 28th inst. inclusive.

By Order of the Court of Directors,

WALTER ORMISTON,

For Chief Manager.

No. 65, Old Broad-street, London,
18th Sept., 1872.

CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130, 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shares holders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

LONDON AGENTS—FEARON AND CO.,
34, GREAT ST. HELENS, E.C.,
By whom risks to all Eastern ports are taken at current rates.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.
Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	ngapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutt

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

THE

NAVAL AND MILITARY GAZETTE

East India and Colonial Chronicle.

A SATURDAY MORNING PAPER,

ESTABLISHED 1833,

Now under new Editorship, gives all the Naval and Military News of the Week, from both Home and Foreign Stations, interesting alike to those in the Services and to their Friends.

Price THREEPENCE.

166, FLEET-STREET, E.C.

HOLLOWAY'S OINTMENT

AND PILLS.—At all seasons and in all climates few ailments are more disheartening, and none more ominous than ulcerations on the surface of the body. Wherever they are situated it is difficult to cure them, unless treated judiciously with some cooling, healing, invigorating application like this never-falling Ointment. It has worked wonders in making bad legs sound and strong, even when the power of the blood vessels had nearly been destroyed, the valves in the veins perfectly powerless to sustain the column of blood contained in them, and almost entire stagnation of the circulation had rendered every other curative means abortive. No sore or ulcer can withstand its healing influence, few skin diseases its sanitary virtues.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS,

AMSTERDAM.

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WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

CHANDELIERS IN BRONZE AND ORMOLU.

MODERATOR LAMPS AND LAMPS FOR INDIA.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.

BIRMINGHAM—Manufactory and Show Rooms Broad-street.

ESTABLISHED 1807.

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A MANCHESTER HOUSE, with a long established and first-class connection in the HOME and SHIPPING TRADE, is open to admit a PARTNER, either active or sleeping, with £10,000 Capital.

Apply with real name and address to "D," care of J. MORRISH, Esq., Solicitor, 10, Old Jewry Chambers, London.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home. References can be given for England, India, China, and Japan.

For terms, &c., address M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

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Great economy effected by using

LIEBIG COMPANY'S EXTRACT OF MEAT.

Read carefully the printed instructions.

CAUTION.—None genuine without Baron Liebig's, the inventor's, signature.

Beware of all imitation extract.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade Perfumery, Confectionery, Ollman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

ALEXANDER BROWN,

ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

CEYLON.

COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 1,500 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B. — Fifty-seven estates now on the register. Thirty-eight have been sold.

MAC EWEN AND CO.,

QUEEN'S ROAD HONG KONG,

GENERAL STOREKEEPERS AND COMMISSION AGENTS.

Special Agents for the

London and China Express.

W. L. H. SKEEN AND CO.,

PHOTOGRAPHERS,

COLOMBO, CEYLON.

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CATALOGUES POST FREE.

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

Cowper's-court, Cornhill, London. E.C.

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OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR .. } MALTA..... }	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA. } ADEN ..... } BOMBAY..... }	,, ,,	Every Friday, at noon.	Every Monday, at 5 A.M.
GALLE ..... } MADRAS ..... } CALCUTTA ... } PENANG ..... } SINGAPORE ... } CHINA ..... } JAPAN ..... }	Thursday, Sept. 12 & 26, at 2 P.M.	Friday, Sept. 6, 20, & Oct. 4, at noon.	Monday, Sept. 9, 23, & Oct. 7, at 5 A.M.
AUSTRALIA ... } NW. ZEALAND } (Cargo only.) }	Thursday, Sept. 26, at 2 P.M.	Friday, Oct. 4, at noon.	Monday, Oct. 7, at 5 A.M.

And all Ports at which the British India Company's Steamers call.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can e obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

STEAM TO BOMBAY,

via the Suez Canal.—Passengers and Shippers are respectfully informed that the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY propose to despatch steamers from SOUTHAMPTON to Bombay, via the Suez Canal, as follows:—

			Tons.	H.P.
Oct. 3	...	MIRZAPORE ...	3,763	... 600
,, 17	...	KHEDIVE ...	3,742	... 600
Nov. 7	...	PEKIN ...	3,777	... 600

RATES OF PASSAGE MONEY.

First-class	£66
Second-class	£36

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.) AS FOLLOWS:—

Provence	... Sept. 15	For	Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Tigre ...	... Sept. 29		
Hoogly	... Oct. 13		
Amazone	... Oct. 27		
Ava ...	... Nov. 10		
Camridge	... Nov. 24		

The steamers of the 29th Sept., 27th Oct., and 24th Nov. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 15th Sept., 13th Oct., and 10th Nov. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
,, Constantinople... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,,

The Company's weekly steamers to Alexandria connect at Alexandria with the English mail steamers from Brindisi to Bombay.

For Passage, Freight, or Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

PENANG, SINGAPORE, CHINA, and JAPAN.

The following high-classed SCREW STEAM and SAILING SHIPS will be despatched as under:—

Destination.	Ship.	Class.	Dock.	Last Shipping day.
Pen., Sing., Hg. Kg., & Shanghai, via S.C. ...	Nankin, s.s.	100 A1	SWID	With des.
Do.	Chin-Kiang, s.s.	100 A1	SWID	To follow
Shanghai ...	Portland.....	AA1	E.I.D.	With des.
Chefoo and Tientsin...	Carnarvonshire	A1 14 yr.	E.I.D.	With des.
Yokohama & Hiogo.....	Glamorgan. shire	A1 14 yr.	E.I.D.	With des

Excellent accommodation for first-class passengers. For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

JAPAN AND CHINA.

Great Mail Route via New York and San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY, under their new arrangement with the United States Government, despatch the following magnificent STEAMERS, of 3,000 tons burden and upwards, with Mails and Passengers, from San Francisco, on the 1st and 16th of every month, for Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, connecting at Hong Kong with the Peninsular and Oriental Line, for Ports in India:—

America	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	Ariel

Returning from Hong Kong on the 12th and 27th of every month.

The Pacific Mail Steamship Company's steamers also leave New York on the 10th, 20th, and 30th of every month for San Francisco, via Panama, calling en route at Kingston, Jamaica, and ports along the North Pacific coast.

For rates of fare from England, which include railway transit across the American continent, and other information, apply to H. STARR and Co, Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	18 days	from England.
Japan	in 38 ,,	,,
China	in 44 ,,	,,
New Zealand	in 42 ,,	,,
Australia	in 47 ,,	,,

Passengers for California and intermediate points on this road are now booked rough from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Steamship Company and United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

AROUND the WORLD in NINETY DAYS, by Steam and Rail, by Land and Sea,

via North America, Japan China, Sandwich Islands, New Zealand, Australia, Ceylon, India, Egypt, and Continent of Europe.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, either by way of Japan and China or New Zealand and Australia, at one reduced and inclusive fare.

The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, or to New Zealand and Australia, by the United States, New Zealand, and Australia Mail Steamship Line, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

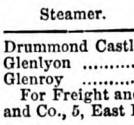
The journey may be broken at any point, and resumed at pleasure

Fare, via China, £221 via New Zealand and Australia, £197.

For further particulars apply to H. STARR and Co., 22, Moorgate-street, London. Agents Union and Central Pacific Railway, &c.

HONG KONG direct, with immediate despatch, the clipper TYBURNIA, A1 15 years; South West India Dock.

Agents, ROBERTSON and Co., 5, Newman's-court, Cornhill, London; No. 10, Orange court, Liverpool; or York-chambers, 55, King-street, Manchester.

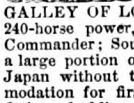


CASTLE LINE OF STEAM PACKETS for PENANG, SINGAPORE, HONG KONG, SHANGHAI, JAVA, and JAPAN.—The following high-classed and full-powered STEAMSHIPS will be despatched as under:—

Steamer.	Class.	Tons.	Dock.	Last shipping day.
Drummond Castle	100 A1	1,930	SWID	Sept. 24
Glenlyon	100 A1	2,200	SWID	To follow
Glenroy	100 A1	2,100	SWID	To follow

For Freight and Passage, apply to THOMAS SKINNER and Co., 5, East India-avenue, E.C.

Steam via the Suez Canal To sail on the 12th October.



FOR SINGAPORE, YOKOHAMA, and HIOGO, with liberty to call at Hong Kong, the splendid full-powered screw-steamer GALLEY OF LORNE, 100 A 1.; 1,390 tons register, 240-horse power, nominal; RICHARD ROBINSON, Commander; South West India Docks. This ship has a large portion of her cargo engaged, deliverable at Japan without transhipment. Has elegant accommodation for first-class passengers, including cabin fittings, bedding, and linen.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Eleanor	433	Wright Bros. & Co.	Sept. 25
Drummond Castle, s.s.	1,289	Thos. Skinner & Co.	Sept. 24
Kromatah, s.s.	805	Smith, Son, & Cole	Oct. —
Havelock	455	Wright Bros. & Co.	Oct. 25
LIVERPOOL.			
Menelaus, s s.	1,519	Alfred Holt	Oct. 1
Ulysses, s.s.	1,520	,, ...	Oct. 13
GLASGOW.			
Maggie Leslie, s.s.	434	Thos. Skinner & Co.	Sept —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

STEAM to BANGKOK (Crossing the Bar.)

Via the Suez Canal, with all possible despatch, calling at Tanjong Pagar Wharf, Singapore, the new, powerful, first-class screw steamer KROMATAH, 805 tons, 150-horse power nominal, W. B. HAFFENDEN, Commander; South West India Docks. Splendid accommodation for passengers

For Freight, Passage, or further particulars apply to SMITH, SON, and COLE, 12 George-yard, Lombard-street, London, E.C.

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ARTIFICIAL TEETH,

SUPPLIED ONLY BY

MR. B. L. MOSELY,

Are guaranteed for all purposes of Mastication and Articulation, entirely supporting and again restoring all sunken portions of the Mouth and Face to their original youthful form. For durability they are unsurpassed. Additions can be made with the greatest ease, and at a trifling cost, and can be supplied (when time s an object), from a Single Tooth to a Complete Set, n a day.

Teeth already in use adapted to this **Patented Principle** at moderate cost.

TEETH from 5s. SETS, 5 to 30 Guineas.

Teeth filled with Gold or Mr. B. L MOSELY'S White Enamel, the ONLY Permanent Stopping for FRONT TEETH retaining its colour.

All Operations are guaranteed painless by the use of the Nitrous Oxyde or Laughing Gas.

DAILY ATTENDANCE AT

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(Opposite the Polytechnic),

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23, MOORGATE-STREET, LONDON, E.C.

ALL CONSULTATIONS FREE.

N.B.—A system for self-measurement sent on application.

THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January, 1872. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	SPRENT, SPRENT, and PHIPPS, Rue de Rivoli 240
Brindisi.....	Mr. COCOTO.
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
Lisbon.....	AUGUSTE PEDRO CAELHO, Rua dos Poyaes de S. Bento 20.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 510, Washington-street.
Alexandria	
Suez	
Aden	COWASJEE DINSHAW.
Point de Galle	Mr. C. M. BARKER, Oriental Hotel.
Colombo	MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore.
Penang	SANDILANDS BUTTERY, & Co.
Saigon.....	W. G. HALE and Co.
Batavia	HOUGHTON & Co.
Samarang.....	JACOBSON, VAN DEN BERG & Co.
Sourabaya.....	HOUGHTON & Co.
Anjer — Straits of Sunda.....	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow.....	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL & Co.
Yokohama	LANE, CRAWFORD, & Co.
Osaka and Hiogo ...	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C (Over the JERUSALEM.)

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Sept. 23, 1872.

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VIA BRINDISI.]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 474.] LONDON, MONDAY, SEPT. 30, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.		OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Sept. 30.
JAPAN —	Yokohama	June 14	July 27	Aug. 7
	Yedo			
	Osaka and Hiogo	„ 7	„ 27	„ 1
	Hakodadi			
	Nagasaki	„ 14	Aug. 1	„ 2
CHINA —	Peking	—	—	„ 3
	Tien-tsin	—	—	„ 5
	Chefoo	—	—	„ 6
	New-chwang			„ 2
	Hankow	„ 14	July 28	„ 6
	Kiu-kiang	—	—	„ 7
	Chin-kiang			
	Shanghai	„ 28	Aug. 7	„ 11
	Ningpo	—	—	„ 8
	Foochow	„ 28	„ 8	„ 11
	Formosa			
	Amoy	—	—	„ 12
	Swatow	—	—	„ 13
	Hong Kong	July 5	„ 11	„ 17
	Canton	—	—	„ 15
	Macao	—	—	„ 16
PHILIPPINES—	Manilla	June 28	„ 7	„ 13
COCHIN-CHINA—	Saigon			
SIAM —	Bangkok	—	—	„ 16
BORNEO—	Labuan	—	—	„ 18
	Sarawak	—	—	„ 17
JAVA —	Batavia	July 12	„ 14	„ 19
	Samarang	—	—	„ 18
	Sourabaya	—	—	„ 17
MALACCA STRAITS—	Singapore	„ 26	„ 24	„ 25
	Penang	„ 26	„ 22	„ 27
CEYLON —	Galle	Aug. 9	Sept. 1	Sept. 5
	Colombo	„ 9	„ 2	„ 3

THE MAILS, &c.

The P. and O. mail, bringing advices as above, was delivered, *via* Brindisi, this morning, its due date. The next inward (French) mail, with dates Yokohama Aug., 14, Shanghai Aug. 18, Hong Kong Aug. 24, Singapore Sept. 2, is due, *via* Marseilles, on Monday next, the 7th proximo.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, four to five hours in transmission.

List of Passengers.

PASSENGERS INWARD.

To San Francisco, per Pacific mail steamer *Great Republic*, arrived Sept. 12.—For New York: A. Garcia, E. Hasphin Mrs. John Baker, Mrs. Chan Laisun and two children, Miss Lena Laisun and Miss Anna Laisun, J. G. Paget, and thirty-four Chinese students. For Chicago: A. C. Westall, H. S. Shonach, J. S. Drysdale. For Philadelphia: H. G. Gotts, United States Navy. For Boston: J. B. Lovejoy.

By this mail to Brindisi, per P. and O. steamer *Malta*, arrived Sept 26.—To Venice, from Hong Kong: Mr. Sutherland.

To Southampton, per P. and O. steamer *Mongolia*, expected to arrive Oct. 7.—From Yokohama: Mr. Goose, Mr. Mitchell. From Hong Kong: Captain Lorange, Dr. Pottinger, R.N., and one second-class passenger. From Singapore: Mr. Bazley. To Alexandria, from Yokohama: Mr. Le Duc. To Malta, from Yokohama: Mr. Mallia, Mr. Darawny, Mr. Arnaud, Mr. Johra. To Gibraltar, from Singapore: Captain Salgado and servant, Don Lemberano and child, Don Carmen de Llus, five children, and servant.

PASSENGERS OUTWARD.

Per French mail steamer *Hoogly*, from Marseilles, Sept. 29 (booked from London). To Batavia: Mr. and Mrs. Hooykaas and family, Mr. C Bellart, Mr. Van der Louteuvante, Mr. Van Hement, Mr. J. Dunlop. To Hong Kong: Mr. and Mrs. Bertrand, Mr. Rogerson, Mr. J. H. Cox. To Singapore: Mr. and Mrs. Burn, Mrs. Engster, Mr. and Mrs. Brasier. To Galle: Mr. Qurura.

Per French mail steamer *Tigre*, from Marseilles, Oct 13 (booked from London).—To Yokohama: Mr. Bossman, Mr. Fraissinet. To Shanghai: Mr. W. F. Loy, Mr. R. E. Rennie, Mr. H. Broughman Miller, Mr. and Mrs. Medhurst and child. To Hong Kong: Mr. F. Bowden, Mr. and Mrs. Heard, Mr. J. Heard. To Batavia: Mr. C. A. Henry, Mrs. Lacey, Mr. and Mrs. G. Van and son, Mr. and Mrs. Engelbronner and family. To Galle: Mr. A. S. Daniell, Mrs. W. Daniell, Mrs. Geddes and child. To Saigon: Mr. Lory.

Per French mail steamer *Donnai*, from Marseilles, Oct. 27 (booked from London).—To Hong Kong: Mr. E. Moore. To Singapore: Mr. and Mrs. Labhart Lutz.

Per French mail steamer *Ava*, from Marseilles, Nov. 10 (booked from London).—To Singapore: Mr. and Mrs. W. Ullemeister. To Batavia: Mr. and Mrs. Nogel, Miss Kiins, Mr. A. Matkins, Miss Clona, Miss Mees.

Per French mail steamer *Cambodge*, from Marseilles, Nov. 29 (booked from London).—To Batavia: Mr. and Mrs. Hora Siccoina.

Per P. and O. steamer *Hydaspes*, from Southampton, Sept. 21.—To Hong Kong (*via* Bombay): Capt. and Mrs. Tracey.

Per P. and O. steamer *Woolfan*, from Brindisi, Sept. 30.—To Ceylon (*via* Bombay): Mr. Duncan.

Per P. and O. steamer from Suez, Sept. 27.—To Shanghai (*via* Bombay): Mr. H. G. Learer, Mr. H. W. French.

Per P. and O. steamer *Massilia*, from Southampton, Sept. 26.—To Hong Kong: Commander Hon. J. Fitzmaurice, Mrs. Andrews. To Singapore: Rev. H. Francis To Ceylon: Mr. and Mrs. C. B. Collinson.

Per P. and O. steamer *Malta*, from Brindisi, Oct. 7.—To Yokohama: Mr. Short. To Shanghai: Mr. Fauvit. To Singapore: Mr. R. B. Carnegy.

Per P. and O. steamer *Mirzapore*, from Southampton, Oct. 3.—To Ceylon: Mr. W. Owen.

Per P. and O. steamer *Simla*, from Southampton, Oct. 10.—To Yokohama: Mr. F. C. Hayes. To Shanghai: Mr. A. B. Steel. To Hong Kong: Miss Simpson, Mr. T. B. Hooper. To Singapore: Mrs. Trotter, Mrs. Dunlop and child. To Penang: Mrs. Speedy.

Per P. and O. steamer from Venice, Oct. 18.—To Penang: Mr. Speedy, Mr., Mrs., and Miss Vermont. To Singapore: Mr. J. M. Matson. To Ceylon: The Mackintosh of Mackintosh, Mr. S. Holmes.

Per P. and O. steamer *Pera*, from Brindisi, Oct. 21.—To Yokohama: Mrs. Marshall. To Hong Kong: Mrs. C. A. Sinclair, Mr. M. Murray. To Singapore: Capt. and Mrs. Caldbeck. To Ceylon: Mr. R. Morris.

Per P. and O. steamer *Poonah*, from Southampton, Oct. 24.—To Hong Kong: Mr. H. H. Thornton, Mr. J. Alexander. To Singapore: Miss Rickards.

Per P. and O. steamer *Pekin*, from Southampton, Nov. 7.—To Ceylon: Mrs. Bayley and child. To Hong Kong (*via* Bombay): Mr. W. H. Fittock.

Per steamer *Drummond Castle*, from London, Sept. 28.—To Singapore: Capt. Kirk, Mr. Hoskyn. To Hong Kong: Mr. Hochne. To Shanghai: Mr. Litchfield, Mr. Milne.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The P. and O. mail *via* Brindisi, and the Pacific mail *via* San Francisco, bring advices to the same date, the 7th August; the French mail from London, June 7, arrived out on the 24th, and the following P. and O. mail of June 14 on the 27th July. The following summary of news is from the *Japan Mail* and *Japan Herald*:—

Several official changes have lately been made, Mutzu Munemitzu, Governor of Kanagawa, being appointed to the Finance Department, and Nakayama, Inspector of Customs, being transferred to Kobe. The Vice-Governor here has been assigned to fill Mutzu's post.

A meeting was held on the 31st July, at the Chamber of Commerce, for the purpose of organising a branch of the Royal Asiatic Society. There were present the Rev. W. E. Syle, Admiral Shadwell, Messrs. E. Satow, W. H. Smith, E. Van Reed, C. B. Watson, Howell, Brooke, Lowder, Patow, Robertson, Walsh, Wilkin, Captain Arthur, and Dr. Hadlow; Mr. R. G. Watson, H.B.M.'s *Charge d'Affaires*, presided, and in opening the proceedings said it might well be considered a reproach to Japan that a Society which they had met to organise had as yet never been formed in this country. Every country in Europe possessed three or four societies of a similar learned nature; foremost among them, which stood out in honourable relief, was the Royal Asiatic Society of London. That Society was largely indebted to correspondents abroad. He knew of an affiliated Asiatic Society in India, established at Bombay, which had furnished much information to that of London. There was also a Society for China, whose headquarters were at Shanghai, but at present Japan had none. It should be considered how little we know of this country, how much there is to learn of its laws and manners, its sciences, including ethnology, geography, and geology, and what a promising field is opened up in Japan for inquiry. Such a Society would help to preserve records of the establishments of Japan which now were fast becoming obsolete, perpaps soon to be erased from the memory of mankind. Admiral Shadwell, who is a member of the Royal Asiatic Society, was present. The following rules, forming the constitution of the proposed Society, were then read:—

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I. The Asiatic Society of Japan has for its object to collect and publish information of permanent value respecting Japan and parts adjacent. II. Residents of Yokahoma may become members by payment of an annual subscription of $5; honorary and corresponding members by election, without payment. III. The officers are a president, two vice-presidents, a secretary, a librarian, and a curator. These officers, together with resident members chosen for the purpose, form the council of the society, by whom all its affairs are managed. IV. Meetings of the society are held monthly, or oftener, at the discretion of the council. V. This constitution may be amended by a vote of two-thirds of the members present at a regular meeting.

These rules were adopted on the motion of Vice-Admiral Shadwell, and it was arranged that the society should communicate with the Royal Asiatic Society of London, with a view to its becoming the Japan branch of that institution.

It is hardly a month since (says the *Mail*) that we spoke in very plain terms of the infamous character of the correspondence admitted into the *Hiogo News* under the head of Yokohama. The scoundrel who writes these letters—and whom, if we can track him, we will assuredly gibbet, name, nationality, profession, and all—has at last brought about precisely the kind of trouble his letters were calculated to produce. Exasperated by the insults levelled unmistakably at himself, Dr. Tryon, an officer of the United States Navy, a gentleman well and most favourably known to the residents of this port, went in company with Flag Lieutenant Emory, of the *Colorado*, to the office of the *Hiogo News*, and demanded an apology for the insults put upon him. A form of apology was agreed upon by the respective parties, and the two officers left. But instead of this apology being published, an explanation was made in the paper, which was deemed insufficient—as it was. The two gentlemen again went to the office of the *Hiogo News*, high words arose, and Dr. Tryon struck the representative of the paper—whoever he may have been. The inevitable consequences ensued; the matter comes before the American Consul, and, of course, eventually before the American Admiral.

We are not (continues the *Mail*) in the least surprised at the affair, however great may be the regrets it causes us. The letters of the anonymous Yokohama correspondent of the *Hiogo News* ought never to have been published by any paper whatsoever; they were scandalous and disgraceful, and reflected the gravest discredit upon those who permitted their publication. We trust the Admiral or the authorities at Washington will take a common-sense view of the matter, reprimand the officers, and reinstate them. As to the cowardly ruffian from whom the correspondence emanates, the sooner sufficient tangible evidence of his identity comes out, the sooner his punishment will come. It is high time a stop was put to these things, which disgrace every foreign resident in this country.

A meeting to receive the report of the commission elected to inquire into the management of the General Hospital during the past year was held on the 29th July. The report consisted mainly of a number of suggestions for the future management of the institution.

An act of piracy is reported. Six armed men during the night attacked the European built but Japanese owned ship *Honai Maru*, lying off Kanagawa, and, after a short conflict with the crew, in which one was killed and several wounded, the pirates managed to possess themselves of the ship. They secured all the valuables they could lay their hands upon, including a sum of $2,185, bound fast the crew, and escaped.

The cause of Findlay, Richardson, and Co. *v.* Pitman and Co. was to have been heard on Aug. 2, the Chief Judge having, as already reported, given the plaintiffs the option of showing cause why the case recently heard before the Acting-Assistant Judge should not be appealed to Shanghai or reheard in part, or of declining to take any action. Mr. Davidson, who represented the plaintiffs, adopted the latter course. The Chief Judge will now consider the argument put in by Mr. Dickins on behalf of the defendants, and will render his decision on his return from Hakodate, whither he is going in the *Iron Duke*.

Mr. Davis has brought his plans for watering the streets of this settlement into operation, and the community have had abundant opportunity of experiencing the grateful change he has brought about. Some decided action will have to be taken to prevent Mr. Davis losing money by his efforts. In the first place, he has laid out $500 for his carts, $250 for his pumps, and labour costs him $10 a day. On the other hand, his receipts only amount to $240 a month, and thus he loses money on the employment of labour alone, to say nothing of the $750 first cost of his material.

On the 22nd July, at the Bluff Gardens, a pyrotechnic display took place with every success. The Gardens were fairly attended, and soon after the appointed time the display commenced—serpents, rockets, and a thousand other fireworks, whose names are unknown, being let off, and apparently giving very general satisfaction.

Telegraphic communication between this port and Nagasaki is completed, and now only awaits the arrival of batteries from England.

A great number of shipping cases have been heard at H.B.M.'s Consulate; they consist chiefly of the refusal of the crews to work.

The weather has been seasonably warm. The general health of the settlement remains unaltered. The crops appear to promise well.

The man Schnerr, who was recently brought before the Austro-Hungarian Court on a charge of robbery, is to be removed to Shanghai for trial.

The buildings in connection with the new Custom-house are progressing satisfactorily.

The Pacific Mail Company's steamer *Great Republic*, with advices from Yokohama to the 21st August, arrived at San Francisco on the 12th inst. The summary of news brought by this steamer as telegraphed to the New York press is unimportant, the only item of interest consisting of the statement that the Mikado has returned to Yedo.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, AUG. 2 (VIA SAN FRANCISCO).

Yesterday morning the French and English mails of the 7th and 14th June arrived by the Pacific mail steamer *New York*; the latter in forty-four days from London. The mail leaving San Francisco on the 30th ultimo is not due here until the 31st instant. Almost every steamer bringing the mails *via* Europe, and taking them *via* San Francisco, have had their due dates to arrive fixed for Sunday morning at daylight, and their departures fixed for midnight on the same day. The company have much to answer for on the charge of Sabbath-breaking, and I believe that if another company starts who will give their attention to the avoiding of such inconvenient arrangements they will have the sympathies and support of shippers of cargo on their side. The public are getting very tired of the continual Sunday work, and are growling considerably, and I hear that the Rev. Henderson Burnside is endeavouring to get a memorial addressed to the agent here for transmission to headquarters, as the present state of things is the means of causing his church to be almost deserted. It would not matter in the least if people could see their way to prepare on the previous day, but this it is almost impossible to do before the receipt of the inward mail. To close all up on Saturday would suit everybody, and if the steamer came in on that day and left the same night it could make no difference to the company, whose vessels are often lying at Shanghai for several days.

Since my last letter of the 15th inst. the chief event has been the visit of the Mikado, who landed here on Friday afternoon, the 19th inst., at six o'clock, and left again on the Monday following at the same hour. His visit is regarded as one of very great importance, owing to the sweeping changes it will assuredly bring about. The appearance of the Sovereign in a foreign suit of clothes has been too much for the native population, who, instead of regarding him as a heavenly being, and being awed by his presence, have changed their views now that they find him to be but human. Of course rumours have been plentiful amongst a superstitious and ignorant people like the Japanese lower class, and foreigners who are looked up to for information by the former have been treated to some of the wildest inventions imaginable. It is quite clear to everyone that so far as Nagasaki is concerned the Mikado's spiritual reputation is irrecoverably gone, and that to secure the feelings of loyalty from his subjects it will be necessary to raise the minds of men to a higher standard by educational measures, by the diffusion of useful knowledge of every kind. I have even heard that foreigners are to be found who are of opinion that a great mistake has been made by his Majesty's advisers in allowing him to appear as he did. When you hear of such expressions as these, and from those who are supposed to entertain progressive views, it leads one to suppose that Japanese statesmen are in advance of some of the Western folks. Nothing short of breaking down and destroying old prejudices will do any good for Japan. The people of the present generation require treating like children at first, as without being led they cannot be expected to do anything of their own accord after being in the leading strings of a paternal Government so many years. The *Nagasaki Express* gives the following account of the Mikado's movements during his stay here:—

On Sunday morning, the 22nd July, as early as 7 A.M., his Majesty paid a visit to the Gon Rei of Nagasaki-ken at his official residence, and later in the morning the two Government works—the Akanora factory and the Patent Slip—were visited. At the latter the Japanese steamer *Swatow* was hauled on the gridiron in his presence. After this had been accomplished, he inspected the machinery, and had the working of it explained to him, in which he appeared to take great interest. Mr. Blaikie, the manager of this establishment, and his assistants, Messrs. Gill and Douglas, were presented with a *souvenir*, which will no doubt be regarded by them as a pleasant reminiscence of his Majesty's visit. The site of the dry dock on the other side of the harbour, where the work has been suspended for a long time, was not inspected, probably as it is an undertaking existing only on paper. It was originally intended that a visit should be made to the Custom-house, and to the Great Northern Telegraph Company's office, but this was not carried out. We understand that his Majesty was desirous of exchanging messages with the principal crowned heads of Europe, but this it was found would occupy too much time. In the evening the harbour presented a very pretty appearance; the Japanese fleet and several merchant steamers responded to the shore illuminations previously displayed. Every vessel had its bulwarks, &c., covered with lanterns from stem to stern, and their yards dressed in the same manner. The town and

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suburbs were again illuminated, and fire-balloons were sent up. On the following morning, at six A.M., the Mikado left Obata in his barge, and proceeded to the *Rufo-kan*, with a similar escort to what he had on landing, and embarked on board under the customary salute from the Russian corvette *Vetiaz*, the U.S.S. *Monocacy*, and Japanese vessels, and by eight o'clock the squadron had passed the point *en route* for Kumamoto, with the exception of the *Kasugo kan*, which did not leave until Wednesday.

The temporary apartments occupied by his Majesty have been thrown open to visitors, and numbers have availed themselves of the permission given to make an inspection of them during the week. The native tradesmen who have supplied articles for his Majesty's use are proud of the honour conferred upon them, and will not be slow in turning it to account. "Confectioner, &c., to his Majesty," will no doubt be inserted in their business announcements in a similar manner to that adopted in Europe. By command of the Mikado the Governor of Nagasaki has addressed a letter to the Consuls representing the Treaty Powers, requesting them to thank their countrymen for the cordiality displayed.

The illuminations which this community exhibited on the occasion of the Mikado's visit were extremely successful, and, as these were the first which have been given to him, they are rendered of much greater interest than they would have been had they been simply a copy from some other place. This is the second occasion on which Nagasaki has been first in the field in this line—the first being when the Duke of Edinburgh paid a visit here. The next attempt at a similar display will be made when the Grand Duke Alexis of Russia, who is expected here next month, arrives.

Of general news there is not much to give. The case of "P.M.S.S. Company *v.* Gribble" has been heard, but the verdict has not yet been given by Sir Edmund Hornby, who left by last steamer for Yokohama, from whence judgment is to be delivered. Another case, "Boeddinghaus, Dittiner and Co. *v.* Gribble," as agents for Holt's line of steamers, has been heard before Mr. Marcus Flowers in H.B.M.'s Provincial Court, and has resulted in a verdict for the defendants. The claim was for cargo delivered in bad condition, and part of which had been lost, owing to the cases being broken.

Business has scarcely revived since the Mikado's departure, but some extensive settlements of tobacco have been made, which it is believed are intended for London. Nebus are quoted 395 per $100. Exchange on London 4s. 8d. nominal. Freight to London nominal, as there is no vessel on the berth.

CHINA.

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TIENTSIN.

(FROM A CORRESPONDENT.)

TIENTSIN, July 30.

The French corvette *Linois* arrived at Taku on the 22nd July with M. L. de Geoffroy and suite, and on their arrival the gunboat *Couleune* steamed alongside, and his Excellency was received by Mr. Dillon, French Consul. They proceeded at once to Tientsin, and arrived there on the evening of the 23rd. On the 25th his Excellency and suite, with his mounted escort, paid an official visit to Li-Hung Chang, the Viceroy—the first time a Foreign Minister has gone to Tientsin with a fully mounted escort and staff; and no doubt the Viceroy was rather surprised to see such a contrast to the suite of other Foreign Ministers, which generally consists simply of an interpreter. Li-Hung Chang returned the Minister's call on the 26th inst.; arriving with a miserable suite of a few Mandarins on ponies, and dirty followers. Mons. Geoffroy's dignified tone and gentlemanly bearing rather surprised the Viceroy. In the cool of the evening Mons. Geoffroy rode into the city, attended by his suite, and visited the graves of those who were so cruelly massacred by the Chinese on the 20th June, 1870, and was deeply affected at the sight before him. He also visited the Cathedral, which is to be restored by the Chinese Government. On Saturday, the 27th, Mons. Geoffroy left by boats for Tungchow, *en route* to Peking. His escort was fully mounted, and the boats left whilst the French gunboat *Couleune* was firing a salute of fifteen guns. Mons. Dillon, the French Consul, Count de Kergamint, and other gentlemen on H.E.'s staff, with the mounted escort, left on the 29th by road, to await the arrival of Mons. Geoffroy at Tungchow, when the procession will be formed for Peking, and Mons. Geoffroy is expected to arrive at the French Legation on the 1st August. Whilst Mons. Geoffroy was at Tientsin a battery of Krupp's steel guns arrived per *Shantung*, costing the Chinese Government, they say, about $8,000 each gun; and Li-Hung Chang lost no time in sending them to the new forts between this and Taku. A further lot of guns is shortly expected; together with a supply of torpedoes lately arrived from England, by the steamer *Craigforth*.

Heavy rains have set in at this place.

SHANGHAI.

We have advices from this port to the 11th August. The P. and O. mail from London June 28 arrived out on the 7th August, the same steamer bringing the French mail of 21st June, which had been delayed by the accident to the Messageries Maritimes steamer *Donnai* The following summary of News is from the *North China Herald* and *Shanghai Courier*:—

M. Vignale, Consul-General for Italy, has resigned the position of Senior Consul, which had fallen to him on the departure of Mr. G. F. Seward, United States Consul-General. During the few months for which he has held the position, M. Vignale has been indefatigable in his exertions to fulfil the duties devolving upon the senior in the consular body, in a way creditable to that influential corporation and advantageous to the foreign community, both in its commercial and municipal relations with the Chinese authorities. M. Vignale leaves shortly for Japan, and Mr. Alabaster, H.B.M.'s Acting-Consul, has been appointed Consular Delegate, to act in the name of the Senior Consul.

The bulk of the Grey Shirtings settled during the week have been mildewed. It is matter for surprise, and, we may add, no little regret, that our Chamber of Commerce does not give this evil some consideration. It is surely widespread and serious enough to call for some remonstrance. We know that it is altogether vain for individuals to seek redress in Manchester, for, by some mysterious process, unknown to us and to the majority of China merchants, the damaged specimens (bales and pieces selected by disinterested surveyors, and packed in tin lined cases) forwarded to Manchester have turned out cleaner and sounder than when they were originally despatched from the warehouses, and Manchester men have hitherto repudiated all responsibility in consequence. Would it not be worth while to have the question of liability tried in a court of law at home? We believe every member of our Chamber of Commerce would heartily endorse any action the committee might see fit to take in this respect. Mildews are now the rule, and even the very best makes are no longer free from the imputation.

A meeting of the promoters of the Tramways Company has been held, at which the opposition likely to be raised to the scheme at the ratepayers' meeting was discussed. It was finally resolved that, to meet the views of those who are indisposed to see an experiment tried on the Bund, and also considering the probable delay which would occur in even the commencement of the present plans, the Tramways Company should at the forthcoming meeting only ask for permission to lay a single line of rails from the Soochow Creek end of the Fuhkien-road to the Yang-king-pang Creek. The sanction of the French Municipal Council for continuing the line to the North gate of the city will be afterwards sought for.

The new light at Woosung was shown for the first time on August 1. The new illuminated apparatus is a dioptric one of the fourth order, showing a fixed light over three-fourths of the circle, while the light of the remaining fourth is utilised by means of a reflector of silvered copper, which throws it across the entrance to the Woosung River. A white light is seen over the navigable channel, on each side of which a red light only is visible. There is but one lamp, in the centre of the apparatus, the colouring being effected by means of screens of ruby glass. The light consists of five lens rings in the centre, with as many prisms placed over, and three under it; these collect the rays of light diverging from the flame and throw them out towards the horizon. The lamp, which burns kerosine, is of peculiar form, to suit the apparatus. A lightning conductor of copper wire rope extends from the blocking deep into the soil at the base of the tower, where it is attached to a sheet of copper placed in a pit filled with charcoal. The tower is 48 feet high, square on the exterior, but round in the interior, with a spiral staircase of 68 steps. Bricks have been chiefly used in its construction, but the door facings, stairs, and top course are of stone from Ningpo. Mr. Hart, Inspector-General of Customs, has taken his departure for the North, accompanied by Mr. Henderson, Chief Lights' Engineer, in the steamer *Feihoo*, in conjunction with whom he will make a tour of inspection of the lights existing, in progress, or projected, for the guidance of navigation on the northern coasts and islands of China. The tour will occupy about a month, after which Mr. Hart will proceed to Peking, where he will arrive in time to see the transmission of proper documents to ensure the long-deferred and much-bungled opening of Hainan, which is semi-officially announced to take place early in October. An action likely to attract considerable public attention has been commenced in H.B.M.'s Supreme Court on the suit of Mr. James L. Brown, barrister-at-law, and formerly a member of the Imperial Maritime Customs Service, against Mr. Hart. Mr. Brown claims something like Tls. 7,000 for surveys, plans, estimates, superintendence, &c., in connection with certain lighthouses, harbour works and improvements in navigation at Ningpo, Fooshow, and Canton, and for recommendations as to the clearing of harbour approaches by steam dredges—for some of which works Mr. Brown claims the merit of being the first of their kind in China.

At the Mixed Court, on the 7th August, a case was heard which may prove of some public interest. The captain and owners of the *Fuhle* steam-tug, through Mr. J. S. Baron, agent, handed over to the Court some 1,500 Foochow poles, the cargo, more or less, of a junk from Foochow to Canpu, which the *Fuhle* found in a state of distress near the light-ship, and brought safely into port. The object of placing the lumber in the custody of the Court was in order that it might adjudicate on the same, so as to secure to the *Fuhle* the reward claimed per agreement for salvage services. Mr. J. L. Brown appeared on behalf of the captain, with the view of resisting the claim of the *Fuhle* to salvage, on the ground that she rendered only the customary

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services of a tug steamer. After hearing the pleadings at some length, the Court reserved judgment.

The English mail last received has taken only thirty-eight days and fifteen hours in transit from London. From a few notes of the voyage of the *Hindostan* as far as Aden, we find that in one day's steaming she did 336 miles, or fourteen knots an hour. If the P. and O. Company's new boats go on like this, we may count on a material shortening of the tedious voyage to and from England.

The last of the road steamer has been shipped by the *Sin Nanzing* for Tientsin. As the machinery had to be taken rather minutely to pieces, however, to facilitate shipment, it will be some time before it can be put together again, but we may hope to hear in a month or two that this interesting innovator has at last developed into a thing of life and action.

Mr. Burge R. Lewis, the United States Consul-elect for Hainan, has arrived here on a visit, to recruit his health, which has been seriously impaired by the discomforts and privations to which he was exposed during a visit he made to Kiungchow, to make preliminary arrangements for his consulate. The voyage back to Hong Kong, in a native junk, occupied eight days of most unwholesome weather.

The rebuilding of the British Consulate has reached the pitch of the eaves, and the massive roof-trees are being prepared to cover it in.

By an Imperial edict of the 8th July, the father of the Empress elect was raised to a dukedom of the third rank, while the mother was raised to a ladyship of the first degree, with all the honours of a duchess.

NINGPO.

(FROM A CORRESPONDENT.)

NINGPO, JULY 23, 1872.

The summer through which we are now passing, and the strength of which was broken, we hope, two days ago by a thunderstorm of unusual severity, has been remarkable for its late arrival, and its fierce heat when once upon us. There was no real summer heat till June 30, though we had many hot days in April; but from June 30 till July 21, with little cessation, the heat by night as well as by day has been very great. In some foreign houses the thermometer has touched 100 deg.; and in none did it fail to rise above 90 deg. for three weeks in succession. The heat of summer and the sleeplessness caused thereby are supposed by some persons to excite the otherwise apathetic Chinese to thoughts of violence if not to deeds of blood. Certain it is that not only the Tientsin massacre, but also the numerous kidnapping excitements and assaults on mission or mercantile premises have taken place chiefly in the summer. The Chinese, like the Athenians, having an eager appetite for news, are driven in the sultry summer nights and under the full moon to invent intelligence and concoct rumours, and now that the "long-haired" are extinguished the most fertile topic is, of course, the "red-haired." I notice, therefore, with thankfulness the remarkable freedom from rumour and excitement amongst the people during this remarkably trying summer. Earlier in the year the word was passed from mouth to mouth amongst the city and country people that the foreigners' prestige was gone in Ningpo, and that we should soon be driven out, but nothing has yet occurred in fulfilment of the reports.

I trust this repose is not a lull before a storm. There must be, one would hope, *some* sincere friendly feeling at head quarters to account for this quiet below. The Imperial marriage in October, however, and the Audience Question, more weary and protracted, though more direct than the Indirect Claims, make one somewhat anxious for the future. One longs for a little of the more positive policy of Japan. Either honestly persecute or honestly tolerate Christianity. Either say to foreigners be good enough to clear out, or cease muttering such sentiments in secret; and open the gates of the Empire wide to mercantile and philanthropic enterprise. I confess that when reading the extract from Lord Elgin's correspondence I tremble for England's future in China. Have overbearing conduct, injustice, harshness and meanness, stained too often our past career in dealing with this Empire; and must not the retribution come? One turns with some comfort to the list of philanthropic efforts for the good of the Chinese given by your correspondent, "E. W. S.," from Shanghai. Ningpo and other open ports and cities of the Empire could add to that list; and one ventures on the hope that those "troublesome people," the missionaries, to whom your correspondent alludes, "always getting themselves and others into trouble," will yet be found to have averted trouble from their fellow countrymen.

HONG KONG.

Our advices by this mail extend to 17th Aug.; the French mail from London 5th July arrived out on the 11th August. The following items of intelligence are taken from the *Overland China Mail*:—

The half-yearly meeting of the Hong Kong and Shanghai Banking Corporation was held on the 14th August, Mr. T. Pyke presiding. The chairman having read the report—which was published in our last issue—said that he would draw the attention of shareholders to one item in the accounts. As most present knew, the Bank was interested in the sugar refinery at East Point. To meet any possible liability the directors had deemed it prudent to set aside a sufficient sum in this connection to place the accounts of the Bank on a satisfactory footing. The report was then carried unanimously, as was also a motion that Messrs. Forbes and Lemann be confirmed as directors, and the meeting separated.

A meeting of the China Sea, Saigon, and Straits Steamship Company was held the same day. The statement of the working of the company for the half year ending 31st December, 1871, was not satisfactory, inasmuch as only $1,192.54 appeared at the credit of the working account, and, after appropriating $400 to the compensation of themselves and the auditors, the directors recommended the balance to be carried forward to the next account. The report was adopted.

The following is the report of the Hong Kong and Whampoa Dock Company, for the six months ended 30th June, to be presented at the meeting of shareholders, to be held on the 20th August:—

The Docks have been well employed during the six months under review. The sum of $25,000.00 has been written off, as recommended in last report. The gross earnings of the company for the six months amount to $334,278.79, on which there is a net profit of $59,715.75. The debt due to the estate of John Lamont in the last report stood at $70,000.00, and within the last half year $45,000.00 has been paid off, (including the $30,000.00 mentioned in last report), thus leaving the debt at $25,000.00. The directors recommend that a dividend at the rate of 3 per cent. for the half year be paid, together with $6,000.00 to contributing shareholders. The amount available for distribution, including $1,680.32 brought forward from last half year, is $61,396.07, which is distributed thus:—Dividend 3 per cent. for the half year, $30,000.00; to contributing shareholders, $6,000.00; directors' fees, $2,500.00; auditors' fees, $250.00; total, $38,050.00, leaving $22,646.07. And the directors also recommend to write off for depreciation a sum of $20,617.34, leaving a balance to be carried to new account of $2,028.73.

Mr. Keswick having left the colony, the board have filled the vacancy by electing Hon. Mr. Whittall as chairman. The board have appointed Mr. A. F. Chambers as auditor, in place of Mr. James Hart, and this appointment will have to be confirmed by the shareholders.

The Austrian Consul-General has received a telegram from his Government authorising him to charter a steamer, or arrange for steam freight, for all articles intended for the Vienna Exhibition. This will allow intending exhibitors to send home their articles free of charge, and will doubtless add considerably to the inducements before held out. Nearly all the ports are contributing more or less fully, Shanghai and Canton, as is natural, offering the best field wherein to obtain suitable objects. The arrangements for transit will, we understand, be completed in two or three months.

The steamer *Sunshine* went on shore on a reef three miles west of Breaker Point at daylight of 12th August, during thick weather. The fore compartment is full of water, and it is said that the stern swings clear of the reef. Fortunately she has but little cargo on board. The steamer *Kwangtung* arrived at the scene of the wreck on the 13th, and left again for the purpose of getting assistance.

The Chinese procession is fixed to come off on the 20th August, but the *Ta Chiu* ceremony (exhibition) will be opened on the 19th at West Point. We learn that the amount of subscription is verging on $16,000. The two largest subscribers are the Fook Mow Loong and Hung Foong Hongs, each contributing $373, and we understand that lots were cast to determine which of the two should appear at the head of the list of subscribers. The procession will parade the streets for three days, but the exhibition will be kept up for five days and nights.

The Pier and Godown Company laid down a screw mooring on the west side of the new pier on 12th Aug. As the permanent buoy is not ready, the chain will be buoyed by a small buoy for the present. The company have also one screw buoy moored in its place off the east side of the new pier.

A large "peep show" is now open in one of the rooms below the new Chinese Theatre. It contains views of several of the battle-fields in the late Franco-German war, and includes portraits of Napoleon III. and two or three French generals. The Chinese appear to patronise the show somewhat extensively.

The notorious character Lee Ayee, who was sentenced last year to seven years' penal servitude and three whippings for robbery with violence, has made a desperate attack on Mr. Alfred Grey, warden of the gaol. This he did striking him a heavy blow with his fist on the back of the head. Lee Ayee was the same man who attacked Dr. Kane, and who subsequently attempted to throw Inspector Grey over a precipice. The matter was reported to the Governor, and Lee Ayee was sentenced to receive thirty-six strokes of the lash.

A daring attack has been made upon an opium shop at Fatshan by an armed party of five men, who threatened the inmates should they raise any alarm. They succeeded in plundering money and property to the value of over $800.

The circumstances of the duel between the Spanish Consul, M. Checa and the ex-Peruvian Consul at Macao have been investigated at the Police-court. M. Checa has been committed for trial at the Criminal Sessions, on a charge of conspiracy with others to take away human-life.

The share and general brokers held a meeting on the 12th

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August, and drew up a resolution adverse to the proposed Ordinance.

A temple has been burned at Canton, involving an estimated loss of $40,000.

(FROM A CORRESPONDENT.)

HONG KONG, Aug. 16, 1872.

Since I last wrote the most important topic of political interest —of which, by the way, you will see no mention in the northern papers, though the *China Mail* publishes it as authentic—is the renouncement by Germany of her treaty with China. You will doubtless be able to ascertain full particulars from authentic sources at home, so I shall not risk carrying coal to Newcastle by giving you our crude ideas out here. If, as I believe, the news be true, it will have an important effect on Chinese policy.

Locally the chief subject of interest is the committal of Senor Checa, Consul for Spain at this port, for trial at the next criminal sessions on a charge of conspiracy with others not in custody to attempt to take human life. The Acting French Consul, who acted for his notorious opponent—fancy an affair of honour with a convicted murderer, for convicted Torre Bueno was, and sentenced, moreover, to fourteen years' incarceration, though the Macao council, composed of men who are supposed to be above bribery, quashed the conviction—was put in the witness-box and literally "bounced" out of his evidence. However, you will find all that in the papers. Mr. Whitall, much to the indignation of a good many, who don't see why councillorship should be hereditary in the East Point firm, has taken Mr. Keswick's place as M.L.C., at least he has been sworn in since my last—and signalised his first appearance by a furious onslaught upon the Pier Company, which at a distance of a mile has dared to project an obstruction remotely affecting East Point waters. Sir Arthur Kennedy is much liked, but is rather too pro-Chinese, not quite understanding that there are not above six Chinese in Hong Kong who would be deemed eligible visiting friends by a mandarin's runner. The conduct of the Chinese Hospital is just at present being strongly discussed. According to the statements made in defence of the Government, Sir R. Macdonnell gave it $115,000, to encourage the native system of dirt, inhumanity, and gross ignorance. Others maintain that, though the *medical* treatment of the patients was left to Chinese discretion, what may be termed "the surgery of common sense" was to be insisted on—that is, that though no patients could be obliged to submit to operations or take our medicine, clean bandages and sensible general treatment was to be insisted on under the supervision of the Colonial surgeon. My private impression is that the common sense party will carry their point of insuring either proper treatment or the withdrawal of the grant. It is a pity that we cannot get at Sir R. Macdonell's intention. If he sees the *London and China Telegraph* with this letter he might perhaps be induced to let us know what it was.

Who is to be the China champion in Parliament now that Colonel Sykes is dead? We want some one badly. The blockade question still aggravates the mercantile mind, and nothing but Imperial interferenee will settle it. The question put in a familiar way is "If you live in a bottle has anyone a right to station himself in the neck and levy tolls on everything passing?" The idea of conceding to a Power whom we are afraid to trust in matters regarding a few dollars—*vide* exterritoriality clause in the Treaty—full sovereign rights in her own waters is intensely absurd, and would be amusing if it did not hamper our trade. Sir Arthur says he cannot go beyond his instructions from home, but frankly acknowledges that another war with China is almost inevitable before things will get straightened out properly.

Our local debating society has proved a great success. Forty-eight members have enrolled themselves, and more promise to come. The amateur philharmonic now numbers twenty-four volunteer instrumentalists, but the society is not yet constituted.

The Great Northern Telegraph has broken down again. There is a mystery about that cable. Some say it was tampered with on the way out; others say that, owing to neglect in not keeping the cable-tanks full of water, the insulating material got softened and injured. At all events it is constantly breaking down. We want opposition lines here badly; there is plenty of work for them, and if the shareholders would be content to pay expenses for a couple of years, a *reliable* line would yield a handsome dividend in a few years.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings dates from this port to the 25th August; the French mail, with London advices to the 19th July, arrived out on the 19th, and the following P. and O. mail of July 26 on the 24th August. The following summary of news is from the *Straits Times*:—

The business transacted by the Legislative Council has not been of a very interesting character, though one or two matters of importance were brought forward. There have been three meetings, viz., on the 15th, 20th, and 22nd Aug. Several Bills have been passed, among them being the Steam Vessels Bills, a Bill to amend the law relating to the Transportation of Prisoners, and a Bill to amend the Penal Code. Several other Bills have been brought in and passed their second reading, notable among them being a Bill to make perpetual the preservation of the Peace Ordinance, and another to perpetuate the Dangerous Societies Ordinance. The former ordinance has been the subject of hot debate in times past, but it has been persisted in by Government as a necessity. Whether the making such a law perpetual will be permitted by the Secretary of State remains to be seen. The Dangerous Societies Suppression Ordinance, as it is called, is believed by many to be a most useless piece of legislation, and the desirability of making it a permanent statute may be doubted. At the meeting on the 20th, the Hon. Dr. Little called the attention of Government to the manner in which the Colonial medical officers carried out the provisions of an Order in Council of 1870 regarding infectious diseases, and also inquired regarding the quality of rice supplied to patients at the Pauper Hospital. At the next meeting, on the 22nd, H.E. the Governor said sufficient care had not been taken in carrying out the provisions of the Order, but that the matter would now be remedied, and with regard to the rice supplied to the paupers in the hospital, the Colonial Secretary said he had found it to be very good, but to have been badly cooked. Who is to blame for this does not transpire in the official minutes. It is to be feared that the hospitals need a little sharper supervision.

At last the Contagious Diseases Ordinance is to be put into force, though, as a preliminary measure, it is only put into operation in the north division of the town. It comes into operation on the 1st Sept. It is hoped that the ordinance, as it exists here, will exert a very beneficial influence.

The Sporting Club have issued the programme for the autumn races, which are to extend over three days, commencing on the 30th September. As there are a number of horses in training, very good sport is anticipated.

From Klang and Salangore we hear very conflicting reports concerning the progress of the contending parties. At one time it asserted that Tunku dia Oodin has been actually driven out of the territory, and at another we hear that Mahdie and his followers are getting the worst of it. The truth, so far as we can ascertain, is that Tunku dia Oodin is holding his ground, and hopes to be able to restore order in a short time. The police have made several seizures of arms and gunpowder, believed to have been destined for Mahdie's forces. Some people think that H.M.S. *Zebra*, at present idle in harbour, might repeat the *Rinaldo's* visit to Salangore river last year, with a beneficial influence on the cause of order and peace.

Commercial Report.

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(*For dates see first page.*)

IMPORTS.

YOKOHAMA.—The demand had been inactive throughout the interval. A moderate business had been done in Grey Shirtings at reduced figures. Yarns had declined in value, especially Nos. 16 to 24, of which large supplies had come to hand, causing a great depression in the market; a moderate demand had been made for Taffachelass at unaltered rates. Blankets had attracted some attention, and a few parcels had changed hands; other Woollens remained quiet. Small sales of T-Cloths had taken place, and the closing rates showed a tendency to advance. Metals continued dull of sale. Quotations were as follows:—GE Grey Shirtings, 7 lbs., $2 35 to 2.40 per piece; ditto, 8¼ lbs. to 8½ lbs. $2.57½ to 2.62½; ditto, 9 lbs., $2.92½ to 2.97½; GE White Shirtings, 56 to 60 reed, $2.40 to 2.55; ditto, 64 to 72 reed, $2.70 to 2.85; T-Cloths, 6 to 7 lbs., $1.70 to 2 15. Turkey Reds Shirtings, $0.85 to 1.00 per lb. Taffachelass, double weft, $2.60 to 2.95; ditto single weft, $2.40 to 2.70. Velvets, Black, $12.00 to 14.00 per piece. Cotton Yarn: Nos. 16 to 24, $43.50 to 44.50 per picul; ditto, 28 to 32, $48.75 to 49.50; ditto, 38 to 42, $48.00 to 50.00. Cloth, Medium and Broad, $1.10 to 1.85 per yard; Lastings, $13.00 to 13.50 per piece; Long Ells, Assorted, $6.00 to 6.50. Lead, $5.50 to 6.00 per picul. Iron: Nail rod, $3.50 to 4.65 per picul; Bars, $4.00 to 4.60.

HANKOW.—The business of the fortnight had not been large, but there had been an improvement in the demand, especially for Woollens. The River Yangtsze was steadily falling, and all probability of a continued flood seemed at an end. Grey Shirtings: Quotations much about the same as for last mail, the only change being a decline of about one candareen per piece in best qualities of all weights. White Shirtings only saleable in retail quantities. T-Cloths continued neglected. Drills: A comparatively large business transacted in English at rather enhanced rates, demand running upon medium qualities. Jeans: Limited inquiry. Fancy Cottons: Moving more freely, but without improvement in value. Woollens and Worsteds: Long Ells: Good inquiry, chiefly speculative character, and fair sales at rather higher rates. Camlets: More doing; prices ranged from Tls. 13.60 to 15.80. Spanish Stripes have sold in moderate quantities at former rates. Figured Orleans realised fully previous prices; marked improvement in the demand. Metals: Lead: Very small business done; rates as previously advised. Quicksilver: Nominally quoted Tls. 72.00 per picul; no sales reported.

SHANGHAI.—The Piece Goods market had been quiet, and a slight decline in the price of 8¼ lbs. Grey Shirtings and Mexican T-Cloths was noticeable. Other fabrics, however, had fairly maintained former values, and the holders of Drills, and of all kinds of Woollens, were firm for higher rates. The deliveries, chiefly for the river ports, continued satisfactory, and the stock of Grey Shirtings for the first time since November last year was under two million pieces. Grey Shirt-

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ings: Buyers steadily refused to give over Tls. 1.71 for 7 lbs. goods, at which their wants had been fairly supplied; 8¼ lbs. Dewhurst's Eagles realised from Tls. 1.90 to 1.93, and ordinary chops Tls. 1.85 to 1.89; mildewed Tls. 1.82 to 1.84. Heavy Shirtings sold at Tls. 2.64 to 2.67. White Shirtings: Ordinary 64-reed asked for, and Tls. 1.94 refused for Stewart's "Lion and Flag;" Dewhurst's 64-reed placed at Tls. 2.18; 56-reed at Tls. 1.74. T-Cloths: No market for Mexican, and business entirely in the lower counts; extra fine quality Dewhurst's 6 lbs. "T." sold at Tls. 1.25; 7 lbs. "T." at Tls. 1.43. Drills: A further rise in value established; Dutch, Tls. 3.00 to 3.05; English, Tls. 3.10 to 3.16. Jeans and Sheetings very slow of sale. Fancy Cottons: Damasks, Tls. 4.30 to 4.68; Chintzes, Tls. 1.55 to 1.67½; Dyed Brocades and Gentian Shirtings, Tls. 2.75 and 2.50; Muslins, 8 mace; Velveteens, 1m. 3c.; Spotted Shirtings, White and Dyed, and White Brocades unsaleable. Woollens: There had not been a large trade; Cumlet, Tls. 15.35 to 15.65; Long Ells, Tls. 6.55 to 6.60 for C.P.H. Scarlet, Tls. 5.75 for Assorted; Lastings, Tls. 11.15 to 12.00; Crape Lastings, Tls. 9.00 to 9.60; Crape Lustres, Tls. 4.35; Figured Orleans, Tls. 3.85 to 4.10 for ordinary, Tls. 4.75 to 5.00 for fine; Spanish Stripes, Tls. 0.63 to 0.66½ per yard. Metals: Nail Rod Iron, No transactions. Lead: With but little inquiry, and news of a dull market in Hankow, prices were somewhat easier.

HONG KONG.—The import market during the interval had been quiet. The dealers appeared to be fairly supplied, and as importers all appeared to be desirous of realising in the expectation of lower prices ruling in Manchester, values of Cotton Goods showed no improvement upon former quotations. Cotton Yarn: 16/24s changed hands to a very limited extent; common chops very quiet, and really fine makes although in small stock neglected. 28/32s in limited supply, but inquiry slack. Importers firm. 38/42s. of inferior chops slightly declined, but favourite kinds steady. Grey Shirtings: 7 lb., no alteration owing to absence of demand. 8.4 lb. met few buyers at a decline of 5 cents. Large clearances of spotted and mildewed made. 9 to 10 lb. not in request. White Shirtings: 54/60 reeds declined 10 cents. owing to forced sales. 64/60 reeds nominal. 68/72 reeds had a downward tendency. T-Cloths: 6 lb. difficult to move even at a decline. 7 lb. common exceedingly quiet at a decline of 1 to 2 cents. 6 lb. Mexicans not moved. 7 lb. Mexicans only wanted to a very retail extent. Dewhurst's MT $2.08, Hand and Branch, $2.12½. 8 lb. Mexicans showed a further decline. Fancy Goods neglected. Woollens and Worsteds: unchanged. Metals: A further considerable advance in Bar, Hoop and Round Iron. Lead is neglected.

MANILA.—The market for Plain Staples continued very languid and values had further declined. Considerable quantities of sea-damaged goods had been forced on the market, which had had the effect of weakening the demand for perfect goods. Coloured Goods were, on the whole, in better demand, and particular styles were fairly saleable at remunerative rates. The bulk of the stocks was, however, of poor patterns and only saleable at losing prices. Yarns were in heavy supply and extremely difficult of sale even at low and losing rates.

SINGAPORE.—The following is taken from Messrs. Boustead's Circular:—39-inch Grey Shirtings: 8¼ lbs. in poor inquiry at $2.55 to $2.57½; 7 lbs. pressed for sale, and lower; 6 lbs. taken at $1.92½ to $1.95. 45-inch in little request. 32-inch T-Cloths: 4 lbs. to 4½ lbs. low qualities sold at irregular prices; 5 lbs. asked for at $1.35 to $1.37½; 6 lbs. in less demand; 7 lbs. dull sale. 32-inch Grey Madapollams: 2½ lbs. in moderate inquiry at $18 to $18.50. All other Cotton Goods had been very quiet, and no sales of importance had transpired. Camlets firm at previous rates. Long Ells quite neglected. Scarlet Spanish Stripes in moderate request, and stocks reduced. Lastings not inquired for. 40s Grey Yarn: Prices without change, but hardly any inquiry.

PENANG.—There has been no improvement in the market; great inactivity prevailed, and prices ruled in favour of buyers, who, however, were only purchasing for immediate requirements.

EXPORTS.

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TEA.

YOKOHAMA.—Owing to the receipt of discouraging advices by mail from America business for some time was quiet, but had since become brisker, and settlements of all grades from Medium to Choice had been made to the extent of 8,000 piculs, the bulk having been of Fine leaf. Supplies had been plentiful, the quality was fair, but showed a falling off, being rather mixed with the second crop coming in. Prices had been irregular, owing to some dealers being anxious to sell before the close of the native half-year, and in some instances concessions had been obtained for the Medium grades, of which there had been some lower classes on offer; the higher grades however maintained previous quotations; the stock was slightly increased, and large supplies of the second crop were expected. The P.M.S.S. Japan sailed on the 22nd July with 190,690 lbs. for New York, 149,788 lbs. for San Francisco, 29,218 lbs. for Chicago, and 10,287 lbs. for Boston; the Clara Bell took 120,345 lbs. for San Francisco, and the Polly Lewis sailed on the 26th July, with 451,722 lbs. from this port for New York, but had since put back for repairs; the Leander and Eastern Chief were loading for New York. Quotations ruled as follows:—Common and good common, nominal, $28 per picul; medium, $31 to 35; good medium, $37 to 40; fine $42 to 45; finest, $46 to 50; choice, $52 and upwards.

KIUKIANG.—The arrivals of Green had been 4,637 half-chests, out of which one chop had been settled at Tls. 36.25 per picul.

HANKOW.—Messrs. Drysdale, Ringer and Co.'s report says:—The high range of price current on our market has greatly curtailed business during the past fortnight, compared with what had been doing previously, although settlements aggregate more than during the corresponding fortnight last year. As compared with then, however, the shipments to Shanghai on native account show a marked difference—21,770 chests, against 39,570 chests in 1871. The second crop is now pretty well all to hand, and shows a falling-off of between two and three million pounds. Third crop Teas will be down in a day or two; three or four musters are being shown privately already, but they are insufficient to form any opinion with regard to quality. There is no change much to notice in prices, considered in regard to the value of the Tea; the range of price is lower, but only in keeping with the quality on offer. While last year the bulk of the secon l crop Teas were settled between Tls. 15 to 20 per picul, in the present season it is only during the past fortnight that anything has been settled under Tls. 18 per picul, of course with the exception of Shuntam packed Teas; and it is also noteworthy that nothing has been settled so far under a laid-down cost in London of 1s. 1d. We estimate total arrivals to date, exclusive of Ningchow Tea at 42,784,100 lbs., against last year 44,774 100 lbs. Customs export to 1st August was 39,604,624 lbs., against 41,816,123 lbs., or including Ningchows 44,542,663 lbs., against 45,169,647 lbs. The steamer Russie is in port loading for Odessa.

SHANGHAI.—Black: The settlements which had transpired since the 27th July amounted to 20,400 chests and 24,900 half-chests, against 33,400 chests, and 21,500 half-chests in corresponding period last year. Previous quotations had been fairly maintained throughout the fortnight, and there was no change in rates. Fair to medium Oopacks and Ningchows still commanded prices about Tls. 3 per picul over those current last year, the lower grades costing Tls. 18 to 19.50, equal to 1s. 1d. to 1s. 2d., we make fully Tls. 4 dearer, the same class of Teas being procurable then at Tls 14 to 15.50, and realised at home on a good market 1s. to 1s. 1½d. per lb. Attention of buyers had been principally directed to Oopacks and Ningchows selling at Tls. 22, equal to 1s. 3½d., to Tls. 26, equal to 1s. 6d. A few parcels slightly better than the ordinary run of the Teas on offer had brought Tls. 28 to 32, equal to 1s. 7½d. to 1s. 9½d., we consider them relatively dear. The quantity of Shuntam packed Tea to hand was limited, there was, however, a fair quantity of common Hohow offering without finding buyers, low grades being in disfavour and rates asked above those current at home. Early in the fortnight supplies came to hand more freely than for some time past, but at the close they were coming in more moderate quantities. Late arrivals of second crop were very inferior in quality, there were but few desirable Teas amongst them; particular attention was called to this, as it enhances the value of the early shipments and should give confidence at home. Export 38,948,071 lbs. against 37,652,121 lbs., and stock 39,260 chests against 46,500 same date last year. Green Tea: Advices from America continued unsatisfactory, the stock held there was large, and rates for fine lines not remunerative; prices here in consequence had given way, and a decline of one to two taels were quoted; holders were anxious to quit at ruling rates, but buyers continued to act with caution. Settlements for the fortnight about 40,000 half-chests and 14,000 boxes at Tls. 35.00 to 60.00 proportion for Pingsuey, some fine lines selling at Tls. 70.00. Fychow and Teenkais Tls. 37.00 to 50.50, and Shanghai packed Tls. 35.00 proportion.

FOOCHOW.—During the greater part of the interval the Congou market had been quiet, with drooping prices, until near the close, when Teamen made a concession of about one tael in prices of grades above common, which led to increased purchases, particularly on Australian account, and for that quarter there were several buyers. The stock of Congou was tolerably large, and, as third crop leaf cost less than the second, Teamen were anxious to realise at the ruling quotations, but they refused at the moment to give way more. The third crop Congous were more satisfactory in quality, having more point and character than the second crop, but many of them were objectionably dusty. In Souchongs a few transactions had taken place at slightly easier rates. The Ooloong market remains unopened, owing to the excessive demand on the part of the holders; most of the fine parcels had been placed on the market. Scented Teas had been sold to a fair extent at a reduction of about one tael. Settlements had been—Congou: 27,467 chests at Tls. 7.8 to 8.8 o.b for dust to siftings; Tls. 10.8 to 13.8 o.b. for broken leaf; Tls. 15.8 to 18.3 o.b. for ordinary to good common; Tls. 19.8 to 23.3 o.b. for flavoury to medium; to Tls. 27.8 o.b. for good medium. Souchong: 1,253 chests at Tls. 18.3 to 22.8 o.b. for low common to common; Tls. 26.8 o.b. for medium; Tls. 31.8 to 38.8 o.b. for fine to finest. Ooloong: 287 half-chests at Tls. 18.8 o.b. for low common; Tls. 24.8 o.b. for a chop called Ooloong but not true Ooloong. Scented Tea: 10,763 boxes Caper at Tls. 21.55 to 25.5 o.b. for common to medium; Orange Pekoe, at Tls. 24.8 to 2.93 o.b. for medium to good medium. Flowery Pekoe, at Tls. 20.8 to 48.3 o.b., 616 chests.

AMOY.—Since the 7th Aug. about 8,000 half-chests of Oolongs had been settled at the quotations then ruling. Choice Teas continued to command full prices, but the demand for medium and lower grades was weak at the close. Arrivals had been 131,237 half-chests, and settlements 126,783 half-chests, leaving a stock of 4,454 half-chests. The Aurora Australis and Tamerlane were still loading for New York, and the Kin Lin for Boston. Rate of freight by all three vessels was £3 10s. per ton. The steamship Cyphrenes is expected for New York.

CANTON.—Fair transactions had resulted, as holders had made concessions which induced buyers to resume operations. Common to medium Scented Capers had been bought at a decline of one to two taels, though the better kinds had not given way so much in price. Scented Orange Pekoes, though lower than previously quoted, had been less freely parted with than Capers.

SILK.

YOKOHAMA.—The market had continued in the same active state as last reported, and a large business had been done, resulting in the settlement of about 1,000 bales, the bulk of which were Hank sorts. Arrivals had been exceedingly large, consequently dealers had shown some anxiety to meet buyers, and a decline in prices of about $25 per picul for medium and inferior Hanks had resulted. A parcel of Kakeda Oshu had been purchased at $760 per picul. Settlements, Hank sorts, 850 bales; other sorts, 150 bales; total, 1,000 bales. Quotations, including all charges in Yokohama and London, Exchange 4s. 8d. 6 months' sight, were as follows:—Hanks, Mybash and Sinchu, extra, 31s. 6d. to 32s. 3d.; best, 29s. 7d. to 31s. 2d.; medium, 27s. 8d. to 29s. 3d.; inferior, 25s. 7d. to 27s. 4d.; Hamatski medium, 28s. 1d. to 29s. 3d.; Coshu medium, 26s. 7d. to 27s. 8d.

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SHANGHAI.—Messrs. Skeggs and Co.'s Circular is as follows:—Our last circular was dated the 27th July, and the following week's business was limited to about 1,500 bales, buyers being less sanguine since the receipt of unfavourable telegrams, and dealers on the other hand determinedly refusing to lower the prices of any Silk with charactor. Chops were taken at Tls. 590, Blue Elephant Tls. 530, and Red Peacocks Tls. 515. Market sorts were quoted Tls. 5 to 10 lower, but frequently so only in the buyer's opinion. During the present week business has again been limited to about 1,800 bales, of which over 300 are Re-reels and best Kahings for America. Purchases for the European market are on a much smaller scale than has lately been usual, as dealers maintain the price of good Silks, and it is only in the common and undesirable sorts that a decline of Tls. 5 to 10 can be quoted. Blue Elephants have fetched Tls. 530, and Red Peacocks Tls. 510.

CANTON.—Since the 31st July the market had been very active for the descriptions of Silks suitable for shipment to Europe, and a large business had been done. Prices being $5.00 to 10.00 lower, a great many orders with limits had been executed, which the high rates ruling previously kept in abeyance. The third crop was all in, and musters of the fourth were expected in about a week from date; the crop was reported larger than the average, but the Silk again failed in cleanliness. Re-reeled Silks had not been in much demand; some contracts had been entered into, but particulars were not known. Settlements for the last French mail supposed to be 950 bales, and for this mail 500 bales, a large proportion of which was composed of Market, or No. 4 Tsatlee Reels. Stock estimated at from 600 to 700 bales.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 7¼d.	4s. 7¼d.	4s. 8¾d.
Shanghai ,, ,, ...	6s. 1d.	6s. 1½d. to 6s. 1¾d.	6s. 1¾d.
Canton ,, ,,	4s. 5¾d. to 4s. 5¾d.	4s. 6d.	4s. 6¼d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6¼d.	4s. 6¼d.	4s. 7d.
Manila ,, ,, ...	4s. 3¼d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	313	230¾
,, Hong Kong...	26½ to 27 dis.	—
Bar silver	111.2.5	8½ prem.
Mexican dollars	78.8.0	7 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 70; Old, 70 per cent. prem. ex div.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 23 per cent. discount.
China Traders' Insurance, $1,450 premium.
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, $32 premium.
Hong Kong Fire Insurance Company, $322½ prem..
Union Insurance Company, $1,300 premium.
China and Japan Marine Insurance Company, Tls 40 to Tls. 41 premium
China Fire Insurance Company, $47 to $48 premium.
Victoria Fire Insurance Company, $38 to $39 premium.
Indo-Chinese Sugar Company, $52½ dis.
Shanghai Steam Navigation Company, Tls. 39 to Tls. 40 premium.
Hong Kong Distillery Company, $5 dis.
Hong Kong Pier and Godown Company, $8 to $10 dis.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Liverpool, Aug. 1, Woodhall; from Cardiff, July 28, Seaforth; from Newcastle, 30, William Melhuish.

At SHANGHAI.—From London, Aug. 6, Trafalgar (str.), Deucalion (str.); from Liverpool, 4, Yeavering Bell; from London, previous to Sept. 23, Fontenaye; from Swansea, Daylight; from Cardiff, Heike Rickmers.

At HONG KONG and CANTON.—From London, Aug. 13, Sir Harry Parkes; from Cardiff, 2, Sapphire, Avona; 3, Iralo; 4, Furst Bismark, Eugenio, Whitehall; 14, Royal Oak; from Boston, 8, Nesutan.

At SINGAPORE.—From Glasgow, Aug. 19, Fitzpatrick; from Shields, 22, Crysolite; 23, Princess Louise; from Sunderland, Canada; from Hamburg, 24, Ariadne; from Rotterdam, Elly; from London, Sept. 19, Benledi; 26, Antenor (str.), Empress of India, Hong Kong (str.); from Clyde, Sree Singapura.

At PENANG.—From London, Glenroy (str); Sept. 25, Gordon Castle (str.).

DEPARTURES.

From YOKOHAMA.—For New York, July 26, Polly Lewis.
From SHANGHAI.—For London, Aug. 8, MacGregor (str.), Taitsing.
From FOOCHOW.—None.
From HONG KONG and CANTON.—For London, Aug. 4, Falcon.
From SINGAPORE.—For London, Aug. 21, MacGregor (str.); 22, Atma; for Boston, 20, Nellie Hastings.
From PENANG.—For London, Aug. 17, Ulva.

VESSELS LOADING.

At YOKOHAMA.—For London, Audax, Yedo; for New York, Leander, Eastern Chief, Jessie Isabel.

At SHANGHAI.—For London, Deucalion (str.), Northampton, Weymouth, Annie Bragington, Leicester, Langstone; for New York, Cyphrenese (str.), Kaisow, Cashmere, Duke of Athol.

At FOOCHOW.—For London, Sirius, Duna, Zenobia, Essex, Everest; for New York, Guinevere.

At HONG KONG and CANTON.—For London, Wemyss Castle, Burdwan, Norman Court, William Ritson; for New York, St. Paul, Cymbeline, Beemah.

At SINGAPORE.—For London, Hotspur, Killarney; for Liverpool, Apelles, Wooloomooloo; for Havre, Chateaubriand, Penseur; for Boston, Chieftain.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, £4 10s. per ton of 50 cubic feet, £4 dead weight; to New York £3 15s. to £4 per ton of 40 feet.

At SHANGHAI.—To London, £3 10s. steamers, £3 sailing vessels; to New York, £4 15s., steamers £3 10s., sailing vessels.

At FOOCHOW.—To London, £3 10s. to £4 steamers, £3 to £3 10s. sailing vessels.

At HONG KONG and CANTON.—To London £3 to £3 10s.; to New York £2 10s. to £2 15s.

At MANILA.—None.

At SINGAPORE.—To London, £3 per ton dead weight, £3 10s. light freight, per steamer, measurement £4.

At PENANG.—To London, £3 15 to £4 per ton.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
July 31 ...	Voorlichter ...	Shields ..	Batavia
,, — ...	Catalina ...	Manila ...	London
Aug. 1 ...	Empress ...	Cardiff ...	Hong Kong
,, 2 ...	Louisa ...	Falmouth ...	Hong Kong
,, 4 ...	Wyberton ...	Aden ...	Bat. & Siam
,, — ...	Undine ...	Shanghai ...	London
,, — ...	Adelaide ...	Singapore ...	Do.
,, 5 ...	Electra ...	Batavia ..	Amsterdam
,, 6 ...	Telanak ...	Amsterdam ...	Batavia
,, 7 ...	Forward Ho ...	Manila ...	New York
,, 8 ...	Frances ...	Passaroeang ...	Boston
,, — ...	Herschel ...	Samarang ...	Falmouth
,, — ...	Santos ...	Nagasaki ...	London
,, — ...	Grenada ...	Passaroeang ...	Falmouth
,, 9 ...	Black Adder ...	Foochow ...	London
,, — ...	Carmanstershire ...	Macao ...	Do.
,, — ...	Killarney ...	Shields ...	Order
,, — ...	Sooloo ...	London ...	Hong Kong

LATEST TELEGRAMS.

EARTHQUAKE AT SHANGHAI.

SHANGHAI, SEPT. 22.—A slight shock of earthquake was felt here at 7.30 yesterday morning.

COMMERCIAL.

CHINA.

HONG KONG, SEPT. 8.—Grey Shirtings, 6½ catties, 8¼ lbs., $2.40 to 2.45. Cotton Yarn 16-24, $123. T-Cloths, 6 lbs., ordinary $1.63; 7 lbs. Mexicans, $2.07. Canton Tea market quiet; prices lower; total of settlements, 440,000 boxes; stock, 50,000 boxes. Foochow market active at steady prices; total of settlements, 490,000 chests; stock, 84,000 chests. Total export of Tea from China and Japan for the season, 101,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 7⅛d.

SHANGHAI, SEPT. 28.—Grey Shirtings 6½ catties, 8¼ lbs., Tls. 1.8.7; T-Cloths, 6 lbs., ordinary, Tls. 1.1.3; 7 lbs. Mexicans, Tls. 1.5.1. Tea: Hankow and Shanghai markets quiet; stock, Shanghai black 24,000 chests, green 26,000 chests; freight by steamers, £3 10s. Silk: Quiet, No. 3 Tsatlees, Tls. 580, No. 4, Tls. 520; total export from China and Japan for the season to England 33,000 bales, to the Continent 13,000 bales; stock, Shanghai 8,500 bales, Japan 1,500 bales. Exchange on London bank bills six m.s., 6s. 1½d.; Mexican dollars, Tls. 77.

STRAITS SETTLEMENTS.

SINGAPORE, SEPT. 26.—Cotton Yarn, 40's, $131; Grey Shirtings, 39-in., 8¼ lbs., $2.52½; 7 lbs., $2.15. T-Cloths, 6 lbs., ordinary, $1.65. Gambier, $4.32½. Pepper: Black, $12.50; White, nom. Tin $38. Exchange on London: Bank bills, six m.s., 4s. 6¾d.

PENANG, SEPT. 26.—Tin, $37; Pepper, black, $12.85; white, $23.85; Sugar, No. 2, $5.10, No. 3, $3.25; Cotton Yarn (Mule Twist) 40's $130, 30's 117; Grey Shirtings, 8¼ lbs., $2.55; T-Cloths, 6 lbs. $1.70. Exchange on London: Bank bills, six m.s., 4s. 7½d.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Sept. 23, at Bremerhaven, from Bassein, Nicolo Balestrero; 26, at Falmouth, from Sourabaya, Professor v.d. Boon Mesch; 28, at London, from Colombo, Calisto; off the Lizard, from Batavia, Vier Gebroeders; at New York, from China (via S.C.), Craigforth (str.); 29, at Liverpool, from Singapore, Robert Kerr; at Queenstown, from Macao, C. L. Hanning; 30, at London, from Ceylon, Khimjee Oodowjee.

DEPARTURES.—Sept. 25, from Newcastle, for Amboyna, Jacoba Helena; 24, from Hamburg, for Shanghai, Furst Bismark; 28, from Glasgow, for Singapore (via S.C.), Jeddah (str.); from Liverpool, for Batavia, Metis.

WE understand that the steamers *Cheops* and *Galley of Lorne* will each take out about 900 tons of material for the extension of the Japan railways.

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IN CONNECTION WITH THE

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„ SHANGHAI }		
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THOMAS FULLER, Secretary.

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15th February, 1872

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DE
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AND HOW TO ATTAIN IT.

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The writer is evidently well acquainted with the East, and the information afforded by him is both useful and interesting.—*Daily News.*

The honest yet hopeful way in which practical information is communicated in these pages concerning actual life in India will awaken the dormant enterprise of young men of education and ability, whose prospects may be somewhat indifferent at home.—*Globe.*

A valuable little pamphlet.—*Morning Post.*

The author of this very sensible work appears quite at home in his subject.—*Financier.*

We leave the little book with much the same impression as would be derived from the conversation of an intelligent and observant man of the world.—*Bullionis*.

A real and practical knowledge has been brought to bear upon the subject.—*Money Market Review.*

The author of the above-named pamphlet formerly editor of the *Indian Examiner*, and since on the staff of daily and weekly journals in London, seeks a re-engagement as editor in China, Japan, or Ceylon. The advertiser has a thorough knowledge of the practical working of a newspaper, and could undertake the business department also.

Address, J. D. B., care of the Editor of the *London and China Telegraph*, 2, Cowper's-court, Cornhill, to whom references are kindly permitted.

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Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £8,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

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LONDON AGENCY.—144, Leadenhall-street E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office.

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Branches in Edinburgh, Calcutta, Bombay, Madras' urrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON Chairman.

ORIENTAL BANK CORPORATION

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

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Branches and Agencies:—

In INDIA ..... Bombay, Calcutta, Madras.
,, CEYLON ..... Colombo, Kandy, Galle, Matale.
,, STRAITS SETTLEMENTS and JAVA—Singapore, Penang, Batavia.
,, CHINA ..... Hong Kong, Foochow, Shanghai, Hankow.
,, JAPAN ..... Yokohama.

Bankers:—
Bank of England,
London Joint-Stock Bank.

The Bank receives money on deposit, buys and sells Bills of Exchange, issues Letters of Credit and Circular Notes, and transacts the usual Banking and Agency business connected with the East, on terms to be had on application.

THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, and CHINA.

The HALF-YEARLY MEETING of the Shareholders will be held within the BANKING HOUSE, No. 65, OLD BROAD-STREET, CITY, at One o'Clock precisely, on TUESDAY, the 15th Oct. next.

A Dividend of 8 per cent. per annum, free of Income Tax, for the half-year ended the 30th June last, has been declared, and will be paid to the Shareholders on the London register on and after the 28th inst.

The transfer books of the Bank will be closed from the 19th to the 28th inst. inclusive.

By Order of the Court of Directors,
WALTER ORMISTON,
For Chief Manager.

No. 65, Old Broad-street, London,
13th Sept., 1872.

CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130, 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shares holders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

LONDON AGENTS—FEARON AND CO.,
34, GREAT ST. HELENS, E.C.,
By whom risks to all Eastern ports are taken at current rates.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.
Reserve Fund, $900,000.

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LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

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Shanghai	Yokohama	ngapore
Foochow	Hiogo	Bombay
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The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

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GIBRALTAR .. MALTA.....	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA. ADEN ..... BOMBAY.....	,, ,,	Every Friday, at noon.	Every Monday, at 5 A.M.
GALLE..... MADRAS..... CALCUTTA ... PENANG..... SINGAPORE ... CHINA ..... JAPAN	Thursday, Sept. 12 & 26, at 2 P.M.	Friday, Sept. 6, 20, & Oct. 4, at noon.	Monday, Sept. 9, 23, & Oct. 7, at 5 A.M.
AUSTRALIA ... NW. ZEALAND (Cargo only.)	Thursday, Sept. 26, at 2 P.M.	Friday, Oct. 4, at noon.	Monday, Oct. 7, at 5 A.M.

And all Ports at which the British India Company's Steamers call.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

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,, 17	... KHEDIVE	...	3,742	... 600
Nov. 7	... PEKIN	...	3,777	... 600

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First-class	£66
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Tigre ... ... Sept. 29		
Hoogly ... Oct. 13		
Amazone ... Oct. 27		
Ava ... ... Nov. 10		
Camridge ... Nov. 24		

The steamers of the 29th Sept., 27th Oct., and 24th Nov. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 15th Sept., 13th Oct., and 10th Nov. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... Every Thursday (noon)
,, Constantinople... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,,

The Company's weekly steamers to Alexandria connect at Alexandria with the English mail steamers from Brindisi to Bombay.

For Passage, Freight, or Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

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Destination.	Ship.	Class.	Dock.	Last Shipping day.
Pen., Sing., Hg. Kg., & Shanghai, via S.C. ...	Nankin, s.s.	100 A1	SWID	With des.
Do.....	Chin-Kiang, s.s.	100 A1	SWID	To follow
Shanghai ...	Portland.....	AA1	E.I.D.	With des.
Chefoo and Tientsin...	Carnarvonshire	A1 14 yr.	E.I.D.	With des.
Yokohama & Hiogo.....	Glamorgan. shire	A1 14 yr.	E.I.D.	With des

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America	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
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Returning from Hong Kong on the 12th and 27th of every month.

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China ..... in 44 ,, ,,
New Zealand in 42 ,, ,,
Australia ..... in 47 ,, ,,

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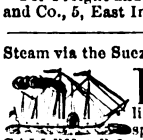
Drummond Castle	100 A1	1,930	SWID	Sept. 24
Glenlyon	100 A1	2,200	SWID	To follow
Glenroy	100 A1	2,100	SWID	To follow

For Freight and Passage, apply to THOMAS SKINNER and Co., 5, East India-avenue, E.C.

Steam via the Suez Canal To sail on the 12th October.



FOR SINGAPORE, YOKOHAMA, and HIOGO, with liberty to call at Hong Kong, the splendid full-powered screw-steamer GALLEY OF LORNE, 100 A 1.; 1,390 tons register, 240-horse power, nominal; RICHARD ROBINSON, Commander; South West India Docks. This ship has a large portion of her cargo engaged, deliverable at Japan without transhipment. Has elegant accommodation for first-class passengers, including cabin fittings, bedding, and linen.

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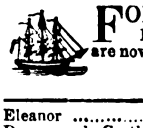

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Eleanor	433	Wright Bros. & Co.	Sept. 25
Drummond Castle, s.s.	1,289	Thos. Skinner & Co.	Sept. 24
Kromatah, s.s.	805	Smith, Son, & Cole	Oct. —
Havelock	455	Wright Bros. & Co.	Oct. 25
LIVERPOOL.			
Menelaus, s s	1,519	Alfred Holt	Oct. 1
Ulysses, s.s.	1,520	,, ...	Oct. 18
GLASGOW.			
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THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January, 1872. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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VIA BRINDISI.]

The London and China Telegraph.

新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 474.] LONDON, MONDAY, SEPT. 30, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.		OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Sept. 30.
JAPAN —	Yokohama	June 14	July 27	Aug. 7
	Yedo			
	Osaka and Hiogo	,, 7	,, 27	,, 1
	Hakodadi			
	Nagasaki	,, 14	Aug. 1	,, 2
CHINA —	Peking	—	—	,, 2
	Tien-tsin	—	—	,, 5
	Chefoo	—	—	,, 6
	New-chwang			,, 2
	Hankow	,, 14	July 28	,, 6
	Kiu-kiang	—	—	,, 7
	Chin-kiang			
	Shanghai	,, 28	Aug. 7	,, 11
	Ningpo	—	—	,, 8
	Foochow	,, 28	,, 8	,, 11
	Formosa			
	Amoy	—	—	,, 12
	Swatow	—	—	,, 13
	Hong Kong	July 5	,, 11	,, 17
	Canton	—	—	,, 15
	Macao	—	—	,, 16
PHILIPPINES—				
	Manilla	June 28	,, 7	,, 13
COCHIN-CHINA—				
	Saigon			
SIAM —	Bangkok	—	—	,, 16
BORNEO—	Labuan	—	—	,, 18
	Sarawak	—	—	,, 17
JAVA —	Batavia	July 12	,, 14	,, 19
	Samarang	—	—	,, 18
	Sourabaya	—	—	,, 17
MALACCA STRAITS—				
	Singapore	,, 26	,, 24	,, 25
	Penang	,, 26	,, 22	,, 27
CEYLON —	Galle	Aug. 9	Sept. 1	Sept. 5
	Colombo	,, 9	,, 2	,, 3

THE MAILS, &c.

The P. and O. mail, bringing advices as above, was delivered, *via* Brindisi, this morning, its due date. The next inward (French) mail, with dates Yokohama Aug., 14, Shanghai Aug. 18, Hong Kong Aug. 24, Singapore Sept. 2, is due, *via* Marseilles, on Monday next, the 7th proximo.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, four to five hours in transmission.

List of Passengers.

PASSENGERS INWARD.

To San Francisco, per Pacific mail steamer *Great Republic*, arrived Sept. 12.— For New York: A. Garcia, E. Hasplin Mrs. John Baker, Mrs. Chan Laisun and two children, Miss Lena Laisun and Miss Anna Laisun, J. G. Paget, and thirty-four Chinese students. For Chicago: A. C. Westall, H. S. Shonach, J. S. Drysdale. For Philadelphia: H. G. Gotts, United States Navy. For Boston: J. B. Lovejoy.

By this mail to Brindisi, per P. and O. steamer *Malta*, arrived Sept 26.—To Venice, from Hong Kong: Mr. Sutherland.

To South mpton, per P. and O. steamer *Mongolia*, expected to arrive Oct. 7.— From Yokohama: Mr. Goose, Mr. Mitchell. From Hong Kong: Captain Lorange, Dr. Pottinger, R.N., and one second-class passenger. From Singapore: Mr. Bazley. To Alexandria, from Yokohama: Mr. Le Duc. To Malta, from Yokohama: Mr. Mallia. Mr. Darawny, Mr. Arnaud, Mr. Johra. To Gibraltar, from Singapore: Captain Salgado and servant, Don Lemberano and child, Don Carmen de Llus, five children, and servant.

PASSENGERS OUTWARD.

Per French mail steamer *Hoogly*, from Marseilles, Sept. 29 (booked from London). To Batavia: Mr. and Mrs. Hooykaas and family, Mr. C Bellart, Mr. Van der Lonteuvante, Mr. Van Hement, Mr. J. Dunlop. To Hong Kong: Mr. and Mrs. Bertrand, Mr. Rogerson, Mr. J. H. Cox. To Singapore: Mr. and Mrs. Burn, Mrs. Engster, Mr. and Mrs. Brasier. To Galle: Mr. Qurura.

Per French mail steamer *Tigre*, from Marseilles, Oct. 13 (booked from London).— To Yokohama: Mr. Bossman, Mr. Fraissinet. To Shanghai: Mr. W. F. Loy, Mr. R. E. Rennie, Mr. H. Broughman Miller, Mr. and Mrs. Medhurst and child. To Hong Kong: Mr. F. Bowden, Mr. and Mrs. Heard, Mr. J. Heard. To Batavia: Mr. C. A. Henry, Mrs. Lacey, Mr. and Mrs. G. Van and son, Mr. and Mrs. Engelbronner and family. To Galle: Mr. A. S. Daniell, Mrs. W. Daniell, Mrs. Geddes and child. To Saigon: Mr. Lory.

Per French mail steamer *Donnai*, from Marseilles, Oct. 27 (booked from London). —To Hong Kong: Mr. E. Moore. To Singapore: Mr. and Mrs. Labhart Lutz.

Per French mail steamer *Ava*, from Marseilles, Nov. 10 (booked from London).— To Singapore: Mr. and Mrs. W. Ullemeister. To Batavia: Mr. and Mrs. Nogel, Miss Klins, Mr. A. Matkins, Miss Clona, Miss Mees.

Per French mail steamer *Cambodge*, from Marseilles, Nov. 29 (booked from London).—To Batavia: Mr. and Mrs. Hora Siccolna.

Per P. and O. steamer *Hydaspes*, from Southampton, Sept. 21.—To Hong Kong (*via* Bombay): Capt. and Mrs. Tracey.

Per P. and O. steamer *Wooltan*, from Brindisi, Sept. 30.—To Ceylon (*via* Bombay): Mr. Duncan.

Per P. and O. steamer from Suez, Sept. 27.—To Shanghai (*via* Bombay): Mr. H. G. Learer, Mr. H. W. French.

Per P. and O. steamer *Massilia*, from Southampton, Sept. 26.—To Hong Kong: Commander Hon. J. Fitzmaurice, Mrs. Andrews. To Singapore: Rev. H. Francis To Ceylon: Mr. and Mrs. C. B. Collinson.

Per P. and O. steamer *Malta*, from Brindisi, Oct. 7.—To Yokohama: Mr. Short. To Shanghai: Mr. Fauvit. To Singapore: Mr. R. B. Carnegy.

Per P. and O. steamer *Mirzapore*, from Southampton, Oct. 3.—To Ceylon: Mr. W. Owen.

Per P. and O. steamer *Simla*, from Southampton, Oct. 10.—To Yokohama: Mr. F. C. Hayes. To Shanghai: Mr. A. B. Steel. To Hong Kong: Miss Simpson, Mr. T. B. Hooper. To Singapore: Mrs. Trotter, Mrs. Dunlop and child. To Penang: Mrs. Speedy.

Per P. and O. steamer from Venice, Oct. 18.—To Penang: Mr. Speedy, Mr., Mrs., and Miss Vermont. To Singapore: Mr. J. M. Matson. To Ceylon: The Mackintosh of Mackintosh, Mr. S. Holmes.

Per P. and O. steamer *Pera*, from Brindisi, Oct. 21.—To Yokohama: Mrs. Marshall. To Hong Kong: Mrs. C. A. Sinclair, Mr. M. Murray. To Singapore: Capt. and Mrs. Caldbeck. To Ceylon: Mr. R. Morris.

Per P. and O. steamer *Poonah*, from Southampton, Oct. 24.—To Hong Kong: Mr. H. H. Thornton, Mr. J. Alexander. To Singapore: Miss Rickards.

Per P. and O. steamer *Pekin*, from Southampton, Nov. 7.—To Ceylon: Mrs. Bayley and child. To Hong Kong (*via* Bombay): Mr. W. H. Fittock.

Per steamer *Drummond Castle*, from London, Sept. 28.—To Singapore: Capt. Kirk, Mr. Hoskyn. To Hong Kong: Mr. Hochne. To Shanghai: Mr. Litchfield, Mr. Milne.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The P. and O. mail *via* Brindisi, and the Pacific mail *via* San Francisco, bring advices to the same date, the 7th August; the French mail from London, June 7, arrived out on the 24th, and the following P. and O. mail of June 14 on the 27th July. The following summary of news is from the *Japan Mail* and *Japan Herald*:—

Several official changes have lately been made, Mutzu Munemitzu, Governor of Kanagawa, being appointed to the Finance Department, and Nakayama, Inspector of Customs, being transferred to Kobe. The Vice-Governor here has been assigned to fill Mutzu's post.

A meeting was held on the 31st July, at the Chamber of Commerce, for the purpose of organising a branch of the Royal Asiatic Society. There were present the Rev. W. E. Syle, Admiral Shadwell, Messrs. E. Satow, W. H. Smith, E. Van Reed, C. B. Watson, Howell, Brooke, Lowder, Patow, Robertson, Walsh, Wilkin, Captain Arthur, and Dr. Hadlow; Mr. R. G. Watson, H.B.M.'s *Charge d'Affaires*, presided, and in opening the proceedings said it might well be considered a reproach to Japan that a Society which they had met to organise had as yet never been formed in this country. Every country in Europe possessed three or four societies of a similar learned nature; foremostamong them, which stood out in honourable relief, was the Royal Asiatic Society of London. That Society was largely indebted to correspondents abroad. He knew of an affiliated Asiatic Society in India, established at Bombay, which had furnished much information to that of London. There was also a Society for China, whose headquarters were at Shanghai, but at present Japan had none. It should be considered how little we know of this country, how much there is to learn of its laws and manners, its sciences, including ethnology, geography, and geology, and what a promising field is opened up in Japan for inquiry. Such a Society would help to preserve records of the establishments of Japan which now were fast becoming obsolete, perpaps soon to be erased from the memory of mankind. Admiral Shadwell, who is a member of the Royal Asiatic Society, was present. The following rules, forming the constitution of the proposed Society, were then read:—

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I. The Asiatic Society of Japan has for its object to collect and publish information of permanent value respecting Japan and parts adjacent. II. Residents of Yokahoma may become members by payment of an annual subscription of $5; honorary and corresponding members by election, without payment. III. The officers are a president, two vice-presidents, a secretary, a librarian, and a curator. These officers, together with resident members chosen for the purpose, form the council of the society, by whom all its affairs are managed. IV. Meetings of the society are held monthly, or oftener, at the discretion of the council. V. This constitution may be amended by a vote of two-thirds of the members present at a regular meeting.

These rules were adopted on the motion of Vice-Admiral Shadwell, and it was arranged that the society should communicate with the Royal Asiatic Society of London, with a view to its becoming the Japan branch of that institution.

It is hardly a month since (says the *Mail*) that we spoke in very plain terms of the infamous character of the correspondence admitted into the *Hiogo News* under the head of Yokohama. The scoundrel who writes these letters—and whom, if we can track him, we will assuredly gibbet, name, nationality, profession, and all—has at last brought about precisely the kind of trouble his letters were calculated to produce. Exasperated by the insults levelled unmistakably at himself, Dr. Tryon, an officer of the United States Navy, a gentleman well and most favourably known to the residents of this port, went in company with Flag Lieutenant Emory, of the *Colorado*, to the office of the *Hiogo News*, and demanded an apology for the insults put upon him. A form of apology was agreed upon by the respective parties, and the two officers left. But instead of this apology being published, an explanation was made in the paper, which was deemed insufficient—as it was. The two gentlemen again went to the office of the *Hiogo News*, high words arose, and Dr. Tryon struck the representative of the paper—whoever he may have been. The inevitable consequences ensued; the matter comes before the American Consul, and, of course, eventually before the American Admiral.

We are not (continues the *Mail*) in the least surprised at the affair, however great may be the regrets it causes us. The letters of the anonymous Yokohama correspondent of the *Hiogo News* ought never to have been published by any paper whatsoever; they were scandalous and disgraceful, and reflected the gravest discredit upon those who permitted their publication. We trust the Admiral or the authorities at Washington will take a common-sense view of the matter, reprimand the officers, and reinstate them. As to the cowardly ruffian from whom the correspondence emanates, the sooner sufficient tangible evidence of his identity comes out, the sooner his punishment will come. It is high time a stop was put to these things, which disgrace every foreign resident in this country.

A meeting to receive the report of the commission elected to inquire into the management of the General Hospital during the past year was held on the 29th July. The report consisted mainly of a number of suggestions for the future management of the institution.

An act of piracy is reported. Six armed men during the night attacked the European built but Japanese owned ship *Honai Maru*, lying off Kanagawa, and, after a short conflict with the crew, in which one was killed and several wounded, the pirates managed to possess themselves of the ship. They secured all the valuables they could lay their hands upon, including a sum of $2,185, bound fast the crew, and escaped.

The cause of Findlay, Richardson, and Co. *v.* Pitman and Co. was to have been heard on Aug. 2, the Chief Judge having, as already reported, given the plaintiffs the option of showing cause why the case recently heard before the Acting-Assistant Judge should not be appealed to Shanghai or reheard in part, or of declining to take any action. Mr. Davidson, who represented the plaintiffs, adopted the latter course. The Chief Judge will now consider the argument put in by Mr. Dickins on behalf of the defendants, and will render his decision on his return from Hakodate, whither he is going in the *Iron Duke*.

Mr. Davis has brought his plans for watering the streets of this settlement into operation, and the community have had abundant opportunity of experiencing the grateful change he has brought about. Some decided action will have to be taken to prevent Mr. Davis losing money by his efforts. In the first place, he has laid out $500 for his carts, $250 for his pumps, and labour costs him $10 a day. On the other hand, his receipts only amount to $240 a month, and thus he loses money on the employment of labour alone, to say nothing of the $750 first cost of his material.

On the 22nd July, at the Bluff Gardens, a pyrotechnic display took place with every success. The Gardens were fairly attended, and soon after the appointed time the display commenced—serpents, rockets, and a thousand other fireworks, whose names are unknown, being let off, and apparently giving very general satisfaction.

Telegraphic communication between this port and Nagasaki is completed, and now only awaits the arrival of batteries from England.

A great number of shipping cases have been heard at H.B M.'s Consulate; they consist chiefly of the refusal of the crews to work.

The weather has been seasonably warm. The general health of the settlement remains unaltered. The crops appear to promise well.

The man Schnerr, who was recently brought before the Austro-Hungarian Court on a charge of robbery, is to be removed to Shanghai for trial.

The buildings in connection with the new Custom-house are progressing satisfactorily.

The Pacific Mail Company's steamer *Great Republic*, with advices from Yokohama to the 21st August, arrived at San Francisco on the 12th inst. The summary of news brought by this steamer as telegraphed to the New York press is unimportant, the only item of interest consisting of the statement that the Mikado has returned to Yedo.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, AUG. 2 (VIA SAN FRANCISCO).

Yesterday morning the French and English mails of the 7th and 14th June arrived by the Pacific mail steamer *New York;* the latter in forty-four days from London. The mail leaving San Francisco on the 30th ultimo is not due here until the 31st instant. Almost every steamer bringing the mails *via* Europe, and taking them *via* San Francisco, have had their due dates to arrive fixed for Sunday morning at daylight, and their departures fixed for midnight on the same day. The company have much to answer for on the charge of Sabbath-breaking, and I believe that if another company starts who will give their attention to the avoiding of such inconvenient arrangements they will have the sympathies and support of shippers of cargo on their side. The public are getting very tired of the continual Sunday work, and are growling considerably, and I hear that the Rev. Henderson Burnside is endeavouring to get a memorial addressed to the agent here for transmission to headquarters, as the present state of things is the means of causing his church to be almost deserted. It would not matter in the least if people could see their way to prepare on the previous day, but this it is almost impossible to do before the receipt of the inward mail. To close all up on Saturday would suit everybody, and if the steamer came in on that day and left the same night it could make no difference to the company, whose vessels are often lying at Shanghai for several days.

Since my last letter of the 15th inst. the chief event has been the visit of the Mikado, who landed here on Friday afternoon, the 19th inst., at six o'clock, and left again on the Monday following at the same hour. His visit is regarded as one of very great importance, owing to the sweeping changes it will assuredly bring about. The appearance of the Sovereign in a foreign suit of clothes has been too much for the native population, who, instead of regarding him as a heavenly being, and being awed by his presence, have changed their views now that they find him to be but human. Of course rumours have been plentiful amongst a superstitious and ignorant people like the Japanese lower class, and foreigners who are looked up to for information by the former have been treated to some of the wildest inventions imaginable. It is quite clear to everyone that so far as Nagasaki is concerned the Mikado's spiritual reputation is irrecoverably gone, and that to secure the feelings of loyalty from his subjects it will be necessary to raise the minds of men to a higher standard by educational measures, by the diffusion of useful knowledge of every kind. I have even heard that foreigners are to be found who are of opinion that a great mistake has been made by his Majesty's advisers in allowing him to appear as he did. When you hear of such expressions as these, and from those who are supposed to entertain progressive views, it leads one to suppose that Japanese statesmen are in advance of some of the Western folks. Nothing short of breaking down and destroying old prejudices will do any good for Japan. The people of the present generation require treating like children at first, as without being led they cannot be expected to do anything of their own accord after being in the leading strings of a paternal Government so many years. The *Nagasaki Express* gives the following account of the Mikado's movements during his stay here :—

On Sunday morning, the 22nd July, as early as 7 A.M., his Majesty paid a visit to the Gon Rei of Nagasaki-ken at his official residence, and later in the morning the two Government works—the Akanora factory and the Patent Slip—were visited. At the latter the Japanese steamer *Swatow* was hauled on the gridiron in his presence. After this had been accomplished, he inspected the machinery, and had the working of it explained to him, in which he appeared to take great interest. Mr. Blaikie, the manager of this establishment, and his assistants, Messrs. Gill and Douglas, were presented with a *souvenir*, which will no doubt be regarded by them as a pleasant reminiscence of his Majesty's visit. The site of the dry dock on the other side of the harbour, where the work has been suspended for a long time, was not inspected, probably as it is an undertaking existing only on paper. It was originally intended that a visit should be made to the Custom-house, and to the Great Northern Telegraph Company's office, but this was not carried out. We understand that his Majesty was desirous of exchanging messages with the principal crowned heads of Europe, but this it was found would occupy too much time. In the evening the harbour presented a very pretty appearance; the Japanese fleet and several merchant steamers responded to the shore illuminations previously displayed. Every vessel had its bulwarks, &c., covered with lanterns from stem to stern, and their yards dressed in the same manner. The town and

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suburbs were again illuminated, and fire-balloons were sent up. On the following morning, at six A.M., the Mikado left Ohara in his barge, and proceeded to the *Rufo kan*, with a similar escort to what he had on landing, and embarked on board under the customary salute from the Russian corvette *Vetiaz*, the U.S.S. *Monocacy*, and Japanese vessels, and by eight o'clock the squadron had passed the point *en route* for Kumamoto, with the exception of the *Kasugo kan*, which did not leave until Wednesday.

The temporary apartments occupied by his Majesty have been thrown open to visitors, and numbers have availed themselves of the permission given to make an inspection of them during the week. The native tradesmen who have supplied articles for his Majesty's use are proud of the honour conferred upon them, and will not be slow in turning it to account. "Confectioner, &c., to his Majesty," will no doubt be inserted in their business announcements in a similar manner to that adopted in Europe. By command of the Mikado the Governor of Nagasaki has addressed a letter to the Consuls representing the Treaty Powers, requesting them to thank their countrymen for the cordiality displayed.

The illuminations which this community exhibited on the occasion of the Mikado's visit were extremely successful, and, as these were the first which have been given to him, they are rendered of much greater interest than they would have been had they been simply a copy from some other place. This is the second occasion on which Nagasaki has been first in the field in this line—the first being when the Duke of Edinburgh paid a visit here. The next attempt at a similar display will be made when the Grand Duke Alexis of Russia, who is expected here next month, arrives.

Of general news there is not much to give. The case of "P.M.S.S. Company *v.* Gribble" has been heard, but the verdict has not yet been given by Sir Edmund Hornby, who left by last steamer for Yokohama, from whence judgment is to be delivered. Another case, "Boeddinghaus, Dittiner and Co. *v.* Gribble," as agents for Holt's line of steamers, has been heard before Mr. Marcus Flowers in H.B.M.'s Provincial Court, and has resulted in a verdict for the defendants. The claim was for cargo delivered in bad condition, and part of which had been lost, owing to the cases being broken.

Business has scarcely revived since the Mikado's departure, but some extensive settlements of tobacco have been made, which it is believed are intended for London. Nebus are quoted 395 per $100. Exchange on London 4s. 8d. nominal. Freight to London nominal, as there is no vessel on the berth.

CHINA.

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TIENTSIN.

(FROM A CORRESPONDENT.)

TIENTSIN, July 30.

The French corvette *Linois* arrived at Taku on the 22nd July with M. L. de Geoffroy and suite, and on their arrival the gunboat *Couleune* steamed alongside, and his Excellency was received by Mr. Dillon, French Consul. They proceeded at once to Tientsin, and arrived there on the evening of the 23rd. On the 25th his Excellency and suite, with his mounted escort, paid an official visit to Li-Hung Chang, the Viceroy—the first time a Foreign Minister has gone to Tientsin with a fully mounted escort and staff; and no doubt the Viceroy was rather surprised to see such a contrast to the suite of other Foreign Ministers, which generally consists simply of an interpreter. Li-Hung Chang returned the Minister's call on the 26th inst.; arriving with a miserable suite of a few Mandarins on ponies, and dirty followers. Mons. Geoffroy's dignified tone and gentlemanly bearing rather surprised the Viceroy. In the cool of the evening Mons. Geoffroy rode into the city, attended by his suite, and visited the graves of those who were so cruelly massacred by the Chinese on the 20th June, 1870, and was deeply affected at the sight before him. He also visited the Cathedral, which is to be restored by the Chinese Government. On Saturday, the 27th, Mons. Geoffroy left by boats for Tungchow, *en route* to Peking. His escort was fully mounted, and the boats left whilst the French gunboat *Couleune* was firing a salute of fifteen guns. Mons. Dillon, the French Consul, Count de Kergamint, and other gentlemen on H.E.'s staff, with the mounted escort, left on the 29th by road, to await the arrival of Mons. Geoffroy at Tungchow, when the procession will be formed for Peking, and Mons. Geoffroy is expected to arrive at the French Legation on the 1st August. Whilst Mons. Geoffroy was at Tientsin a battery of Krupp's steel guns arrived per *Shantung*, costing the Chinese Government, they say, about $8,000 each gun; and Li-Hung Chang lost no time in sending them to the new forts between this and Taku. A further lot of guns is shortly expected; together with a supply of torpedoes lately arrived from England, by the steamer *Craigforth*.

Heavy rains have set in at this place.

SHANGHAI.

We have advices from this port to the 11th August. The P. and O. mail from London June 28 arrived out on the 7th August, the same steamer bringing the French mail of 21st June, which had been delayed by the accident to the Messageries Maritimes steamer *Donnai* The following summary of News is from the *North China Herald* and *Shanghai Courier*:—

M. Vignale, Consul-General for Italy, has resigned the position of Senior Consul, which had fallen to him on the departure of Mr. G. F. Seward, United States Consul-General. During the few months for which he has held the position, M. Vignale has been indefatigable in his exertions to fulfil the duties devolving upon the senior in the consular body, in a way creditable to that influential corporation and advantageous to the foreign community, both in its commercial and municipal relations with the Chinese authorities. M. Vignale leaves shortly for Japan, and Mr. Alabaster, H.B.M.'s Acting-Consul, has been appointed Consular Delegate, to act in the name of the Senior Consul.

The bulk of the Grey Shirtings settled during the week have been mildewed. It is matter for surprise, and, we may add, no little regret, that our Chamber of Commerce does not give this evil some consideration. It is surely widespread and serious enough to call for some remonstrance. We know that it is altogether vain for individuals to seek redress in Manchester, for, by some mysterious process, unknown to us and to the majority of China merchants, the damaged specimens (bales and pieces selected by disinterested surveyors, and packed in tin lined cases) forwarded to Manchester have turned out cleaner and sounder than when they were originally despatched from the warehouses, and Manchester men have hitherto repudiated all responsibility in consequence. Would it not be worth while to have the question of liability tried in a court of law at home? We believe every member of our Chamber of Commerce would heartily endorse any action the committee might see fit to take in this respect. Mildews are now the rule, and even the very best makes are no longer free from the imputation.

A meeting of the promoters of the Tramways Company has been held, at which the opposition likely to be raised to the scheme at the ratepayers' meeting was discussed. It was finally resolved that, to meet the views of those who are indisposed to see an experiment tried on the Bund, and also considering the probable delay which would occur in even the commencement of the present plans, the Tramways Company should at the forthcoming meeting only ask for permission to lay a single line of rails from the Soochow Creek end of the Fuhkien-road to the Yang-king-pang Creek. The sanction of the French Municipal Council for continuing the line to the North gate of the city will be afterwards sought for.

The new light at Woosung was shown for the first time on August 1. The new illuminated apparatus is a dioptric one of the fourth order, showing a fixed light over three-fourths of the circle, while the light of the remaining fourth is utilised by means of a reflector of silvered copper, which throws it across the entrance to the Woosung River. A white light is seen over the navigable channel, on each side of which a red light only is visible. There is but one lamp, in the centre of the apparatus, the colouring being effected by means of screens of ruby glass. The light consists of five lens rings in the centre, with as many prisms placed over, and three under it; these collect the rays of light diverging from the flame and throw them out towards the horizon. The lamp, which burns kerosine, is of peculiar form, to suit the apparatus. A lightning conductor of copper wire rope extends from the blocking deep into the soil at the base of the tower, where it is attached to a sheet of copper placed in a pit filled with charcoal. The tower is 48 feet high, square on the exterior, but round in the interior, with a spiral staircase of 68 steps. Bricks have been chiefly used in its construction, but the door facings, stairs, and top course are of stone from Ningpo. Mr. Hart, Inspector-General of Customs, has taken his departure for the North, accompanied by Mr. Henderson, Chief Lights' Engineer, in the steamer *Feihoo*, in conjunction with whom he will make a tour of inspection of the lights existing, in progress, or projected, for the guidance of navigation on the northern coasts and islands of China. The tour will occupy about a month, after which Mr. Hart will proceed to Peking, where he will arrive in time to see the transmission of proper documents to ensure the long-deferred and much-bungled opening of Hainan, which is semi-officially announced to take place early in October. An action likely to attract considerable public attention has been commenced in H.B.M.'s Supreme Court on the suit of Mr. James L. Brown, barrister-at-law, and formerly a member of the Imperial Maritime Customs Service, against Mr. Hart. Mr. Brown claims something like Tls. 7,000 for surveys, plans, estimates, superintendence, &c., in connection with certain lighthouses, harbour works and improvements in navigation at Ningpo, Foochow, and Canton, and for recommendations as to the clearing of harbour approaches by steam dredges—for some of which works Mr. Brown claims the merit of being the first of their kind in China.

At the Mixed Court, on the 7th August, a case was heard which may prove of some public interest. The captain and owners of the *Fuhle* steam-tug, through Mr. J. S. Baron, agent, handed over to the Court some 1,500 Foochow poles, the cargo, more or less, of a junk from Foochow to Canpu, which the *Fuhle* found in a state of distress near the light-ship, and brought safely into port. The object of placing the lumber in the custody of the Court was in order that it might adjudicate on the same, so as to secure to the *Fuhle* the reward claimed per agreement for salvage services. Mr. J. L. Brown appeared on behalf of the captain, with the view of resisting the claim of the *Fuhle* to salvage, on the ground that she rendered only the customary

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services of a tug steamer. After hearing the pleadings at some length, the Court reserved judgment.

The English mail last received has taken only thirty-eight days and fifteen hours in transit from London. From a few notes of the voyage of the *Hindostan* as far as Aden, we find that in one day's steaming she did 336 miles, or fourteen knots an hour. If the P. and O. Company's new boats go on like this, we may count on a material shortening of the tedious voyage to and from England.

The last of the road steamer has been shipped by the *Sin Nanzing* for Tientsin. As the machinery had to be taken rather minutely to pieces, however, to facilitate shipment, it will be some time before it can be put together again, but we may hope to hear in a month or two that this interesting innovator has at last developed into a thing of life and action.

Mr. Burge R. Lewis, the United States Consul-elect for Hainan, has arrived here on a visit, to recruit his health, which has been seriously impaired by the discomforts and privations to which he was exposed during a visit he made to Kiungchow, to make preliminary arrangements for his consulate. The voyage back to Hong Kong, in a native junk, occupied eight days of most unwholesome weather.

The rebuilding of the British Consulate has reached the pitch of the eaves, and the massive roof-trees are being prepared to cover it in.

By an Imperial edict of the 8th July, the father of the Empress elect was raised to a dukedom of the third rank, while the mother was raised to a ladyship of the first degree, with all the honours of a duchess.

NINGPO.

(FROM A CORRESPONDENT.)

NINGPO, JULY 23, 1872.

The summer through which we are now passing, and the strength of which was broken, we hope, two days ago by a thunderstorm of unusual severity, has been remarkable for its late arrival, and its fierce heat when once upon us. There was no real summer heat till June 30, though we had many hot days in April; but from June 30 till July 21, with little cessation, the heat by night as well as by day has been very great. In some foreign houses the thermometer has touched 100 deg.; and in none did it fail to rise above 90 deg. for three weeks in succession. The heat of summer and the sleeplessness caused thereby are supposed by some persons to excite the otherwise apathetic Chinese to thoughts of violence if not to deeds of blood. Certain it is that not only the Tientsin massacre, but also the numerous kidnapping excitements and assaults on mission or mercantile premises have taken place chiefly in the summer. The Chinese, like the Athenians, having an eager appetite for news, are driven in the sultry summer nights and under the full moon to invent intelligence and concoct rumours, and now that the "long-haired" are extinguished the most fertile topic is, of course, the "red-haired." I notice, therefore, with thankfulness the remarkable freedom from rumour and excitement amongst the people during this remarkably trying summer. Earlier in the year the word was passed from mouth to mouth amongst the city and country people that the foreigners' prestige was gone in Ningpo, and that we should soon be driven out, but nothing has yet occurred in fulfilment of the reports.

I trust this repose is not a lull before a storm. There must be, one would hope, *some* sincere friendly feeling at head quarters to account for this quiet below. The Imperial marriage in October, however, and the Audience Question, more weary and protracted, though more direct than the Indirect Claims, make one somewhat anxious for the future. One longs for a little of the more positive policy of Japan. Either honestly persecute or honestly tolerate Christianity. Either say to foreigners be good enough to clear out, or cease muttering such sentiments in secret; and open the gates of the Empire wide to mercantile and philanthropic enterprise. I confess that when reading the extract from Lord Elgin's correspondence I tremble for England's future in China. Have overbearing conduct, injustice, harshness and meanness, stained too often our past career in dealing with this Empire; and must not the retribution come? One turns with some comfort to the list of philanthropic efforts for the good of the Chinese given by your correspondent, "E. W. S.," from Shanghai. Ningpo and other open ports and cities of the Empire could add to that list; and one ventures on the hope that those "troublesome people," the missionaries, to whom your correspondent alludes, "always getting themselves and others into trouble," will yet be found to have averted trouble from their fellow countrymen.

HONG KONG.

Our advices by this mail extend to 17th Aug.; the French mail from London 5th July arrived out on the 11th August. The following items of intelligence are taken from the *Overland China Mail*:—

The half-yearly meeting of the Hong Kong and Shanghai Banking Corporation was held on the 14th August, Mr. T. Pyke presiding. The chairman having read the report—which was published in our last issue—said that he would draw the attention of shareholders to one item in the accounts. As most present knew, the Bank was interested in the sugar refinery at East Point. To meet any possible liability the directors had deemed it prudent to set aside a sufficient sum in this connection to place the accounts of the Bank on a satisfactory footing. The report was then carried unanimously, as was also a motion that Messrs. Forbes and Lemann be confirmed as directors, and the meeting separated.

A meeting of the China Sea, Saigon, and Straits Steamship Company was held the same day. The statement of the working of the company for the half year ending 31st December, 1871, was not satisfactory, inasmuch as only $1,192.54 appeared at the credit of the working account, and, after appropriating $400 to the compensation of themselves and the auditors, the directors recommended the balance to be carried forward to the next account. The report was adopted.

The following is the report of the Hong Kong and Whampoa Dock Company, for the six months ended 30th June, to be presented at the meeting of shareholders, to be held on the 20th August:—

The Docks have been well employed during the six months under review. The sum of $25,000.00 has been written off, as recommended in last report. The gross earnings of the company for the six months amount to $334,278.79, on which there is a net profit of $59,715.75. The debt due to the estate of John Lamont in the last report stood at $70,000.00, and within the last half year $45,000.00 has been paid off, (including the $30,000.00 mentioned in last report), thus leaving the debt at $25,000.00. The directors recommend that a dividend at the rate of 3 per cent. for the half year be paid, together with $6,000.00 to contributing shareholders. The amount available for distribution, including $1,680.32 brought forward from last half year, is $61,396.07, which is distributed thus:—Dividend 3 per cent. for the half year, $30,000.00; to contributing shareholders, $6,000.00; directors' fees, $2,500.00; auditors' fees, $250.00; total, $38,050.00, leaving $22,646.07. And the directors also recommend to write off for depreciation a sum of $20,617.34, leaving a balance to be carried to new account of $2,028.73.

Mr. Keswick having left the colony, the board have filled the vacancy by electing Hon. Mr. Whittall as chairman. The board have appointed Mr. A. F. Chambers as auditor, in place of Mr. James Hart, and this appointment will have to be confirmed by the shareholders.

The Austrian Consul-General has received a telegram from his Government authorising him to charter a steamer, or arrange for steam freight, for all articles intended for the Vienna Exhibition. This will allow intending exhibitors to send home their articles free of charge, and will doubtless add considerably to the inducements before held out. Nearly all the ports are contributing more or less fully, Shanghai and Canton, as is natural, offering the best field wherein to obtain suitable objects. The arrangements for transit will, we understand, be completed in two or three months.

The steamer *Sunshine* went on shore on a reef three miles west of Breaker Point at daylight of 12th August, during thick weather. The fore compartment is full of water, and it is said that the stern swings clear of the reef. Fortunately she has but little cargo on board. The steamer *Kwangtung* arrived at the scene of the wreck on the 13th, and left again for the purpose of getting assistance.

The Chinese procession is fixed to come off on the 20th August, but the *Ta Chiu* ceremony (exhibition) will be opened on the 19th at West Point. We learn that the amount of subscription is verging on $16,000. The two largest subscribers are the Fook Mow Loong and Hung Foong Hongs, each contributing $373, and we understand that lots were cast to determine which of the two should appear at the head of the list of subscribers. The procession will parade the streets for three days, but the exhibition will be kept up for five days and nights.

The Pier and Godown Company laid down a screw mooring on the west side of the new pier on 12th Aug. As the permanent buoy is not ready, the chain will be buoyed by a small buoy for the present. The company have also one screw buoy moored in its place off the east side of the new pier.

A large "peep show" is now open in one of the rooms below the new Chinese Theatre. It contains views of several of the battle-fields in the late Franco-German war, and includes portraits of Napoleon III. and two or three French generals. The Chinese appear to patronise the show somewhat extensively.

The notorious character Lee Ayee, who was sentenced last year to seven years' penal servitude and three whippings for robbery with violence, has made a desperate attack on Mr. Alfred Grey, warden of the gaol. This he did striking him a heavy blow with his fist on the back of the head. Lee Ayee was the same man who attacked Dr. Kane, and who subsequently attempted to throw Inspector Grey over a precipice. The matter was reported to the Governor, and Lee Ayee was sentenced to receive thirty-six strokes of the lash.

A daring attack has been made upon an opium shop at Fatshan by an armed party of five men, who threatened the inmates should they raise any alarm. They succeeded in plundering money and property to the value of over $800.

The circumstances of the duel between the Spanish Consul, M. Checa and the ex-Peruvian Consul at Macao have been investigated at the Police-court. M. Checa has been committed for trial at the Criminal Sessions, on a charge of conspiracy with others to take away human-life.

The share and general brokers held a meeting on the 12th

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August, and drew up a resolution adverse to the proposed Ordinance.

A temple has been burned at Canton, involving an estimated loss of $40,000.

(FROM A CORRESPONDENT.)

HONG KONG, Aug. 16, 1872.

Since I last wrote the most important topic of political interest —of which, by the way, you will see no mention in the northern papers, though the *China Mail* publishes it as authentic—is the renouncement by Germany of her treaty with China. You will doubtless be able to ascertain full particulars from authentic sources at home, so I shall not risk carrying coal to Newcastle by giving you our crude ideas out here. If, as I believe, the news be true, it will have an important effect on Chinese policy.

Locally the chief subject of interest is the committal of Senor Checa, Consul for Spain at this port, for trial at the next criminal sessions on a charge of conspiracy with others not in custody to attempt to take human life. The Acting French Consul, who acted for his notorious opponent—fancy an affair of honour with a convicted murderer, for convicted Torre Bueno was, and sentenced, moreover, to fourteen years' incarceration, though the Macao council, composed of men who are supposed to be above bribery, quashed the conviction—was put in the witness-box and literally "bounced" out of his evidence. However, you will find all that in the papers. Mr. Whitall, much to the indignation of a good many, who don't see why councillorship should be hereditary in the East Point firm, has taken Mr. Keswick's place as M.L.C., at least he has been sworn in since my last—and signalised his first appearance by a furious onslaught upon the Pier Company, which at a distance of a mile has dared to project an obstruction remotely affecting East Point waters. Sir Arthur Kennedy is much liked, but is rather too pro-Chinese, not quite understanding that there are not above six Chinese in Hong Kong who would be deemed eligible visiting friends by a mandarin's runner. The conduct of the Chinese Hospital is just at present being strongly discussed. According to the statements made in defence of the Government, Sir R. Macdonnell gave it $115,000, to encourage the native system of dirt, inhumanity, and gross ignorance. Others maintain that, though the *medical* treatment of the patients was left to Chinese discretion, what may be termed "the surgery of common sense" was to be insisted on—that is, that though no patients could be obliged to submit to operations or take our medicine, clean bandages and sensible general treatment was to be insisted on under the supervision of the Colonial surgeon. My private impression is that the common sense party will carry their point of insuring either proper treatment or the withdrawal of the grant. It is a pity that we cannot get at Sir R. Macdonell's intention. If he sees the *London and China Telegraph* with this letter he might perhaps be induced to let us know what it was.

Who is to be the China champion in Parliament now that Colonel Sykes is dead? We want some one badly. The blockade question still aggravates the mercantile mind, and nothing but Imperial interferenee will settle it. The question put in a familiar way is "If you live in a bottle has anyone a right to station himself in the neck and levy tolls on everything passing?" The idea of conceding to a Power whom we are afraid to trust in matters regarding a few dollars—*vide* exterritoriality clause in the Treaty—full sovereign rights in her own waters is intensely absurd, and would be amusing if it did not hamper our trade. Sir Arthur says he cannot go beyond his instructions from home, but frankly acknowledges that another war with China is almost inevitable before things will get straightened out properly.

Our local debating society has proved a great success. Forty-eight members have enrolled themselves, and more promise to come. The amateur philharmonic now numbers twenty-four volunteer instrumentalists, but the society is not yet constituted.

The Great Northern Telegraph has broken down again. There is a mystery about that cable. Some say it was tampered with on the way out; others say that, owing to neglect in not keeping the cable-tanks full of water, the insulating material got softened and injured. At all events it is constantly breaking down. We want opposition lines here badly; there is plenty of work for them, and if the shareholders would be content to pay expenses for a couple of years, a *reliable* line would yield a handsome dividend in a few years.

STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings dates from this port to the 25th August; the French mail, with London advices to the 19th July, arrived out on the 19th, and the following P. and O. mail of July 26 on the 24th August. The following summary of news is from the *Straits Times*:—

The business transacted by the Legislative Council has not been of a very interesting character, though one or two matters of importance were brought forward. There have been three meetings, viz., on the 15th, 20th, and 22nd Aug. Several Bills have been passed, among them being the Steam Vessels Bills, a Bill to amend the law relating to the Transportation of Prisoners, and a Bill to amend the Penal Code. Several other Bills have been brought in and passed their second reading, notable among them being a Bill to make perpetual the preservation of the Peace Ordinance, and another to eerpetuate the Dangerous Societies Ordinance. The former ordinance has been the subject of hot debate in times past, but it has been persisted in by Government as a necessity. Whether the making such a law perpetual will be permitted by the Secretary of State remains to be seen. The Dangerous Societies Suppression Ordinance, as it is called, is believed by many to be a most useless piece of legislation, and the desirability of making it a permanent statute may be doubted. At the meeting on the 20th, the Hon. Dr. Little called the attention of Government to the manner in which the Colonial medical officers carried out the provisions of an Order in Council of 1870 regarding infectious diseases, and also inquired regarding the quality of rice supplied to patients at the Pauper Hospital. At the next meeting, on the 22nd, H.E. the Governor said sufficient care had not been taken in carrying out the provisions of the Order, but that the matter would now be remedied, and with regard to the rice supplied to the paupers in the hospital, the Colonial Secretary said he had found it to be very good, but to have been badly cooked. Who is to blame for this does not transpire in the official minutes. It is to be feared that the hospitals need a little sharper supervision.

At last the Contagious Diseases Ordinance is to be put into force, though, as a preliminary measure, it is only put into operation in the north division of the town. It comes into operation on the 1st Sept. It is hoped that the ordinance, as it exists here, will exert a very beneficial influence.

The Sporting Club have issued the programme for the autumn races, which are to extend over three days, commencing on the 30th September. As there are a number of horses in training, very good sport is anticipated.

From Klang and Salangore we hear very conflicting reports concerning the progress of the contending parties. At one time it asserted that Tunku dia Oodin has been actually driven out of the territory, and at another we hear that Mahdie and his followers are getting the worst of it. The truth, so far as we can ascertain, is that Tunku dia Oodin is holding his ground, and hopes to be able to restore order in a short time. The police have made several seizures of arms and gunpowder, believed to have been destined for Mahdie's forces. Some people think that H.M.S. *Zebra*, at present idle in harbour, might repeat the *Rinaldo's* visit to Salangore river last year, with a beneficial influence on the cause of order and peace.

Commercial Report.

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(*For dates see first page.*)

IMPORTS.

YOKOHAMA.—The demand had been inactive throughout the interval. A moderate business had been done in Grey Shirtings at reduced figures. Yarns had declined in value, especially Nos. 16 to 24, of which large supplies had come to hand, causing a great depression in the market; a moderate demand had been made for Taffachelass at unaltered rates. Blankets had attracted some attention, and a few parcels had changed hands; other Woollens remained quiet. Small sales of T-Cloths had taken place, and the closing rates showed a tendency to advance. Metals continued dull of sale. Quotations were as follows:—GE Grey Shirtings, 7 lbs., $2 35 to 2.40 per piece; ditto, 8¼ lbs. to 8½ lbs. $2.57½ to 2.62½; ditto, 9 lbs., $2.92½ to 2.97½; GE White Shirtings, 56 to 60 reed, $2.40 to 2.55; ditto, 64 to 72 reed, $2.70 to 2.85; T-Cloths, 6 to 7 lbs., $1.70 to 2 15. Turkey Reds Shirtings, $0.85 to 1.00 per lb. Taffachelass, double weft, $2.60 to 2.95; ditto single weft, $2.40 to 2.70. Velvets, Black, $12.00 to 14.00 per piece. Cotton Yarn: Nos. 16 to 24, $43.50 to 44.50 per picul; ditto, 28 to 32, $48.75 to 49.50; ditto, 38 to 42, $48.00 to 50.00. Cloth, Medium and Broad, $1.10 to 1.85 per yard; Lastings, $13.00 to 13.50 per piece; Long Ells, Assorted, $6.00 to 6.50. Lead, $5.50 to 6.00 per picul. Iron: Nail rod, $3.50 to 4.65 per picul; Bars, $4.00 to 4.60.

HANKOW.—The business of the fortnight had not been large, but there had been an improvement in the demand, especially for Woollens. The River Yangtsze was steadily falling, and all probability of a continued flood seemed at an end. Grey Shirtings: Quotations much about the same as for last mail, the only change being a decline of about one candareen per piece in best qualities of all weights. White Shirtings only saleable in retail quantities. T-Cloths continued neglected. Drills: A comparatively large business transacted in English at rather enhanced rates, demand running upon medium qualities. Jeans: Limited inquiry. Fancy Cottons: Moving more freely, but without improvement in value. Woollens and Worsteds: Long Ells: Good inquiry, chiefly speculative character, and fair sales at rather higher rates. Camlets: More doing; prices ranged from Tls. 13.60 to 15.80. Spanish Stripes have sold in moderate quantities at former rates. Figured Orleans realised fully previous prices; marked improvement in the demand. Metals: Lead: Very small business done; rates as previously advised. Quicksilver: Nominally quoted Tls. 72.00 per picul; no sales reported.

SHANGHAI.—The Piece Goods market had been quiet, and a slight decline in the price of 8¼ lbs. Grey Shirtings and Mexican T-Cloths was noticeable. Other fabrics, however, had fairly maintained former values, and the holders of Drills, and of all kinds of Woollens, were firm for higher rates. The deliveries, chiefly for the river ports, continued satisfactory, and the stock of Grey Shirtings for the first time since November last year was under two million pieces. Grey Shirt-

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lings: Buyers steadily refused to give over Tls. 1.71 for 7 lbs. goods, at which their wants had been fairly supplied; 8¼ lbs. Dewhurst's Eagles realised from Tls. 1.90 to 1.93, and ordinary chops Tls. 1.85 to 1.89; mildewed Tls. 1.82 to 1.84. Heavy Shirtings sold at Tls. 2 64 to 2.67. White Shirtings: Ordinary 64-reed asked for, and Tls. 1.94 refused for Stewart's "Lion and Flag;" Dewhurst's 64-reed placed at Tls. 2.18; 56-reed at Tls. 1.74. T-Cloths: No market for Mexican, and business entirely in the lower counts; extra fine quality Dewhurst's 6 lbs. "T." sold at Tls. 1.25; 7 lbs. "T." at Tls. 1.43. Drills: A further rise in value established; Dutch, Tls. 3.00 to 3.05; English, Tls. 3.10 to 3.16. Jeans and Sheetings very slow of sale. Fancy Cottons: Damasks, Tls. 4.30 to 4.68; Chintzes, Tls. 1.55 to 1.67½; Dyed Brocades and Gentian Shirtings, Tls. 2.75 and 2 50; Muslins, 8 mace; Velveteens, 1m. 3c.; Spotted Shirtings, White and Dyed, and White Brocades unsaleable. Woollens: There had not been a large trade; Camlet, Tls. 15.35 to 15.65; Long Ells, Tls. 6.55 to 6.60 for C.P.H. Scarlet, Tls. 5.75 for Assorted; Lastings, Tls. 11.15 to 12.00; Crape Lastings, Tls. 9.00 to 9.60; Crape Lustres, Tls. 4.35; Figured Orleans, Tls. 3.85 to 4.10 for ordinary, Tls. 4.75 to 5.00 for fine; Spanish Stripes, Tls. 0.63 to 0.66½ per yard. Metals: Nail Rod Iron, No transactions. Lead: With but little inquiry, and news of a dull market in Hankow, prices were somewhat easier.

HONG KONG.—The import market during the interval had been quiet. The dealers appeared to be fairly supplied, and as importers all appeared to be desirous of realising in the expectation of lower prices ruling in Manchester, values of Cotton Goods showed no improvement upon former quotations. Cotton Yarn: 16/24s changed hands to a very limited extent; common chops very quiet, and really fine makes although in small stock neglected. 28/32s in limited supply, but inquiry slack. Importers firm. 38/42s. of inferior chops slightly declined, but favourite kinds steady. Grey Shirtings: 7 lb., no alteration owing to absence of demand. 8.4 lb. met few buyers at a decline of 5 cents. Large clearances of spotted and mildewed made. 9 to 10 lb. not in request. White Shirtings: 54/60 reeds declined 10 cents. owing to forced sales. 64/66 reeds nominal. 68/72 reeds had a downward tendency. T-Cloths: 6 lb. difficult to move even at a decline. 7 lb. common exceedingly quiet at a decline of 1 to 2 cents. 6 lb. Mexicans not moved. 7 lb. Mexicans only wanted to a very retail extent. Dewhurst's MT $2.08, Hand and Branch, $2.12½. 8 lb. Mexicans showed a further decline. Fancy Goods neglected. Woollens and Worsteds: unchanged. Metals: A further considerable advance in Bar, Hoop and Round Iron. Lead is neglected.

MANILA.—The market for Plain Staples continued very languid and values had further declined. Considerable quantities of sea-damaged goods had been forced on the market, which had had the effect of weakening the demand for perfect goods. Coloured Goods were, on the whole, in better demand, and particular styles were fairly saleable at remunerative rates. The bulk of the stocks was, however, of poor patterns and only saleable at losing prices. Yarns were in heavy supply and extremely difficult of sale even at low and losing rates.

SINGAPORE.—The following is taken from Messrs. Boustead's Circular:—39-inch Grey Shirtings: 8¼ lbs. in poor inquiry at $2.55 to $2.57½; 7 lbs. pressed for sale, and lower; 6 lbs. taken at $1.92½ to $1.95. 45-inch in little request. 32-inch T-Cloths: 4 lbs. to 4½ lbs. low qualities sold at irregular prices; 5 lbs. asked for at $1.35 to $1.37½; 6 lbs. in less demand; 7 lbs. dull sale. 32-inch Grey Madapollams: 2½ lbs. in moderate inquiry at $18 to $18.50. All other Cotton Goods had been very quiet, and no sales of importance had transpired. Camlets firm at previous rates. Long Ells quite neglected. Scarlet Spanish Stripes in moderate request, and stocks reduced. Lastings not inquired for. 40s Grey Yarn: Prices without change, but hardly any inquiry.

PENANG.—There has been no improvement in the market; great inactivity prevailed, and prices ruled in favour of buyers, who, however, were only purchasing for immediate requirements.

EXPORTS.

TEA.

YOKOHAMA.—Owing to the receipt of discouraging advices by mail from America business for some time was quiet, but had since become brisker, and settlements of all grades from Medium to Choice had been made to the extent of 8,000 piculs, the bulk having been of Fine leaf. Supplies had been plentiful, the quality was fair, but showed a falling off, being rather mixed with the second crop coming in. Prices had been irregular, owing to some dealers being anxious to sell before the close of the native half-year, and in some instances concessions had been obtained for the Medium grades, of which there had been some lower classes on offer; the higher grades however maintained previous quotations; the stock was slightly increased, and large supplies of the second crop were expected. The P.M.S.S. Japan sailed on the 22nd July with 190,690 lbs. for New York, 149,788 lbs. for San Francisco, 29,218 lbs. for Chicago, and 10,287 lbs. for Boston; the Clara Bell took 120,345 lbs. for San Francisco, and the Polly Lewis sailed on the 26th July, with 451,722 lbs. from this port for New York, but had since put back for repairs; the Leander and Eastern Chief were loading for New York. Quotations ruled as follows:—Common and good common, nominal, $28 per picul; medium, $31 to 35; good medium, $37 to 40; fine $42 to 45; finest, $46 to 50; choice, $52 and upwards.

KIUKIANG.—The arrivals of Green had been 4,637 half-chests, out of which one chop had been settled at Tls. 36.25 per picul.

HANKOW.—Messrs. Drysdale, Ringer and Co.'s report says:—The high range of price current on our market has greatly curtailed business during the past fortnight, compared with what had been doing previously, although settlements aggregate more than during the corresponding fortnight last year. As compared with then, however, the shipments to Shanghai on native account show a marked difference—21,770 chests, against 39,570 chests in 1871. The second crop is now pretty well all to hand, and shows a falling-off of between two and three million pounds. Third crop Teas will be down in a day or two; three or four musters are being shown privately already, but they are insufficient to form any opinion with regard to quality. There is no change much to notice in prices, considered in regard to the value of the Tea; the range of price is lower, but only in keeping with the quality on offer. While last year the bulk of the second crop Teas were settled between Tls. 15 to 20 per picul, in the present season it is only during the past fortnight that anything has been settled under Tls. 18 per picul, of course with the exception of Shuntam packed Teas; and it is also noteworthy that nothing has been settled so far under a laid-down cost in London of 1s. 1d. We estimate total arrivals to date, exclusive of Ningchow Tea at 42,784,100 lbs., against last year 44,774 100 lbs. Customs export to 1st August was 39,604,624 lbs., against 41,816,123 lbs., or including Ningchows 44,542,663 lbs., against 45,169,647 lbs. The steamer Russie is in port loading for Odessa.

SHANGHAI.—Black: The settlements which had transpired since the 27th July amounted to 20,400 chests and 24,000 half-chests, against 32,400 chests, and 21,500 half-chests in corresponding period last year. Previous quotations had been fairly maintained throughout the fortnight, and there was no change in rates. Fair to medium Oopacks and Ningchows still commanded prices about Tls. 3 per picul over those current last year, the lower grades costing Tls. 18 to 19.50, equal to 1s. 1d. to 1s. 2d., we make fully Tls. 4 dearer, the same class of Teas being procurable then at Tls 14 to 15.50, and realised at home on a good market 1s. to 1s. 1½d. per lb. Attention of buyers had been principally directed to Oopacks and Ningchows selling at Tls. 22, equal to 1s. 3½d., to Tls. 26, equal to 1s. 6d. A few parcels slightly better than the ordinary run of the Teas on offer had brought Tls. 28 to 32, equal to 1s. 7½d. to 1s. 9½d., we consider them relatively dear. The quantity of Shuntam packed Tea to hand was limited, there was, however, a fair quantity of common Hohow offering without finding buyers, low grades being in disfavour and rates asked above those current at home. Early in the fortnight supplies came to hand more freely than for some time past, but at the close they were coming in more moderate quantities. Late arrivals of second crop were very inferior in quality, there were but few desirable Teas amongst them; particular attention was called to this, as it enhances the value of the early shipments and should give confidence at home. Export 38,948,071 lbs. against 37,652,121 lbs., and stock 39,260 chests against 46,500 same date last year. Green Tea: Advices from America continued unsatisfactory, the stock held there was large, and rates for fine lines not remunerative; prices here in consequence had given way, and a decline of one to two taels were quoted; holders were anxious to quit at ruling rates, but buyers continued to act with caution. Settlements for the fortnight about 40,000 half-chests and 14,000 boxes at Tls. 35.00 to 60.00 proportion for Pingsuey, some fine lines selling at Tls. 70.00. Fychow and Teenkais Tls. 37.00 to 50.50, and Shanghai packed Tls. 35.00 proportion.

FOOCHOW.—During the greater part of the interval the Congou market had been quiet, with drooping prices, until near the close, when Teamen made a concession of about one tael in prices of grades above common, which led to increased purchases, particularly on Australian account, and for that quarter there were several buyers. The stock of Congou was tolerably large, and, as third crop leaf cost less than the second, Teamen were anxious to realise at the ruling quotations, but they refused at the moment to give way more. The third crop Congous were more satisfactory in quality, having more point and character than the second crop, but many of them were objectionably dusty. In Souchongs a few transactions had taken place at slightly easier rates. The Ooloong market remains unopened, owing to the excessive demand on the part of the holders; most of the fine parcels had been placed on the market. Scented Teas had been sold to a fair extent at a reduction of about one tael. Settlements had been—Congou: 27,467 chests at Tls. 7.8 to 8.8 o.b for dust to siftings; Tls. 10.8 to 13.8 o.b. for broken leaf; Tls. 15.8 to 18.3 o.b. for ordinary to good common; Tls. 19.8 to 23.3 o.b. for flavoury to medium; to Tls. 27.8 o.b. for good medium. Souchong: 1,253 chests at Tls. 18.3 to 22.8 o.b. for low common to common; Tls. 26.8 o.b. for medium; Tls. 31.8 to 38.8 o.b. for fine to finest. Ooloong: 287 half-chests at Tls. 18.8 o.b. for low common; Tls. 24.8 o.b. for a chop called Ooloong but not true Ooloong. Scented Tea: 10,763 boxes Caper at Tls. 21.55 to 25.5 o.b. for common to medium; Orange Pekoe, at Tls. 24.8 to 2.93 o.b. for medium to good medium. Flowery Pekoe, at Tls. 20.8 to 48.3 o.b., 616 chests.

AMOY.—Since the 7th Aug. about 8,000 half-chests of Oolongs had been settled at the quotations then ruling. Choice Teas continued to command full prices, but the demand for medium and lower grades was weak at the close. Arrivals had been 131,237 half-chests, and settlements 126,783 half-chests, leaving a stock of 4,454 half-chests. The Aurora Australis and Tamerlane were still loading for New York, and the Kin Lin for Boston. Rate of freight by all three vessels was £3 10s. per ton. The steamship Cyphrenes is expected for New York.

CANTON.—Fair transactions had resulted, as holders had made concessions which induced buyers to resume operations. Common to medium Scented Capers had been bought at a decline of one to two taels, though the better kinds had not given way so much in price. Scented Orange Pekoes, though lower than previously quoted, had been less freely parted with than Capers.

SILK.

YOKOHAMA.—The market had continued in the same active state as last reported, and a large business had been done, resulting in the settlement of about 1,000 bales, the bulk of which were Hank sorts. Arrivals had been exceedingly large, consequently dealers had shown some anxiety to meet buyers, and a decline in prices of about $25 per picul for medium and inferior Hanks had resulted. A parcel of Kakeda Oshu had been purchased at $760 per picul. Settlements, Hank sorts, 850 bales; other sorts, 150 bales; total, 1,000 bales. Quotations, including all charges in Yokohama and London, Exchange 4s. 8d. 6 months' sight, were as follows:—Hanks, Mybash and Sinchu, extra, 31s. 6d. to 32s. 3d.; best, 29s. 7d. to 31s. 2d.; medium, 27s. 8d. to 29s. 3d.; inferior, 25s. 7d. to 27s. 4d.; Hamatski medium, 28s. 1d. to 29s. 3d.; Coshu medium, 26s. 7d. to 27s. 8d.

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SHANGHAI.—Messrs. Skeggs and Co.'s Circular is as follows:—Our last circular was dated the 27th July, and the following week's business was limited to about 1,500 bales, buyers being less sanguine since the receipt of unfavourable telegrams, and dealers on the other hand determinedly refusing to lower the prices of any Silk with character. Chops were taken at Tls. 590, Blue Elephant Tls. 530, and Red Peacocks Tls. 515. Market sorts were quoted Tls. 5 to 10 lower, but frequently so only in the buyer's opinion. During the present week business has again been limited to about 1,800 bales, of which over 300 are Re-reels and best Kahings for America. Purchases for the European market are on a much smaller scale than has lately been usual, as dealers maintain the price of good Silks, and it is only in the common and undesirable sorts that a decline of Tls. 5 to 10 can be quoted. Blue Elephants have fetched Tls. 530, and Red Peacocks Tls. 510.

CANTON.—Since the 31st July the market had been very active for the descriptions of Silks suitable for shipment to Europe, and a large business had been done. Prices being $5.00 to 10.00 lower, a great many orders with limits had been executed, which the high rates ruling previously kept in abeyance. The third crop was all in, and musters of the fourth were expected in about a week from date; the crop was reported larger than the average, but the Silk again failed in cleanliness. Re-reeled Silks had not been in much demand; some contracts had been entered into, but particulars were not known. Settlements for the last French mail supposed to be 950 bales, and for this mail 500 bales, a large proportion of which was composed of Market, or No. 4 Tsatlee Reels. Stock estimated at from 600 to 700 bales.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 7¼d.	4s. 7¼d.	4s. 8¾d.
Shanghai ,, ,, ...	6s. 1d.	6s. 1¼d. to 6s. 1⅛d.	6s. 1⅛d.
Canton ,, ,,	4s. 5⅞d. to 4s. 5⅞d.	4s. 6d.	4s. 6⅛d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6¼d.	4s. 6¼d.	4s. 7d.
Manila ,, ,, ...	4s. 3¼d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	313	230¾
,, Hong Kong...	26½ to 27 dis.	—
Bar silver	111.2.5	8½ prem.
Mexican dollars	78.8.0	7 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 70; Old, 70 per cent. prem. ex div.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 23 per cent. discount.
China Traders' Insurance, $1,450 premium.
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, $32 premium.
Hong Kong Fire Insurance Company, $122½ prem..
Union Insurance Company, $1,300 premium.
China and Japan Marine Insurance Company, Tls 40 to Tls. 41 premium
China Fire Insurance Company, $47 to $48 premium.
Victoria Fire Insurance Company, $38 to $39 premium.
Indo-Chinese Sugar Company, $52½ dis.
Shanghai Steam Navigation Company, Tls. 39 to Tls. 40 premium.
Hong Kong Distillery Company, $5 dis.
Hong Kong Pier and Godown Company, $8 to $10 dis.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Liverpool, Aug. 1, Woodhall; from Cardiff, July 28, Seaforth; from Newcastle, 30, William Melhuish.

At SHANGHAI.—From London, Aug. 6, Trafalgar (str.), Deucalion (str.); from Liverpool, 4, Yeavering Bell; from London, previous to Sept. 23, Fontenaye; from Swansea, Daylight; from Cardiff, Heike Rickmers.

At HONG KONG and CANTON.—From London, Aug. 13, Sir Harry Parkes; from Cardiff, 2, Sapphire, Avona; 3, Iralo; 4, Furst Bismark, Eugenio, Whitehall; 14, Royal Oak; from Boston, 8, Nesutan.

At SINGAPORE.—From Glasgow, Aug. 19, Fitzpatrick; from Shields, 22, Crysolite; 23, Princess Louise; from Sunderland, Canada; from Hamburg, 24, Ariadne; from Rotterdam, Elly; from London, Sept. 19, Benledi; 26, Antenor (str.), Empress of India, Hong Kong (str.); from Clyde, Sree Singapura.

At PENANG.—From London, Glenroy (str); Sept. 25, Gordon Castle (str.).

DEPARTURES.

From YOKOHAMA.—For New York, July 26, Polly Lewis.
From SHANGHAI.—For London, Aug. 8, MacGregor (str.), Taitsing.
From FOOCHOW.—None.
From HONG KONG and CANTON.—For London, Aug. 4, Falcon.
From SINGAPORE.—For London, Aug. 21, MacGregor (str.); 22, Atma; for Boston, 20, Nellie Hastings.
From PENANG.—For London, Aug. 17, Ulva.

VESSELS LOADING.

At YOKOHAMA.—For London, Audax, Yedo; for New York, Leander, Eastern Chief, Jessie Isabel.

At SHANGHAI.—For London, Deucalion (str.), Northampton, Weymouth, Annie Bragington, Leicester, Langstone; for New York, Cyphrenese (str.), Kaisow, Cashmere, Duke of Athol.

At FOOCHOW.—For London, Sirius, Duna, Zenobia, Essex, Everest; for New York, Guinevere.

At HONG KONG and CANTON.—For London, Wemyss Castle, Burdwan, Norman Court, William Ritson; for New York, St. Paul, Cymbeline, Beemah.

At SINGAPORE.—For London, Hotspur, Killarney; for Liverpool, Apelles, Wooloomooloo; for Havre, Chateaubriand, Penseur; for Boston, Chieftain.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, £4 10s. per ton of 50 cubic feet, £4 dead weight; to New York £3 15s. to £4 per ton of 40 feet.

At SHANGHAI.—To London, £3 10s. steamers, £3 sailing vessels; to New York, £4 15s., steamers £3 10s., sailing vessels.

At FOOCHOW.—To London, £3 10s. to £4 steamers, £3 to £3 10s. sailing vessels.

At HONG KONG and CANTON.—To London £3 to £3 10s.; to New York £2 10s. to £2 15s.

At MANILA.—None.

At SINGAPORE.—To London, £3 per ton dead weight, £3 10s. light freight, per steamer, measurement £4.

At PENANG.—To London, £3 15 to £4 per ton.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
July 31 ...	Voorlichter ...	Shields ..	Batavia
,, — ...	Catalina ...	Manila ...	London
Aug. 1 ...	Empress ...	Cardiff ...	Hong Kong
,, 2 ...	Louisa ...	Falmouth ...	Hong Kong
,, 4 ...	Wyberton ...	Aden ...	Bat. & Siam
,, — ...	Undine ...	Shanghai ...	London
,, — ...	Adelaide ...	Singapore ...	Do.
,, 5 ...	Electra ...	Batavia ..	Amsterdam
,, 6 ...	Telanak ...	Amsterdam ...	Batavia
,, 7 ...	Forward Ho ...	Manila ...	New York
,, 8 ...	Frances ...	Passaroeang ...	Boston
,, — ...	Herschel ...	Samarang ...	Falmouth
,, — ...	Santos ...	Nagasaki ...	London
,, — ...	Grenada ...	Passaroeang ...	Falmouth
,, 9 ...	Black Adder ...	Foochow ...	London
,, — ...	Carmanstershire ...	Macao ...	Do.
,, — ...	Killarney ...	Shields ...	Order
,, — ...	Sooloo ...	London ...	Hong Kong

LATEST TELEGRAMS.

EARTHQUAKE AT SHANGHAI.

SHANGHAI, SEPT. 22.—A slight shock of earthquake was felt here at 7.30 yesterday morning.

COMMERCIAL.

CHINA.

HONG KONG, SEPT. 8.—Grey Shirtings, 6½ catties, 8¼ lbs., $2.40 to 2.45. Cotton Yarn 16-24, $123. T-Cloths, 6 lbs., ordinary $1.63; 7 lbs. Mexicans, $2.07. Canton Tea market quiet; prices lower; total of settlements, 440,000 boxes; stock, 50,000 boxes. Foochow market active at steady prices; total of settlements, 490,000 chests; stock, 84,000 chests. Total export of Tea from China and Japan for the season, 101,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 7⅛d.

SHANGHAI, SEPT. 28.—Grey Shirtings 6½ catties, 8¼ lbs., Tls. 1.8.7; T-Cloths, 6 lbs., ordinary, Tls. 1.1.3; 7 lbs. Mexicans, Tls. 1.5.1. Tea: Hankow and Shanghai markets quiet; stock, Shanghai black 24,000 chests, green 26,000 chests; freight by steamers, £3 10s. Silk: Quiet, No. 3 Tsatlees, Tls. 580, No. 4, Tls. 520; total export from China and Japan for the season to England 33,000 bales, to the Continent 13,000 bales; stock, Shanghai 8,500 bales, Japan 1,500 bales. Exchange on London bank bills six m.s., 6s. 1½d.; Mexican dollars, Tls. 77.

STRAITS SETTLEMENTS.

SINGAPORE, SEPT. 26.—Cotton Yarn, 40's, $131; Grey Shirtings, 39-in., 8¼ lbs., $2.52½; 7 lbs., $2.15. T-Cloths, 6 lbs., ordinary, $1.65. Gambier, $4.32½. Pepper: Black, $12.50; White, nom. Tin $38. Exchange on London: Bank bills, six m.s., 4s. 6¾d.

PENANG, SEPT. 26.—Tin, $37; Pepper, black, $12.85; white, $23.85; Sugar, No. 2, $5.10, No. 3, $3.25; Cotton Yarn (Mule Twist) 40's $130, 30's 117; Grey Shirtings, 8¼ lbs., $2.55; T-Cloths, 6 lbs. $1.70. Exchange on London: Bank bills, six m.s., 4s. 7¼d.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Sept. 23, at Bremerhaven, from Bassein, Nicolo Balestrero; 26, at Falmouth, from Sourabaya, Professor v.d. Boon Mesch; 28, at London, from Colombo, Calisto; off the Lizard, from Batavia, Vier Gebroeders; at New York, from China (via S.C.), Craigforth (str.); 29, at Liverpool, from Singapore, Robert Kerr; at Queenstown, from Macao, C. L. Hanning; 30, at London, from Ceylon, Khimjee Oodowjee.

DEPARTURES.—Sept. 25, from Newcastle; for Amboyna, Jacoba Helena; 24, from Hamburg, for Shanghai, Furst Bismark; 28, from Glasgow, for Singapore (via S.C.), Jeddah (str.); from Liverpool, for Batavia, Metis.

WE understand that the steamers *Cheops* and *Galley of Lorne* will each take out about 900 tons of material for the extension of the Japan railways.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, SEPT. 30, 1872.

BONDED WAREHOUSES.

CONSIDERABLE surprise has recently been felt and expressed in China that no steps have been taken by the Inspector-General of Customs towards establishing bonded warehouses at those ports on the coast where they are most urgently required. This delay is the more astonishing since the Chinese Government, in reply to the representations and memorials of the British merchants in China, has expressed itself willing to sanction their introduction, and went so far as to agree to the insertion of a rule in Sir RUTHERFORD ALCOCK's Convention which provided that "at such of the Treaty Ports as "may be expedient, bonded warehouses will be established, "and regulations for their working will be drawn up by the "Inspector-General of Customs, and the Superintendent at "the port concerned." To the advantages of this system the merchants in China are fully alive, and we can therefore only suppose that the delay which has arisen in its adoption has been due to unwillingness on the part of the Custom-house authorities to co-operate with them. This supposition receives some colour from a remark made by Mr. HART at a meeting of the Mixed Commission appointed by the English and Chinese Governments to confer on points of international interest, with a view to the revision of the treaty, to the effect that "the rate of duties is so low "in China that few merchants, if any, would take advan-"tage of the bonded system if inaugurated." To this individual opinion of Mr. HART we would oppose the earnest desire for the establishment of such warehouses repeatedly advanced by some of the leading mercantile communities in China, and which found expression in the Rule of the ALCOCK Convention above-referred to. No one will deny the great ability which Mr. HART has very generally shown in dealing with international mercantile questions; but he will make a great mistake if on this point he any longer allows his own private opinion to outweigh the expressed conviction of those who are far better able to judge of the advantages of the bonded system than he can possibly be.

A BANQUET has been given by the Lord Mayor of London in honour of the visit of the Japanese Embassy. The proceedings are fully noticed in another column. The Ambassadors will proceed to Liverpool this day, and remain until the 4th proximo, and during their stay they will attend dinners to be given by the Mayor and by the Chamber of Commerce of the town. Several of the junior members of the Embassy are engaged in inspecting the tin mines of Cornwall.

THE case of the Messageries Maritimes against the Suez Canal Company has been concluded in Paris, but the judgment will not be given for a fortnight. The case was heard before the Tribunal of Commerce, and Judge DAGUIN was President, assisted by Judges SEGUIER and BOUILLET.

WE understand that the Japanese Prince HIGASHI, who has been for some time studying in England, will shortly return to Japan, owing to the death of his father.

THE CHINA CONSULAR SERVICE.

WE need offer no apology for again recurring to the subject of the inadequacy of the pay of the Consular officers in China, since even the recent Parliamentary Committee has gone so far as to admit that the salary of the juniors is insufficient to defray the expenses which must necessarily be incurred by them. Unfortunately the recommendation which accompanied this admission, namely, that some allowance should be made to those at that time holding appointments as Student Interpreters, has not been adopted, and no hope of any increase of pay has been held out to the eight young gentlemen who have lately been appointed to the service, and who have thus begun their official career with the comforting assurance that they will not be able to live upon their pay. Such a state of things should not be allowed to exist for an hour. In no other branch of the public service is there such a marked and acknowledged inequality between the work performed and the pay received. Low as are the salaries of Government clerks in England they are yet adequate for the supply of the necessaries of life, and even ensigns in Her MAJESTY'S Regiments of Foot have been known to live upon their pay, but here are men who are compelled to exchange the comforts and congenial climate of their native land for the unhealthy ports of China, where fevers, dysentery, cholera, and the uncertain temper of the natives severally produce a depressing effect on the chances of their enjoying a long lease of life, and they are told they must either "borrow, beg, or steal" an annual sum to supplement their official income, or they must look forward to a career fruitful of debts and embarrassments. It cannot be argued that the nature of Consular duties is of so agreeable a character as to make their performance a pleasure, for it is well known that the work which falls to the portion of, at least, the juniors in a Consular office is little short of the dreariest drudgery, nor can it be said that the position enjoyed by the officials is of so elevated a kind as to form any recompense for their toil and labour. No, it is merely a question of giving a fair day's wage for a fair day's work. It is no light thing to accept banishment, for the greatest part of one's life, from home and friends, and to work hard day after day in a climate that taxes the powers both of the mind and body to the utmost, and in common justice men who make this sacrifice and incur the numerous risks incident to life in China, deserve to be treated liberally by the country whose cause they serve.

The line of conduct pursued by the Foreign-office in making the appointments above-referred to is somewhat inexplicable. The evidence given before the Committee by Sir HARRY PARKES, Sir RUTHERFORD ALCOCK, and others well qualified to give opinions, tended to show that the Consular duties in China might be efficiently performed by a smaller staff of officials than are at present employed; and it was suggested that this alteration might best be effected by reducing the number of Student Interpreters at Peking to six. Had this advice been followed the saving effected in numbers would have enabled the Government to increase the scale of pay throughout the Service without adding a single penny to the estimates. But the bare idea of giving an increase of pay, however small, appears to be abhorrent to our present rulers, and, rather than perform this act of justice to men who well deserve every consideration, they, in the teeth of the most weighty evidence, have appointed eight Student Interpreters to swell the ranks of those at present studying at Peking, and eventually to add to the crush in a service which is already confessedly overmanned. In the multiplicity of interests near home which daily attract the attention of the English public, it is but too natural that the righteous claims of its servants in the Far East should be either overlooked or forgotten; but we are sure that a few moments' reflection on the present condition of the Consular officers in China would be sufficient to convince any unprejudiced person that to grant them the benefit of an increased scale of pay would be nothing more than is both just and reasonable.

SECOND-CLASS PASSAGES.

(To the Editor of the *London and China Telegraph.*)

SIR,—During, and some time anterior to, the Franco-Prussian war extensive alterations were made in the fleet of the Messageries Maritimes, with reference to an improved second-class ac-

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commodation. There are now three classes instead of two, as formerly. The third corresponds with the P. and O. second, the passengers sleeping in a common room, and not being allowed the use of the quarter-deck. But it is the second-class of which I would speak. This is really now nothing but a slightly inferior first, the passengers being allowed full use of the quarter-deck, the same as the first-class. The hours of meals are the same, and the cabins are so arranged as to be all on one deck, indeed, they are only a continuation of the first-class berths. The second-class cabins are limited in number, and contain four berths each; the size both of berths, cabins and ports are exactly the same as the first, as also are the cabin fittings, and the linen is served as freely to one as to the other. The attendance is also similar. At every meal a sufficient number of French (not Chinese) *garçons* are ever ready to satisfy the wants of the passengers. Tea and coffee are served at six A.M. At 9.30 A.M. and five P.M. respectively, breakfast and dinners are served, the same as first-class. An unlimited allowance of good, sound claret, is placed on the table at both these meals, which may be exchanged for Bass's ale for those who give the preference to the Anglican beverage. Sherry and other wines must be paid for extra, and are not free, as in the first-class. The only material differences are, that no regular tiffin is served to the second-class passengers at noon, and perhaps taking their health into consideration, this is an advantage rather than otherwise. Also that ices and a few luxuries (not necessaries) are not so frequently placed on the table as in the first class. The second-class saloon is situate in the forward part of the ship, and is therefore somewhat cooler than aft. It is amply fitted with punkahs and deck lights. The second-class have the use of bath rooms, &c., in common with the first. tea is served at eight o'clock; but in the second no liquors are placed on the table at nine; these of course can be procured by purchase. Brandy is served only with coffee, after breakfast and dinner. It is obvious, therefore, that second-class accommodation is such that no gentleman need be ashamed to travel by it. It is not considered inconsistent with a gentleman's position to travel second-class in railway carriages, because in the railway arrangements there is nothing offensive or objectionable to gentlemen. And now that the French mail service have organised so convenient, economical, and comfortable a system, which cannot but be acceptable to persons of limited incomes, or it may be growing families, the arguments advanced in favour of second-class railway carriages hold good with regard to ocean travelling. Indeed, in the steamers of the Messageries Maritimes there is nothing common, nasty, repulsive, or in any way objectionable in the second-class accommodation. The only real hindrance to travelling in this cheaper manner is that it *is* second class. There are many persons, especially Englishmen, who would, perhaps, shun a second-class traveller, whose only social deficiency may be that, in order to cut his coat according to his cloth, he is seeking to save £24, the fares respectively from Shanghai being Tls. 314 and Tls. 234.

I have ventured on these remarks knowing that a really trustworthy and inexpensive means of transit must be a great boon to many young men whose incomes are by no means too much for their requirements, and when health and happiness so much depend on an occasional trip home. Moreover, few persons care to trust themselves on regular traders and occasional steamers, which, as far as carrying capacity goes, perhaps, leave nothing to be desired; but there their good qualities may be said to terminate; the greater speed, more roomy accommodation, better trained staff of stewards, &c., in the French mail service help to make the voyage so much more comfortable than even the first-class accommodation in steamers which have been rather severely, but truthfully, denominated "cargo boats." These latter vessels are not unfrequently detained some time in port while their agents are fishing for cargo; and when a very tempting bait is offered—say, for instance, five hundred pilgrims from Singapore—remonstrance is vain, and the unfortnate passengers have only to grin and bear it; and it may not be out of place to remark that the ports of the "cargo boats" are sometimes fixed so as not to open outside; hence the cabin is ventilated from the saloon, and in the best of steamers they are little better than "bulls eyes," while on the *Ava*, *Meikong*, and *Peiho*, and other French mail steamers, the ports are something like eighteen inches by eighteen. Of course those who can afford first-class had better travel by the means that offered the best accommodation and greater social advantages; but we are not all quite as rich as we should like to be, and my remarks are written in the hope that when that great, and to many persons, important, question is raised—"How shall I go home?" if their fortunes are small, and their respectability and love of comfort great, they cannot do better than go by the route I have referred to in this letter. Meanwhile, it is to be hoped that other lines of steamers will follow the example of the Messageries Maritimes, and that an universal second class may be organised, wherein there may be no fear of gentlemen travelling by it being mixed up with servants, sailors, prisoners, and objectionable people generally. Such, indeed, never occurs on the French mail boats, all servants messing and sleeping with the third-class or some part in the lower regions of the steamer, and never come in contact with, or are rarely seen by, the second-class travellers.—I am, &c., &c.,

C.

THE PANTHAY EMBASSY.

(THE TIMES).

The announcement that the Panthays had sent an Embassy to this country conveys little definite information to the English mind, and our readers have probably been at a loss to understand how this communication between a semi-barbarous Asiatic tribe and the English Government can have become, as we were lately reminded, a subject of serious controversy in India. Our correspondent at Calcutta has dwelt upon the importance of our relations with the Panthays. It must be borne in mind that the Panthay Envoys have to encounter in this country a very formidable rivalry in the Burmese Embassy, the magnificence of which must throw into the shade the less splendid representatives of the Panthay Power.* We have no desire whatever to undervalue the worth of the Burmese alliance, or to cast doubts upon its stability; but while showing all hospitality to the Envoys from the Court of Ava, it would certainly be unwise to neglect the friendly overtures of the sturdy Moslems who have thrown off the Chinese yoke. For many years the re-opening of the South-Western trade with China by one of the two routes through Burmah which have been in part surveyed has excited the hopes of the mercantile classes in England. From time to time we hear that a certain pressure has been exerted upon the Indian Government to induce the adoption of more vigorous efforts for the development of this almost extinct trade. The expectations upon which these praiseworthy endeavours are based may prove, we fear, in the main illusory: but we do not think the India-office would be well advised in throwing away this opportunity, which may not again occur, of making friends with the Panthay Government. That the King of Burmah, an Asiatic despot and a Buddhist devotee, should feel jealous of the young, audacious, self-reliant Moslem Power which has grown up on his frontiers is only natural, and it appears to be suspected in India that one of the objects aimed at by the Burmese Embassy at present accredited to the English Court was a circumvention of the Panthay Envoys who were expected about the same time to make friendly overtures to England. With every wish to be courteous to the Envoys of the King of Burmah, we must be careful—not less careful than we should be in European politics—to hold the balance even between them and their rivals. We must remember that while the Burmese Government has frequently been hostile to England and generally obstructive of English trading enterprise, the Panthays, so far as we have known them, have been frank and friendly, glad to welcome the harbingers of English commerce, and ready to aid its progress within the straightened limits of their power.

Scarcely a dozen years have elapsed since we learnt, in an imperfect and roundabout fashion, the story of the Panthay war of independence. The Chinese Empire is, or was, divided into eighteen provinces, of which the one lying at the extreme South-East on the frontier of Burmah was known as Yunnan. This region had for many centuries been peopled by an energetic and independent Moslem population, derived, according to tradition, not from strayed and scanty emigrants across the Central Asian plateau, but from the direct importation of Arab auxiliaries, sent in the eighth century by one of the Abbasside Caliphs to the aid of a Chinese Emperor. This Mahomedan community at all events has had no connection, traditional or immediate, with the strongholds of Islam in Western Turkestan, and it is unlikely to have been moved in any degree by the wave of the Wahabee Revival which has produced results so remarkable in Arabia or India. The rise, indeed, of the Panthays seems to be traceable not so much to the religious enthusiasm of the people as to the patent and growing weakness of the Imperial authority in China combined with the outrageous and increasing tyranny of the local Governments. No doubt, the temporary success of the Taeping rebels gave the Panthays in 1855 an opportunity of revolt for which they had long been waiting. The occasion arose out of some cruelties practised by the Chinese officials upon the Panthay workmen in the silver mines of Yunnan. The miners rose and massacred their masters, and the flame of insurrection spread rapidly through the entire province. The struggle against the Chinese was obscure, prolonged, and fluctuating, but gradually the Panthays succeeded in establishing an independent Mahomedan Government in the city of Talafu. Hostilities still continue on the frontiers of Yunnan between their guerilla bands and the Chinese forces; but it is scarcely within the bounds of possibility that the feeble Government at Peking will at any time succeed in re-establishing its authority over the now independent Panthays.

This chapter of history, it may be said, exhibits the Panthays as a very remarkable nation, but it does not show why England has a special interest in cultivating the friendship of a new, isolated, and as yet uncivilised Power. The Panthay dominion in Yunnan is shut out from direct intercourse with European civilisation on the West by the jealous Buddhist despotism of Burmah, and on the East by the dogged resistance of China to the advances of trade. Yet the Panthays form a link, and a very important link, in a chain of international traffic which it may one day be in our power, as it will always be for our interest, to weld together. The trade between the hundreds of millions of Chinese and the manufacturing industries of Europe ought, some time or other, to find a more direct course than it now finds through the few open ports on the Eastern and Southern Coasts of China. But, in addition to this, the export trade from China to Further and Hither India might become an immensely important traffic conducted mainly by English agencies. Before the insurrection of the Panthays in 1855 a considerable trade, valued at half a million sterling annually, was carried on between Burmah and China, and the Panthays themselves were among the most eager participators in this traffic. Bhamo, a town situated upon the Irrawaddy, near the North-Eastern frontier of Burmah, became the *entrepot* of this trade. But when the Panthays revolted from the Chinese rule, the stream of traffic from China to Burmah was stopped at once, and from the internecine character of the struggle between

* *The Times* appears to be unaware of the fact that the Ambassadors have departed.—Ed. *L. and C. T.*

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the Chinese and the Panthays it is to be feared that the circulation of commerce upon this line will not be easily renewed. This consideration affords some reason for doubting whether the schemes for establishing a regular line of trading connection with Yunnan are likely to result in any substantial advantage either to English commerce or to the welfare of our Indian dominions. It is very easy to talk of the re-opening of the trade with Western China; but, were we even to overcome the jealousy of Burmah and the natural difficulties of a country still in part unexplored, we have little ground for hoping that, either by Captain Sladen's route up the Irrawaddy to Bhamo, or by the wilder project of a railway to the Panthay frontier, we should, in effect, "tap," as the Manchester merchants assert, the trade of China at all. We should merely, as it seems, open up traffic with the Panthays, whose dominion in Yunnan is now as completely separated from the Chinese Empire as it is possible for two contiguous countries to be. We ought, therefore, to be cautious before committing ourselves to any of those ambitious projects of commercial advance by the costly conquests of the railway and the telegraph to which Manchester is so anxious to pledge the Indian Government. At the same time this is no reason for declining to make friends with the Panthays. The commercial possibilities of overland traffic between India and China are almost boundlessly magnificent, and some day or other the break-up of the Chinese Empire, or the separation from it of the South-Western Provinces, may realise what is now accounted by statesmen a vision of Utopia.

EDUCATION IN CHINA.

(WEEKLY REVIEW.)

Some notice of the educational movement in contemplation by the Chinese Government will be interesting to our readers. The Chinese Government, it appears, has appropriated over £200,000 to carry it out. The purpose is to take one hundred and fifty youths to the United States for their education. They are to go in companies of thirty during each of five successive years, and to remain there for fifteen years. The purpose, therefore, would appear to be to make them thorough scholars in all Western learning. The youths are selected of the ages of twelve to fifteen at the time of their selection. As they go at an early age, they are to be accompanied by a staff of Chinese teachers, who will instruct them in their own language, literature, and philosophy, while pursuing their study of Western language and science. The whole scheme has been planned and worked out by Mr. Yung Wing, a Chinese gentleman, who graduated at Yale College, United States, with distinction in 1856. He studied English in the Morrison Education Society and School. The principal of that school was the Rev. S. R. Brown, D.D., now of the Dutch Reformed Mission in Japan. When Mr. Brown returned to America in 1846 he took three young men with him. One named Wong Ashing returned after some three years' absence, and he has long been the efficient superintendent of the large mission press of the London Mission Press at Hong Kong, and sustains the character of a worthy Christian man. A second one after spending some three or four years in the United States went to Edinburgh, and graduated with honour in medicine at the University of Edinburgh, and Dr. Wong Fun is now the resident physician to the foreign community at Canton. He also renders Dr. Kerr efficient assistance in his large hospital there. The third was Mr. Yung Wing, who, after years of laborious and painstaking effort, has succeeded in inducing China to take this advanced step in the way of training a corps of educated men for its service.

It is admitted by all that now, since China has taken her place among the nations of the earth, she greatly needs men of her own country with a thorough education in Western language and science to carry on the international intercourse that this new position requires of her. With a view to meet that pressing want, as well as other needs, she has established the University at Peking, to instruct Chinese students in the knowledge of European languages and sciences, which is under the presidency of the Rev. W. A. P. Martin, D.D., LL.D.; and to prepare a staff of men with still higher attainments she proposes to send off to the United States these one hundred and fifty youths for a course of study extending over a period of fifteen years. No one interested in the progress of his fellow men can regard this movement with indifference. Mr. Yung Wing will accompany the first company of thirty this summer, and after their arrival he will arrange for their studying, and then leave them there under the particular care of their instructors in Chinese and of Mr. Lai Sin. This gentleman received his education in English in the United States, having gone home to America with the Rev. Dr. Morrison from Singapore. As he is to remain in America in charge of these students for so long a time, he takes his family with him. His wife was educated by the late Miss Aldersey, who did so much for female education at Ningpo. Two of their daughters have quite a good education, having been to England. It is said that Wong Shing, of Hong Kong, will go over to America in charge of the second company of thirty next year. It will be obvious to everyone that the first four years of their arrival will be spent in acquiring the rudiments of the English language and the common branches of education before they can ever enter an academy to study for college. Then allowing six years for their preparatory and college course, it will leave five years after graduation at some college to study some profession of medicine or law, and some specialty in science and art, or diplomacy, or international law.

MISCELLANEOUS.

THE LORD MAYOR'S BANQUET TO THE JAPANESE EMBASSY.

On Tuesday last, the 24th inst., the Lord Mayor, Sir Sills John Gibbons, and the Lady Mayoress, entertained the principal members of the Japanese Embassy at dinner in the Egyptian Hall of the Mansion-house. The company included the Ambassador Extraordinary Iwakura; the Associate Ambassadors Extraordinary Kido, Privy Councillor; Okubo, Ito, and Yamagutsi, the First, Second, and Third Secretaries; Soogiwoora, Foreign Department; and the Japanese Minister in London (Terashima Munenori). In attendance upon the Embassy were Sir Harry Parkes, General Alexander, C.B., and Mr. W. G. Aston. Among the other guests were Alderman Sir Benjamin Phillips, Mr. Broadwater (the Upper Warden), and Mr. Deputy Malcolm (the Rent Warden) of the Fruiterers' Company, with the members of the Court of Assistants; Mr. Deputy Heath, the chairman, and the members of the General Purposes Committee of the Corporation; Mr. Under-Sheriff Beard, Mr. Deputy Fry, Mr. Deputy Elliott, Mr. ex-Sheriff Cotterell, Mr. Deputy Banister, Mr. Deputy Barnes, Mr. J. Whittaker Ellis, Mr. Bedford, chairman of the City Commissioners of Sewers; Mr. E. W. Cooke, R.A., and others. The band of the Coldstream Guards was in attendance.

The Ambassador Extraordinary occupied a seat at dinner immediately on the right of the Lord Mayor, and the rest of the Japanese guests, eight or ten in number, on his Excellency's right, each according to his rank. On the removal of the cloth, the choir chanted the Grace from the *Laudi Spirituali*. The Lord Mayor and the Lady Mayoress then drank to the guests in a loving cup, according to custom. The usual loyal and constitutional toasts were afterwards duly honoured. The Lord Mayor, in proposing the toast of the evening, said he was sure the remarks he was about to make would be kindly received by the whole company. The English nation, he said, had been always distinguished for its desire to obtain information relating to remote regions of the world. A long time had elapsed since we first attempted to get a knowledge of Japan. Fortunately, we had men associated with missions in China who were afterwards asked to take part in investigations in relation to the Japanese islands, and who so well performed the duties assigned them and so ingratiated themselves with the inhabitants with whom they came in contact, that we now stood on a far better footing in regard to Japan than to China, which we knew 140 years ago. He was not going to say anything of a laudatory character in reference to the Japanese people; but he would venture to say this—pointing to the Japanese Ambassador on his right—that the citizens of London hailed with very great delight the advent of his Excellency in this country. He hoped that all his countrymen to whom an opportunity had been afforded had received them in the cordial manner in which they deserved to be received. He had paid most marked attention to everything that had occurred in Japan during the last three or four years, and he could only say, in common with most people probably who had interested themselves in the subject, that the advancement which had been made by the Japanese people in that time was perfectly surprising. They were, first of all, entirely unselfish, seeing that all the great men in the country had abandoned privileges, power, and revenue, and had given in their adhesion to a system of Government more consonant, as they believed, with the existing state of things in that enormously populated country. He had as his guest that evening the Ambassador Extraordinary from Japan—a man of great intelligence, as he was given to understand, and his Excellency was accompanied by those who were well able to assist him in making reports in his own country as to the way in which Government was conducted here. His Excellency might be assured that we were well disposed to find every facility in our power to encourage trade between his country and ours. The works of art, especially, and the products of Japan had been long and highly appreciated and admired in England, and it was a circumstance affording him great satisfaction that he had been the first Lord Mayor who had ever had the honour to welcome an ambassador from Japan in the city of London. He now begged to offer to his Excellency "the right hand of fellowship," and to assure him, as he might well do, that when he returned to his own country he might safely assure the Japanese people that we would be always disposed to deal righteously with them. The intercourse ought to be perfectly reciprocal, and they and we might be convinced that the more intimate the acquaintance the greater would be the prosperity of the two countries. He had the greatest pleasure in proposing the health of the Japanese Ambassador, and in expressing to his Excellency his belief that in the city of London, and among the English community generally, there was an earnest desire to cultivate good offices with his country. He trusted his Excellency would be enabled to form right opinions of the English people during his stay, and that they and we would be friends for ages to come.

The Ambassador, through Mr. Aston, expressed his high sense of the complimentary and flattering address delivered by the Right Hon. the Lord Mayor, and of the good will which his Lordship had evinced towards his country, adding that those expressions of amity would be the most welcome tokens he could take home to his Sovereign. His countrymen at the same time would no doubt be highly gratified with their splendid reception in the City of London.

Some other toasts appropriate to the occasion followed, the Ambassador proposing the health of the Lady Mayoress.

THE BURNING OF THE "AMERICA."

It will be remembered that a short time since telegrams were received reporting the destruction by fire of the Pacific mail steamer *America*. With reference to that announcement a New York commercial newspaper says:—The Pacific Mail Steamship Company, on account of advices received from parties whom it has reason to believe reliable, entertains serious doubts regarding the authenticity of the telegram received from its agent at Yokohama, Japan, reporting the loss of the steamer *America*, together with the cargo and treasure, and is disposed to regard the whole affair as a *canard*, conceived and executed by unscrupulous parties for the purpose of "bearing" stock. Of course the destruction of a steamer which is valued at more than $1,000,000 must seriously affect the value of the stock of the Pacific Mail Steamship Company, and that the report of its burning did depress it is evident in the sudden fall of more than four per cent. So soon as the company received the telegram, which it had reason to suppose was from its

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agent, it immediately telegraphed in every direction whence it was supposed information could be obtained, but it has been unable to obtain confirmatory despatches, and the conviction is rapidly becoming fixed in the minds of the directors that the telegram was a hoax. No confirmatory information has been received by the company or its agents, or at the office of the Lloyds, nor have the shippers of freight received advices from any of their agents, nor have any telegrams been received by friends of passengers on board, who would naturally spare no time nor effort to inform their relatives and friends at home of their safety in such a disaster as that reported had occurred to the steamer. The company, therefore, has been inclined to doubt the authenticity of the telegram, although the despatch was received in the cipher supposed to be known only to itself and agents.

DEPARTURE OF MISSIONARIES TO CHINA.—A meeting for the purpose of bidding farewell to several missionaries of the English Presbyterian Church who are about to proceed to China has been held in St. George's Presbyterian Church, Liverpool. The missionaries are Dr. Gauld, who returns as a medical missionary to Swatow; the Rev. Robert Gordon, who goes for the first time to Amoy; and the Rev. John Kirkwood, who will be stationed at Penang. The Rev. R. H. Lundie presided, and after prayer by the Rev. Dr. V. M. White, Mr. Lundie addressed the meeting, and entreated the prayers of the congregation on behalf of their missionary brethren. The Rev. Dr. Carstairs Douglas, the senior Chinese missionary—who is at the present time on leave in England, and engaged in compiling a Chinese dictionary in Roman letter, a work entrusted to him by the Amoy missionaries generally—delivered a short address, and Dr. Gauld then gave a sketch of his missionary experience. The scene of his labours, he said, was at one time peculiar for the barbarism and savage character of its people, and when he first commenced to work there was scarcely a city where the missionary could freely enter. Now every town was open to them, and they could freely go in and out. A great change had come over the people. The missionaries were no longer looked upon as enemies—as spies seeking the injury of the country and its inhabitants—but as their truest friends. Ten years ago the mission had scarcely thirty converts, and only two or three stations in a district comprising 120 miles of coast and penetrating forty miles inland. Now it had 300 converts and thirteen mission stations. Mr. Gordon also addressed the meeting, and Mr. T. Matheson, who spoke briefly, announced that the missionaries would be accompanied by a Chinese boy who had been converted to Christianity.

THE corvette Thalia having undergone the necessary repairs at Devonport dockyard is now in Plymouth Sound, where she will embark her stores, and be finally prepared for her voyage to China. The following appointments have already been made of officers to the China Station, who will proceed in the Thalia:—To the Midge, Commander J. T. G. Grant, Sub.-Lieutenant Abraham H. Lindsay; to the Ringdove, Sub-Lieutenants Robert B. Maconochie and H. C. Kenyon-Slaney; to the Iron Duke (for disposal on arrival on the Station) Lieutenants Frederick A. Blackett, Frederick H. Johnstone, and Charles J. Norcock; Sub-Lieutenants Philip E. Cresswell and James S. Muggeridge; Midshipmen: Leicester F. G. Tipping and Herbert B. Dillon.

AMONG the officers promoted in, and appointed to, the Order of the Bath, in recognition of their services with the Loshai Expedition, is Brigadier General C. H. Brownlow, K.C.B., who served throughout the campaign of 1860, in China, including the action of Sinho, taking of Tangku, and the Taku Forts, and occupation of Peking, for which services he received the medal with two clasps, brevet of major, and was appointed C.B.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ANTON—On the 24th Sept., at Elgin House, Hong Kong, the wife of James Ross Anton, of a daughter.
BORRADAILE—On the 26th Sept., at Westbourne-park, the wife of J. O. Borradaile, of a son.
CAMPBELL—On the 22nd Sept., the wife of Alexander Campbell, of Yokohama, of a son.
CRUM-EWING—On the 26th Sept., at Glasgow, the wife of H. E. Crum-Ewing, jun., of a daughter.
DUNLOP On the 22nd Sept., at Clock House, Ashford, Middlesex, the wife of R. V. Dunlop, of Colombo, Ceylon, of a daughter.
FAIRBAIRN—On the 12th Aug., at Hong Kong, Mrs. John Fairbairn, of a son.
FROHLICH—On the 21st Sept., at 43, Eardley-crescent, West Brompton, S.W., the wife of C. G. Frohlich, prematurely, of a daughter.
HADOW—On the 17th Sept., at Crayford, Kent, the wife of the Rev. G. R. Hadow, of a daughter.
KUSTERMANN—On the 21st Sept., at Poseldorf, Hamburg, Mrs. Franz Kustermann, of a son.
MILLS—On the 29th Sept., at Dudley House, Sutton, the wife of Thos. Mills, of a daughter.
RICHARD—On the 9th August, at Shanghai, Mrs. J. B. Richard (Comptoir d'Escompte de Paris), of a son.
STYAN—On the 22nd Sept., at Upper Brunswick-place, Brighton, the wife of G. H. Styan, of a son.
WEST—On the 27th Sept., at Woodford, Essex, wife of James West, of a son.
WILD—On the 20th Sept., at Foochow, the wife of Chas. A. Wild, of a son.

MARRIAGES.

DOLBY—BORTTI.—On the 5th Sept., at Milan, Miss Dove Dolby, daughter of Mr. Henry Dolby, of London, to Signor Alessandro, primo tenore, Milan.
LEROY—DE CRETY.—On the 7th Aug., at Shanghai, M. E. Leroy, of Messrs. Nachtrieb, Leroy, and Co., to Marie, daughter of the Baron de Crety, agent of the Messageries Maritimes.
SATOW—LANCASTER.—At St. Thomas' Church, Stamford-hill, Charles Mason Satow, fourth surviving son of H. D. C. Satow, of Upper Clapton, Middlesex, and Sidmouth, Devon, to Mary Ann Margaret, eldest daughter of the late Major Henry Lancaster, 20th Regiment, B.N.I.

DEATHS.

FRITH—On the 20th Sept., at Meerut, Lieut.-Col. John Sabatier Frith, Royal Horse Artillery, aged 44.
HORSFORD—On the 21st Sept., at Endsleigh terrace, Tavistock-square, Elizabeth fifth daughter of the late Sir Joseph Wallis Hoare, Bart., and widow of the late Prebendary James Payne Horsford, formerly Chaplain at Ceylon.
KATZ—On the 20th Aug., at Singapore, the infant daughter of Mr. Aaron Katz.
PALMER—On the 8th Aug., at Shanghai, Mr. S. T. Palmer, aged 35.
STAEL—On the 18th Sept., at Hong Kong, at the residence of her son, Mrs. Johanna Stael, late of Montague-street, Russell-square, aged 52.
WALKINSHAW—On the 10th Aug., at Hong Kong, in his 28th year, Constantine, second surviving son of James Walkinshaw, of St. Andrew's.

Monetary and Commercial.

The autumn meeting of the Associated Chambers of Commerce has been held at Southampton, under the presidency of Mr. Sampson Lloyd, of Birmingham, who explained that the association had determined to hold this conference in order to prepare the way for the discussion of subjects requiring legislation in the coming session. Among other matters decided was the proposal to memorialise Government in favour of the introduction of the Merchant Shipping Bill, also on the necessity of taking steps to secure to British shipping the treaty rate of tolls for the use of the Suez Canal, and for securing, if possible, its neutralisation. It was also determined to request the Government to complete the survey of the route from Rangoon to Kiang Hung and to ascertain generally the best means of communication with the south-west of China.

The directors of the Chartered Bank of India, Australia, and China, have issued the following circular to the shareholders:—

The directors, in now furnishing the shareholders with a statement of the bank's affairs for the half-year ended 30th June last, beg to report that the net profits earned during that period amounted to £43,269 9s. 4d., and that a sum of £4,867, previously treated as a loss, has become a good asset. These amounts extinguish the deficiency which was shown at 31st December last, and leave at the credit of profit and loss account on 30th June a balance of £19,361 1s. 7d. Under these circumstances, the directors would have been justified in recommending an interim dividend for the past half-year, but for a loss which has since been incurred through the failure of Messrs. Gledstanes and Co., and their correspondents in India, upon whose several estates the bank may have to claim for £28,000. This sum may possibly be lessened by certain securities, the right to which has yet to be legally established; but, in any case, the directors see no reason to anticipate an eventual loss exceeding the above amount at credit of profit and loss. This information the directors hope will tend to remove the misconception which apparently exists with regard to the position of the bank, as evinced by the present undue depreciation in the market value of its shares. They are able to state that the general business of the bank is progressing satisfactorily.

Since the last annual meeting, Mr. Emile Levita, of Messrs. Levita and Hudson, of London and Manchester, has consented to join the direction. The election of this gentleman, whose services will be a valuable acquisition to the board, will be proposed to the shareholders at the earliest date permitted by the bank's deed of settlement. Mr. Frederick William Heilgers has been provisionally elected a director in place of Mr. James Fraser, deceased. To confirm that appointment, as well as for the election of Mr. William Patterson as a director, an extraordinary general meeting of shareholders will be held on the 9th day of October next.

At the annual meeting of the Anglo-Indian Tea Company (Limited) a dividend at the rate of 10 per cent. per annum was declared, £500 was written off the preliminary expenses account, £500 off the goodwill account, and £982 carried forward to the next year's account. It was resolved to issue the remaining shares of the company at par to the present shareholders, and at 20s. per share premium to the public.

The report of Palmer's Shipbuilding and Iron Company (Limited), shows a net profit for the year ending June last of £103,551, out of which the directors recommend the payment of a dividend of 6 per cent., making, with the interim dividend, 10 per cent. for the twelve months on the present capital entered as paid up. It is also proposed to add £10,000 to the reserve fund, increasing it to £30,000.

The Anglo-American and French telegraph companies are about to declare interim dividends for the quarter ending the 30th inst.

Extraordinary meetings of the Eastern, Falmouth, Gibraltar, and Malta, British Indian Submarine, Anglo-Mediterranean, and Marseilles, Algiers, and Malta Telegraph Companies will be held on the 3rd prox., to receive reports from the directors as to the progress of the arrangements for the amalgamation of these undertakings.

The suspension is announced by circular of the firm of Mr. Thomas Sutcliffe, cotton-spinning and yarn and cloth agent, car-

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rying on business at Manchester. The liabilities are about £25,000, and it is stated that the estate will yield a dividend of 17s. in the pound.

By a singular informality no list was taken of the creditors who attended the meeting of the creditors of Messrs. Gledstanes and Co. last week, but the Registrar of the Bankruptcy Court has given leave to compile one from such data as might be available.

Mr. R. W. Barker, of Messrs. King and Co., Liverpool and Bombay, and Mr. W. Leedham Crowe, of Messrs. W. Leedham Crowe and Robarts, have joined the board of directors of the Realm Marine Insurance Company.

Bar silver has been in fair demand during the week, but the price has remained without variation at 5s. 0⅜d. Mexican dollars remain as last quoted, the old coinage at 5s. 2¼d., the new at 5s.

The amount of bullion by the P. and O. Company's steamer *Massilia*, which left Southampton on the 26th inst., was in gold —to Galle, £1,355; to Madras, £475; to Gibraltar, £8 000— in silver—to Penang, £5,000; to Singapore, £2,500; to Hong Kong, £18,250; to Shanghai, £25,760; to Hobsons Bay, £280; to Sydney £3,400; total, in gold, £9,830; in silver, £55,190.

ARTICLES OF IMPORT.

TEA.

Messrs. Capel and Co.'s Circular says:—

There is no improvement in the tone of the market, business still being limited, but prices show little if any variation. Importers hold very firmly; their views, however, are above those of the buyers, which checks business. Large parcels of Green Tea continue to be offered for public sale without reserve from day to day. There have been no further advices by letter this week. The deliveries for the week amount to 3,671,000 lbs., against 3,233,000 lbs. last year.

Black: Red-leaf kinds: Siftings and broken-leaf kinds remain much as before, the demand being moderate. Fair to good common have been firm from 1s. 0½d. to 1s. 1½d. per lb. In fair to good Kaisows the few sales made have been at previous prices. Fine to finest show no change, but the sales have been very trifling. Pak Lin kinds: The good qualities have been wanted from 1s. 7d. to 1s. 8d. per lb; in fine to finest but little has been done. Black-leaf kinds: There is no improvement in the price of low to common kinds; good common remains unaltered, fair to good medium kinds have been freely offered, but sales have been restricted by the high prices required by importers. In fine to finest there is no alteration to notice, prices being firmly maintained. New-make kinds: For these there has been a fair enquiry, especially for good quality, which is scarce. Oolongs: Fair to good have been dull of sale, but fine to finest in fair request. Souchongs: Fair to good have been but little in demand; fine have been saleable at about previous prices. In Flowery Pekoes business has been small, and prices are somewhat uncertain. Scented Teas: Canton Capers have been taken at the decline last quoted for common to fair kinds; good to fine have been maintained. Foochow kinds have been firm. Canton Orange Pekoes have realised last week's prices. Foochow kinds have sold rather better, some of recent arrival having rather more scent. In uncoloured Japans business has been limited, but prices remain as before. *Green*: The market has been fully supplied. Several invoices have been offered privately, and further parcels sold at public sale, without reserve, in all about 4,400 packages, whilst to-day 3,158 packages have been offered, of which 2,648 packages were sold at lower rates, 630 packages were withdrawn, and 580 packages postponed until to-morrow, when also 1,834 packages are advertised for sale without reserve. In face of such large quantities prices have been fairly maintained, but recently they have ruled in favour of buyers. Canton kinds show no material change.

SILK.

No alteration has taken place in the market since our last report.

CHINA PRESERVES.—About 266 cases Ginger have been sold at 8¼d. to 9¼d.

COIR GOODS.—A large supply of Yarn has been offered by auction, but of the bulk consisted of second-hand parcels, which met no offers, and was withdrawn, the remainder fresh imports selling at steady rates. Of 46 bales Ceylon *Yarn* offered 11 bales fine sold at £46; of 43 tons ditto 20 tons sold, very common, £25 5s.; common to low middling, £28 to £29 10s.; medium to good medium, £31 15s. to £33 10s. Of 19 tons Ceylon *Fibre* offered only 4 tons sold—low mattress at £9 15s. to £10, fair ditto £18, bristle at £39 5s., also 8 tons Ceylon *Rope* 3 to 3½ inch at £18, 2½ to 3 inch at £20 5s., 1¾ to 2¼ inch at £24 5s. per ton.

COCOA-NUT OIL.—The market is quiet but steady at £35 10s. for Ceylon, and £38 for Cochin. In public sale a considerable quantity has been offered but has met but little demand, and only a small portion sold; of 761 casks Cochin 32 casks sold—good fair to good at £37 10s. to £38, but about 20 tons good have been sold privately at the latter price; 309 casks Ceylon were bought in at £35 to £35 10s., except 5 hogsheads good which sold at £35 10s.

CUTCH continues dull; the only sale has been of 300 boxes fine Pegu old import at 22s. per cwt.

EBONY.—At auction 60 logs (13 tons) cocoa-nut oil damaged Ceylon were sold at £24.

GALLS.—China continues firm at £2 17s. 6d., at which price 200 cases have been quitted during the week.

GAMBIER.—The market has presented a more steady appearance, and transactions establish a slight advance upon last week's prices. On the spot a small business has been doing in block at 24s. 6d., and in fine cubes at 29s. 9d.; afloat, 23s. 1½d. to 23s. 3d., ex ship, has been realised for June-July, and 22s. 6d. for July-August shipment.

HEMP.—The demand for Manila is inactive, and but little business has been done; prices show a slight decline, fair roping being quoted at £45 10s. per ton.

JAPAN WAX.—Without alteration. In auction of 125 boxes saucers offered 30 boxes good hard yellowish sold at 93s. to 94s., and 5 boxes stained at 87s. per cwt.

PEPPER.—*Black*: Privately the market is quiet but steady, small sales being made on the spot in Singapore at 6¾d. for September delivery, and in Penang at 6 5-16d. Of the offers at auction the bulk was bought in—Singapore at 7d., Siam at 6¾d., Penang at 6⅞d. to 6½d.; sea-damaged Penang sold at 6¼d. to 6⅜d., and Trang at 6⅜d. *White* has met less demand, and has sold at rather lower prices—Singapore fair 1s. 2¼d., good bold 1s. 2⅝d., Penang at 1s. 1⅜d.

RICE.—There is a quiet market on the spot, and no business has been done in that position, but transactions to considerable extent have been effected in floating cargoes, the following having been sold:—The Emmanuel 970 tons Necransie, arrived off coast, at 9s. 9d. Liverpool quay terms; the Admiral Tegethoff 1,250 tons Necransie, arrived also, at 9s. 9d. Liverpool quay terms; the Albert Wilhelm 960 tons Rangoon, arrived off coast, at 10s. 7½d. Liverpool quay terms; the Eliza Querolo 875 tons Bassein, May sailing, at 10s. 6d. Liverpool quay terms; the Catalina 840 tons Necransie, off coast, at 9s. 3⅞d. for the Continent; the Kong Eystein 680 tons Necransie at 9s. 5½d. also for the Continent; a cargo of 1,500 tons Rangoon, per steamer August sailing, at 10s. 1½d. ex ship London; the Rurick 1,070 tons Bassein at 10s. 6d. Liverpool quay terms; the G. C. Michels 475 tons Necransie at 9s. 4½d. for the Continent; the Peppina Mignona 650 tons Rangoon, off coast, at 10s. 1½d. for the Continent; the Lutterworth 1,100 tons Bassein, June sailing, at 10s. ex ship London; the Suomi 1,020 tons Bassein, May sailing, at 10s. 6d. Liverpool quay terms; and a cargo of about 1,000 tons Bassein, distant shipment, at 10s. 3d. Continental terms.

STICLAC.—Good free Siam continues to realise the previous price, viz., £4 7s. 6d. per cwt.

SAGO.—In auction 212 boxes fine large and medium sold at 19s. 6d., two lots 20s., 377 bags medium partly sold at 19s. 6d.; *Flour*: Singapore has been sold to some extent at 16s. cash.

SPICES.—*Cassia Vera*.—9 cases mouldy Penang sold at 32s. *Lignea*: Of 340 boxes unworked offered 130 boxes sold at 90s., being cheaper. *Cinnamon Chips*: Of 247 bags Ceylon offered 187 bags sold at 5½d., coarse bark at 2⅝d. *Cloves*: 24 cases low dull Penang sold at 6⅝d. to 7⅛d., 3 cases Amboyna sort at 7⅞d. *Nutmegs*: A large supply, amounting to 441 packages, was offered, and with a better demand the greater part was disposed of at firmer rates; of 162 cases 272 boxes Penang and Singapore 60 cases and 272 boxes sold, average 68 nuts to the lb. at 3s. 9d. to 3s. 10d., 72 and 71's at 3s. 8d. and 3s. 9d., 79 to 74's at 3s. 5d. to 3s. 6d., 94 to 90's at 3s. 2d. to 3s. 4d., 113 to 109's at 3s., 160 to 140's at 2s. 7d. to 2s. 9d., shrivelled and lined 1s. 4d. to 2s. *Mace*: 20 cases Penang and Singapore met a steady demand, and 16 cases sold at dearer rates, ordinary dark 3s. 10d. to 4s., good ordinary 4s. 1d., middling to fair pale and reddish 4s. 4d. to 4s. 6d., of 41 cases ordinary Java only one lot sold at 3s. 9d.

TIN.—Owing to the near approach of the Dutch sale prices here have been irregular; the last quotation for Straits is £146 to £146 10s.; Banca rules at £163; Billiton at £152 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Sept 19	Vice-Admiral May...	Annokkee	Batavia	Texel
19	Stad Dokkum	Thompson	Java	Do.
19	Svea	Fielldjen	Rangoon, for Antdm.	Falmouth
19	Giuseppe Lavarello .	Mortola	Do., for Rotterdm.	Do.
16	Ole Moller.....	Jorgensen.....	Bassein	Copenhagen
19	Windhover	Balfour	Singapore	Liverpool
21	Auriga	Alaerton	Sarawak	London
19	Tony	Peterson.....	Manila	Falmouth
21	Glaucus (s.)	Wilding	China, Sing., &c.,S.C.	London
21	G. C. Michiels.....	Dillwitz.....	Akyab	Falmouth
21	Glove.....	Schlaffino	Rangoon	Do.
21	Alblasserwaard	Jacobs	Java	Do.
	Istapa	Richards	Singapore	New York
22	Cordova (s.).....	Reynolds	China, Sing.,&c., S.C	London
19	Midi	Brun	Rangoon	Copenhagen
23	Earl Dalhousie	Henderson.....	Singapore	London
22	W. G. Russell	Owen	Akyab	Falmouth
21	Wenona	Williams	Do. for Amsterdam	Off the Lizard
23	Maria.....	Tofield	Rangoon	Liverpool
25	Emiliano (s.)	De Larrinaga .	Manila & Sing., S.C.	Do.
23	Edwin Basset	Dickensen.....	Penang	Do.
19	P. Rickmers.....	Jaburg	Akyab	Bremerhaven
19	Kruse Bjorn.....	Dyberg	Do.	Do.
21	Leopold.....	Stephensen ...	Do.	St. Nazaire
	Clytie.....	Toogood.....	Manila	New York
20	L. J. Enthoven	v. Nouhuys ...	Batavia	Brouwershaven
20	E. Acame	Bado	Rangoon	Do.
3	Jacques Seurin	Hue.....	Macao	Havana
23	Olivet.....	Wood	Singapore	Portsmouth
23	P. Maynano	Demartino.....	Rangoon	Falmouth
24	Hiawatha	Umnus	Akyab	Do.
	Nightingale	Cutter.....	Singapore	Boston
	Sarpedon (s.)	Ferguson	Foochow, via S.C.....	New York
	Queen of the Bay ...	Wate	Colombo.....	Do.
24	Maddelina.....	Beizo	Akyab	Falmouth
12	Constance.....	Schroot	Sourabaya	Boston
	Hope	—	Singapore	Do.
25	Somerset	Hicks.....	Colombo	Off St. Cthrn's.Pt
26	Mont Cenis (s.)	Hybert	Manila, via S.C.	Deal
26	Lina	Jacobsen	Rangoon	Falmouth

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DEPARTURES.

Date.	Ship.	Captain.	For	From
Sept16	Parodi c.	Parodi	Singapore	Penarth
6	Yokohama	Hamblin	Hong Kong	New York
17	Saigon	Davies	Galle	Glasgow
20	Lord of the Isles (s.)	Blow	Sing., China, &c., S.C	London
21	Vaico (s.)	Piton	Singpre., &c. via S.C.	Ayr
20	Hansa	Vesta	Hong Kong	Cardiff
21	Agra (s.)	Gibb	Colombo, &c., via S.C.	London
22	Sarah and Emma	Roberts	Singapore	Cardiff
22	Boschetto	Chiesa	Do.	Do.
22	Templar	Fessenden	Do.	Liverpool
20	Queen Victoria	Quinn	Yokohama	Dublin
24	Eleanor	Jobson	Singapore	London
21	Imperial	Taylor	Do.	Penarth
24	Racine	—	Bangkok	Newcastle
25	Tyburnia	Stephens	Hong Kong	London
25	Drummond Castle(s.)	McRitchie	Sing., China, &c., S.C.	Do.

See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Between Sept. 11 and 20.

Steamer.	From.	For.
Agamemnon	Liverpool	Singp., China, &c.
Glendarroch	Foochow	London
Statesman	Liverpool	Colombo, &c.
Wyberton	Batavia	Rotterdam
Prins Hendrik	Do.	Amsterdam
Sirius	China	London
Macgregor	Shanghai	Do.
Maude	Hong Kong	Do.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Hong Kong and Shanghai: H. C. Orsted. For Singapore, Yokohama, and Hiogo: Galley of Lorne. For Penang, Singapore, Hong Kong, and Shanghai: Cheops. For Colombo, &c.: Yorkshire, Vibilia, Calcutta.

SAILING VESSELS.—For Yokohama: Laurel. For Shanghai: Portland. For Hong Kong: Cœur de Lion. For Chefoo and Tientsin: Carnarvonshire. For Penang: Vanguard. For Singapore: Auriga, Havelock. For Colombo: Palestine. For Colombo, &c.: Spirit of the North, Elizabeth Ann.

At LIVERPOOL.—For Yokohama and Hiogo: Harrington. For Hong Kong (via S.C.): Sea Gull (str.). For Manila: Aurorita, (via S.C.) Emiliano (str.). For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Menelaus (str.), Ulysses (str.), Nestor (str.). For Galle, &c.: Rowena. For Galle: Queensbury.

At GLASGOW.—For Batavia and Sourabaya: County of Stirling. For Singapore: Maggie Leslie, Tyger van Kocti.

SPOKEN.

DIAMANT, Sarawak to London, 140 days out, Sept. 10, 45 N., 16 W.
TAPAQUE, Batavia to Amsterdam, June 17, 25 S., 53 E.
MARIA HENRIETTA, Java to Amsterdam, Aug. 13, 15 N., 27 W.
GT. ADMIRAL (Amer. ship), Manila to Boston, July 25, 32 S., 33 E.
HOEK V. HOLLAND, Rotdm. to Batavia, 23 days out, Aug. 13, 13 N., 26 W
NIEUW WATERWEG, Amsterdam to Batavia, Aug. 30, 14 N., 26 W.
MIKADO, London to Shanghai, July 12.
TROCHRAGUE, Glasgow to Java, July 12.
MARIA WENZELL (Dut. barq.), Amsterdam to Batavia, Aug. 1, 4 N., 22 W.
CALLISTO, Colombo to London, Sept. 16, 46 N., 20 W.

FREIGHTS AND CHARTERS.

Rates of freight outward remain unaltered, but a good demand exists for homeward charters.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 70s. meast. To Hiogo: 70s. meast. To Nagasaki: 90s. meast. To Shanghai: 40s. meast. To Hong Kong: 40s. meast. To Manila: 80s. meast. To Singapore and Penang: 40s. meast. To Sourabaya and Samarang: 70s. meast. To Batavia: 65s. meast. To Padang: 80s. meast. To Saigon: 100s. meast. To Galle: 40s. meast.

Per SAILING VESSELS.—To Yokohama: 40s. meast. To Shanghai: 45s. weight, 30s. meast. To Hong Kong: 25s. meast. To Singapore: 20s weight, 25s. meast. To Penang: 35s. weight or meast. To Ceylon: 30s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: £40. To Shanghai: £42 10s. To Hong Kong: £36. To Singapore: £25 to £26. To Penang: £25. To Galle: £21.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 40s. to 42s. 6d. To Shanghai: 45s. To Hong Kong: 35s. To Manila: 27s. 6d. to 30s. To Singapore: 23s. 6d. to 25s. To Ceylon: 20s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Manila: 30s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

The Admiralty have invited tenders for the conveyance of 40 tons of stores to Hong Kong.

CASUALTIES.

Advices received from Hamburg, dated Sept. 20, state that the Elena Cardano, Schiaffino, which arrived there on the 17th, from Nicolajefsk, ran into a schooner lying at anchor off Blankenese, but sustained no serious damage.

The Radore, from Cardiff for Singapore, has put back to Penarth Roads, with loss of anchor.

MISCELLANEOUS.

The committee of Lloyds will be glad of any information respecting the Robin Hood, Lewis, which vessel is reported to have sailed from Sourabaya, for Rotterdam, on Feb. 11 last, and was spoken March 1, in lat. 15 S., lon. 115 E.

At ST. HELENA.—July 27, Adriana Petronella, de Breuk, from Batavia, and sailed Aug. 1, for Falmouth; July 28, Kennemerland, de Jong, and sailed 29, for Amsterdam.

At PORT SAID.—Canton, from London, for Singapore, China, &c.

THE P. AND O. STEAMER "HYDASPES."—This vessel, which has been built and engined by Messrs. Denny and Co., of Dumbarton, for the P. and O. Company, has been taken to Stokes Bay, under the command of Captain J. M. Rogers, for a trial at the measured mile, preparatory to being employed in the Eastern mail service. Among the gentlemen present were Messrs. P. D. Hadow, H. Bayley, E. Thornton, and Captain J. R. Engledue, directors of the company; Messrs. E. H. Rea, A. Maclean, and G. W. Smythe, of the General Post-office; Messrs. P. Denny and Brock, of Dumbarton; Captain T. Black, and Mr. A. Lamb, general and engineering superintendents at Southampton; Captain T. Jamieson, Messrs. T. S. Begbie, W. Barnes, Witt, Firth, &c. With an average pressure of steam of 57 lb., vacuum 25½ inches, and the engines making 66 revolutions per minute, she ran the measured mile twice with the following results:—1st (against a very strong tide), 5 min. 32 sec., or 10·843 knots per hour; 2nd, 4 min. 32 sec., or 13·235 knots, giving a mean speed of 12·039 knots. Having as yet taken very little cargo on board, and but a comparative light weight of coals and stores, the vessel's draught forward was only 15 ft. 10 in., and 16 ft. aft, and the fans of the screw were consequently some distance out of the water, thereby materially diminishing her rate of speed, and there can be no doubt that when in proper trim the Hydaspes will be quite equal to her sister ship, the Cathay, which, while her engines made eight revolutions per minute less than the Hydaspes, attained a speed of 13·478 knots on the occasion of her trial some two or three months since. The following are the leading dimensions of the Hydaspes:—Length between the perpendiculars, 365 ft.; breadth of beam, 39 ft. 4 in.; depth from top floor to spar deck, 29 ft. 4 in.; registered tonnage, 1,890·79; gross tonnage, 2,983·52. She is fitted with compound engines of 450 nominal horse power, indicating 2,052 during the trial; diameter of cylinders, 86 and 50 inches respectively, with 4 ft. 6 in. length of stroke; diameter of screw (Griffiths solid four-bladed), 17 ft. 9 in., and 25 ft. pitch. The vessel has accommodation for 130 first and 50 second-class passengers and 2,000 tons of cargo, and is beautifully fitted in every department with all the latest improvements and conveniences. The engines worked admirably throughout the trial, and the builders were congratulated by Mr. Hadow on having added to the company's fleet another noble vessel, which had given the directors every satisfaction. The Hydaspes has left Southampton as an extra steamer for Bombay, with passengers and cargo, via the Suez Canal.

LAUNCH OF A STEAMER FOR THE SIAM TRADE.—An iron screw-steamer named the Kromahtah was successfully launched from the building yard of Messrs. Lewis and Stockwell, Blackwall-point, Greenwich, on the 21st inst. This vessel has been constructed especially for the Siam trade to the order of Essmailjee Soulamanjee, Esq., of Bangkok, from the designs and under the superintendence of Mr. W. B. Haffenden, who built and took out some three years ago the steamer Bangkok for the same service. The Kromahtah is a remarkably fine looking vessel, and promises from her yacht like and still-stable appearance to be not only fast but an unusually good sea boat; her dimensions are—216 ft. 6 in. between pependiculars, 226 ft. 10 in. over all, 27 ft. 6 in. beam, 15 ft. depth of hold moulded, and measures 805 tons B.M.; she will carry about 1,000 tons weight and measurement, together with fuel and equipment, on a mean draft of 13 feet, and will be propelled by a pair of Messrs. James Watts and Co.'s direct acting compound engines of 150-horse power nominal; she is fitted with all the latest improvements, and has most superior accommodation for a limited number of first and second-class passengers. The launch was attended by a very select party, including many ladies, and a platform was erected at the bow of the vessel from which, notwithstanding the inclemency of the weather, the visitors were enabled to view the launch in comfort. Mrs. Howard Smith performed the ceremony of naming the vessel, which was taken into the East India Docks for completion, and is expected to be ready early in November to leave for Singapore and Siam, via the Suez Canal, for which places she is chartered by Messrs. Smith, Son, and Cole. The visitors were after the launch taken by special steamer to the Trafalgar Hotel at Greenwich, where an entertainment was provided, and the toasts, which were numerous, were responded to with the greatest enthusiasm.

LAUNCH OF A STEAMER FOR CHINA.—Messrs. Hall, Russell, and Co., Aberdeen, have launched a fine steamer intended for the China coast trade. This vessel is of the following dimensions: Length 240 feet, beam 31 feet 6 inches, depth 24 feet to spar deck, and 1,400 tons register. She is splendidly fitted up for European and Chinese passengers, having all the most modern and improved appliances in the fittings of the cabins and saloon; is to be propelled by engines of 135-horse power, on the compound principle, and she is fitted with water ballast, and the most approved steam winches for the loading and discharge of cargo. The vessel will be complete for sea in a few weeks, and will steam direct to China. Messrs. Hall, Russell and Co., have on hand another fine steamer for Chinese waters, of the following dimensions: Length 250 feet, beam 34 feet and 22 feet to upper deck, 1,500 tons register, and 210-horse power surface condensing compound engines. She is fitted all fore and aft in the Chinese cabins and large house on deck after the style of American river steamers, and it is expected from her beautiful lines she will have a speed of over 12 knots an hour.

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CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED),

IN CONNECTION WITH THE

FALMOUTH, GIBRALTAR, & MALTA TELEGRAPH COMPANY, LIMITED

REDUCTION OF TARIFF TO CHINA AND JAPAN.

On and after 1st MARCH next the following Reduced Rates for Telegrams of Twenty Words will come into force:—

	FROM LONDON.	FROM PROVINCIAL STATIONS.
TO HONG KONG }	£4 6 0	£4 7 0
„ SHANGHAI }		
„ JAPAN	5 6 0	5 7 0

Half the above Rates for every additional Ten Words beyond Twenty Words.

No charge for Postage will be made on Messages to China and Japan, which are posted at Hong Kong, Shanghai, or Nagasaki.

Messages should be given in at the Falmouth Company's Office,

No. 74, OLD BROAD-STREET, LONDON.

Messages sent from Postal Stations should be ordered

VIA FALMOUTH

these words being signalled as an instruction by the Postal authorities free of charge.

(By Order)

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
15th February, 1872

PRODUCTS SPECIALLY RECOMMENDED.

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THE EASTERN TELEGRAPH COMPANY (LIMITED).—NOTICE IS HEREBY GIVEN, that an EXTRAORDINARY GENERAL MEETING of the members of the EASTERN TELEGRAPH COMPANY (Limited) will be held at the TERMINUS HOTEL, CANNON-STREET, in the City of London, on THURSDAY, the 3rd Oct., 1872, at Twelve noon, for the purpose of receiving a Report from the Directors as to the progress of the arrangements for the amalgamation of the Anglo-Mediterranean; Marseilles, Algiers, and Malta; Falmouth, Gibraltar, and Malta; and British Indian Submarine Telegraph Companies with this Company, and the exchange of the shares and stock of those Companies for shares of this Company, in accordance with the resolutions referred to in the Introduction to this Company's Articles of Association.

The meeting is also convened pro forma, in compliance with the Companies Act, 1867 and Article 33 of the Articles of Association, which provide that a general meeting shall be held within four months from the date of the incorporation of the Company.

Dated 21st Sept., 1872.

By order of the Directors,
GEORGE DRAPER, Secretary.

Offices—66, Old Broad street, London.

FALMOUTH, GIBRALTAR, AND MALTA TELEGRAPH COMPANY (LIMITED).—NOTICE IS HEREBY GIVEN, that an EXTRAORDINARY GENERAL MEETING of the members of the FALMOUTH, GIBRALTAR, AND MALTA TELEGRAPH COMPANY (Limited) will be held at the TERMINUS HOTEL, CANNON-STREET, LONDON, on THURSDAY, the 3rd day of Oct., 1872, at Half-past Twelve o'clock in the afternoon, for the purpose of receiving a Report from the Directors as to the progress of the arrangements for the amalgamation of this Company; the British Indian Submarine Telegraph Company; the Anglo-Mediterranean Telegraph Company; and the Marseilles, Algiers, and Malta Telegraph Company, with the Eastern Telegraph Company (Limited), and of passing a special resolution for effectuating and completing those arrangements, including the voluntary winding-up and dissolution, and the transfer of the assets and property of this Company, the exchange of shares, and the appointment of liquidators, in pursuance of the provisions of the Companies Acts, 1862 and 1867, and of the Articles of Association of this Company.

Dated the 21st Sept., 1872.

By order of the Directors,
GEORGE DRAPER, Secretary.

Offices—66, Old Broad-street, London.

BRITISH INDIAN SUBMARINE TELEGRAPH COMPANY (LIMITED).—NOTICE IS HEREBY GIVEN, that an EXTRAORDINARY GENERAL MEETING of the members of the BRITISH INDIAN SUBMARINE TELEGRAPH COMPANY (Limited) will be held at the TERMINUS HOTEL, CANNON-STREET, LONDON, on THURSDAY, the 3rd day of Oct., 1872, at a Quarter to One of the clock in the afternoon, for the purpose of receiving a Report from the directors as to the progress of the arrangements for the amalgamation of this Company; the Falmouth, Gibraltar, and Malta Telegraph Company; the Anglo-Mediterranean Telegraph Company; and the Marseilles, Algiers, and Malta Telegraph Company, with the Eastern Telegraph Company (Limited), and of passing a special resolution for effectuating and completing those arrangements, including the voluntary winding-up and dissolution, and the transfer of the assets and property of this Company, the exchange of shares, and the appointment of liquidators, in pursuance of the provisions of the Companies Acts, 1862 and 1867, and of the Articles of Association of this Company.

Dated the 21st Sept., 1872.

By order of the Directors,
GEORGE DRAPER, Secretary.

Offices—66, Old Broad-street, London.

ANGLO-MEDITERRANEAN TELEGRAPH COMPANY (LIMITED).—NOTICE IS HEREBY GIVEN, that an EXTRAORDINARY GENERAL MEETING of the members of the ANGLO-MEDITERRANEAN TELEGRAPH COMPANY (Limited) will be held at the TERMINUS HOTEL, CANNON-STREET, LONDON, on THURSDAY, the 3rd day of Oct., 1872, at One o'clock in the afternoon, for the purpose of receiving a Report from the Directors as to the progress of the arrangements for the amalgamation of this Company; the Falmouth, Gibraltar, and Malta Telegraph Company; the British Indian Submarine Telegraph Company; the Marseilles, Algiers, and Malta Telegraph Company, with the Eastern Telegraph Company (Limited), and of passing a special resolution for effectuating and completing those arrangements, including the voluntary winding-up and dissolution, and the transfer of the assets and property of this Company, the exchange of shares, and the appointment of liquidators, in pursuance of the provisions of the Companies Acts, 1862 and 1867, and of the Articles of Association of this Company.

Dated the 21st Sept., 1872.

By order of the Directors,
GEORGE DRAPER, Secretary.

MARSEILLES, ALGIERS, AND MALTA TELEGRAPH COMPANY (LIMITED).—NOTICE IS HEREBY GIVEN, that an EXTRAORDINARY GENERAL MEETING of the members of the MARSEILLES, ALGIERS, AND MALTA TELEGRAPH COMPANY (Limited) will be held at the TERMINUS HOTEL, CANNON-STREET, LONDON, on THURSDAY, the 3rd day of Oct., 1872, at a Quarter-past One of the clock in the afternoon, for the purpose of receiving a Report from the Directors as to the progress of the arrangements for the amalgamation of this Company; the Falmouth, Gibraltar, and Malta Telegraph Company; the British Indian Submarine Telegraph Company; and the Anglo-Mediterranean Telegraph Company, with the Eastern Telegraph Company (Limited), and of passing a special resolution for effectuating and completing those arrangements, including the voluntary winding-up and dissolution, and the transfer of the assets and property of this Company, the exchange of shares, and the appointment of liquidators, in pursuance of the provisions of the Companies Acts, 1862 and 1867, and of the Articles of Association of this Company.

Dated the 21st Sept., 1872.

By order of the Directors,
GEORGE DRAPER, Secretary.

Offices—66, Old Broad-street, London.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1871.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... 20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.
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LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street E.C.
MANAGER.—Theod. Dromel.

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The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).
Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

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Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.
Reserve Fund, $900,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutt

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, and CHINA.

The HALF-YEARLY MEETING of the Shareholders will be held within the BANKING HOUSE, No. 65, OLD BROAD-STREET, CITY, at One o'Clock precisely, on TUESDAY, the 15th Oct. next.

A Dividend of 8 per cent. per annum, free of Income Tax, for the half-year ended the 30th June last, has been declared, and will be paid to the Shareholders on the London register on and after the 28th inst.

The transfer books of the Bank will be closed from the 19th to the 28th inst. inclusive.

By Order of the Court of Directors,
WALTER ORMISTON,
For Chief Manager.

No. 65, Old Broad-street, London,
13th Sept., 1872.

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WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

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Incorporated by Royal Charter.
Head Office—65, OLD BROAD-STREET, LONDON, E.C.

Branches and Agencies:—
In INDIA ..... Bombay, Calcutta, Madras.
" CEYLON ..... Colombo, Kandy, Galle, Matale.
" STRAITS SETTLEMENTS and JAVA—Singapore, Penang, Batavia.
" CHINA ..... Hong Kong, Foochow, Shanghai, Hankow.
" JAPAN ..... Yokohama.
Bankers:—
Bank of England,
London Joint-Stock Bank.

The Bank receives money on deposit, buys and sells Bills of Exchange, issues Letters of Credit and Circular Notes, and transacts the usual Banking and Agency business connected with the East, on terms to be had on application.

CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

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EDITED BY N. B. DENNYS, M.R.A.S., &c., &c.
No. 1, Vol. 1, of the above periodical will be published in August.

CONTENTS OF THE FIRST NUMBER.

1. Introductory Notice. 2. The Shih King—a Review of the fourth volume of Dr. Legge's "Chinese Classics." 3. The Adventures of a Chinese Giant—Translated from the Chinese. 4. A Chinese Farce, with an Introduction. 5. Su Tung-p'o—from an unpublished History of the Kwang-tung Province). 6. Mr. Wade, C.B., on China—an unpublished State Paper. 7. From Gotham to Cathay, being divers experiences in strange places. 8. Rhymes from the Chinese. 9. The name Hong Kong. 10. China's place in Philology—a Review of Mr. Edkins's last work. 11 Short Notices of New Publications. 12. Notes and Queries on Eastern Matters. 13. Books wanted, Exchanges, &c.

Orders to be addressed to GEO. MURRAY BAIN, publisher.

"China Mail" Office, Hong Kong, July 11, 1872.

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Amazone ...	Oct. 27		
Ava	Nov. 10		
Cambodge ...	Nov. 24		
Pelho... ...	Dec. 8		

The steamers of the 29th Sept., 27th Oct., and 24th Nov. connect at Aden with the steamers for Reunion and Mauritius.

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Ulysses, s.s.	1,520	,, ...	Oct. 13
GLASGOW.			
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Saigon.....	W. G. HALE and Co.
Batavia.....	HOUGHTON & Co.
Samarang.....	JACOBSON, VAN DEN BERG & Co.
Sourabaya.....	HOUGHTON & Co.
Anjer—Straits of Sunda.....	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow.....	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL & Co.
Yokohama	LANE, CRAWFORD, & Co.
Osaka and Hiogo ...	K. DE PIOTROWSKI

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(Over the JERUSALEM.)

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VIA MARSEILLES.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 475.] LONDON, TUESDAY, OCT. 8, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD.
JAPAN — Yokohama	July 5	Aug. 19	Aug. 22*
Yedo			
Osaka and Hiogo	June 28	,, 12	,, 18*
Hakodadi			
Nagasaki	,, 23	,, 14	,, 14*
CHINA — Peking	—	—	,, 7
Tien-tsin	—	—	,, 10
Chefoo	—	—	,, 11
New-chwang			,, 8
Hankow	,, 14	July 23	,, 13
Kiu-kiang	—	—	,, 14
Chin-kiang			
Shanghai	July 5	Aug. 16	,, 18
Ningpo	—	—	,, 15
Foochow	June 28	,, 8	,, 19
Formosa			
Amoy	—	—	,, 21
Swatow	—	—	,, 20
Hong Kong	July 12	,, 18	,, 24
Canton	—	—	,, 22
Macao	—	—	,, 23
PHILIPPINES—			
Manila	June 28	,, 7	,, 13
COCHIN-CHINA—			
Saigon	July 19	,, 28	,, 29
SIAM — Bangkok	—	—	,, 22
BORNEO—Labuan	—	—	,, 25
Sarawak	—	—	,, 24
JAVA — Batavia	,, 26	,, 28	,, 30
Samarang	—	—	,, 29
Sourabaya	—	—	,, 28
MALACCA STRAITS—			
Singapore	Aug. 2	Sept. 3	Sept. 5
Penang			
CEYLON—Galle	,, 16	,, 9	,, 13
Colombo	—	—	,, 11

* By Pacific mail *via* San Francisco.

THE MAILS, &c.

The French mail, bringing advices as above from China and the Straits, was delivered, *via* Marseilles, this evening at nine P.M., thirty-six hours late, having been detained by bad weather. The Pacific mail, with the Japan advices, reached us, *via* San Francisco, on the 2nd inst. The next inward (P. and O.) mail, with dates Yokohama Aug. 21, Shanghai Aug. 25, Hong Kong Aug. 31, Singapore Sept. 8, is due, *via* Brindisi, on Monday next, the 14th inst.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, four to five hours in transmission. The Great Northern line is interrupted between Japan and Wladiowostok, but the Hong Kong and Shanghai section is in working order.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Donnai*, arrived Oct. 6.—From Yokohama: None. From Shanghai: Messrs. Conolly, De Cretz. From Hong Kong: Messrs Such, Torre-Bueno, Campo, Tuesada, Celestino. From Saigon: Messrs. Picot, Larage, Mrs. Smith. From Singapore: Messrs. Villeton, Anailly, Dr. Fegan. From Galle: Mr. MacDonald.

PASSENGERS OUTWARD.

Per P. and O. steamer *Massilia*, from Southampton, Sept. 26.—To Yokohama: Mr. Short. To Hong Kong: Commander Hon. J. Fitzmaurice, Mrs. Andrews and child and three second-class passengers. To Singapore: Rev. H. Francis. To Ceylon: Mr. and Mrs. C. B. Collinson, Rev. W. F. Creeny, and four second-class passengers.

Per P. and O. steamer *Malta*, from Brindisi, Oct. 7.—To Yokohama: Mr. Beatto and one second-class passenger. To Shanghai: Mr. Fauvit. To Singapore: Mr. R. B. Carnegy.

Per P. and O. steamer *Mirzapore*, from Southampton, Oct. 3.—To Ceylon: Mr. W. Owen.

Per P. and O. steamer *Simla*, from Southampton, Oct. 10.—To Yokohama: Mr. F. C. Hayes. To Shanghai: Mr. A. B. Steel, Mr. T. B. Hooper. To Hong Kong: Mr. L. Robertson, Miss Simpson, Mr. E. Moore. To Singapore: Mrs. Trotter, Mrs. Dunlop and child. Nai Sootchai Bhaunwongse. To Penang: Mrs. Speedy. To Ceylon: St. Surg. W. B. Dalby, R.N., Mr. G. C. Rosmalecocq.

Per P. and O. steamer *Pera*, from Venice, Oct. 18.—To Penang: Mr. Speedy, Mr., Mrs., and Miss Vermont. To Singapore: Mr. J. M. Matson. To Ceylon: The Mackintosh of Mackintosh, Mr. S. Holmes.

Per P. and O. steamer *Pera*, from Brindisi, Oct. 21.—To Yokohama: Mrs. Marshall. To Shanghai (*via* Bombay): Mr. J. E. W. Stewart. To Hong Kong: Mrs. C. A. Sinclair. To Singapore: Capt. and Mrs. Caldbeck. To Ceylon: Mr. R. Morris.

Per P. and O. steamer *Poonah*, from Southampton, Oct. 24.—To Shanghai: Mr. Brewer. To Hong Kong: Mr. H. H. Thornton, Mr. J. Alexander. To Singapore: Miss Rickards.

Per P. and O. steamer *Pekin*, from Southampton, Nov. 7.—To Shanghai: Mr. Wulff. To Ceylon: Mrs. Bayley and child. To Hong Kong (*via* Bombay): Mr. W. H. Fittock.

Per P. and O. steamer from Brindisi, Nov. 18.—To Shanghai: Mr. and Mrs. H. Robinson.

Per French mail steamer *Tigre*, from Marseilles, Oct. 13 (booked from London).—To Yokohama: Mr. Bossman, Mr. Fraissinet, Mr. Jacobs. To Shanghai: Mr. W. F. Loy, Mr. R. E. Rennie, Mr. H. Broughman Miller, Mr. and Mrs. Medhurst and child. To Hong Kong: Mr. F. Bowden. Mr. and Mrs. Heard, Mr. J. Heard. To Batavia: Mr. C. A. Henry, Mrs. Lacey, Mr. and Mrs G. Van and son. Mr. and Mrs. Engelbronner and family, Mr. van Hemert. To Galle: Mr. A. S. Daniell, Mrs. W. Daniell, Mrs. Geddes and child. To Saigon: Mr. Lory, Mr. G. Boller.

Per French mail steamer *Donnai*, from Marseilles, Oct. 27 (booked from London).—To Hong Kong: Mr. E. Moore. To Singapore: Mr. and Mrs. Labhart Lutz.

Per French mail steamer *Arca*, from Marseilles, Nov. 10 (booked from London).—To Singapore: Mr. and Mrs. W. Ullemeister. To Batavia: Mr. and Mrs. Nogel, Miss Klins, Mr. A. Matkina, Miss Clona, Miss Mees.

Per French mail steamer *Cambodge*, from Marseilles, Nov. 29 (booked from London).—To Batavia: Mr. and Mrs. Hora Siccolina.

Per steamer *Drummond Castle*, from London, Sept. 28.—To Singapore: Capt. Kirk, Mr. Hoskyn. To Hong Kong: Mr. Hochne. To Shanghai: Mr. Litchfield, Mr. Milne.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The Pacific mail, *via* San Francisco, brings advices to the 22nd August, eight days later than those by the present French mail. The P. and O. mail from London, June 28, arrived out on the 10th, and the following French mail of July 5 on the 19th August. The following summary of news is from the *Japan Mail* and *Japan Herald*:—

The authenticity of the reply of the Koreans to the despatch of the Japanese, sent some three years ago, demanding payment of the arrears of tribute, as published in the *Nishin Shinjishi*, has been denied by the Foreign Office, which states that those who have read it are to consider it untrue, inasmuch as the Mikado sent a letter to the Korea three years ago, but as yet no answer has been received. The official denial is discredited.

On the 15th Aug., quite unexpectedly, his Imperial Majesty the Mikado visited Yokohoma, no intimation of his intended call being received by the Saibansho officials until he had almost actually landed. The first boat reached the hatoba just in time to despatch a messenger to the acting governor informing him of it. Oye Tak, accompanied by another gentleman, then repaired to the landing place, and received his Majesty. The Mikado left the *Joshiu Maru* in his launch, accompanied by his chief chamberlain, Toku Dai Jikunaiki; second chamberlain, Yoshikunai Shoyu; and the lord high admiral, Kawamura Shoyu, and reached the hatoba shortly before eleven. In the bow of the boat was an officer officiating as flag bearer, displaying the Imperial ensign. His Majesty was dressed in European diplomatic style—dress coat, with the tails lined with rich purple silk, black beaver cocked hat, with the Imperial bird in gold on either side, pants with very broad gold stripes down the side, and the usual dress sword. His staff, consisting of ten members, were habited in naval uniform. After landing, which was not attended by any official ceremony, in consequence of the visit being made unexpectedly, his Majesty, accompanied by Oye Tak, passed through the Custom-house, and made his way to the Saibansho, followed by his suite, flag-bearer, and two attendants carrying a large box covered with green damascene embroidered in white with chrysanthemums. The entry to the Saibansho was devoid of any pomp, inasmuch as it was made by the back entrance. The Mikado was then conducted to private apartments, where some slight refreshment, consisting of ice-creams and cakes, was partaken of. No presentations whatever were made. His Majesty and party left by special train for Yedo the same afternoon. The Kanagawa fort fired several royal salutes.

Mutzu, Governor of Ganagawa, has been invested with the

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title of Sozyai-no-kami, which, translated, means Governor of Customs.

The following extraordinary letter, directed against the progressive policy of the Japanese Government, has been addressed to the Mikado by Jiusanimi Hisamitsu, an ex-official of the Government, who has from time to time evinced great opposition to the admission of foreigners.

The establishment of national principles of action and the execution of the laws. The adoption of a system of dress and strict regulation of the outward man. The reform of learning. The careful selection of human talent. The careful conduct of foreign relations and the establishment of a clear distinction between the rights of Japanese and foreigners. The cultivation of a military spirit and the reform of the army laws. The establishment of a clear distinction between the rights of noble and mean. The banishment of greed, the prizing of virtue, the rejection of deceitful arts and the reverencing of truthfulness. The strict prohibition of debauchery and the establishment of a strongly marked line between the sexes. The right of all to address the Sovereign. The careful judgment of disputes and rightful apportioning of reward and punishment. The lightening of taxes and the abatement of burdens. The careful calculation of income and expenditure.

The above contains a summary of the opinions held by your Majesty's servant during many years, and he entertained them at the time of his short visit to the capital four years ago (1869), but finding no convenient opportunity for expressing them, and not being favoured either with your Majesty's gracious interrogation, he was obliged to be silent. But now he has, in your Majesty's tour, been fortunate enough to worship the heavenly countenance, and he can no longer refrain from giving vent to his humble sentiments. In this critical moment he can no longer sit by and look on with indifference at passing events, and though he is convinced that your Majesty cannot adopt his retrograde and unenlightened views, still he feels that a convenient occasion will perhaps never offer itself again, and he ventures to make this abrupt representation. He most humbly apologises for his audacity, but the fact is that by your Majesty's present system of government the fortunes of this country are daily declining; the Imperial line which should last for ever and ever is in danger of falling into the vice called republicanism, and he can see as clearly as in a mirror that Japan will eventually become a dependency of the Western barbarians. He can only sigh and weep.

The judgment of Sir Edmund Hornby in the case of Findlay, Richaidson and Co. *v.* Pitman and Co., which was decided a short time since by Mr. Acting Assistant Judge Hannen, from whose decision the defendants wished to appeal, is that no appeal can be made from the Supreme Court, except to the Privy Council. The effect of the decision is of high importance to British subjects in Yokohama, inasmuch as it affirms that the Court here is not a Supreme, but a provincial, Court under the jurisdiction of Her Majesty's Assistant Judge.

A Peruvian barque, the *Maria Luz*, with coolies from Macao, bound to Peru, has been driven here by stress of weather, and having completed repairs, was just about proceeding to sea, when one of the coolies, wishing to escape from the ship, jumped overboard to swim ashore, but, getting exhausted, he could get no further than H.B.M.'s ship *Iron Duke*, where, being observed, he was picked up and carried on board, praying for protection. He was handed over to the Japanese authorities, who sent him on board the barque again. The captain then beat him, and cut off his queue for attempting to escape. This coming to the knowledge of Mr. Watson, H.B.M.'s *Charge d'Affaires*, an investigation into the matter was suggested by him to the Japanese Government. Since then others have attempted to escape in the same manner. The acting Governor has been engaged in the matter for several days in the Japanese Court, the evidence of those coolies examined showing that they have been badly treated and insufficiently fed. One man had been forcibly conveyed to the ship, confined in irons in the hold, and starved and threatened with a revolver, but had persistently refused to sign an agreement to proceed in the ship. He had been kept in irons during the entire voyage. Another man who had also refused to sign an agreement declared that his "chop" appearing on such a document was a forgery. Other evidence elicited proved conclusively that measures of the worst kind were resorted to in order to entrap the coolies on board, and punishments of great severity have been inflicted upon those of them who attempted their escape. Several more coolies have yet to be examined. The captain has meanwhile protested against the detention of the ship, and has notified the authorities that he shall hold them liable to the extent of $100 for every day that his ship is detained.

Apropos of this matter the editor of the *Japan Mail* has been indulging in severe strictures, and has been called upon to give an apology and to publish a retraction. This was refused, and the captain instituted a libel suit against the editor of that journal, but the suit was subsequently withdrawn, the captain apparently choosing to submit to the imputations of the journal rather than submit his conduct to investigation in an English court.

It is stated that when the members of the Japanese Embassy presented themselves at Washington, they produced a form of treaty for acceptance by the American Government, which did not meet Mr. Fish's approval. On behalf of America, Mr. Fish in turn submitted a draft treaty, to which the Japanese were not disposed to agree, or had not sufficient powers. Since which we learn that some concessions have been made on the part of both, but their precise nature has not yet been divulged.

The Tunisian steamer, *Sadkia*, which has been the cause of so many lawsuits, as reported in our last issue, was sold on the 8th August under a writ of sale by the Japanese Government to satisfy judgments. The bidding up to $40,000 was shared by Mr. Kirby and another foreigner; past that sum, two new bidders appeared in the field in the persons of Kimura Mompe, a native broker, for whom Captain Batchelder bid, and Takaschimaya, whose name has recently been before the community in connection with the gas works. After a long spiritless bidding between these two she was knocked down to Kimura Mompe for $58,500. The three claims against her just adjudicated by the Saibansho amount in themselves to over $50,000, so, what with other expenses that have been necessarily incurred, all claims cannot possibly be met. The new purchaser has bought her for a company that has recently been started in Yedo for the purpose of conveying emigrants and merchandise from that port to Yesso.

H. B. M.'s store-ship *Manila* was sold by auction on the 13th Aug. by Messrs. Bourne and Co. for the small sum of $1,000, the purchaser being Mr. D. Cook, a shipwright. The attendance was meagre,and the bidding without spirit. The stores realised $700.

The traffic on the railway has increased to such an extent that two more trains a day have been put on; even this does not meet the requirements of the public, but we understand on the opening of the line through to Yedo in a short time, they will again be increased.

The China giant, Chang, in company with some Japanese dwarfs (who go through a threatrical entertainment), is drawing full houses within the pleasure haunted precincts of Asakusa, in Yedo. The price of admission is three tempos, and an average of 3,000 visitors attend daily. In about thirty days hence Chang is to be transferred to Hong Kong, to be on view there.

The French mail steamer *Godavery*, that arrived at 5.30 P.M. on 13th Aug., has made, we believe, the quickest passage on record from Hong Kong to this port, having left there on the 8th, at six A.M., thus making the passage in 131½ hours, or 5½ days.

The 18th Aug. being the birthday of the Emperor of Austria, the Austrian man-of-war and the war ships of other Powers in Yokohama Bay fired a salute.

Pillar posts are being placed about the settlement by order of the Government, and promise to be great conveniences now that the postal system is being so much extended.

The batteries for the Telegraph line between this and Kobe have arrived in the *Thracian*, and we may now hope that telegraphic communication will shortly be established.

The Hon. C. E. De Long, the representative of the United States Government, returned to his post by the last American mail.

The Italian frigate *Vettor Pisani* arrived on 7th Aug., from a cruise among the Loochoo Islands.

HIOGO-OSAKA.

Our advices extend to the 18th August; the American mail, from New York July 6, and the P. and O. mail, from London June 28, arrived out on the 12th August. We take the following from the *Hiogo News*:—

The Mikado left Nagasaki on the morning of the 22nd July, for Kumamoto, stayed at that place two days, visiting the Prince of Hiogo, and left on the 25th for Kagosima, where he arrived on the morning of the 27th. On the day of his arrival there was nothing special done, but on the following day a grand naval sham fight was held, on the plan of the battle at that port in the autumn of 1863. The ships formed line, and steamed past the batteries, amidst much firing on both sides. On the 30th there was a heavy north-easterly gale, which lasted till noon on the 31st. The Mikado was on shore during the gale, but the Japanese were extremely afraid of disaster happening to the fleet. His Majesty stayed in Kagosima for ten days in all, during which time there was a bull-fight and several other amusements, at which he attended. He left for Sanuki at daylight on the 6th August, and arrived here on the 9th.

At half-past four in the afternoon a royal salute from the fleet, which, together with the other vessels in harbour, were dressed with flags, announced that his Majesty had left for the shore. Soon afterwards he landed amongst one company of soldiers from Tokio and one from Osaka, and was immediately surrounded by his suite and marched off to Saibansho, following the course of the main streets, over the Minato bridge. Nearly the whole of the local officials were in the procession. Several foreigners assembled in the tea house on the bridge, and had a splendid view of him. The Japanese turned out in crowds, and though they bent low as he passed, yet they were not afraid to look at him and scrutinize his appearance. After he entered the Saibansho he was no more to be seen, indisposition detaining him within doors on the first day and rain during the rest of his stay. He left from the Western Custom-house landing, on the 14th Aug., but owing to the report having been spread that he would embark from the same place at which he landed, very few foreigners were in attendance. There was but little display here during the Imperial stay. The *Colorado* manned yards and saluted when the ship conveying the Mikado anchored off Hiogo Point, and at night lit up with yardarm lights. A few rockets were discharged, but beyond that there was little display on the occasion.

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Another new screw steamer, the *Kobe-maru*, has been launched from the shipbuilding yard of Messrs. Fitzgerald, Strome, and Co. at Benten-no-hama. She has every appearance of being one of the most successful vessels yet turned out here. Her dimensions are as follows:—Total length, 103 feet 6 inches; breadth, 16 feet, 6 inches; depth from upper deck to keelson, 11 feet. She will be propelled by direct acting high-pressure engines of 25 h.p. nominal. Her passenger acommodation is large and looks convenient, and her greatest draught of water, with a full cargo, will be about five feet. The usual christening ceremony was performed by Mrs. Marshall, and the launch was satisfactorily performed without a hitch, after which the usual toasts were drunk. We believe that after the usual trial trip she will be placed on the Kobe and Osaka line.

A boat race of a novel character has been rowed between the twelve-oared barge of the *Colorado* and a four-oared outrigger of the Kobe Rowing Club., distance about 200 yards. The outrigger jumped off with the lead, and ultimately won by two lengths, without being caught. Another race between the same crews is to be rowed, distance one mile, and as none of the Club crew are in training the result may be different.

NAGASAKI.

NAGASAKI, AUG. 14 (VIA SAN FRANCISCO).

The mails of the 21st and 28th June arrived here this morning, and the American and the mail leaving San Francisco on the 16th July reached us this afternoon.

Of general news I have but little to give, the community having settled down to its normal condition of quietude since the Mikado's departure. The *Oregonian* copper salvage case has been decided in favour of the defendant, which has somewhat surprised the public, as they were evidently under the impression that even one man in charge of property at the bottom of the sea was sufficient to show that it was not abandoned. I must beg leave to decline expressing any opinion on the merits of the case. Whether the public had made up their minds how the end of it should be I cannot say, but they are almost unanimously in favour of law, in preference to equity, by which the case was decided.

The Municipal controversy is as far off a friendly adjustment as ever it was. A very childish circular letter has been issued by the Consuls to the land renters, accusing them of all sorts of things, and winding up with an ultimatum as undignified as it is impotent. A meeting is to take place on the 20th instant. My letter of the 15th April last, appearing in the *Express*, has somewhat startled the United States Consul, whose anger appears to have got the best of him, as it is said that he is determined to spare no pains to find me out—which means that he will try to arrive at some sort of conclusion after pumping everyone he meets and by laying the blame upon whoever is bold enough to entertain views tending in other direction to his own. It is a great pity he cannot see that a continuance of his present policy is the means of causing greater unanimity amongst his opponents, who would not make the stand they do if they were treated in a proper manner and allowed to discuss the question without interference. My opinion of this community is that they are very easy to lead but most difficult to drive. One particularly horsey friend, speaking of the Municipal question, observed to me that "*we don't go well in a tandem.*"

Exchange on London remains unchanged. Nebukin 382 per $100. The new coinage is at 3 to 4 per cent. premium against Mexican dollars, which are ¼ to ½ per cent. lower than the value of the old coin. The only arrival from the home side during the interval is the steamship *Surprise*, on the 1st inst., from Hull. She left again on the 3rd for the Amoor river.

CHINA.

—o—

SHANGHAI.

We have advices from this port to the 18th August. The French mail from London July 5 arrived out on the 16th August. The following summary of news is from the *North China Herald* and *Shanghai Courier*:—

The new magistrate of Paoshan has won for himself golden opinions by the clever way in which he has discovered and seized a set of cash forgers. The hamlets in the neighbourhood of Peng-wang-miao, a village about ten *li* directly north of Sinzah, have for many years carried on a profitable business by making small cash, and selling it to the money-changers to be mixed up with good cash, and thus passed into circulation. About ten years ago a man belonging to one of these hamlets was beheaded for this crime, but the trade went on as briskly as ever, and of late has greatly increased. The new magistrate, anxious to signalise himself, determined to put a stop to the game, and hit on the following plan for doing so. Taught by experience that his police-runners were at the service of the highest bidder, he knew it was quite useless to trust to them. He therefore dressed himself up like an ordinary tradesman, and set out for Peng-wang-miao. There he drank tea with the villagers and entered into their conversations. Being able to speak the Soochow dialect, he was not suspected of being other than he appeared to be. After awhile he let out, as a great secret, that he had come to buy two or three hundred dollars' worth of small cash, and inquired if it could be purchased thereabouts. Thus thrown off their guard, the villagers fell into the trap and conducted him to the principal mints in the neighbourhood. Several bargains were struck, delivery to be taken next day. The magistrate then returned to his yamen, rejoicing over his success. Next morning, before sunrise, taking with him an escort of soldiers, he set out ostensibly for Shanghai, on business of importance. But when he arrived at the largest mint he alighted from his chair, burst open the door, and seized the head man, ordering his escort to seize the others. Six persons were thus apprehended. The news, however, spread like lightning among the other hamlets, and the guilty parties escaped before the magistrate arrived, but as he knows who they are, he will doubtless bring them to book sooner or later. Report further says that the magistrate has found out that one of the leading gentry of Paoshan has been receiving regular fees from the forgers to keep things all right for them at the yamen, and to give them warning in case of danger.

A correspondent of the *North China Daily News*, writing from Cheefoo on the 5th August, says:—A number of men doing business at Cheefoo have left for their homes in the interior, owing to the rumour that a band of robbers is now near Tsi-nan-foo, and coming eastward. The people of Lai-chow, Lai-yang, and other districts are taking their cattle and movable property to the walled cities and Weitsz'. No one seems to have any certain information in regard to the robbers, not even of their existence. It does not require much, however, to frighten brave Chinamen. The crops have never been better than they are this year. Plenty abounds everywhere. There seems to be no obvious reason for men to plunder when food can be had almost without effort. Some who pretend wisdom say this report has no foundation in fact, but has been circulated by interested parties to get the people to help to repair the city walls. It is several years since there has been any rebel or robber excitement in this province, and the city walls in many places are out of repair. It requires some such stimulant to get men to work without pay. Others say the beggar fraternity, to the number of two hundred or more, held a meeting at a town beyond Chin Chowfoo, and made a raid on a melon patch, hence the report of robbers. If the Chinese people had only the good sense and the courage to arm themselves and join together in self defence, they would have but little to fear from all ordinary robbers. Five years ago, twenty horsemen came to a village near this place, shot one man, put to flight more than 8,000 inhabitants, and drove off the cattle and mules which were left behind.

There has been a great mortality among the dogs of the Settlement. If this mortality had appeared among, and confined itself to, the hundreds, not to say thousands, of wretched unowned quadrupeds and tripods that infest the Settlement and its environs, it might have reasonably been regarded as a public blessing. But unfortunately this class of animals seem to pass unscathed, while some of the most valuable foreign dogs, both sporting dogs and pets, have been cut off, and their ailment, whatever it was, ran its course rapidly. In these circumstances there is a natural tendency to suspect poisoning, and arsenic is spoken of as the agent used. On the other hand, the deaths have been so numerous, so widely distributed over the Settlement, so various in their surroundings, so apparently unconnected with each other, that the poison theory is rendered improbable, and some begin to think that some distemper or pest is becoming epidemic.

The municipal council seems resolved to use all diligence in carrying out the instructions of the ratepayers in the matter of the Soochow Creek. Already working plans have been elaborated, detailed estimates made and accepted, and the contractors (Messrs. Farnham and Co.) instructed to proceed forthwith with the construction of pontoons, and other matters necessary to the formation of the free ferries sanctioned by the ratepayers. It is said that part of the contract is that the ferry over the mouth of the creek is to be ready for use by the public by the 1st of October; and if this information is correct, it speaks highly for the energy alike of the council and of the contractors.

The autumnal religious processions and observances, against which the Shanghai Taotai directed a proclamation, seem to be engaged in as freely as ever, and they are not the kind of thing to render the Bubbling Well road a safer drive when they encounter its crowd of carriages of an evening. The transmission of garments and mock sycee through the medium of fire might be undertaken at a more opportune hour than between five and six in the evening, and at a more suitable place than by the side of a public drive. One night, at that time, there were two fires on the bridge over the defence Creek at the head of the Maloo; and on another occasion there was a regular bonfire opposite the row of Chinese houses looking on the race-course, which might very readily have caused an accident.

It is rumoured that the steamers of the P. and O. Steam Navigation Company and the Messageries Marine Company intend to make Nagasaki a port of call. This will afford great facilities to the residents there, in the regular delivery of their home mails, and it is to be hoped will stir up trade which has been so long stagnant.

The steamer *Relief*, originally a P. and O. boat, and latterly well known as the *Osaka*, arrived on the 15th Aug. from Nagasaki, flying the flag of the Pacific Mail Company, but brought no Japan mail.

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We understand that the Chinese frigate now building at Kaou-Chang-Meaou is expected to be ready in about a month. She has not received a name, and will have to proceed to Nanking to receive one from the Viceroy; at present she is known as the No. 5.

One of the northern steamers, leaving on the 14th Aug., took away treasure to the amount of Tls. 100,000 for Peking, as an instalment, it is said, towards the expenses of the approaching Imperial marriage.

HONG KONG.

Our advices by this mail extend to 24th Aug.; the P. and O. mail from London 12th July arrived out on the 18th August. The following items of intelligence are taken from the *China Mail* and the *Daily Press*:—

On the night of the 22nd inst. the fire alarm was rung, and the word passed with the rapidity of lightning that the matshed building at Syingpoon, in which the Chinese Exhibition was displayed, had caught fire. Towards the westward there shone a vast blaze of light, which rapidly increased in magnitude, lighting up the whole district, and bringing out the contour of the hill as though the sun were shining upon it. The excitement among the crowd which was pushing its way to the scene of the disaster was intense, and much sympathy with the calamity was manifested, both among the foreigners and the natives. Onward pushed the motley mass, which was soon overtaken by a detachment of the police at double quick pace, with whom a large portion of those going towards the fire joined. Captain Deane, Mr. Rice, and Messrs. May and Stewart were soon on the spot, and Major-General Whitfield was observed on horseback taking an active part in the proceedings. Whatever could be done was at once undertaken, but unfortunately little or no assistance could be rendered, as the flames spread with so much rapidity that within a quarter of an hour of the fire breaking out the whole building was one mass of flaming ruins. The engines soon arrived, but great difficulty was experienced in getting water; and indeed it was apparent that no engines could possibly be of service, as the mischief was done before they could be brought into play. Fortunately, there was no wind, or the buildings on Battery-road would in all likelihood have caught, and the vermillion factory would also have gone. The origin of the fire was from the heat of one of the large chandeliers, which ignited the matting on the roof. It broke out from one in the centre. The building at the time was crowded with Chinese, and a large number of Europeans were also present, among whom was Chief Justice Ball and many ladies. As soon as the fire was discovered, a general rush was made towards the sides of the building and the doors, and fortunately the means of egress through the flimsy matting were easy to effect. Some difficulty was experienced in getting out a portion of the Chinamen, who were stupified by opium and samshu, and some of the small footed women, several of whom were rescued at no little personal risk by Inspector Orley, who was obliged to use the point of his sword on one occasion to bring a native to his senses. Inspector Grey, who was at the head of the detachment sent down, was also very active, and maintained perfect order throughout.

The value of the property which has unfortunately been lost is estimated at more than $100,000, a large portion of which was guaranteed by native merchants in Hong Kong to the owners in Canton. We hear that the Governor, who together with his Aide-de-camp and the Hon. C. C. Smith was present, expressed great sympathy with the Chinese, observing that the matter was not only to be regretted on account of the loss of property, but also because it put an end to the pleasures of the people. Scarcely anything worth mentioning was saved, and many of the articles lost were such as could not be compensated for in money, such, for example, as the wonderful dwarf trees, and other curiosities, some of the plants alone being valued at no less than three or four hundred dollars. Perhaps one of the matters most to be regretted was the small amount of assistance which could be rendered. Everybody aided as far as he could, but it was scarcely possible to do anything. The theatre in the matshed was, of course, in much danger, and during the excitement a thousand dollars' worth of property was looted, but the spectators got clear without any casualties. At half-past eleven the fire had burnt itself down, but the engines were still playing on the embers. It is stated that seven bodies have been found among the debris.

The ordinary half-yearly meeting of the Hong Kong and Whampoa Dock Company has been held, the Hon. Jas. Whittall in the chair. The chairman laid the report and accounts before the meeting. He observed that the progress of the company was undoubtedly slow, more like that of the tortoise than the hare, but it was sure, and, on the whole, satisfactory. He then proposed, and Mr. Arthur seconded, that the report and accounts be passed. This was carried unanimously. The appointment of the Hon. Jas. Whittall as director was confirmed unanimously, on the proposition of Hon. P. Ryrie, seconded by Mr. Linstead. It was proposed by Mr. Chas. Morgan, seconded by Mr. W. M. Morgan, and carried, that Mr. A. F. Chambers be appointed auditor in place of Mr. James Hart. This brought the proceedings to a close, and after passing a vote of thanks to the chairman and the directors the meeting separated. The report was published in our last issue.

The *Chinese Mail* notices the departure of the educational mission to America. Previous to their embarkation the chief commissioner, Chan Lai Chow, accompanied by the assistant commissioner, the interpreter of the mission, the native tutor, and the thirty boys, visited the American Consul at Shanghai, and met with a most cordial reception. Subsequently the mission called on the Taoutai at his yamen, where the boys performed the ceremony of kow-tow with wonderful accuracy, which called forth the admiration of his Excellency the Taoutai, who passed some complimentary remarks on them, and offered each a cup of tea. The *Chinese Mail* further learns that each of the boys, by order of the Emperor, was decorated with the button of "Government Students," an honour which is seldom conferred, and confined hitherto to those who have distinguished themselves in Chinese classics.

A man named Chau-Fun-Kwae is said to have been shot by pirates off Hok-tsui Wan, near Stanley, on the 14th Aug. His widow had him buried near Aberdeen next morning, and carefully concealed the circumstance from the police. Rumours of it got abroad, however, and the coroner went with the jury, surgeon, &c., to exhume the body, and to hold an inquest over it. Inspector Batten is in pursuit of the pirates. The body, strange to say, was not much decomposed, although it had been buried six days. It presented, however, a most abject appearance. The doctor found a wound in the back penetrating through the lung.

We are glad to note that the boat-house and swimming-bath scheme is progressing; about 250 of the 300 shares have been taken, and applications for the remainder will be received until the bath and building are opened. The foundations of the boat-house have been laid, and we learned from a contemporary some time since that a similar ceremony had been performed for the swimming-bath, though, as the first course must be some fathoms down, it is, of course, invisible.

The Criminal Sessions of the Supreme Court, which were to have been resumed on the 20th August, had to be further postponed, owing to the indisposition of the Acting Chief Justice. It appears that his Lordship was suddenly taken ill while on his way to the Court House, and upon his chair being set down in front of the line of policemen drawn up at the door to receive him, he was found apparently insensible, and it was half an hour before consciousness returned.

The boy Peter Nielson, who was sentenced to five years' penal servitude for attempting to set fire to the ship *Benefactor*, has again been brought down to the Supreme Court for the purpose of having his sentence amended. It appeared that by some oversight the prisoner was not ordered to be flogged as his Lordship intended. The prisoner was therefore ordered to receive a flogging of twenty strokes with a rattan, in addition to his five years' penal servitude.

The Chinese annual procession paraded the streets on the 21st Aug. and the three following days. The usual parapharnalia was carried about, and the whole procession took nearly an hour to drag past a given spot, including all stoppages.

Commercial Report.

(*For dates see first page.*)

IMPORTS.

Yokohama.—There had been an entire suspension of business, in consequence of the attention of native dealers having been occupied in the balancing of their regular half yearly accounts. Prices were in consequence nominal.

Hiogo-Osaka.—Cotton Yarns had declined, arrivals having been in excess of requirements. Grey Shirtings: In the beginning of the month a large business was done at former quotations, since when, owing to the half-yearly settlement of accounts and the Japanese holidays, the dealers had not entered into any fresh engagements. Arrivals heavy and prices weak. Woollens: Mousselines de Laine were in steady demand, without any improvement in price; other Woollens continued very quiet. Quotations Cotton Yarn: Nos. 16 to 24, $130.00 to 133.00 per bale; 28 to 32, $145.00 to 148.00; 38 to 42, $143.00 to 146.00. Cotton Piece Goods.—G E Grey Shirtings: 7lbs., 38 yards 39 inches, $2.20 to 2.32 per piece; 8¼ to 8½ lbs., $2.55 to 2.57; 9 lbs., 44 inches, $2.85; T-Cloths, 6 to 7 lbs., $1.70 to 1.80; Mousselines de Laine: 30 to 31 inches, Plain $0.20 to 0.24 per yard; 44 to 45 inches, $0.29 to 0.35; 30 to 31 inches, figured $0.28 to 0.45. Iron: Nail Rod, $4.50 to 5.00 per picul; Hoop, $6.50.

Nagasaki.—The demand for Cotton Goods had continued throughout the greater part of the month, and owing to the scarcity and consequent dearness of Niboos, prices for most descriptions of staples showed considerable improvement. Niboos had fallen from 375 to 390 per $100, and imports had declined proportionately. In Metals the principal inquiry had been for Nail Rod Iron, and as stocks were very small further arrivals would realise full prices.

Shanghai.—Manufactured Cotton Goods: A quieter tendency had prevailed during the week. In Grey Shirtings only a moderate business had been done at Tls. 1.7.0 to 1.7.2 for 7 lbs. chops, and Tls. 1.8.6 to 1.9.3 for 8.4 lbs. The settlements of White Shirtings had been very trifling, and prices were nominally unchanged. T-Cloths had declined in value 2 to 3 candareens per piece, the demand being very limited; Mexican qualities were quoted at Tls. 1.4.8 to 1.5.7. English and Dutch Drills had continued in fair request at previous quotations. American manufactures had not been inquired for. The market for Woollens had remained firm, and business in Fancy Cottons had been done to a moderate extent.

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HONG KONG.—Cotton Yarns were unchanged but steady. Grey Shirtings were quiet and T-Cloths weaker. Drills of 14 lb. weights asked for and 5c. to 10c. dearer. In Woollens, Long Ells had somewhat advanced in price, and Blankets were still wanted. The advance in Metals was maintained. Quicksilver had declined, however, and American was quoted $96 to 97 per picul. Rice had advanced in value, and quotations were 15c. to 20c. above those ruling last mail.

EXPORTS.

TEA.

YOKOHAMA.—Business had continued brisk, more especially during the week preceding the close, and settlements amounted to about 7,500 piculs of most grades, the bulk being of good medium and fine kinds. A reduction of from $2 to $3 in prices had occurred, and the market closed with quotations as under; the quality was fair for the second crop, and supplies had about been on a par with settlements, leaving stocks without change; there was still a notable absence of common leaf. The last American mail steamer Alaska took 184,689 lbs. for New York, 91,154 lbs. for San Francisco, 58,585 lbs. for Chicago, and 27,446 lbs. for Boston. The Polly Lewis sailed again on Aug. 5 without any change in her cargo, and the Eastern Chief had sailed for New York with 456,370 lbs. The Leander and Jessie Isabel were loading for New York. Quotations:—Common, nominal; good common, $26 to 29 per picul; medium, $30 to 33; good medium, $34 to 37; fine, $39 to 42; finest, $44 to 47; choice, $50 and upwards. Export from June 1 to date:—To New York, 2,101,876 lbs.; to San Francisco, 617,272 lbs.; to England, nil; total, 2,719,148 lbs.

NAGASAKI.—The principal feature of interest had been the continued demand, at greatly hardening rates, for all classes of Tea suitable for Greens. The supply of Ooreshinos being very limited, purchasers had to content themselves with the commoner kinds of leaf from the Higo districts, for which very full prices had been paid. Quotations—Common to medium, $13 to 16 per picul; medium to fine, $17 to 19; finest, $21 to 24.

HIOGO-OSAKA.—Notwithstanding discouraging advices received from New York, purchases had continued steadily throughout the month, medium to fine grades having been most in request. This inquiry had tended considerably to harden prices for these grades, and quotations showed that an advance had been established. Higher grades were without any material alteration. First crop Teas were getting scarce and much mixed with second crop leaf. Settlements since the 16th July amounted to 8,000 piculs, making a total for the season of 20,800 piculs, against 13,600 piculs for the corresponding period last year. Stocks were estimated at 3,000 piculs. The vessels which were expected to load for New York had not arrived. Quotations:—Common, $16 to 20 per picul; good common, $23 to 26; medium, $28 to 32; good medium, $33 to 37; fine, $38 to 43; finest, $44 to 48; choice, $49 to 52; choicest, $53.

HANKOW.—Advices to 13th August reported limited settlements at unchanged prices.

SHANGHAI.—Black—A steady business had been transacted during the week at rather easier rates, and we have to advise a decline in prices of from five mace to a tael on all descriptions offering. Arrivals continued on a moderate scale. The reported settlements were 15,473 chests, at from Tls. 16¾ for common Oonam to Tls. 29¾ for good to fine Ningchow; reshipments 3,301 chests, stock estimated at 41,000 chests. Green—For country descriptions somewhat less activity had existed in the market, but the total of the business reported was still considerable, amounting to 25,500 half-chests of all kinds, and comprising 13,500 half-chests Teenkai and Fychow, 1,500 half-chests Moyune, 8,000 half-chests Ping-uey and 2,500 half-chests local-packed. An easier tendency in values had continued throughout the week, fully establishing the decline before advised, while a further reduction of about a tael per picul was noticeable in some instances. A fair number of Moyune chops had lately been shown, but they were generally unsatisfactory both in quality and style. The stock was estimated at 41,000 half-chests, including 30,000 half-chests Pingsuey, and 2,000 half-chests local-packed.

FOOCHOW.—A fair business had been done in Congous at prices which had undergone no material change. Several buyers were operating for Australia, and the market had thus been kept steady; but Teamen were anxious sellers, and a decline was looked for as soon as the requirements were satisfied. Small settlements of Souchong and Scented Teas had been made at former rates. Transactions in Oolongs amounted to 2,200 half-chests, of which 1,000 half-chests—a small second-class fine string—were purchased at Tls. 30 short for the first six lines, and Tls. 19 short for the last line, giving a proportion price of Tls. 28.25 or 31 o.b. These, as well as a portion of the others settled, had gone forward in the Cyphrenes. The basis of price for the above was Tls. 27.8 o.b. for good cargo grade. The remaining 1,200 packages consisted of odd lots, purchased on a basis of Tls. 26 to 28 o.b. for good cargo. The finest strings were still untouched, as the holders demanded too much. Stock of Oolong 96,489 half-chests.

AMOY.—Some further small settlements of Oolongs had been made, and the market was firm at previous quotations. The S. S. Cyphrenes was loading for New York.

CANTON.—Holders had continued firm and transactions had been limited. Buyers also had been less anxious to operate, prefering to wait till the quality of the fourth crop, shortly expected at market, should be ascertained. It was reported to be of good quality, but as likely to be limited in quantity.

SILK.

YOKOHAMA.—An exceedingly large business had been done, amounting to about 1,700 bales, which had the effect of raising prices about $25 per picul; since then arrivals had continued large, and the market closed a little easier at quotations given below. Silk Worms' Eggs began to arrive on the 10th August, and amounted to 12,500 cards in all; no sales had as yet been made. Settlements to date, 3,800 bales; stocks, 900 bales. Quotations, including all charges in Yokohama and London, Exchange 4s. 7⅛d. Hanks, Mybash and Sinchu, extra, 31s. 11d.; best 30s. to 31s. 2d.; medium, 27s. 9d. to 29s. 3d.; inferior, 24s. 8d. to 26s. 7d.; Oshu best, 30s. to 31s. 2d.; Hamatski medium, 27s. 9d. to 28s. 10d.; Coshu medium, 26s. 2d. to 27s. 4d.

SHANGHAI.—The market was very quiet in the beginning of the week, but Silkmen having abated their demands to a small extent, buyers had been induced to operate more freely, and the additional settlements aggregated about 2,000 bales. No 3 Taatlees had been taken at Tls. 590, King-chang chop at Tls. 527½, Blue Eleph t at Tls. 525, and Red Peacock at Tls. 507½. Arrivals from the coun had continued on about the previous scale, and the stock was maint d at 8,500 bales. Total settlements for the season, 27,500 bales.

CANTON.—There had been a fair business done at slightly reduced rates, $485 to 490 for market or No. 4 Taatlee Reel, and the settlements amounted to about 460 bales—going forward by this mail. Loongkongs were very flat, and there had been no demand for that description except for the Curio quality which was very scarce, though plenty of so-called Curio was offering but was not up to the classification Stock was estimated at from 400 to 500 bales. Market for rereels very quiet, and discouraging reports having been circulated as coming from New York buyers were not very eager, most of the usually large purchasers having bought to a great extent of the first and second crops. No. 1 rereeled Lacklow ready for shipment could be bought at $575, and No. 1 rereeled Kotengon at $670. Dealers were not willing to enter into contracts at the prices offered—generally from $550 to 555 for No. 1. The fourth crop musters of Kowkong and Kotengon were of particularly good colour, and appeared slightly cleaner than the previous crops, but were coarse in size.

EXPORT OF TEA AND SILK, SEASON 1872-73.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to July 31, 1872	—	36959698	24216492	—	5585541	66761731	17761
Corresponding period last season	—	37388273	17113260	—	4263271	58764804	17611

Shipments Since:

July 18 per Maitland		From Foochow	...	1,110 293*	
	Star of the North	.... Do.	...	983,083*	
— 20 ...	Travancore (str.)	... Canton	...	10,300	1,146*
— 22 ...	Gungnee	... Shanghai	...	810,597*	
— 23 ...	Ambassador	... Canton	...	860,795*	
— 27 ...	Tigre (str.)	... Shanghai	...	62,862	1,753*
— 28 ...	Jungfrau	... Foochow	...	810,226*	
— 30 ...	Glendarroch (str.)	... Do.	...	1,497,107*	
	Doune Castle	... Shanghai	...	1,281,964*	
Aug. 1 ...	Glaucus (str.)	... Do.	...	1,519,705	1,930
	Harlaw	... Foochow	...	1,152,531	
— 3 ...	Geelong (str.)	... Shanghai, &c.	...	—	995
— 4 ...	Falcon	... Canton	...	909,868	
— 6 ...	Taitsing	... Shanghai	...	1,084,276	
— 7 ...	Macgregor (str.)	... Do.	...	1,727,007	405
— 10 ...	Hoogly (str.)	... Do.	...	53,778	1,436

* Included in above totals.

TO THE CONTINENT.

							Bales
From June 1 to July 31, 1872	...	...	...	...	...	2683216	3451
Corresponding period last season	...	...	...	...	...	1989284	3437

Shipments Since:

Aug. 3 per Geelong (str.)		From Shanghai, &c.	...	—	547
— 10 ... Hoogly (str.)		... Do.	...	—	1,214

TO UNITED STATES.

							Pcls.
From June 1 to July 31, 1872	...	...	...	...	...	8955054	1225
Corresponding period last season	...	...	...	...	...	8657080	589

Shipments Since:

July 22 per Japan (str.)	From Yokohama	...	379,983*	
— 24 ... Westbury	... Amoy	...	308,324*	
— 30 ... Chinaman	... Shanghai	...	402,509*	
— 31 ... Deerhound	... Foochow	...	609,200*	
Aug. 3 per Hylton Castle	... Amoy	...	553,690	

* Included in above totals.

TO AUSTRALIA.

From June 1 to July 31, 1872	4,266,500 lbs.
Corresponding period last year	6,823,819

Shipments Since.

July 3 per Eldersl ie	From Foochow	...	223,400
Helen Malcolm	... Do.	...	375,800
— 4 ... Anna Dorothea	... Do.	...	419,900
— 10 ... Prospero	... Do.	...	223,100
— 12 ... Adelheid	... Do.	...	243,000
Mary Blair	... Do.	...	368,900
— 27 ... Lady Belmore	... Do.	...	304,500
— 31 ... Nil Desperandum	... Do.	...	192,400

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan
1843 to 1844	51,022,600	...*	1862 to 1863	121,274,586	72 887
1845 to 1846	57,334,200	18,600	1863 to 1864	117,463,586	46,663
1850 to 1851	63,972,000	22,144	1864 to 1865	121,256 870	32,313
1853 to 1854	77,327,800	61,283	1865 to 1866	118,333 042	62,889
1855 to 1856	92,240 300	50,481	1866 to 1867	118,425,290	50,652
1857 to 1858	76,990,255	68,315	1867 to 1868	116 850,456	57,449
1858 to 1859	65,789,792	83,134	1868 to 1869	142 788,864	76 917
1859 to 1860	85,560,452	64,169	1869 to 1870	139,740,193	63,867
1860 to 1861	90,066,160	70,644	1870 to 1871	131,969,850	51,329
1861 to 1862	109,854,040	79,193	1871 to 1872	149,774,895	54,529

* Including the Continent.

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TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Cutty Sark	June 18 ...	Shanghai ...	1,303,000
Thermopylæ	„ 18 ...	„ ...	1,196,400
Undine	„ 24 ...	„ ...	1,128,600
Argonaut	July 2 ...	„ ...	1,544,100
Leucadia	„ 9 ...	„ ...	1,154,400
Eliza Shaw	„ 10 ...	„ ...	945,000
Gungner	„ 24 ...	„ ...	810,600
Doune Castle	„ 30 ...	„ ...	1,282,000
Taitsing	Aug. 6 ...	„ ...	1,084,300
Duke of Abercorn	June 15 ...	Foochow ...	1,585,200
Blackadder	„ 28 ...	„ ...	1,394,300
Northfleet	„ 28 ...	„ ...	1,117,100
Denbighshire	July 4 ...	„ ...	615,500
Sir Lancelot	„ 6 ...	„ ...	1,218,200
Grenadier	„ 18 ...	„ ...	666,800
Maitland	„ 19 ...	„ ...	1,110,300
Star of the North	„ 23 ...	„ ...	983,100
Jungfrau	„ 28 ...	„ ...	810,200
Harlaw	Aug. 1 ...	„ ...	1,152,500
St. Andrew's Castle ...	June 15 ...	Canton ...	340,500
Carmarthenshire	„ 25 ...	„ ...	895,000
Ambassador...	July 23 ...	„ ...	880,800
Falcon	Aug. 4 ...	„ ...	909,800

Shipping Intelligence.

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ARRIVALS.

At Yokohama.—From London, Aug. 11, Englebert, Thacrian, Devana; Oct. 5, Sarah Nicholson, Dilkoosh, Olympia, Antenor (str.), Sunda (str.); from Cardiff, Aug. 12, Kate Covert; 20, Ceylon, f.o.

At Hiogo.—From Liverpool, via Yokohama, Aug. 25, Penrith.

At Nagasaki.—From Hull, Aug 1, Surprise.

At Shanghai.—From London, Aug. 6, Trafalgar, Mary Whitridge; 11, Ailsa, Hopewell; from Shields, 12, Conqueror; from Cardiff, 12, Grassmere, Caller Oo; from Glasgow, 13, Merse; from Cardiff, 13, Harwich; from London, 14, Fort Regent, Teviot; from Cardiff, 15, Belted Will, Red Deer; from Sunderland, Paragon.

At Hong Kong and Canton.—From Portsmouth, previous to Sept. 10, Sunda (str.); from Liverpool, Antenor (str.); from London, Benledi; from Cardiff, Aug. 21, Tarquin; from Callao, 21, Cecelia; from Liverpool, 22, Ajax (str.); from Callao, 23, Isabel.

At Manila.—From Cardiff, Aug. 4, Giovani.

At Saigon.—From Reunion, Aug. 21, Anais.

At Bangkok.—From Havre, July 31, Calcutta.

DEPARTURES.

From Yokohama.—For New York, Aug. 5, Polly Lewis; 20, Eastern Chief.

From Shanghai.—For New York, Aug. 6, Duke of Athol; for London, 14, Deucalion; 16, Northampton, Weymouth.

From Foochow.—For London, Aug. 16, Sirius (str.); for New York (via Amoy), 18, Cyphrenes (str.).

From Hong Kong and Canton.—For New York, Aug. 22, Cymbeline, for Cork, 22, Tynedale; for San Francisco, 22, Geo. Croshaw.

From Manila.—For Channel, July 24, Antipodes; Aug. 3, Cumberland; for London, 1, Jubilee.

From Singapore.—For London, Sept. 27, Hope.

From Bangkok.—For London, July 16, Loochoo; for San Francisco, 24, Reveil; for Callao, 31, Ceres; for Marseilles, Aug. 11, Boussole; for San Francisco, 11, Androklos; for London, 20, George Shotton.

SHIPPING POSTSCRIPT.

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Arrivals not in the Tables.—Oct. 3, at Falmouth, from Akyab, Inspector; Sept. 14, at Odessa, from Foochow (via Suez Canal), Danube (s.); Oct. 5, at London, from China, Singapore, &c. (via S.C.), Maud (str.); Sept. 30, at Long Island Sound, from Akyab, Bergenseren; Oct. 5, at London, from Akyab (via S.C.), Tertia (str.); from China, Singapore, &c. (via S.C.), Ravensworth Castle (str.); at Falmouth, from Akyab, Maria Giasapphina, Hudicksvall; 6, at Liverpool, from Rangoon, Clenesk; from Rangoon (via S.C.), Brazilian (str.); at Queenstown, from Akyab, Annot Lyle; Aug. 30, at Callao, from Macao, Camilio Cavour; Oct. 8, off Deal, from China, Sirius (str.); 7, at New York, from Hiogo, Prince Alfred.

Departures.—Oct. 3, from London, for Yokohama, Laurel; from Newcastle, for Singapore, Virginia; 1, from Hamburg, for Singapore, Richard; 4, from London, for Colombo, &c. (via S.C.), Vibilia (str.), Yorkshire (str.); from Swansea, for Galle, Filatori; from Liverpool, for Batavia, Metis; 5, from London, for Shanghai, Portland; from Liverpool, for Manila, Aurorita; 6, from Cardiff, for Singapore, Vittoria Canestro, Grain Sadj; for Trincomalee, Astee Guiseppe; 5, from Newcastle, for Singapore, Amandine; Sept. 4, from Callao, for China, Augustina.

Sioken.—A Dutch Ship, Amsterdam, to Java, Aug. 7, 31 S., 24 W., 43 days out; No. 0,593 (American), from Singapore, June 4, 52 S., 28 E.; Undine (ship), Shanghai to London, Aug. 30, off Cape Agulhas; H. G. V. W., Cardiff to Shanghai, Aug. 25, 1 S., 22 W., 27 days out; Oneiza, Manila to London, July 17, 23 S., 57 E.; Thermopylæ, Shanghai to London, Aug. 22, 32 S., 13 E.; Duke of Abercorn, Foochow to London, Aug. 23, 34 S., 15 E.; Cashmere (ship), Shields to Singapore, Aug. 16, 9 N., 25 W.; Sunda (ship), Cardiff to Hong Kong, Aug. 4, 30 S., 33 W.; Cornelis Smit, Liverpool to Batavia, Aug. 31, 31 S., 89 E.; Meander, Singapore to New York, Aug. 16, 35 S., 20 E.; Kosmopoliet II., for Batavia, Aug. 29, 13 N., 26 W.; Anna Johanna, Batavia to Amsterdam, Aug. 17, 34 S., 17 E.; H. V. N. F. (Havilah barque), Tyne to Singapore, Aug. 13, 3 N., 21 W.; N.Q.D.J. (Lady Ann, of London), Newport to Galle, Aug. 29, 10 N., 24 W.; Gysbertus Hermanus, Cardiff to Sourabaya, Aug. 28, 14 N., 26 W.

Steamers Passed the Suez Canal.—Chaldea, from London, for Colombo, &c.; Ormsby, from Ceylon, for London; Diomed, from Liverpool, for Singapore, China, &c.

CASUALTIES.

The Dexterous, Robinson, from Colombo to New York, put into St. Helena Aug. 31, and reported that during a very severe gale 14, in lat. 36 S., lon. 18 E., she lost sails, boats, &c., and had her bulwarks carried away.

The Sophia Kouingen der Nederlanden, Klein, from Batavia, &c., to London, put into St. Helena Sept. 7, and reported having experienced heavy weather Aug. 18, off the Cape of Good Hope, during which she lost bulwarks and split sails, &c.

The Europa, Supcke, from Singapore and Batavia, to London, put into St. Helena, Sept. 7, having met with heavy weather, Aug. 22, in lat. 35 S., lon. 22 E., during which she sprung her rudder head.

The Cutty Sark (ship), Moodie, from Shanghai to London, passed St. Helena, Sept. 10, and reported by signal that she had lost her rudder off Algoa Bay.

The Robert Kerr, McClure, which arrived at Liverpool, Sept. 29, from Singapore, reports having experienced head winds in the China Sea, being 20 days to the Straits of Sunda, and that when clearing Java head the ship was caught in a terrific squall, which stripped her of all her canvas.

Advices from Amsterdam, Oct. 3, state that the Kennemerland, de Jong, had arrived at Nieuwe Diep from Batavia, and reported having encountered a hurricane, Aug. 21, off the Cape de Verds, which carried away several sails and swept everything movable from off her deck.

The Queen of India, from Manila to Liverpool, put into Algoa Bay, Sept. 2, with loss of bulwarks, &c.

The Sarpedon (str.), Ferguson, which arrived at New York Sept. —, from Shanghai (via S.C.), reports having encountered a hurricane, 23, in lat. 36 N., long. 56 W., lasting eight hours, during which she was hove on her beam ends, and had four feet of water in her engine-room.

MISCELLANEOUS.

At St. Helena.—Aug. 28, Osaka, Leslie, from Ilo Ilo, and sailed 29 for Falmouth; 30, Caroline Coventry, Ellery, from Manila; 31, Wilhelmina, Willenbrink, from Manila, and both sailed 31 for New York; Sept. 1, St. Brycedale, Pearce, from Formosa, and sailed same day for London; Banda, Evans, from Batavia, and sailed same day for Falmouth; 2, Seadrift, Pybus, from Colombo, and sailed same day for London; 4, Canton, Goedt, from Singapore, and sailed 5 for Stettin; Evening Star, La Bœuf, from Singapore; Concord, Park, from Colombo, and both sailed 5 for New York; 6, Veritas, Stahre, from Manila, and sailed 7 for Belle Isle; 8, Java Packet, Trappen, from Batavia, and sailed 9 for Amsterdam.

Off St. Helena.—Sept. 4, Craigie Lee (barq.), from Singapore, for Boston; 9, Aleppo (barq.), from the Phillipines, for London; an English ship, with blue streaks and white ports, from Java, for Queenstown, fifty days out.

The master, De Breuck, of the Andriana Petronella, which vessel arrived at Falmouth Oct. 3, from Batavia, had died at sea.

The Admiralty have invited tenders for the conveyance of 113 tons of stores to Hong Kong.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

Addyman—On the 19th Aug., at Hong Kong, the wife of Mr. R. F. Addyman, of a son, prematurely.

Allen—On the 15th Aug., at Shanghai, Mrs. J. W. Allen, of a son.

Bardey—On the 2nd Oct., at Dorset Villa, Sutton, Surrey, the wife of Amedee Louis Eugene Bardey, of a son.

Brown—On the 2nd Oct., at Fulwood-park, Aigburth, near Liverpool, the wife of Stewart H. Brown, of a son.

Duffus—On the 18th Aug., at Swatow, the wife of the Rev. William Duffus, English Presbyterian Mission, of a son.

Cater—On the 1st Oct., at Calder Cottage, Beech-lane, Liverpool, the wife of Charles A. Cater, of a daughter.

Goddard—On the 11th Aug., at Yokohama, the wife of John Goddard, of a daughter.

Mills—On the 29th Sept., at Dudlay House, Sutton, the wife of Thos. Mills, of a daughter.

Meyer—On the 27th July, at Kochi, Tosa, the wife of Frederick Adrian Meyer, of a son.

Pearl—On the 2nd Oct, at Windsor, the wife of E. Pearl, of a daughter.

Rappard-Boeke.—On the 6th Aug, at Osaka, Mrs. G. G. Rappard-Boeke, of a daughter.

MARRIAGES.

Bannatyne—Jamieson.—On the 26th Sept., at Glasgow, by the Rev. Donald Macleod, William Bannatyne, Captain 8th (the King's) Regiment, to Aimée, daughter of the late James Jamieson.

Bergau—Fredericie.—On the 2nd Aug., at Hiogo, by the Rev. D. C. Greene, Julius Bergau, of Memmel, Germany, to Emma Fredericie, of the same place.

Hutchinson—De Moulin.—On the 30th Sept, at Batavia, Java, Richard Hutchinson to Anna Maria Louisa, youngest daughter of the late Major-General De Moulin, of the Netherlands Army.

Jerdein—Fraser.—On the 2nd Oct, at the Church of England Chapel, Nairn, by the Rev. Charles Jerdein, M.A., rector of Gayhurst and Stoke Goldington, Bucks, brother of the bridegroom, assisted by the Rev. E. Wrenford, D.D., Frederick, fourth son of John Jerdein, Porchester-square, London, to Mary Helen, eldest daughter of Robert Fraser, of Brackla, near Nairn, N.B.

Newitt—Rickomartz.—On the 21st Aug., at Hong Kong, by the Rev. J. Piper, William Thomas Newitt, of the China Submarine Telegraph Company, to Louisa Jane Rickomartz, of the Diocesan Home and Orphanage.

Roper—Coleby.—On the 3rd Oct., at Coleby, Norfolk, by the Rev. E. M. Goslett, LL.D., rector, assisted by the Rev. H. T. Kenny, rector of Banningham, Alfred Roper, of Hong Kong, fifth son of the late Snelling Drosier Roper, of Coleby, to Jane Elizabeth, only daughter of the late Rev. George Coleby, rector of Coleby, and great niece of the late Rear-Admiral Sir Robert Sharpe, of Portsmouth.

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STURGIS—BRAND.—On the 2nd Oct., at the parish church, Glynde, by the Rev. B. Harvey, vicar of Tring, Buckinghamshire, and uncle of the bride, assisted by the Rev. W. de St. Croix, vicar of Glynde, Henry Parkman Sturgis, son of Russell Sturgis, to Mary Cecilia, fourth daughter of the Right Hon. the Speaker.
THORNTON—BROOKS.—On the 4th Sept., at Trinity Church, Bow, J. W. Thornton, late Civil Service, Hong Kong, to Mary, eldest daughter of W. Brooks, of Bow.

DEATHS.

CLAY—On the 3rd Aug., at Hiogo, Arthur Hanley Clay, aged 34 years.
ELIAS—On the 2nd Oct., at Shanghai, from an accident, Edward, fourth son of Ney Elias, Inverness-terrace, Kensington-gardens.
KROM KOON WARACHAKT'ARANUP'AP—On the 14th Aug., at Bangkok, H.R.H. Krom Koon Warachakt'aranup'ap, in the 56th year of his age.
LINTON—On the 14th of Aug., at Shanghai, A. J W. Linton, aged 28 years.
ONDAATJE—On the 27th Sept., at the Hague, very suddenly, and deeply regretted, in his 71st year, Adrianus Marius Elaartst Ondaatje, late resident at Banjermassing, Borneo, and the elder and only surviving son of the celebrated Dr. Quint Ondaatje, formerly of Ceylon.
REY—On the 15th Aug., at Shanghai, Mons. A. Rey, Chevalier of the Legion of Honour, Chancelier of the French Consulate-General, aged 64 years.
SNOWDEN—On the 13th Aug., at Shanghai, Walter Robert Snowden, a native of Scotland, aged 41 years.
WARE—On the 10th Aug., at Nagasaki, Dr. N. A. Ware, a native of Virginia, U.S.A.

THE CHINESE ARMY.

(PALL MALL GAZETTE.)

The news just received *via* New York from China, to the effect that the Chinese Government has declared its intention of siding with Korea in the event of the present dispute between that country and Japan ending in an open rupture, gives an additional interest to the inquiry in what state of preparation would a war find the Chinese forces at the present time? From an article which appeared in a recent number of the *Revue des Deux Mondes* by M. Giquel, the superintendent of the Foochow arsenal, and from various notices contained in some of the later issues of the *Overland China Mail*, we gather the following particulars on the subject:—Like all the rest of the world China has, during the last few years, been arming rapidly. At the present moment the Government has under its orders a force of 50,000 men armed with Enfield and Remington rifles, and drilled on the European model by European officers, supplemented by thirty field and mountain batteries. At Shanghai, Nanking, Foochow, and Tientsin arsenals and dockyards have been established under foreign superintendence, where the manufacture of guns, powder, and rifles, and the construction of ships of war, have for some time been actively carried on. At Foochow 2,500 Chinese artisans work under the superintendence of seventy-five Europeans, and have so far become skilled at their labour as to be able to build and fit up three steamers a year. Five men-of-war have already been launched from the dockyard at Shanghai, and at the present moment there are two iron despatch boats and a sister frigate to the one just launched, on the stocks at that place. Besides these a large iron steamer is to be built measuring 220 feet in length, and of 1,300 tons in burden; and also a fleet of sailing transports.

If we turn to the coast defences, we find an equal degree of activity—notably in the neighbourhood of the capital and on the approaches thereto. The Taku forts, which proved so fatally destructive to our gunboats in 1859, and which offered such a firm resistance to the allied armies in the following year, have been completely rebuilt, and the old-fashioned native smoothbore guns have been displaced by rifled cannon of foreign manufacture. The comparatively harmless fortifications at the mouth of the Peh-tang river have been made into formidable works, while along the coast connecting these two fortified places, as well as above and below them, a series of rifle-pits have been dug. The road between Taku and Peking has been raised, and made available for the rapid transport of men and war material; and halfway between the former place and Tientsin a fortified camp has been constructed, and armed with five Krupp guns. These military reforms, however, appear only in the neighbourhood of the principal ports and of Peking. Elsewhere, in Kweichow, Yunnan, and the North-Western Provinces, the Mian-tsze and Mahommedan rebels have to contend with forces armed and drilled after the manner of their forefathers. A correspondent, writing from the first-named province, gives an account of the melancholy condition of the troops who are supposed to be there engaged in combating the Mian-tsze. Of the numerous battalions returned by the general as fully manned, the merest skeletons only exist in reality. The pay issued to those actually serving is uncertain and various in kind; sometimes, but very rarely, it is represented by specie; at other times rice is given as an equivalent, and often the men are sent away from the pay-office empty-handed. The natural results follow. Powder is to be bought for twopence a pound in the streets of Kwei-yang Foo, and matchlocks are offered at something less than two shillings apiece. These are constantly purchased and repurchased by the general, who thus succeeds in satisfying the wants of his men, at the same time that he gains to himself credit for buying military stores at a remarkably cheap rate. Mr. Cooper in his book of travels gives much the same account of the Imperial forces operating in the province of Yunnan.

MR. W. H. MEDHURST, who has been for some time in this country on leave, returns to his post as Consul at Shanghai by the present mail. We regret that Lord GRANVILLE, the Secretary of State for Foreign Affairs, has not conferred on Mr. MEDHURST the dignity of a Consul-General. It would have been a fitting tribute to his services, and greatly facilitated his official duties at Shanghai.

THE steamer *Galley of Lorne*, which sails shortly for Yokohama and Hiogo, takes out a number of boilers for the copper mint now in course of erection at Osaka. She also takes out a quantity of stores for the Japanese Railway.

NAVAL AND MILITARY.

The corvette Thalia, which will convey fresh crews to the Ringdove and Midge, and take the place of the Juno on the China station, sailed on the 7th instant. The corvette Juno, which is to be relieved by the Thalia, left England in November, 1870, and was sent to China with a battalion of Royal Marine Light Infantry, and very much overcrowded, which led to deservedly adverse comments being made in the public press on the inconsiderate arrangements of the Admiralty. We subjoin the appointments made to the Thalia since our last issue:—To the Ringdove, Commander T. M. Maquay (re-appointed); to the Iron Duke, for disposal on arrival at the station, Lieutenant Reginald O. C. Brenton, Sub-Lieutenants Charles S. Nicholson, John Walcot, Midshipman J. G. Duberley; to the Thalia, Midshipman Percy C. Raith. Lieutenant Nepean, of the Royal Marines, will take passage in the Thalia, to join the battalion now serving in Japan.

Some interesting facts and figures are given in the first report o the Director-General of Military Education, which has just been published. The number of attendances of adults on the school books, and the average number of lessons per man, in the various regiments and corps stationed in China, Japan, &c., during the year 1871, was—75th Regiment, China, 11,229 attendances, 17 lessons; 10th Japan, 11,897 attendances, 45 lessons; 73rd Colombo, 14,380 attendances, 24 lessons; Royal Artillery, Hong Kong, 2,497 attendances, 9 lessons; Royal Artillery, Singapore, 488 attendances, 2 lessons. The number of children in regimental schools receiving instruction from the schoolmasters and schoolmistresses, and of those attending the industrial schools, in the year 1871 was—10th Regiment, 114; 73rd, 57; 75th, 88; Royal Artillery, Hong Kong, 10; Royal Artillery, Singapore, 8. The number of volumes and issues during the year ending December 31st, 1871, in the following army libraries was—Ceylon, 3,669 volumes, 9,452 issues; Hong Kong, 2,953 volumes, 2,755 issues; Singapore, 349 volumes, 4,514 issues; Yokohama, 1,270 volumes, 1,803 issues. In connection with the above-named regiments there are recreation rooms, with refreshment bars.

Notice has been given to all persons interested that the distribution of the bounty awarded for services against pirates on October 20, 1864, by Her Majesty's ship *Haughty*, will commence this day, the 4th inst., in the Prize Branch of the department of the "Accountant-General of the Navy, Admiralty, Somerset House." The following are the shares due to an individual in the several classes:—Lieutenant-commanding, £22 15s. 6d.; fourth class, £13 8s. 3d.; fifth class, £7 9s.; sixth class, £6 14s. 2d.; seventh class, £4 9s. 5d.; eighth class, £2 4s. 8d.; ninth class, £1 9s. 10d.

In the Navy List for the present quarter, just issued, the following alterations appear in connection with the ships on the China station:—Adventure: Navigating Lieutenant J. W. McFarlane, *vice* Commander J. E. M. Wilson; Avon: Commander J. C. Patterson, no commander in previous list; Barrosa: Captain L. I. Moore, ordered home; Elk: Commander J. B. Barnett, *vice* Commander N. Osborn; Hornet: Commander N. Osborn, *vice* Commander J. B. Barnett; Teazer: 4, 120, Commander Hon. J. T. Fitzmaurice, *vice* Commander R. M. Blomfield.

H.M.S. Barrossa, Captain L. J. Moore, 17 guns, 400-horse power, is ordered to England from the China station, to be paid off. The Barrossa was commissioned at Devonport on June 9, 1869, and left England the same month.

Captain J. S. Hudson has been appointed to the command of the Spartan, in the West Indies. For three years he was in command of the Leven gunboat, on the East India and China station.

MISCELLANEOUS.

JAPAN.

An article appears in *Macmillan's Magazine* on the Embassy and the country generally, in which the writer concludes:—"The writer in *Blackwood* insists that it is time 'to recognise that Japan merits the same treatment, the same consideration, as are extended to what we call organised and civilised Governments;' and again, that 'she surely is justified in requiring that when she shall have completed her new code, based on the Code Napoleon—on which a commission assisted by an able barrister from Paris is now at work at Yedo—we shall recognise her right to claim the sole administration of justice within her realm.' No nation, we are sure, is more ready than our own to see equal rights accorded to Japan, when she can plainly show by actual experience that she can and will dispense full justice and afford full protection to foreigners. But we must first be well assured of this, and it would be the height of folly to grant to a nation which at the present moment possesses no civil code at all, and whose system of criminal procedure is still barbarous and tainted with cruelty, the sole administration of justice over British subjects, simply on the production of a code drawn up by a French barrister, with the assistance probably of an English and an American lawyer, who have been also engaged by the Government. That code must have been in operation for some time, and must have been proved to work satisfactorily, before we entrust full jurisdiction over our countrymen to the tender mercies of Japanese judges."

What, however, is to be the end of all this? and is there no danger to Japan? Is not the pace too great to last, and is there no fear that the speedy horse may break down when pressed so hard? That there is danger to the country seems to us clear. It should always be recollected that the revolution came from below; it was the work principally of Daimios' retainers. These men are now in power. That they are gifted with great intelligence no one can doubt, but they have come into their position on the ruins of the aristocracy—their former masters. They are revolutionary, and lack that Con-

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servative element which is so necessary in such a crisis, and which does not seem to be sufficiently supplied by the minority of court nobles belonging to the Government. Add to this the notorious corruption of the officials—a corruption almost as universally prevalent as in Russia—together with a recklessness in matters of finance which seems to grow with every month, and thinking men are entitled to pause ere they give unqualified praise to the path along which Japan is hurrying so rapidly.

There is danger, too, as it seems to us, in the great influence obtained by young men who, after passing two or three years abroad, return to their native country with a smattering of some science gained from books, and, on the strength of this, are immediately entrusted with high office in the Home Government. Indeed, the whole question of these students is a very serious one, and is bound up with the future of Japan. The present system is not satisfactory. By almost every steamer that leaves Yokohama for Europe and America the exodus of youths continues. They are dispersed in different countries, and, without any previous instruction at home, they sit down, many only for a couple of years, to pursue their studies very much as they please, under no adequate control. The result of such a system will be that at no very distant period Japan will be flooded with young men possessed of a superficial knowledge, which will be magnified by their own conceit into profound learning, and will impose upon the former generation who have never left their native shores. And each youth will naturally be prejudiced in favour of the particular country where he has studied; those from America will be republicans, those from England monarchists, and so on—a pretty medley. If in the future the nation is to be governed by these raw students, Heaven help it! Young Japan can make no greater mistake than to rush off to foreign countries without a preliminary education at home. As the editor of the *Japan Mail* in a recent number wisely remarks, "If these lads were first put to primal schools where English was thoroughly well taught, and were then stimulated to the pursuit of more mature studies by the promise that, if successful in their examinations, they should be sent abroad, excellent fruits would be reaped by the nation after a few years." That is what is required, but as yet there are no schools in Yedo. The College, presided over by an American, unfortunately does not offer any guarantee for a solid education; for out of all his assistants there are none, or hardly any, who have had any experience or training in teaching, and many are thoroughly unfit for their posts.

TEA ADULTERATION.

The following interesting facts respecting former legislation on Tea adulteration are taken from the *Food Journal*:—

"The manufacture of spurious Tea in China seems to have been more commonly practised during the past few years, since the low rates of duty on Tea imported into this country have caused our consumption rapidly to increase. As an illustration of this increased consumption, the Customs return show that 32½ million pounds were imported in 1840, 51 million pounds in 1850, 77 million pounds in 1860, and 118 million pounds in 1870, the increase in thirty years having been nearly fourfold. It must also be borne in mind that the consumption of Tea in other countries has also increased, and consequently the Chinese may have lately found some difficulty in supplying a sufficient quantity of Tea for foreign markets, especially in the low descriptions. This demand for Tea seems to have had the same effect on the Chinese as the high rates of duty had on certain persons in this country during the last century, and on whose especial account certain Acts of Parliament were passed to prevent Tea adulteration. The adulteration of Tea continues; but now, instead of being practised in this country, it is carried on in China and other Tea-growing countries; the duty on Tea here is so low, and the fine for adulterating it so great, that the manufacture of spurious Tea is now almost entirely carried on abroad. The Customs authorities seem always to have adhered to their present practice of receiving duty on any importation called Tea, whether genuine or adulterated; and because coloured and spurious Teas have been imported and charged with duty the Excise laws bearing on this subject seem to have almost fallen into disue on account of the difficulty of proving whether Tea when found adulterated has been imported in that state or after its arrival in this country. A brief review of the Acts of Parliament passed for suppressing Tea adulteration in Great Britain will show that many practices of the Chinese are the same as formerly prevailed in this country. Thus, in the year 1725, the Act 11 Geo. I. cap. 30 was passed to prohibit persons, under the penalty of £100, from counterfeiting or adulterating Tea, or manufacturing Tea with terra-japonica, or with any drug or drugs whatsoever. And in 1831 the Act 4 Geo. II. cap. 14 was passed for suppressing the trade which had sprung up among Tea dealers of dyeing or manufacturing 'sloe leaves, liquorish leaves, and the leaves of Tea that have been before used, or the leaves of other trees, shrubs, or plants in imitation of Tea.' And in the year 1777 the last Act passed for suppressing the adulteration of Tea in this country came into force, being the one under which Excise proceedings are now taken. This Act was necessary because the previous one did not include as offenders persons not Tea dealers who carried on the trade of Tea-fabricators. In the Act itself it is stated that there was a necessity for such legislation, because the evil practice of adulteration had increased to a very great degree, 'to the injury and destruction of great quantities of timber woods and underwoods, *the prejudice of the health of his Majesty's subjects*, the diminution of the revenue, the ruin of the fair trader, and to the encouragement of idleness.' It will thus be seen that the present practices of the Chinese in manipulating Tea are similar to those carried on in this country a hundred years ago. We have now low Green Tea faced with blue and yellow colouring matters, the blending of which gives Tea its green appearance; black Tea made of a rough flavour by the addition of catechu or terra-japonica, and leaves of other trees dyed and fabricated to imitate Tea leaves. All these different descriptions of adulterated and spurious Teas are now imported abundantly into this country, while formerly these adulterants were added at home. We thus see history repeating itself even in Tea adulteration, and we heartily wish that history in one respect at least would repeat itself in legislation. In the old Tea Act of 1777 it is stated that the legislature gave as one of their reasons for passing it, that the adulteration which then prevailed was to '*the prejudice of the health of his Majesty's subjects.*'"

THE LOSS OF THE "AMERICA."

The report of the destruction by fire of the Pacific mail steamer *America*, with reference to the correctness of which some doubt had been entertained, is confirmed by telegrams received here, dated Yokohama, 25th ult. It is added that the treasure on board has been recovered.

The *America*, commanded by Captain Doane, sailed from San Francisco on Aug. 1 with a large number of passengers and a valuable cargo. The *America* was 380 feet in length, 50 feet beam, and 32 feet depth of hold, measuring 5,500 tons. Her engine was 105 inches diameter of cylinder, and 12 feet length of stroke. She had two double engines, used for weighing anchor, and also available for the pumps if necessary. She was built at Greenpoint and launched on July 23, 1869, the machinery being constructed at the Novelty Ironworks, New York. The rooms were luxuriantly fitted up; the ladies saloon was magnificently furnished, and the panels were elegantly gilded and polished. Large reading lamps were placed at convenient distances apart, and a rosewood piano stood in the after portion of the apartment. Near the officers' quarters a smoking room was fitted up with glass-stands, drawers for tobacco, and everything necessary for a smoker's enjoyment. On the main deck the dining-saloon and the state-room were tastefully fitted up. Around the state-room a number of steam pipes ran, which, when heated, in cold weather caused the temperature to be more pleasant. The panels were painted white, with rich gilding, and the stanchions were of unpolished mahogany. Large ventilators led from the hurricane deck to the steerage, maintaining the air on the lower decks pure and fresh. The steerage occupied the entire length of the lower decks. The bunks—which were set aside for Coolie passengers—were all on this deck, six in each room. On the main deck there were thirty state rooms and in the steerage seventy-nine. The vessel was not insured. The Pacific Mail Company, from the date of their organisation, have made it a rule not to insure their vessels. They claimed that as they owned so large a number of ships the cost of insuring them would be so great that it would be cheaper to lose one occasionally than to go to that enormous outlay. The loss of the company by the burning of the *America* will prove a severe one. She cost $1,250,000 to build, and was appraised on the company's books at a valuation of $1,000,000. What loss may ensue to her owners from the burning of the cargo of course it is impossible to tell.

A NEW TELEGRAPH ROUTE.

A communication to *The Times*, dated from the Forks of the Saskatchewan, from Captain W. F. Butler, author of the "Great Lone Land," urges a plan for the establishment of telegraphic communications between Europe and Asia *via* Behring Straits. Looking at the points now reached by telegraphic enterprise in Asia and America, he divides the intervening distance into two portions—Fort Garry, in the new Canadian Province of Manitoba, and Nicolaevsk, at the mouth of the Amoor River, in Eastern Asiatic Russia. These are distant along the proposed route about 5,000 miles. The first portion of this distance, from Fort Garry to Behring Straits, is about 3,000 miles; the second, from Behring Straits to the Amoor, is about 2,000 miles. Almost in a direct line from Fort Garry to the Straits of Behring three great river systems and four large lakes lay their lengths towards the north-west for 3,000 miles. These are the Saskatchewan, the Mackenzie, and the Yukon Rivers, and the Lakes Manitoba, Winnipegoosis, Athabaska, and Great Slave. Captain Butler proposes to take advantage of this immense system of inland water by laying a river cable throughout such portions as come within the required line.

JAPAN TEAS.—The *New York Times* has discovered that the Japanese teas, which have lately become so popular in California, possess some qualities not heretofore found in the teas of China. A certain Dr. Fulkerson, of Santa Rosa, in the before-mentioned State, is authority for the statement that a small quantity of Japanese tea proved sufficient to bring four persons, including himself, almost to death's door. Immediately after breakfast they were simultaneously seised with terrible pains and vomiting. The doctor, having examined the tea remaining in the package, has found a considerable quantity of arsenic. The result is that the residents of Santa Rosa have suddenly ceased to expatiate upon the manifest superiority of Japanese teas.

MR. MEDHURST ON CHINA.—In February last Mr. Medhurst, H.B.M.'s Consul at Shanghai, delivered a lecture at Streatham, on the subject of China and the Chinese. This lecture, which bears the title of "The Foreigner in Far Cathay," has been published by Mr. Stanford, and forms a neat volume, embellished with a map of China. The author has made several interesting additions to the original matter of the lecture.

THE P. and O. Co.'s steamer *Indus*, homeward to Southampton, due on 28th October, will pass through the Suez Canal, as also the *Delhi*, due on 9th December. The outward steamer *Khedive*, on 17th inst. and the *Peking*, on the 7th November, will also pass through the Canal.

THE proprietors of the *Illustrated London News* have despatched Mr. Simpson, one of the well-known artists of that paper, to Peking, in order to obtain illustrations of the festivities connected with the forthcoming marriage of the Emperor of China.

ADVICES from St. Helena state that the *Cutty Sark*, Shanghai to London, which passed on 9th Sept., her rudder off the Cape. This will be a serious drawback in her race with the *Thermopylæ*.

SHIPOWNERS who have vessels on the way from China to San Francisco will do well, freights for grain being £6 per ton for Europe.

THE *Osaka*, from Ilo Ilo, on which 40, 50, and 60 guineas premium has been paid, arrived at St. Helena on the 28th August.

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THE JAPANESE AMBASSADORS AT LIVERPOOL.

On the 29th ult. the Japanese Ambassadors, accompanied by Sir Harry Parkes, General Alexander, and Mr. W. Aston, arrived in Liverpool, and the next day they visited the Town-hall, where they were received by the Mayor and the President of the Chamber of Commerce, together with a large number of the leading mercantile men of the town. Mr. William Blood, the secretary of the Chamber of Commerce, read the following address:—"The Council of the Liverpool Chamber of Commerce beg most respectfully to offer to yourself and the other members composing the embassy a hearty welcome to Liverpool. The Council have reason for congratulating themselves, and the commercial community they represent, on the presence in this country of an embassy consisting of ministers and nobles who are distinguished as the most eminent amongst the statesmen of the Japanese Empire. Representing as they do the merchants of the greatest trading port of the Empire, the Council hail with the utmost satisfaction a mission which has for its objects the establishment of the most intimate and friendly relations between the Japanese and the British Empires, and the increase of their commercial relations. In the members of the embassy the Council also welcome to this town the representatives of a nation strong in patriotic feeling, full of courage, highly gifted among Eastern races, and unsurpassed in their devotion to the cause of progress."

To the foregoing address the following reply was read by Mr. Aston:—"Gentlemen,—We desire to thank you for the kind words you have spoken, and the hearty welcome you have extended to us. On behalf of the distant Empire we represent, allow us to reciprocate your friendly sentiments, and to express the satisfaction which we feel at the prospect of more intimate relations being established between our respective nations, which, we trust, will favour the rapid development of a mutually profitable trade. You have termed us patriotic, courageous, and progressive. We hope to infuse into our institutions a spirit that shall develop these virtues more and more among our people. To this end we have come among you, and shall gladly avail ourselves of every opportunity to study the method by which you have attained to such a high degree of commercial and administrative greatness." The proceedings in the Town-hall having terminated, the Ambassadors visited the Exchange flags and newsroom, where they were received with cheers. In the afternoon a powerful steam fire-engine was set to work in the space opposite St. George's Hall, to the great admiration of the visitors.

In the evening the Mayor gave a banquet, at which the members of the embassy attended, amongst the other invited guests being Lord Derby, Lord Sefton, Lord Skelmersdale, Mr. Gladstone, Mr. Lowe, Mr. Forster, and Mr. Fortescue, the Governor of the Isle of Man, the chairman and members of the Dock Board, the president of the Chamber of Commerce, and the leading merchants of the port. After the customary toasts, the Mayor proposed the health of his Excellency the Ambassador Extraordinary, and on behalf of the merchants of Liverpool gave the embassy a cordial welcome. The toast was received in the most hearty manner, and the whole assembly, led by the Mayor, gave several rounds of cheers for the illustrious guests. His Excellency, in responding, expressed the great gratification the embassy had experienced by their warm reception in this country. He referred also to the benefits derived from the long term of peace between England and Japan, which he hoped would remain unbroken. The Mayor next proposed the health of Sir Harry Parkes, alluding to the distinguished service he had rendered this country as its representative at the Court of Japan. Sir Harry Parkes, in responding, bore testimony to the zeal and energy with which the members of the embassy had carried out the great work of revolution in Japan. It was almost impossible to conceive the difficulties and prejudices they had had to overcome. Much yet remained to be done, but looking at what had already been accomplished, there was great hope for the future.

On the 1st inst. the members of the Embassy visited the corn warehouses, Sandon Graving Dock, and the Canada Dock, after which they went on board the Cunard steamer *Cuba*, where luncheon was served; and in the afternoon paid a visit to the Allan steamer *Polynesian*. They then proceeded to the tobacco warehouses, and afterwards paid a visit to the Sailors' Home. In the evening they attended a performance at the Alexandra Theatre. The next day, the 2nd inst., was devoted to the inspection of the river and shipping. The Ambassadors visited Messrs. Laird's works at Birkenhead, and inspected the Birkenhead docks. They afterwards went over the *Tacoro*, a fine new vessel belonging to the Pacific Steam Navigation Company, and the *Republic*, one of the White Star vessels, on board of which lunch was provided. In the afternoon the Ambassadors and party re-embarked on the steam-tender *Alert*, and went up the river as far as the southern docks, calling *en route* at several of the training ships.

In the course of the day the Ambassadors were presented with a congratulatory address by the president and members of the East India and China Association. The association was represented by Mr. H. Cope, the president, Messrs. Robertson Gladstone, P. Keith, G. M'Micking, J. Stephen, Aaron Brown, T. Gair, and J. B. Cooper, the secretary. Sir H. Parkes and General Alexander were present, and one of the attachés to the embassy translated the reply made to the members by the chief Ambassador.

BANQUET AT THE ADELPHI HOTEL.

In the evening a banquet was given, at which Mr. Prange, the President of the Chamber, presided. In proposing the health of the members of the Embassy he dwelt on the pleasing evidences given by the Japanese Government of friendly relations with this country.

His Excellency the Chief Ambassador replied in Japanese, and his speech was afterwards read in English by the Chief Secretary, as follows:—

Permit me to express the high sense of gratitude which I feel for the flattering manner in which you have received the toast given in honour of the empire we represent, and which has been coupled with my humble name. (Cheers.) When the cloud of seclusion which hung over us was dispelled by the light of modern civilisation, we learned that in the western part of that world there was an empire called Great Britain, and that she had attained a pre-eminent position amongst the enlightened nations for her industry and commerce. (Cheers.) Having now become more intimately acquainted with her many institutions, we have discovered that their success is due to the liberal and energetic spirit by which they are animated. (Cheers.) We shall be glad to adopt the result of our observations in this country, in so far as we can comprehend and use what we have seen—(cheers)—and in this way we hope, as you have indicated, that Japan will at no distant date take the position in Asia which Great Britain now occupies in Europe. (Cheers.) We take pleasure in thinking that the means to attain this high degree of civilisation are mostly derived from the example of those who have advanced in every science and industry, and especially from a leading international association like that met here to-night. (Loud cheers.)

Lieut.-Col. Trimble next proposed in eulogistic terms the "Health of Sir Harry Parkes, our Minister at Japan."

Sir H. Parkes, in responding, thanked Colonel Trimble for the kind way in which he had spoken of him and of his services in the country in which he had been serving for some time. He was not prepared, he said, for such a flattering notice, and he felt very sensible that he ill deserved it. At the same time he was quite sensible of the good fortune which led the Government to send him to Japan, for he there found a most acceptable work, and a work which was deeply interesting. He was glad that he had been able, in a feeble way, to assist his friends at that table to carry out and effect those great changes which had been alluded to by the previous speakers. He had always found a ready recognition of any assistance that he or others were able to render them; and the position of being a co-worker and co-operator with the members of the Embassy in the work they had undertaken in their own country was to him a very pleasant one, and just the position which he thought a British Minister in those regions would like to fill. (Hear, hear.) He had striven hard to occupy in the sphere of his duties a similar position elsewhere; but he had not in other countries always met with the same encouragement as he had received in Japan. (Cheers). It had been said that only a short time ago Japan was under the curse of seclusion. The great work in which their distinguished guests had been employed was to remove that curse, and to substitute instead a system of unity that should give peace and security to the whole Empire. (Cheers). In his post as British Minister he had done all he could to promote that work, because no one knew better than those present that there could be no commerce without security. Security was the foundation of commercial enterprise, and he had no doubt that the efforts of his friends would result in the increase and prosperity of the trade which they wished to bring about. In fact the result of their efforts had already been seen; for during the last three or four years, since the reform was undertaken, the foreign trade of Japan had risen from nothing to a very considerable figure. It was no mean success to say that at the present time Japan consumed annually two millions sterling of Manchester Goods, and employed 400,000 tons of British shipping. Of course the power and capacity of Japan to consume our manufactured goods would always depend upon her own power of industry, and upon the effort she put forth to produce materials suited to our wants. He could not help thinking that the members of the Embassy were fully sensible of that, and that every endeavour would be made by the present Government of Japan to promote the industry and enterprise of that nation. He was aware that one of the chief objects of the mission to England was to obtain an idea as to how the industry of the country could be best promoted, and he did not doubt that the Chief Ambassador and his colleagues were observing very closely what they in Liverpool had to teach them. He did not know that they could go to a better school than Liverpool and Manchester, and he was sure from what they saw they would learn that it was industry and perseverance that had given England her pre-eminence amongst Western nations. (Cheers.)

Mr. W. B. Forwood proposed "The Houses of Parliament." He said that if there was one thing an Englishman loved more than another it was the constitution under which he lived, the constitution comprising the three estates—Queen, Lords, and Commons. (Cheers.) He might say, with almost equal assurance, that if there was one thing which an Englishman loved to abuse more than another, it was the Government which happened to be in power at the time, and though this might seem a somewhat Irish fashion of showing their affection, yet he believed it was proof of the interest the nation took in the deliberations of these houses, and the closeness with which they watched, on every occasion, the various details of the business they undertook. (Cheers.) He coupled with the toast the name of Mr. Chas. Turner, M.P. (Cheers.)

Mr. Charles Turner, M.P., said some of them might find fault with the House of Lords, but still he thought it was the general opinion of the nation that the House of Lords formed a most important branch of the Constitution of this kingdom, and that it would be a bad day for this country when it ceased to exist. They knew very well that it was an important object of the Legislature to promote commerce in all directions, and particularly with that great country which had been only during the last few years opened to the trade of the Western Hemisphere. He could assure the Embassy that they highly prized the opening up of that country to their shipping, and he had no doubt that it would result in a mutual advantage both to Great Britain and Japan. (Cheers.)

Mr. Philip Rathbone proposed "The Town and Trade of Liverpool," which was responded to by his Worship the Mayor. "The Mersey Docks and Harbour Board," proposed by Mr. Patterson, was responded to by Mr. W. Langton; and "The Health of the Chairman" was proposed by one of the members of the Embassy. Mr. Charles Clark proposed "The Mercantile Associations of Liverpool," coupled with the name of Mr. Bateson, chairman of the Cotton Brokers' Association, who responded.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: TUESDAY, OCT. 8, 1872.

THE PANTHAYS.

THE announcement contained in our issue of the 23rd ultimo, that Mr. COOPER, the traveller, had accompanied the Panthay Envoys on their return to Yunnan, will have been received with pleasure by those interested in the adoption of a direct trade route with Western China. We have repeatedly advocated in these columns the advisability of establishing such a route through Burmah into Yunnan, and nothing that has been advanced by the opponents of the scheme appears to us to impugn either its praticability or the correctness of our estimates of the results which are likely to flow from it. The chief objection that has been raised is that, even granting the possibility of establishing such a route, it would after all only open up traffic with the impecunious Panthays, and would fail to "tap" the trade of China altogether. At first sight this objection appears plausible, and were the question one affecting European countries it would be unanswerable. But Chinese ways are not our ways, and it by no means follows that because the Panthays are in arms against the Imperial forces the trade between the two countries must therefore be suspended. So far from this being the case there are at the present time recognised Custom-houses established on the frontier between the kingdom of Tali and China, and we have only to remember how little our own trade with China was affected by the war of 1860-61 to prove how entirely mercantile interests are looked upon as separate and apart from political enmities by the practical-minded Chinaman. It is true that when the rebellion first broke out the traffic which had up to that time existed between Yunnan and Burmah was suspended, and that it has never been so prosperous since; but were a strong inducement held out, such as a direct trade with British Burmah would offer, to Chinese merchants to send their goods once again through the accustomed channel, it would, now that the Government of Tali has become more established, doubtless revive and would soon far exceed the modest half a million sterling annually which marked its former limit. This state of things is so completely foreign to the English-official notion of international relations that it is not surprising that the India-office should be unwilling to recognise it, and hence the meagre hospitality which Prince HASSAN and his colleagues received whilst in England, a treatment which was more keenly felt by them since each morning's paper brought to them news of the high honours which were being paid to the representatives of their neighbour the King of BURMAH.

Another stumbling block which stood in the way of the success of Prince HASSAN'S mission was the fact that he was a Mahommedan, representing a Mahommedan Power. Englishmen have so long been accustomed to associate intolerance, bigotry, and defiance with Mahommedan politics and religion, that they find it difficult to believe that the teachings of the Koran bear no such fruit among the peace-loving and industrious Chinamen. Their very nature forbids them to be fanatical, and consequently in no country in the world is greater freedom allowed for the exercise of any and all religions than in China, provided always that no leaven of hostile politics is introduced, or is believed to be introduced, into the doctrines taught. For centuries Buddhists, Taoists, Confucianists, Jews and Mahommedans have dwelt together on terms of brotherly love, and to this list we might have added Christians, were it not that since the days of the first Jesuit missionaries in Peking a suspicion has attached to them of entertaining ideas inimical to the State. In the numerous memorials which have from time to time been presented to the Throne, on the subject of the Mahommedans in China, it has universally been admitted, even by their fiercest opponents that when left to themselves they make good citizens and useful members of society. This testimony in their favour has received repeated confirmation from the evidence of travellers who have visited those parts of China where Mahommedans do chiefly congregate. With Englishmen the Mahommedans, not only of Yunnan, but of China generally, have invariably shown a desire to cultivate friendly relations, a disposition which found public expression in Prince HASSAN'S Embassy to our shores, and we are glad to accept the departure of Mr. COOPER for Tali as a guarantee that our Government is not quite blind to the importance of this alliance.

THE Japanese Ambassadors have paid their promised visit to Liverpool, and have experienced a warm reception. They have inspected the extensive docks and other commercial establishments of the city, and have been entertained at banquets by the Mayor, and by the Chamber of Commerce. On the following day they proceeded to Manchester. It is, we believe, quite decided that no Treaty will be negotiated here by the Foreign-office, but Sir HARRY PARKES will have his instructions to carry it out on his return to Yedo.

MR. J. F. LOWDER, it is stated, has resigned the Consular Service, and entered the Japanese Customs. We presume this is in consequence of the course pursued by Government, in cutting down the superior appointments in the service, as we have recently pointed out.

THE President of the United States has issued a proclamation, abolishing all duties on imports from Japan in Japanese vessels, so long as Japan observes a similar course with exports from the United States.

SAMESHIMA, the Japanese *Charge d'Affaires* in Paris, has been promoted to the rank of Resident Minister, and has presented his credentials to M. THIERS.

MR. WATSON, H.B.M. *Charge d'Affaires* at Yedo, and Judge HORNBY had not returned from a cruise in H.M.S. *Iron Duke* when the mail left on 23rd August.

Monetary and Commercial.

Advices from Manchester report that the feeling of anxiety and distrust continues. It is believed that other firms in the India and China trade must fall. The export of Shirtings to Shanghai for September was 23,413,103 yards, and to Hong Kong 5,754,656, chiefly old contract.

At a meeting of the creditors of Messrs. Leggatt and Co., merchants, of Bombay and London, held on the 30th ult., a resolution was passed to liquidate the estate by arrangement, and not in bankruptcy; and Mr. William Hurlbatt, of the firm of Harding, Whinney, and Co., was appointed trustee. The liabilities amount to £103,878, and assets to £34,999. It was stated that the suspension was due entirely to the failure of Messrs. Gledstanes and Co., acceptances of that house for £104,395, which had been covered by consignments by Leggatt and Co., having been dishonoured, and the creditors expressed themselves perfectly satisfied with the explanations afforded by the firm. The liquidation is expected to result in a dividend of about 5s. in the pound on the total liabilities. The following statement of accounts was presented:—

DR. LIABILITIES.				
To creditors unsecured—				
In respect of Leggatt and Co.'s drafts on Gledstanes and Co., of London, which should have been paid by that firm, the same having been fully covered by consignments	£104,395	0	0	
Less—Sundry cash balances retained by the holders of certain of those bills ...	2,562	10	0	
				£101,832 10 0
Sundries				342 14 0
Ditto under £10				3 0 0
To creditors fully secured ...	£25,105	0	0	
Estimated value of security	25,105	0	0	

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Surplus per contra		
To liabilities in Bombay—		
As advised by telegraph, but of which there are no particulars in London	1,700 0 0	
	£103,878 4 0	

Cr. Assets.		
By sundry debtors—		
Good	£1,999 0 0	
Doubtful £106 11 11		
Gledstanes and Co.—Estimated £14,627 3 6 Subject to adjustment in respect of sundry produce and consignment accounts not yet closed.		
By sundry assets—		
As advised by telegraph from Bombay, consisting principally of cotton in Bombay and afloat and of remittances on the way to England	33,000 0 0	
And of sundry cash balances in the hands of the banks, retained by them against their claims on Gledstanes and Co.'s acceptances, deducted per contra £2,562 10 0		
By surplus from securities in the hands of creditors fully secured		
By sundry ventures		
	£34,999 0 0	

Note.—From the above statement it will be seen that if Gledstanes and Co. had paid their acceptances there would have been a surplus of assets of £35,515 16 0

Viz.—Assets as above	£34,999 0 0	
Cash retained by banks ...	2,562 10 0	
	£37,561 10 0	
Less liabilities (exclusive of Gledstanes and Co.'s bills)... ...	2,045 14 0	
	£35,515 16 0	

And this surplus or capital belonged exclusively to Mr. Clement D. Leggatt.

The following statement of accounts having reference to the separate estate of Mr. Clement D. Leggatt is appended to that of the firm :—

Dr.		
To creditors unsecured—		
Gledstanes and Co.... ... ... £65,904 10 0		
Less—set off claimed by Mr. Leggatt 21,386 6 0		
	£44,518 4 0	
Sundries £3,612 7 6		
Ditto, under £10 ... ... 20 7 4		
	3,632 14 10	
To creditors in respect of bills of exchange drawn on Gledstanes and Co., London, by C. E. Leggatt and Co., Yokohama, against consignments of silk, the proceeds of which are claimed by the holders of these bills £4,863 7 9		
To creditors holding security—		
Claims £49,015 2 11		
Security—Estimated 59,254 0 3		
Surplus to contra £10,238 17 4		
To creditors to be paid in full ... £62 10 0		
To liabilities—		
On bills receivable discounted ... £19,237 3 0		
Amount expected to rank with this estate for dividend		
To liabilities of Yokohama House—		
No advices have yet been received, but it is believed that there are no liabilities beyond the amount of the bills on Gledstanes and Co. above referred to, drawn against consignments of silk	£48,150 18 10	

Cr.		
By cash	£48 8 7	
By bills receivable in hand	1,146 10 0	
By debtors—good	1,147 8 2	
By advances on consignments	1,054 7 1	
By property	1,075 0 0	
By surplus from securities in the hands of creditors...	10,238 17 4	
By assets in Yokohama, consisting principally either of cash in Yokohama, or remittances on the way to England, about	6,500 0 0	
By sundry ventures		
	£21,210 11 2	
Deduct—		
Creditors to be paid in full	62 10 0	
	£21,148 1 2	
Deficiency	27,002 17 8	

Note.—This deficiency arises from the failure of Messrs. Leggatt and Co., and the consequent lost of Mr. C. D. Leggatt's capital in that firm, amounting to £35,515 16s.

	£48,150 18 10

The Bankruptcy Court has made an order for registration on the estate of Messrs. Gledstanes and Co., subject to formal proof of regularity in the proceedings with regard to the separate estates.

The creditors of Messrs. Shuttleworth and Co., manufacturers, Blackburn, have held a meeting. The statement of accounts showed the total liabilities to be £11,744, of which £6,000 was secured, and the assets £11,487, including the securities. It was unanimously resolved to accept a composition of 15s. in the pound, payable at once. A meeting of the creditors of Mr. T. Lund, commission agent and merchant, Blackburn, has been held, at which the offer agreed to at a previous meeting, of a composition of 10s. in the pound, was confirmed.

The failure is announced of Messrs. William Anderson and Sons, sugar brokers and general provision merchants, of Greenock, with establishments in other principal towns. The liabilities are estimated at £100,000. Mr. Anderson has been arrested and brought before the Liverpool magistrates on a charge of forging bills for about £10,000 on a Scotch bank.

At an extraordinary meeting of the Eastern Telegraph Company, held for the purpose of receiving a report as to the progress of the arrangements for the amalgamation of the Anglo-Mediterranean, Marseilles, Algiers, and Malta, Falmouth, Gibraltar, and Malta, and British Indian Submarine Telegraph Companies, the Chairman (Sir James Anderson) said there were certain formalities to go through, but the amalgamation was practically accomplished The receipts still continued to increase over those of the same period of last year. It was proposed in future to hold half-yearly meetings, and to publish traffic receipts every month. This would have been done before, but the directors did not wish it to be known what each particular section of the line to India was doing; now they were one, of course there could be no objection. The different sections of the line continued in perfect order. The next halfy-pearly meeting would be held in December, and the dividends would be payable quarterly. There was a proposition to duplicate that part of the line from Falmouth to Lisbon, but no further duplication was contemplated nor would be carried out without the consent of the shareholders. The report was adopted. It was announced that the traffic receipts of the Company for the six months ending 30th September amounted to £177,366, against £149,050 during the corresponding period of 1871, being an increase of £28,316.

The directors of the China Submarine Telegraph Company (Limited) have declared an interim dividend of 3s. per share on account of the profits for the three months ending Sept. 30, 1872, payable on the 30th inst. The Company have given notice of an increased scale of charges, viz., to China £6 and to Japan £7, for twenty words, instead of £4 6s. and £5 6s.

The directors of Reuter's Telegram Company (Limited) have declared the usual interim dividend at the rate of 5 per cent. per annum for the half-year ending 30th June last.

At a meeting of the proprietors of the Union Bank of London it was resolved to issue 10,000 new shares at £30 per share, or £15 premium, to the proprietors on the register on the 28th ult. The new shares, upon which £15 will be payable on the 31st December, and £15 on the 30th June next, will be entitled to dividend in July next, rateably with the old—*i.e.*, to one half the dividend declared on the old shares. After the completion of the payments on the new issue, the paid-up capital of the bank will amount to £1,350,000, and the reserve to £450,000.

An extraordinary general meeting of the Singapore Gas Company will be held on the 22nd inst., when an interim dividend will be declared.

The following is the report issued by the directors of the Agra Bank:—

The result of the bank's operations during the half-year ending June 30 last have been very satisfactory. The profits realised, including balance carried forward from last year, represent a dividend at the rate of 8 per cent. per annum upon the bank's capital of £1,000,000. It was accordingly the intention of the directors to have declared a half-yearly dividend at this time at the rate of 5 per cent. per annum out of these profits. Subsequently, however, to the closing of the accounts for the half-year the failure of the old-established firm of Messrs. Gledstanes and Co. has taken place, upon which—drawn by their corresponding firms of Calcutta, Bombay, and Shanghai—the bank holds bills to the extent of £67,500; and under these circumstances, though the directors would perhaps be justified in leaving any loss that may arise on these bills for future adjustment, they have considered it to be their proper course to defer any appropriation of past

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profits until the probable outturn of the several estates responsible for the bills in question has been ascertained. The credit which the firm of Messrs. Gledstanes and Co. possessed, even up to the very eve of their suspension, was undoubted, and the fact that the bills held by the bank, as above stated (out of an aggregate of £390,503 of similar bills held by the Indian banks generally, and mercantile establishments connected with the East), were negotiated in India and China under credits granted by Messrs. Gledstanes and Co. afforded assurance which left no room for doubt, looking to the acknowledged standing of the firm, that due provision would be made for their payment. The directors regret much that it should have proved otherwise, and that this unexpected commercial failure should have temporarily interrupted the payment of dividend to the shareholders. They feel, however, though it must be attended with inconvenience to many, that it is best, in the interest of the bank, to make the immediate provision, as now stated, for the contingency which has arisen, and not unduly to burden future revenue.

It is gratifying to the directors to be able to add that all the Indian branches have yielded profitable returns during the half-year, with the exception of a small loss at Kurrachee; but, under fresh management, the prospects of that branch are now much more encouraging. The China branches have likewise left a deficiency, but which has been deducted in the amount above stated of profits realised. The directors, however, are satisfied that all the branch establishments have in them the elements of contributing to the remunerative working of the bank, and they look forward to this result at an early date. Meanwhile they are glad to be able to report most favourably of the general increase of the bank's business and of its future prospects.

Advices from Melbourne report that the overland telegraph to Port Darwin has been completed, and is working well, but, pending the repair of the cable to Java, it will not be available for through communication.

Tenders for £650,000 in bills on India were received on the 2nd inst. at the Bank of England. The amounts allotted were:—To Calcutta, £422,600; Bombay, £220,000; and Madras, £7,400. The minimum was fixed, as before, at 1s. 10¼d. Tenders on Calcutta and Madras at 1s. 10⅜d. will receive about 12 per cent., and on Bombay at that price 59 per cent.; above in full. No change of importance is shown, compared with the last occasion.

Bar Silver has declined in value, and may now be quoted 60⅜d. to 60¼d. per oz. standard. Mexican Dollars remain without alteration, viz., 60d. per oz. for the New, and 62¼d. per oz. for the Old Coinage.

ARTICLES OF IMPORT.

TEA.

The tone of the market has continued very quiet. The trade have only bought sparingly, whilst the export demand has been less than usual at this period of the year. Importers have held all kinds of Black Tea very firmly, thus in some measure restricting the amount of business, whilst, on the other hand, they have continued to force off all arrivals of Green Tea, chiefly under the hammer without reserve, and prices show a very serious drop, especially in Ping Suey Gunpowders. Some considerable parcels of old season's common black-leaf have been pressed for sale, the result being the establishment of lower prices. Business for New York and Canada has slackened. Deliveries continue highly satisfactory, being as follows:—

	1872.	1871.
Home consumption for London from Jan. 1 to Sept. 30	69,863,000 lbs.	66,623,000 lbs.
Export do. do.	30,000,000 ,,	27,606,000 ,,
Sent coastwise do.	27,619,000 ,,	26,400,000 ,,
Total delivered	127,482,000 lbs.	120,629,000 lbs.

Black.—There has been some inquiry for new siftings at 7d. to 9d. per lb., and an improved demand for good flavoury and Kaisow kinds at 1s. 1d. to 1s. 4d., medium to fine Kaisow at 1s. 5d. to 1s. 11d., the latter showing better value than black-leaf. Of finest Kaisow supplies are very small, and this grade commands an extreme price Pakling and Taysham leaf: With no fresh supplies but little has transpired. Black-leaf: Ordinary common still continues out of favour; new, good common has sold at 11d. to 1s., fair to good useful quality at 1s. 1d. to 1s. 3d., medium at 1s. 4d. to 1s. 6d., good medium to fine 1s. 7d. to 2s., finest 2s. 1d. to 2s. 3d., extra quality; few transactions at 2s. 4d. to 2s. 6d. per lb. Souchong and Oolong: No change. Scented Tea: Canton Orange Pekoe at 1s. 4d. to 1s. 6d. has met with a fair inquiry; finest is scarce. Caper has been taken more readily at 1s. 3d. to 1s. 6d. for medium, 1s. 7d. to 1s. 9d. for fine. Foochow Orange Pekoe: Slow of sale. *Green.*—Large supplies, nearly all of Ping Suey growth, offering from time to time at public sale and privately without reserve, has frightened buyers, and the result has been a very heavy drop in prices, especially in Ping Suey Gunpowders and Imperials, which are fully 3d. to 4d. per lb. below last month's rates. Young Hysons have been better maintained, the decline being only about 1d. per lb. Moyune kinds have been better supported, but these now show symptoms of weakness—the leaf, both in make and colour, is generally objectionable. Canton kinds show no material change.

The stock in the United Kingdom on the 30th ultimo was estimated at 81,846,600 lbs., against 76,950,000 lbs. last year, and the quantity afloat (advices by letter) at 28,655,100 lbs., against 30,429,310 lbs. of China Tea, and 1,724,428 lbs., against 1,382,600 lbs. of India Tea last year.

SILK.

The market has continued quiet, and business has been difficult, owing to the firmness with which all importers have held their Silk, and buyers not being over anxious to lay in stocks at the present season, have tried hard for lower prices (which, as at present ruling, show a loss of from 5 to 10 per cent. upon invoice cost), but without any appreciable result. In China Silk the constant arrivals have attracted the usual attention, and parcels of good Tsatlees have sold rather freely at firm rates; on the other hand common Silk not being at all wanted has been neglected, and hardly any transactions have taken place. Prices of Chinas generally are firmly maintained on the basis of 25s. for Red Peacock, 26s. 9d. for Blue Elephant, and 29s. for chop 3rds. In Canton Silk there has been a steady demand for new Loong Kongs, and business has been doing at good prices; in Tsatlee reel, however, nothing of importance has taken place; the bulk of the recent large arrivals have been strongly held, and but little business has been doing at 17s. 6d. for common, and 18s. for fair market, at which prices there seems some disposition to continue buying. In Japans there is very little new to report; prices are steady, but business is difficult, owing to the scarcity of desirable sorts. Deliveries last month were fairly good, being 2,487 Chinas, 634 Cantons, 817 Japans, and 450 Bengals; total, 4,438 bales. The usual periodical public sales are fixed to commence on the 23rd inst.

Messrs. Kilburn, Kershaw, and Co. state that generally the position of the market at the present moment is good, although there is so little actual business. Stocks in the total are even less than at this time last year, and prices much about the same. Manufacturers find it somewhat difficult to sell their goods at the moment, but on the other hand their stocks of the raw material are light; the course of the market as regards prices will now mainly depend upon the support which importers may give during the next few weeks of heavy arrivals. Messrs. Durant and Co.'s Circular says:—Prices for all good and good medium Silk are fairly supported, the change being only perhaps 6d. upon the highest moment, but in the lowest classes a reduction of 1s. to 1s. 6d., perhaps even in some few cases 2s. may now be traced without at present attracting attention. The arrivals although considerable are scarcely equal to those of last season. The deliveries too of the last three months, although comparing unfavourably with the three corresponding months, are fairly good, and leave the stocks to-day identical in aggregate with those of last year; so that our figures would scarcely seem to warrant the long continued quiet state of market. The cause must rather be sought in a general want of confidence and the difficulty manufacturers find in the sale of their goods, more or less a peculiarity of the season, but in the present case uncomfortably prolonged.

LONDON QUOTATIONS.—Oct. 3.

CHINA.	
Tsatlee, No. 1	30s. 6d. to 31s. 0d.
,, ,, 2	29s. 6d. to 30s. 0d.
,, ,, 3	28s. 6d. to 29s. 0d.
Red Peacock	25s. 0d. to 25s. 6d.
Yuenfaa and Hainin, Nos. 1, 2, and 3	23s. 0d. to 26s. 0d.
Taysaam Keying, Nos. 1, 2, and 3	23s. 0d to 27s. 6d.
Long Reel	18s. 0d to 21s. 0d.
Canton	14s. 0d. to 23s. 0d.
Chinese Thrown	24s. 0d. to 25s. 6d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	24s. 0d. to 30s. 0d.
Idah, No. 2	26s. 0d to 27s. 0d.
Sodai, No. 2	24s. 6d. to 25s. 0d.
Oshiu, Nos. 1, 2, and 3	26s. 0d. to 30s. 0d.
Koshiu, No. 2	23s. 0d. to 24s. 0d.
Eichizen	22s. 0d. to 25s. 0d.
Mashta	21s. 0d to 24s. 0d.
Hatchoji	20s. 0d. to 24s. 0d.

	STOCKS.		IMPORTS.				DELIVERIES.			
	30th Sept.		September.		1st Jan. to 30th Sept.		September.		1st Jan. to 30th Sept.	
	1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales	Bales	Bales.
Bengal	7159	6297	806	196	6076	3003	304	450	4062	3917
China	17669	20326	8287	5494	28287	23807	3384	2487	26008	23946
Canton	7566	6324	1785	1307	9021	6874	1171	684	9978	9328
Japan	7999	6107	629	323	7219	5052	908	817	6361	8390

CAMPHOR.—*China* is steady, with a moderate business doing at last quoted rates, viz., £3 15s., landing weights £3 17s. 6d. re-weights. *Japan*: No transactions.

CARDAMOMS.—Market dull, 9 bags Ceylon have been quitted at 4s. 4d. for good quality.

CHINA GRASS is entirely out of demand, and there have been no transactions.

CHINA PRESERVES.—Ginger meets with ready sale at 7d. to 9d. per lb. according to quality.

COCOA-NUT OIL.—The market is steady, but is entirely devoid of animation. Privately business has been done to some extent in Cochin at £36 to £38 per ton for inferior to fine. Ceylon has been very moderately dealt in at previous value. Fine, in pipes, has been placed at £35 10s. per ton, rather mixed £34 10s. to £35. No transactions in either of the above descriptions afloat have come under our notice, the market in this position being dull.

COIR GOODS.—At the last sales small supplies of Yarn offered met a better demand, and sold readily at dearer prices for common as well as for better qualities. Fibre also sold well. 150 bales Ceylon Yarn sold, good medium to good well made yarn at £36 5s. to £37, 19 tons ditto chiefly sold, low at £25 5s., low medium £29, good £35, 49 bales Cochin sold, common at £29 5s. to £29 10s., medium to good medium £32 to £34, good to fine bright £38 10s. to £40 10s., 63 tons ditto all sold, coarse roping Yarn (80 tons) at £21 10s. to £22 10s., chiefly £22, common to good common £27 15s. to £29 5s., medium at £30 15s., also 18 tons Tellicherry in hanks, coarse roping at £24 5s. to £24 15s. 228 bales Cochin Fibre were chiefly sold, ordinary £18 10s., medium £23 15s., good £30 5s., fine £33 5s., very fine

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bright £34 15s.; 193 coils (2½ tons) Cochin Rope sold, 1½ to 3 inch at £30 5s. per ton.

Copra continues quiet.

Cubebs are very dull, and have declined, middling to average stalky quality selling by auction at 19s. 6d. to 22s. per cwt.

Cutch.—The market has been very depressed in tone, but as holders still refrain from pressing sales prices show little alteration. Fine Rangoon is nominally worth 23s. to 24s. per cwt. At auction 1,000 boxes fine Rangoon taken in at 24s., and 497 bags damaged Calcutta sold at 18s. to 18s. 6d. per cwt.

Dragon's-blood remains without any activity.

Ebony.—No business done this week; there are increased quantities of Ceylon on the water, viz. 108 tons, and therefore as supplies reach the market, present very high prices may decline. At auction, 34 logs (10 tons) Ceylon were bought in at £27.

Essential Oils.—*Anniseed* dull, 40 cases at auction retired. *Cassia* firmly held, and large business at 6s. 3d. *Nutmeg* firm, 8 cases sold at 9d. *Cinnamon* scarce and wanted. *Citronelle* quiet, 32 cases retired; small private trade at 2½d. *Lemon Grass* steady; 6 cases retired.

Galangal Root.—Nothing doing; prices nominally steady.

Galls.—China are firm, and a fair amount of business has been done, comprising about 500 cases privately and 200 cases at auction, at £2 17s. 6d. Yesterday a further offer of 200 cases in public sale was bought in, at £2 18s. per cwt.

Gambier.—On the spot there has been little doing, but prices are maintained, block selling at 24s. 6d., ex warehouse, and 23s. 9d. to 24s. ex ship. Sales of good pressed Cubes have been effected at 26s. 9d. per cwt. At auction 864 bales block taken in; of 324 bales 1,515 bags Cubes a few lots sold, fine pressed 29s. 9d. per cwt. For arrival there has been more inquiry, and about 250 tons have been sold July-August shipment at 22s. 6d., June-July 23s. to 23s. 3d. per cwt.

Gums.—*Benjamin*: Siam firm for good kinds, but stock of common still large; of 21 cases offered a few sold at £8 10s. to £8 12s. 6d. for middling 2nds. Sumatra steady, and 98 cases brought to auction were retired. *Copal*: Cheaper; of 349 cases at public sale a few only were placed at 24s. per cwt. for drossy hard. *Damar* quiet; of 286 cases offered half sold, fine at 59s. to 60s.; dusty sort s53s. 6d.; inferior 40s *Gamboge* quiet; 75 cases retired.

Gutta-percha.—The market is very dull, and prices are lower. 436 packages have been offered at auction and two-thirds sold, chiefly common kinds, mixed reboiled part barky 1s. 0½d. to 1s. 2½d per lb., more barky and weak 9¼d. to 10¼d., inferior 7d. to 8⅜d. per lb.

Hemp.—Manila still remains in a very depressed condition, and sales have been exceedingly moderate at a further slight decline. Good fair roping is quoted £48, fair £47, fine brown £45 10s. per ton.

Hides.—The market continues to be liberally supplied with East India, and, as the demand both for home use and export has been good, a considerable business has been done. Prices for desirable selections of Dacca and North Western Slaughtered advanced fully ½d. per lb. round at the first sales of the month, but at the last auction some reaction took place, making present rates for these sorts barely ¼d. per lb. higher than on the 31st Aug. In other descriptions no quotable alteration in prices has occurred. *Singapore and Penang Ox and Cow* have barely maintained previous rates and do not sell very freely. Light rule at 9¾d. to 10¾d., heavy 8¼d. to 10¼d., thirds 6¾d. to 7d., fourths 4⅜d. to 5¼d. per lb. *Singapore and Penang Buffalo* have been only in moderate demand, and a decline of ¼d. to ½d. per lb. has occasionally been submitted to. Fair to good, av. 24⅛ to 29⅝ lbs., best 5¼d. to 5⅜d., seconds 5d., av. 14¼ lb. 6d., ordinary and inferior, av. 23¼ to 36 lbs., best 5¼d., seconds 4¾d., av. 10¼ to 17 lbs., unassorted 6¼d., seconds 5⅝d. to 6d. per lb. *Batavia Buffalo* have been in moderate demand at barely previous rates. Av. 26⅛ to 27¼ lbs. 7⅛d. to 8⅜d. per lb. *Java:* av. 17¾ to 20¾ lb. 6d. to 6¼d., av. 11⅛ lb. 6¼d. per lb.

Horns.—Deer Horns have sold freely at full prices, but Heavy Buffalo Horns, being in unusually large supply, have declined 1s. to 3s. per cwt, whilst Light are unchanged. Siam Buffalo are still very unsaleable; the current quotation is 36s. to 39s. per cwt.; Ceylon Deer Horns are quoted at 70s. to 72s. 6d.

India-rubber.—Prices are lower; of 160 cases Borneo offered in auction, over 100 sold at 1s. 7¾d. to 1s. 8d. for good; 4 cases Java have been sold at 2s. 4d., and part of 7 bags Singapore at 1s. 10d.

Isinglass.—Firm, without alteration in prices.

Japan Wax is still improving, and during the past two weeks about 196 cases have been quitted, realising £4 13s. to £4. 14s. per cwt. for good saucers.

Musk.—The market is steady, 58 caddies and tins Tonquin at auction were all sold; fair to fine selected well shaped pods 31s. 6d. to 39s. 6d., rough and bally middling to fair 17s. to 19s., pickings ordinary wet to fine 19s. to 27s. per oz.

Pepper.—*Black* has been very steady, and has sold to a fair extent —Singapore, 6 11-16d.; Penang, at 6¼d. to 6⅜d; Trang, at 6⅜d. *White* continues quiet, with only small business doing, at 1s. 2½d. to 1s. 2¾d. per lb. for fair to fine bright. Market for both Black and White closes firm.

Plumbago.—Ceylon is firm and in short supply, the stock is for the most part held for high prices; at auction 630 barrels were nearly all bought in, lump 28s. to 40s., chips 21s., dust 9s. to 12s., only about 80 barrels being sold, chips 19s. to 22s. 6d., dust 10s. to 14s. per cwt.

Rattans.—Market very firm, at high rates; 9,772 bundles at auction mostly sold at 2s. 8d. to 7s. 10d. per 100 canes.

Rhubarb.—Market steady, and stock of new import firmly held; 43 cases at auction sold, fair at 1s. 9d. to 2s.; high dried 1s. 1d. to 1s. 2d.; low and ordinary 6d. to 10d. per lb.

Rice.—An inactive tone prevails in the market, and but few sales are reported either on the spot or afloat; prices are without alteration. On the spot fine white Bengal rules at 13s. 6d. to 14s., ordinary at 10s. 4½d. to 10s. 9d., fine Ballam at 9s. 3d. to 9s. 6d., ordinary at 8s. 6d. to 8s. 10½d., and Rangoon at 10s. 3d. The floating cargo, per Serafina D, 875 tons Rangoon, July sailing, has been sold at 10s. 4½d. open charter, or 10s. 10½d. Liverpool quay terms; the cargo, per Alphington, 450 tons Necransie, transhipped from Mauritius, at 9s. 4½d. for the Continent, damages at valuations; and a cargo of 1,250 tons, per steamer, at 10s. 3d., ex ship London.

Sago.—Market steady; 538 boxes and 496 bags were offered at auction and the former only sold at 19s. 6d. to 20s. for fair medium and large. *Flour* is very firmly held; fair private sales have been effected at 16s. per cwt. for good, and more is now asked.

Sapanwood continues dull; the only sale to report is of 14 tons of Manila, sugar damaged at £8 to £9 per ton.

Shells.—The next periodical sales will be held on the 8th inst., when considerable quantities both of *Mother o'Pearl* and *Tortoise* will be placed on offer.

Soy.—*China* is still declining, 20 casks having been sold at 1s. 9d. per gallon. The Titani had arrived with 586 casks. *Japan*: No transactions.

Spices.—*Cassia Lignea* quiet; small quantities of unworked quality sold at 90s. The Titania and Earl Dalhousie have arrived, bringing 4,050 cases. *Cassia Vera*: No Padang or Japan offered. *Cinnamon*: There is no alteration of prices to report; in all about 80 bales second and 25 bales third, second hand goods, have found purchasers. The quarterly sales on the 25th November next will include about 1,600 bales. Stock, 5,072 bales, against 7,192 at the same time in 1871; Afloat 3,972 bales, against 3,819 bales. *Mace* brings full prices; 36 cases sold in auction, ordinary Java 3s 9d., ordinary dark to good fair palish Singapore and Penang 3s. 7d. to 4s. 6d. per lb. *Nutmegs* are slightly dearer; 543 cases and boxes in auction nearly all selling, 144 to the lb. 2s. 8d., 140 2s. 9d., 113 to 109 3s., 94 to 90 3s. 2d. to 3s. 3d., 79 3s. 5d., 75 to 74 3s. 6d., 72 3s. 9d., and 68 3s. 9d. to 3s. 10d. per lb. *Cloves*: 24 cases low Penang were disposed of at 6¾d. to 7⅛d. per lb.

Star Anniseeds are in good request, and supplies would realise good prices.

Sticklac.—Siam continues firm and fairly active at £4 5s. 6d. to £4 7s. 6d. for good and very good quality.

Tapioca.—Market steady; auctions have embraced of Singapore 1,723 bags half sold at 2d. to 2¾d. per lb. for middling to fine; of Penang 1,003 bags two-thirds sold at 2d. to 2½d. for middling greyish to very good; and of Pearl 80 bags sold at 25s. to 25s. 6d. per cwt. for good small; *Flour* is firmly held, 260 bags offered and retired.

Tin.—At the Dutch Trading Company's sale of 46,512 slabs Banca and 2,831 slabs Billiton there was more demand, the quantity being considered very small. This sale took place on the 2nd inst., the Banca average being 92⅛ guilders, equal to £156 10s. Holland, and the Billiton 89 1-5 guilders, about £151 in Holland. This price being lower than was expected by some holders of Straits has led to rather lower prices, £148 having been accepted. Banca is quoted £157, Billiton £151 per ton. The probable rates for the next few months will depend mainly upon the demand for consumption, and especially upon the needs of the Tin Plate manufacturers. Importations now cost much more than the price obtainable in Europe.

	Oct. 1, 1872. Tons.		Oct. 1, 1871. Tons.
Stock of Foreign in London			
estimated at	1,831	...	970
Banca in Holland on Warrants ...	439	...	3,710
Billiton in Holland	480	...	95

Tobacco.—*Manila* continues in good demand, and prices for fine descriptions are higher. But little of the 1870 firsts are now to be had. Holders look for better prices further on. A parcel of 3,100 bales, 4a Cagayan 1870 crop, has arrived per the Elena, and will be offered at public auction on the 10th inst., if not previously disposed of. *Cheroots and Cigars* have sold freely, more particularly the former, of which the market is bare. Prices for light weight classes remain firm. *China*: There is no alteration to report; a further arrival has taken place; but the whole is intermixed with dark and almost useless Tobacco, which will be a great drawback to its ready sale; bright well selected descriptions would sell freely. *Java* is held for such high prices that buyers have operated but to a trifling extent. *Sumatra* continues in favour with manufacturers, the even brown classes command full prices. There is but little now on the market. *Japan* is freely used, but there have only been a few trifling sales, as there is little now offering on the market; 270 bales sold at 6d. to 8¾d., and 25 bales damaged at 4¾d. to 7¾d., scraps 3d.

Vermilion.—There is a small business doing in China at 3s. 9½d. per lb.

ARTICLES OF EXPORT.

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METALS.

Iron.—Welsh: Rails, £11 to £12 Bars, £12 to £13. Staffordshire Best: Bars, £15 5s. to £16; Nail Rods, £15 10s. to £16; Hoops, £15 10s. to £17 10s.; Sheets, £20 to £22; Scotch Pig, No. 1, £6 10s. to £8 5s.; Swedes, Bars, Hammered, £16 10s. to £17. Swedes, Steel in kegs, ⅛ and ¼ in., £18.

Yellow Metal.—Sheets, 4 by 4 ft., 8½d.; Sheathing and Rods, 8½d. per lb.

Tin.—English Refined, £160. Tin Plates: Charcoal I C, per box, 45s. to 47s.; Coke, 40s. to 44s.

Lead.—W.B., nominal; do., other brands, £20 10s.; Spanish, soft, ex ship, £20; Sheet, £21 10s.; Shot (kegs extra), £23 10s.; White, do., £27 10s.; Red do., £23 5s.

Spelter.—Silesian, £22 15s.; English, smelted from ores, £23 10s.

Quicksilver.—In bottles of 75 lbs. each, £13.

Messrs. French and Smith's Circular says:—The market in London was very much disturbed last month by the collapse of several speculators in Copper, who appear to have been buying forward to the amount of tens of thousands of pounds, without, in some cases, having as many shillings or even pence to meet possible deficiencies. The

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marvel is that they should find brokers willing to take them as principals, when it was pretty clear, with a great fall, they (the brokers) would have to pay the loss; of course, with a rise, these speculators are quite willing to receive the profit. The advance in the Bank rate has checked operations generally in Metals, except for actual consumption or shipment.

Copper.—This market has been disturbed, and the drop in prices rapid. The same class of operators who, three months ago, bought eagerly at extravagant rates everything that offered with a prompt, have this month been forced to sell out at ruinous loss to themselves, and thereby depreciating the value of all Copper produce. On the 20th ultimo the smelters declared a reduction of £10 per ton, and although this fall had been pretty much discounted, it has caused buyers to hold back, in the hopes of buying on still easier terms. Stocks in the hands of consumers are bare, and importers of foreign cannot sell without heavy loss; we may therefore anticipate a more healthy market as confidence is regained. We quote Chili Bars £82 to £84 cash; Wallaroo and Burra, £90; Ore and Regulus, 16s. 6d.

Iron.—Although the best makers of Iron, especially for all work connected with railways, are very full of orders, yet there is for some descriptions a considerable falling-off in demand, and the extreme rates lately obtained for Staffordshire Iron are now no longer demanded. We note a decline of £2 per ton on the highest prices of Staffordshire quality. Scotch Pig Iron also is easier, and it is clear that the high rates lately demanded diminishes the consumption. The price of warrants is upheld only by speculation.

Tin Plates.—Buyers have been able to place their orders on easier terms, but, owing to difficulties with the workmen, manufacturers are not very anxious for orders.

Lead has been very firm throughout the month, with tendency to higher prices.

Quicksilver has increased in value, the quotation being now £13, but it is difficult to say from day to day what the exact price may be.

Spelter has been steady during the past month, without much fluctuation in prices. We quote Silesian £22 15s., with a small stock.

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London, Liverpool, and Southampton:—

		Pieces Long Ells.	Pieces Camlets.	Pieces Lastings and Crape Lastings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Stripes.	Pieces other Woollens.
Shipped to this date during the present year	To Hg. Kg.	14,180	9,820	4,394	26,865	7,836	38,371
	,, Shanghai	45,900	35,340	9,790	257,417	28,774	32,071
	,, Japan	1,000	1,960	2,316	115,308	472	128,143
Total		61,080	47,120	16,500	399,590	37,082	198,585
Shipped to the same date last year ...	To Hg. Kg.	10,000	9,700	6,990	26,850	4,102	22,647
	,, Shanghai	72,820	38,570	24,220	224,771	37,581	24,710
	,, Japan	—	900	1,380	54,245	500	29,171
Total		82,820	49,170	32,590	305,866	42,183	76,528
Do. 1870	To Hg. Kg.	16,480	5,536	19,845	29,390	4,658	36,741
	,, Shanghai	105,600	51,610	27,980	212,993	33,098	38,673
	,, Japan	200	1,040	6,355	37,820	2,647	22,581
Total		122,280	58,186	54,180	280,203	40,403	97,995
Total shipped during the year 1871...	To Hg. Kg.	11,700	11,100	8,500	40,335	5,286	25,578
	,, Shanghai	86,720	49,210	26,920	296,411	46,003	27,880
	,, Japan	—	1,140	2,360	63,774	500	33,951
Total		98,420	61,450	37,780	400,520	51,789	87,409
Do. 1870	To Hg. Kg.	27,140	7,496	21,985	37,690	5,378	42,272
	,, Shanghai	115,380	58,640	31,440	243,413	42 318	43,813
	,, Japan	200	1,640	7,155	47,470	2,887	25,796
Total		142,720	67,776	60,580	328,573	50,583	111,881

MANCHESTER GOODS.

Since the 27th ult. the tone of the market has rather improved, and makers generally have advanced their quotations 1½d. per piece on the lowest prices accepted towards the close of last week, to which buyers have, however, made no response. Spinners have made on change in their quotations, as they have found no inducement to hold for higher prices, and buyers continue to display the same cautious policy they have for some time past adopted, so that the market closes without animation.

QUOTATIONS.

Grey Shirtings, 38½-39 Yds. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	6s. 3d.	7s. 0d.	7s. 4½d.	7s. 10½d.	8s. 0d.	8s. 1½d.	8s. 10½d.	9s. 1½d.
Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	9s. 6d.	9s. 7½d.	10s. 3d.	11s. 1½d.	10s. 7½d.	12s. 3d.	7s. 3d.	8s. 3d.
Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	39	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	8s. 4½d.	9s. 4½d.	10s. 6d.	12s. 6d.	10s. 9d.	12s. 3d.	13s. 6d.	14s. 9d.

T-Cloths.

Width	32 in.	...	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4	
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18	
Price	5s. 9d.	6s. 0d.	6s. 9d.	6s. 9d.	7s. 3d.	8s. 3d.	8s. 6d.	
	6s. 0d.	6s. 1½d.	7s. 0d.	7s. 1½d.	7s. 9d.	8s. 9d.	9s. 0d.	

	s. d.		s. d.
China Grey Shirtings, 8½ lbs. (Eagle Chop) ...	9 7½		—
Maddapollams	8 9½		—
Long Cloths	9 6		—
White Spot Shirtings ... nominal)	11 6		—
,, Brocade... ... do.	11 9		—
,, Damasks ... do.	21 0		—
Cotton Yarn (Water Twist), Nos. 16-24 China...	1 0½	to	1 1½
Nos. 28-32 do.	1 1½	to	1 2½
No. 40 do. (mock)	1 2½	to	1 3½
No. 40 Mule Twist	1 2	to	1 2½
No. 30 do.	1 0	to	1 2

WOOLLEN AND WORSTED GOODS.

The current quotations in the Leeds market for Woollens and Worsteds are lower, and rule as follows:—

Spanish Stripes, 62 in., 19 yards, Elephant Chop, 3s. 6½d. per yard for scarlet; Long Ells, 30/31 in., 24 yards, Lion Chop, 33s. per piece for scarlet; Camlets, best SS, 30/31 in., 58 yards, Elephant Chop, 78s. per piece for scarlet; Lastings, 31 in., 30/31 yards, Lion Chop, 66s. per piece for gentian; Brocades, 31 in., 29 yards, Half Moon Chop, 24s. 6d. per piece for scarlet.

NEW YORK MARKET REPORT.

—o—

Coffee.—The market for Brazil is very dull and prices are nominal at previous rates. Disturbances in the money market, and consequent ailures in stock and other circles, with the accompanying distrust and difficulty of negotiating commercial paper, have a depressing influence upon the market generally, and beget an indisposition to enter into new obligations at present. The consequence is that business is much restricted, and confined to the merest necessities of buyer or seller. The same remarks apply to the market for other descriptions, which is extremely quiet at a decline of ¼c. to ½c. There have been no sales of East India since we last reported.

Cordage.—Manila is lower, the current quotations showing a reduction of half a cent per lb. We quote Manila Cordage, sizes above 12-thread, 18½c.; do. 6-thread and 9-thread, ¼ in. and 5-16 in. diam., 19½c.; do., 12-thread, ⅜ in. diam., 19c.; do. Hay Rope, 19c.; do. Cordage, bolt rope yarns, 20½c.; do. 6-thread and 9-thread, 21½c.; Tarred Manila, 18c.; fine Tarred Manila, Lath Yarn, 19½c.; Sisal Rope, sizes above 12-thread, 15½c.; do. 6-thread and 9-thread, 16½c.; do. 12-thread and Hay Rope, 16c., New Zealand Cordage, sizes above 12 thread, 16c.; do. 6-thread and 9-thread, ¼ and 5-16 in., 17c.; do. 12-thread, ⅜ in., and Hay Rope, 16½c.; and Russia Bolt Rope, 18c. cash.

Camphor.—China is quoted 18c. to 20c. gold in bond.

China Preserved Ginger rules at $8 to 8.50 currency, duty (35 per cent. *ad val.*) paid.

Essential Oils.—Aniseed is quoted $2.25 to 2.50 gold, and Cassia $1.60 gold, duty free.

Fire Crackers.—There has been an extensive movement, the sales embracing 58,000 boxes Extra No. 1 in bond on private terms, and re-sales of 5,000 do., mostly at $2.65 currency, duty paid, which figure represents the closing quotation.

Gambier is quoted at 4¾c. to 4¾c. gold; market dull; stock light.

Hemp.—Manila is in fair demand and somewhat short supply, and is firm at 11c. to 11¼c. gold.

Indigo.—Manila is steady at 90c. to $1.05 currency.

Rice.—The market is dull, owing to the same causes which we have alluded to above, as influencing the coffee market. Prices have as yet shown no change, Rangoon being quoted $6.87½ to 7.12½, currency duty paid, and $3.20 gold in bond.

Sugar.—The market generally is steady and fairly active, but no sales of East Indian descriptions have transpired.

Spices.—The distributing demand is active, and the quantity of Spices that have been taken for consumption is unusually large, so that the market for nearly all descriptions may be written firm and buoyant. China Cassia is in request, and, with the stock closely concentrated, prices are firm, and higher. The sales and resales embrace 2,000 to 3,000 piculs at 29½ to 30½ cents for duty paid, including about 900 piculs at or about 18 cents in bond, sold for very prompt cash, and thus under the market price. Mace is firm, and prices harden under favourable European accounts. For other articles there is a good trade demand, and the market, as a whole, retains a firm and buoyant feeling. Sales have been made in lots of Mace at $1.17½ to 1.20; Penang Nutmegs, 95 cents; Cloves, 22½; Clove Stems, 10½; China Cassia, 30 to 30½; Batavia, 28 to 30; Pepper, 17 for Sumatra, and 17¾ for Singapore; White Pepper, 34 to 35, all gold.

Silk.—Messrs. Maury, Westervelt and Co. report a rather more active business in raw silk for the past fortnight. Spinners are showing more disposition to come into the market, and importers are generally willing to make slight concessions to meet them. For medium Cantons there is only a moderate demand, with a fair stock to refer to. Cotengowns are in good supply, but not much inquired after. The stocks of manufacturers in these descriptions are generally light, and we hope to report a more active trade in our next issue. China Silks have been more sought after, and the deliveries in Hainings and Tsatlee re-reels have been considerable, at fair prices. The former are at present in small supply, with a reported short crop of fine Silk in China. There is but little inquiry for Usual Reel Silks, and but a moderate stock to refer to. Stock, 400 bales China, 700 bales and cases Canton, and 40 bales Japan, Grege, &c.—total, 1,140 bales and cases.

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Tea.—The market is quiet and somewhat unsettled. The demand is principally for Canada, for which several invoices have been taken. By auction 1,040 half-chests Green sold at 27½c. to $1.22; 554 do. Oolong, 33c. to 54c.; 400 do. Japan, 48c. to 53c.; and 108 do. Souchong, 41½c. to 45c., cash. The current scale of line prices is as follows:—Hyson: common to fair, 45c. to 52c.; superior to fine, 55c. to 68c.; extra fine to finest, 70c. to 95c. Young Hyson: Canton-made, nominal; common to fair, 38c. to 45c.; superior to fine, 52c. to 75c.; extra fine to finest, 80c. to $1.15. Gunpowder and Imperial: Canton-made, nominal; common to fair, 55c. to 65c.; superior to fine, 75c. to 92c.; extra fine to finest, 95c. to $1.40. Hyson Skin and Twankay: Canton-made, nominal; common to fair, 28c. to 31c.; superior to fine, 33c. to 35c.; extra fine to finest, 36c. to 40c. Uncoloured Japan: common to fair, 40c. to 46c.; superior to fine, 50c. to 65c.; extra fine to finest, 70c. to $1.05. Oolong: common to fair, 35c. to 40c.; superior to fine, 45c. to 62c.; extra fine to finest, 68c. to $1.05. Souchong and Congou: common to fair, 25c. to 35c.; superior to fine, 40c. to 57c.; extra fine to finest, 60c. to $1.05. Orange Pekoe: common to fine, nominal.

Tin.—The market remains very quiet, and we hear of no sales. Straits and English may be quoted nominally 33½c., and Banca 40c. to 41c. gold.

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
Sept26	Profr. v.d. B. Mesch	Wryman	Sourabaya	Falmouth
23	Nicolo Balestrero	Obero	Bassein	Bremerhaven
28	Callisto	Sharp	Colombo, &c.	London
	Craigforth (s.)	Scott	China, via S.C.	New York
29	Robert Kear	M'Clure	Singapore	Liverpool
29	Khimjee Oodowjee	Leighton	Colombo, &c.	London
Oct. 1	Tweed (s)	McDuff	China, Sing., &c., S.C.	Do.
Sept28	Victor	Wass	Akyab	Falmouth
	Jno Lidgett	Polson	Manila	New York
30	Adriatic	Taylor	Bassein	Liverpool
29	Hercules	Jurgensen	Rangoon	Hamburg
Oct. 1	Red Gauntlet (s.)	Mann	Galle, &c., via S.C.	London
Sept30	Lewis M. Lamb	Williams	Akyab, for Bremen	Portland
29	Eliza Laing	Adamson	Colombo	Off the Lizard
16	Great Admiral	Chatfield	Ilo Ilo	Boston
30	Maria	—	Akyab	Falmouth
Oct. 2	Macgregor (s.)	—	China via S.C.	London
Sept29	Kennemerland	de Jong	Batavia, for Amstm.	Off Deal
Oct. 1	Windhover	Balfour	Singapore	Glasgow
Sept30	Kosmopoliet I.	Dienske	Batavia	Brouwershaven
Oct. 3	Adriana Petronella	de Breuk	Java	Off Falmouth

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sept25	Jacoba Helena	—	Amboyna	Newcastle
24	Furst Bismark	Krutzfeldt	Shanghai	Hamburg
28	Jeddah (s.)	McKenzie	Singapore, via S.C.	Glasgow
25	Tyger van Kocti	Dunn	Singapore	Do.
30	Petrel (s.)	McLachlan	Do., via S.C.	Poole
Oct. 1	Rowena	Bolton	Galle	Liverpool
1	Rosetta	Viganzo	Do.	Cardiff
2	Menelaus (s.)	Marsh	Sing., China, &c., S.C.	Liverpool
2	Harrington	McKenzie	Japan	Do.

See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Between Sept. 21 and 30.

Steamer.	From.	For.
Menzaleh	... London	... Singp., China, &c.
Achilles	... Liverpool	... Batavia & Yokohama
Oxfordshire	... London	... Colombo, &c.
Attalo	... Ayr	... Singapore, &c.
Bengal	... London	... Colombo, &c.
Glengyle	... Do.	... Singp., China, &c.
Paknam	... Glasgow	... Singapore
Deucalion	... Shanghai	... London
Malacca	... London	... China, &c.
Canton	... Do.	... Singp., China, &c.
La Sarthe	... Toulon	... Saigon
La Creuse	... Saigon	... Toulon
Cyphrenes	... Shanghai	... New York

LOADING.

At London.—Steamers via Suez Canal.—For Hong Kong and Shanghai: H. C. Orsted. For Singapore, Yokohama, and Hiogo: Galley of Lorne. For Penang, Singapore, Hong Kong, and Shanghai: Cheops. For Colombo, &c.: Calcutta.

Sailing Vessels.—For Yokohama: Laurel, Eastern Star. For Hong Kong: Cœur de Lion. For Chefoo and Tientsin: Carnarvonshire. For Penang: Vanguard. For Singapore: Auriga, Havelock. For Colombo: Palestine. For Colombo, &c.: Spirit of the North, Elizabeth Ann.

At Liverpool.—For Hong Kong (via S.C.): Sea Gull (str.). For Manila (via S.C.): Emiliano (str.). For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Ulysses (str.), Nestor (str.). For Singapore: Olive. For Colombo (via S.C.): Ambassador (str.). For Galle: Queensbury.

At Glasgow.—For Batavia and Sourabaya: County of Stirling. For Singapore: Maggie Leslie. For Singapore and Java: Earl Canning.

SPOKEN.

Cairnsmore, London to Hong Kong, Aug. 14, 13 N., 26 W.
Papa, Antwerp to Singapore, July 31, 10 S., 27 W.
R.B.C.T (D. barq.), Cardiff to Hong Kong, June 9, 29 S., 14 W.
Ailsa, London to Shanghai, July 26, 7 N., 110 E.
Dovenby, Liverpool to Japan, Aug. 8, 29 S., 100 E.
Commodore Smit, Liverpool to Batavia, Aug. 7, 31 S., 89 E.
H.K.P.F. (Blanche), Newcastle to Singapore, Sept. 14, 39 N., 16 W.
Q.G.T.S. (Thomas Dryden), Cardiff to Galle, Sept. 22, 41 N., 14 W.
Jeanne d'Arc, Cardiff to Singapore, Aug. 13, 20 S., 36 W.

FREIGHTS AND CHARTERS.

Outward freights for vessels loading for the different ports are without material alteration, and there is a good supply of steamers on the berth. Homeward business continues firm.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 70s. meast. To Hiogo: 70s. meast. To Nagasaki: 90s. meast. To Shanghai: 40s. meast. To Hong Kong: 45s. meast. To Manila: 80s. meast. To Singapore and Penang: 40s. meast. To Sourabaya and Samarang: 70s. meast. To Batavia: 65s. meast. To Padang: 80s. meast. To Saigon: 100s. meast. To Galle: 40s. meast.

Per Sailing Vessels.—To Yokohama: 40s. meast. To Shanghai: 45s. weight, 30s. meast. To Hong Kong: 25s. meast. To Singapore 20s weight, 25s. meast. To Penang: 35s. weight or meast. To Ceylon: 30s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: £40. To Shanghai: £42 10s. To Hong Kong: £36. To Singapore: £25 to £26. To Penang: £25. To Galle: £21.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 40s. to 42s. 6d. To Shanghai: 45s. To Hong Kong: 33s. To Manila: 27s. 6d. to 30s. To Singapore: 23s. 6d. to 25s. To Ceylon: 19s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Manila: 30s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

CASUALTIES.

Advices received from Aden, dated Sept. 15, state that the Saltee (str.), from Ayr to Singapore, arrived there 13th; she would have to effect some slight repairs to her machinery before proceeding.

The Robin Hood, of London, off. No. 52,675, Lewis, from Sourabaya to Rotterdam, with sugar, rattans, and tobacco, was spoken on March 1 last in lat. 15 S., lon. 115 E., and has not since been heard of; she has been posted at Lloyd's as a missing vessel.

The Mont Cenis (str.), Hybert, which arrived at London Sept. 26, from Manila, reports having experienced on Aug. 21 and 22, when off Ras Haffoon, a very severe gale from S.S.W., with heavy cross sea, making a clean breach over the ship, filling decks, and washing every movable thing off them, capsizing one of the lifeboats in chocks and bilging her; the gale continued with unabated fury for sixteen hours.

A telegram from Aden, Sept. 29, states that the master and crew of the Isa (str.) arrived there that day in H.M.S. Briton, and reported the vessel was wrecked on the island of Socotra June 23, and abandoned by them July 23; salvage hopeless.

Advices from Sourabaya, Sept. 28, state as follows:—Lahloo: considering great expense and risk, salvors stipulate 500 guilders every ton metal delivered there, and 75 per cent. of everything else saved.

Advices from New York, Sept. 21st, state that the Istapha, Richards, which arrived from Singapore, reported that from 26 to 31 Aug., experienced unsettled weather, from N.W. to S.S.E. and S.W., with a heavy confused sea, attended by continuous lightning, during which her foremast was sprung.

NOTICE TO MARINERS.

China—East Coast.—Fixed Light at the Entrance of Wusung River.—With reference to notice to mariners No. 17, dated 10th February, 1872, on the establishment of a light at the entrance of Wusung River: The Marine Commissioners' Office at Shanghai has given notice, that the light is now exhibited. The light is a fixed white light over the navigable channel at the entrance to the Wusung river from the Yangtsze, and a fixed red light on each side of the navigable channel; it is elevated 50 feet above the level of the sea, and in clear weather should be seen from a distance of 12 miles. The illuminating apparatus is dioptrict or by lenses, of the fourth order. The tower, built of brick, is square, 45 feet high, with a total height of 58 feet. Position, lat. 31 deg. 33 min. 22 sec. N., long 121 deg. 29 min. 35 sec. E. The light when seen from the centre of the navigable channel bears S.W. by W. ¾ W. Also that on the 1st September, 1872, the light-junk moored close to the Lismore wreck at the entrance of Wusung river would be removed.

Foochow.—Fixed and Flashing Light on Middle Dog Island.—Also, that from the 12th July, 1872, a light would be exhibited from a lighthouse recently erected on the north-east end of the Middle Dog Island near the entrance to the Min river. The light is a fixed white light, varied by a bright flash every half minute, visible from seaward between the bearings of E. by S. ¾ S., through south and west to N.E. ½ N. The light is obscured when bearing from E. by S. ¾ S., round by east to N.E ½ N., by the Tongsha and Middle Dog islands, except between the bearings of East, and E. ¼ N., and of N.E. by E. ½ E., and N.E. by E.; it is elevated 257 feet above the sea, and in clear weather should be seen from a distance of 22 miles. The illuminating apparatus is dioptric, or by lenses, of the first order. The tower is round, built of stone, 35 feet high, the total height being 64 feet; the tower, with dwellings and boundary wall, are painted white. Position, lat. 25 deg. 58 min. 20 sec. N., long. 120 deg. 2 min. 20 sec. E. All bearings are magnetic. Variation, 1 deg. westerly in 1872. Hydrographic Office, Admiralty 1st October, 1872.

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HONG KONG & SHANGHAI BANKING CORPORATION.

Incorporated by Special Ordinance of the Legislative Council of Hong Kong, 20th July, 1867, and confirmed by Her Majesty's Government.

CAPITAL 5,000,000 Dols., at 4s. 6d., equal to £1,125,000 (all paid up), in SHARES of 125 Dols. each, equal to £28 2s. 6d.

RESERVE FUND 1,000,000 DOLS., EQUAL TO £225,000.

COURT OF DIRECTORS, HONG KONG.

CHAIRMAN—THOS. PYKE, Esq. (Messrs. Birley and Co.).
DEPUTY-CHAIRMAN—S. D. SASSOON, Esq. (Messrs. D. Sassoon, Sons, and Co.).
E. R. BELILIOS, Esq., Merchant.
W. H. FORBES, Esq. (Messrs. Russell and Co.).
A. JOOST, Esq. (Messrs Siemssen and Co.).
H. B. LEMANN, Esq. (Messrs. Gilman and Co.).
HERMANN MELCHERS, Esq., Merchant.
G. F. WELLER, Esq. (Messrs. Augustine Heard and Co.).

Auditors—P. RYRIE, Esq. (Messrs. Turner and Co.); F. W. MITCHELL, Esq., Postmaster-General.

Chief Manager—JAMES GREIG, Hong Kong. | London Manager—W. H. VACHER, 32, Lombard-street, E.C.

Edinburgh Agents—Messrs. HILL, REID, and DRUMMOND, W.S., 42, Frederick-street.

Glasgow Agents—Messrs. MATHESON and ALSTON, 32, Exchange-square.

Branches and Agencies.

HONG KONG.	NINGPO.	FOOCHOW.	MANILA.	BOMBAY.
SHANGHAI.	AMOY.	YOKOHAMA.	SAIGON.	CALCUTTA, AND
HANKOW.	SWATOW.	HIOGO.	SINGAPORE.	LONDON.

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal Cities of Europe, Asia, and America, for the use of Travellers.

They open Current Accounts for the convenience of Constituents returning from China, Japan, and India.

They also undertake the Agency of Constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their Shares on the London Register receive their Dividends at the fixed rate of 4s. 6d. per Dollar. Dividends are payable in London in April and October on receipt of the advice of meeting in Hong Kong, held in February and August.

Transfer Deeds, Powers of Attorney, and other Forms may be had at their Office on Application. Office Hours 10 to 3—Saturdays 10 to 2.

London, 1st October, 1872. W. H. VACHER, London Manager.

FOURTEENTH REPORT

Of the Court of Directors to the ORDINARY HALF-YEARLY GENERAL MEETING of Shareholders, held at the CITY HALL, HONG KONG, on WEDNESDAY, the 14th August, 1872.

TO THE PROPRIETORS OF THE HONG KONG AND SHANGHAI BANKING CORPORATION.

GENTLEMEN,—The Directors have now to submit to you a General Statement of the affairs of the Corporation, and Balance Sheet for the half-year ending 29th June last.

The net profits for that period, including $18,340.18 brought forward from last account, after paying all charges and deducting interest paid and due, and making full provision for all bad and doubtful debts, amount to $415,814.29, of which, after taking out Rebate on Bills not yet due, and remuneration to Directors, there remains for appropriation $392,826.21.

From this sum the Directors recommend the distribution of a Dividend of $7.50 per share on the Paid-up Shares, and of $6 per share on the New Shares, being equivalent to Six per Cent. for the half-year; which will absorb $270,000. The balance, $122,826.21, they propose to carry forward to the credit of New Account, deferring any appropriation of it until the result of the whole year's working becomes known.

The Directors consider that the result of the past half-year is very satisfactory, and they congratulate the Proprietors on the continued prosperity of the Corporation.

CALLS.

The fifth and last call of $25 per Share on the New Shares, due on the 1st July, has been promptly met on 19,855 Shares out of 20,000; the balance outstanding will doubtless shortly be paid.

ONE DOLLAR NOTES.

His Excellency the Governor having assented to the application of the Directors for power to issue ONE DOLLAR NOTES in Hong Kong, arrangements have been made to introduce these Notes to the Public without delay.

DIRECTORS.

Messrs. R. ROWETT, J. MENKE, and WILLIAM LEMANN resigned their seats at the Board on leaving the Colony, and Messrs. WILLIAM H. FORBES and H. B. LEMANN have been elected to fill two of the vacancies.

Hong Kong, 6th August, 1872. T. PYKE, Chairman.

ABSTRACT OF ASSETS AND LIABILITIES, HONG KONG AND SHANGHAI BANKING CORPORATION, JUNE 29, 1872.

Dr.		Cr.		
Cash and Bullion	$7,095,800.74	Paid-up Capital:—		
Government Securities	2,577,552.43	$125 per Share on 20,000 Shares	$2,500,000.00	
Bills Discounted, Loans, and Credits	10,721,475.72	First, Second, Third, and Fourth Calls on New Stock	2,000,000.00	
Exchange Remittances	25,698,358.93			$4,500,000.00
Bank Premises	80,209.72	Reserve Fund		1,000,000.00
Dead Stock	71,553.38	Notes in Circulation	$1,512,534.04	
		Deposits	13,732,881.82	
				15,245,415.86
		Exchange Acceptances		25,083,720.77
		Profit and Loss Account		415,814.29
	$46,244,950.92			$46,244,950.92

PROFIT AND LOSS ACCOUNT, HONG KONG AND SHANGHAI BANKING CORPORATION.

Dr.			Cr.	
To Amount Written Off:			By Balance of Undivided Profits, 30th December, 1871	$18,340.18
Remuneration to Directors	$10,000.00		By Amount of Net Profits for the Six Months ending 29th June, 1872, after deducting all Expenses and Interest Paid and Due	397,474.11
Rebate on Bills not due	12,988.08			
		$22,988.08		
To Dividend Account:				
At the rate of 12 per cent. per annum,				
On Paid-up Shares	$150,000.00			
On New Stock	120,000.00			
		270,000.00		
To Balance of Undivided Profits:				
Carried forward to next half-year		122,826.21		
		$415,814.29		$415,814.29

RESERVE FUND.

Dr.		Cr.	
To Balance, 29th June, 1872	$1,000,000.00	By Balance, on 30th December, 1871	$1,000,000.00

JAMES GREIG, Chief Manager.
H. SMITH, Accountant.

We have compared the above Statements with the Books, Vouchers, and Securities at the Head Office, and with the Returns received from the various Branches and Agencies, and have found the same to be correct.

P. RYRIE
F. W. MITCHELL } Auditors.

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GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.

Fig. 100.

Fig. 192.

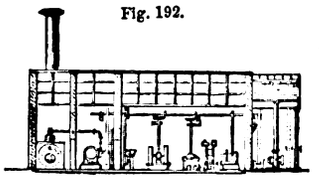


Fig. 121.

Fig. 105

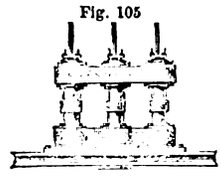


Fig. 189.

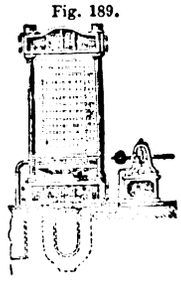


Fig. 141.

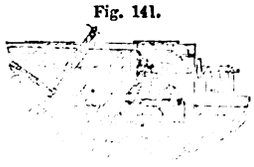


Fig. 207.

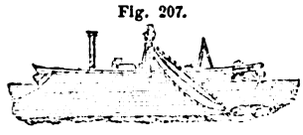


Fig. 30.

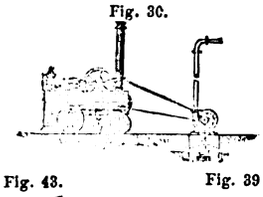


Fig. 43.

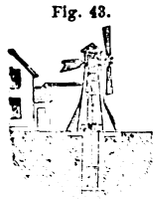


Fig. 39

Fig. 24.

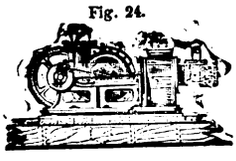


Fig. 117

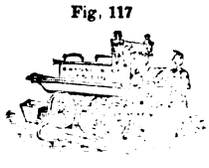
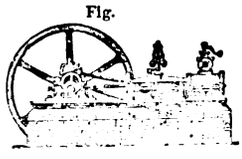
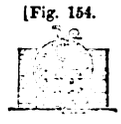


Fig.



[Fig. 154.



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The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, or to New Zealand and Australia, by the United States, New Zealand, and Australia Mail Steamship Line, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

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Fare, via China, £221 via New Zealand and Australia, £197.

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PENANG, SINGAPORE, CHINA, and JAPAN. The following high-classed SCREW STEAM and SAILING SHIPS will be despatched as under:—

Destination.	Ship.	Class.	Dock.	Last Shipping day.
Pen., Sing., Hg. Kg., & Shanghai, via S.C. ...	Nankin, s.s.	100 A1	SWID	With des.
Do.	Chin-Kiang, s.s.	100 A1	SWID	To follow
Chefoo and Tientsin...	Carnarvonshire	A1 14 yr.	E.I.D.	With des.
Yokohama & Hiogo.....	Glamorgan. shire	A1 14 yr.	E.I.D.	With des

Excellent accommodation for first-class passengers.

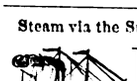
For Freight or Passage apply to Norris and Joyner, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

CASTLE LINE OF STEAM PACKETS for PENANG, SINGAPORE, HONG KONG, SHANGHAI, JAVA, and JAPAN.—The following high-classed and full-powered STEAMSHIPS will be despatched as under:—

Steamer.	Class.	Tons.	Dock.	To sail.
Glenroy	100 A1	2,100	SWID	Early in Nov.
Glenlyon	100 A1	2,200	SWID	To follow
Gordon Castle	100 A1	2,000	SWID	To follow
Glengyle	100 A1	1,700	SWID	To follow
Drummond Castle.	100 A1	2,000	SWID	To follow
Braemar Castle ...	100 A1	2,200	SWID	To follow
Cawdor Castle.....	100 A1	2,200	SWID	To follow
Floors Castle	100 A1	2,000	SWID	To follow
Glenartney	100 A1	2,000	SWID	To follow

For Freight or Passage, apply to Thomas Skinner and Co., 5, East India-avenue, London, E.C.

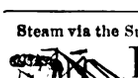
Steam via the Suez Canal To sail on the 12th Oct.



FOR SINGAPORE, YOKOHAMA, and HIOGO, with liberty to call at Hong Kong, the splendid full-powered screw-steamer GALLEY OF LORNE, 100 A 1.; 1,390 tons register, 240-horse power, nominal; RICHARD ROBINSON, Commander; South West India Docks. This ship has a large portion of her cargo engaged, deliverable at Japan without transhipment. Has elegant accommodation for first-class passengers, including cabin, fittings, bedding, and linen.

For Freight or Passage, apply to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, London, E.C.

Steam via the Suez Canal. To sail on the 25th Oct.



FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI (taking goods at through rates for JAVA and JAPAN), the splendid full-powered screw steamer CHEOPS, 100 A1, 984 tons register, 150 horse-power, nominal; JOSEPH DOWDY, Commander; South West India Docks. Has elegant accommodation for first-class passengers, including cabin fittings, bedding, and linen.

For Freight or Passage apply to Shaw, Maxton, and Co., 2, Royal Exchange Buildings, London, E.C.

HONG KONG DIRECT, now loading in the West India Docks, the well-known clipper ship CŒUR DE LION, now named NUEVA PROVIDENCIA, A1 12 years, 818 tons register, Captain V. de VIDAURRAZAGA. This ship, noted for quick passages, has the greater part of her cargo engaged, and will have immediate despatch.

Apply to Messrs. W. and J. Lockett, 12, King-street, Liverpool; or the brokers, Knevitt and Co., 3, Sun-court, Cornhill, London.

With quick despatch.

FOR YOKOHAMA (JAPAN) DIRECT, the well-known clipper ship EASTERN STAR, A1 11 years, 340 tons register; J. SIMPSON, Commander; East India Docks.

For Freight or Passage apply to Killick, Martin, and Co., 10, George-yard, Lombard-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Kromatah, s s.	805	Smith, Son, & Cole	Oct. —
Havelock	455	Wright Bros. & Co	Oct. 15
Galley of Lorne, s s.	1,390	Shaw Maxton, & Co.	Oct. 12
Cheops, s.s.....	984	" "	Oct. 25
Auriga.....	518	Wright Bros. & Co.	Nov. 1
LIVERPOOL.			
Ulysses, s.s.	1,520	Alfred Holt	Oct. 13
GLASGOW.			
Maggie Leslie	434	Thos. Skinner & Co.	Oct. 1

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. Mactaggart, Tidman, and Co., 34, Great St. Helens E.C.

STEAM to BANGKOK (Crossing the Bar.)

Via the Suez Canal, with all possib despatch, calling at Tanjong Pagar Wharf, Singapore, the new, powerful, first-class screw steamer KROMATAH, 805 tons, 150-horse power nominal, W. B. HAFFENDEN, Commander; South West India Docks. Splendid accommodation for passengers.

For Freight, Passage, or further particulars apply to Smith Son and Cole, 12 George-yard, Lombard-street, London, E.C.

NOTICE.—ALL JAPANESE residing at present in Great Britain and Ireland are hereby requested to report their ADDRESS to Mr. S. TODA, at No. 443, Strand, London, before the 10th of October.

Japanese Legation.

Printed for the Proprietors by Woodfall and Kinder Milford-lane, Strand, W.C., and published by James West, at the Office of the "London and China Telegraph," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Tuesday, Oct. 8, 1872.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 476.] LONDON, MONDAY, OCT. 14, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Oct 14
JAPAN — Yokohama	July 5	Aug. 19	Aug. 22
Yedo			
Osaka and Hiogo	June 28	„ 12	„ 18
Hakodadi			
Nagasaki	„ 23	„ 14	„ 14
CHINA — Peking	—	—	„ 18
Tien-tsin	—	—	„ 20
Chefoo	—	—	„ 21
New-chwang			„ 18
Hankow	„ 28	„ 11	„ 21
Kiu-kiang	—	—	„ 21
Chin-kiang			
Shanghai	July 12	„ 23	„ 25
Ningpo	—	—	„ 23
Foochow	„ 12	„ 23	„ 26
Formosa			
Amoy	—	—	„ 28
Swatow	—	—	„ 29
Hong Kong	„ 26	„ 28	„ 31
Canton	—	—	„ 29
Macao	—	—	„ 30
PHILIPPINES— Manila	„ 12	„ 18	„ 27
COCHIN-CHINA— Saigon	„ 19	„ 23	„ 29
SIAM — Bangkok	—	—	„ 24
BORNEO—Labuan	—	—	„ 27
Sarawak	—	—	„ 26
JAVA — Batavia	Aug. 2	Sept. 1	Sept. 5
Samarang	—	—	„ 4
Sourabaya	—	—	„ 3
MALACCA STRAITS— Singapore	„ 2	Aug. 30	„ 8
Penang	„ 9	Sept. 4	„ 9
CEYLON—Galle	„ 23	„ 15	„ 19
Colombo	—	—	„ 17

THE MAILS, &c.

The P. and O. mail, bringing advices as above, was delivered, *via* Brindisi, this morning, its due date. The next inward (French) mail, with dates Yokohama Aug. 28, Shanghai Sept. 1, Hong Kong Sept. 7, Singapore Sept. 16, is due, *via* Marseilles, on Monday next, the 21st inst.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, five to six hours in transmission.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Mooltan*, arrived Oct. 11.—From Hong Kong: Mr. Boyd. To Venice, arrived Oct. 13.—From Hong Kong: Mr. Maclean, and two second-class passengers. From Singapore: Mr. Sartorius, Mr. Rickets.

To Southampton, per P. and O. steamer *Cantia*, expected to arrive Oct 21.—From Yokohama: Capt. Spinks. From Hong Kong: Lieut. Annesley, R.N., Dr. Terry, Paymaster Floar, R.N., Mr. Ellis, R.N., Mr. Hicks, R.N., Mr. Bond, R.N., Mr. R. Hall. From Singapore: Sub-Lieut. Bruce, R.N., and one second-class passenger. From Singapore to Suez: Lieut Westhoff.

PASSENGERS OUTWARD.

Per French mail steamer *Tigre*, from Marseilles, Oct 13 (booked from London).—To Yokohama: Mr. Fraissinet, Mr. Jacobs. To Shanghai: Miss Turner, Rev. and Mrs. Taylor, Mr. W. F. Loy, Mr. R. E. Rennie, Mr. H. Broughman Miller, Mr. and Mrs. Medhurst and child. To Hong Kong: Mr. F. Bowden, Mr. and Mrs. Heard, Mr. J. Heard. To Batavia: Mr. C. A. Henry, Mrs. Lacey, Mr. and Mrs. G. Van and son, Mr. and Mrs. Engelbronner and family, Mr. van Hemert. To Singapore: Mr. Muller. To Galle: Mr. A. S. Daniell, Mrs. W. Daniell, Mrs. Geddes and child. To Saigon: Mr. Lory, Mr. G. Boller, Mr. Kresser.

Per French mail steamer *Amazone*, from Marseilles, Oct. 27 (booked from London)—To Shanghai: Mr. and Mrs. Lemaire. To Hong Kong: Mr. E. Moore, Mr. Speechly. To Singapore: Mr. and Mrs. Labhart Lutz. To Batavia: Mr. Van Berkil Bik.

Per French mail steamer *Ava*, from Marseilles, Nov. 10 (booked from London).—To Hong Kong: Mrs. Lammer and child. To Singapore: Mr. and Mrs. W. Ullemeister. To Batavia: Mr. and Mrs. Nogel, Miss Kilns, Mr. A. Matkins, Miss Clona, Miss Mees, Mrs. Praterms. To Galle: Mr. G. Phear.

Per French mail steamer *Cambodge*, from Marseilles, Nov. 24 (booked from London).—To Batavia: Mr. and Mrs. Hora Siccoina, Mr. and Mrs. Kleberg.

Per P. and O. steamer *Mirzapore*, from Southampton, Oct. 3.—To Ceylon: Mr W. Owen.

Per P. and O. steamer *Simla*, from Southampton, Oct. 10.—To Yokohama: Mr. F. C. Hayes. To Shanghai: Mr. A. B. Steel, Mrs. T. B. Hooper, Mr. Brewer. To Hong Kong: Miss L. Robertson, Miss Simpson, Mr. E. Moore. To Singapore: Mrs. Trotter, Mrs. Dunlop and child Mr. Nai Sootchai Surawongse. To Penang: Mrs. Speedy. To Ceylon: St. Surg. W. B. Dalby, R.N., Mr. G. C. Rosmalecocq.

Per P. and O. steamer *Pera*, from Venice, Oct. 18.—To Penang: Mr. Speedy, Mr., Mrs., and Miss Vermont. To Singapore: Mr. J. M. Matson. To Ceylon: The Mackintosh of Mackintosh, Mr. S. Holmes.

Per P. and O. steamer *Pera*, from Brindisi, Oct. 21.—To Yokohama: Mrs. Marshall. To Shanghai (*via* Bombay): Mr. J. E. W. Stewart. To Hong Kong: Mrs. C. A. Sinclair. To Singapore: Capt. and Mrs. Caldbeck. To Ceylon: Mr. R. Morris.

Per P. and O. steamer *Poonah*, from Southampton, Oct. 24.—To Yokohama: Mr. E. Grosser, Mr. H. Bramstedt. To Hong Kong: Mr. H. H. Thornton, Mr. J. Alexander. To Singapore: Miss Rickards.

Per P. and O. steamer *Pekin*, from Southampton, Nov. 7.—To Shanghai: Mr. Wulff. To Ceylon: Mrs. Bayley and child. To Hong Kong (*via* Bombay): Mr. W. H. Fittock.

Per P. and O. steamer *Malta*, from Brindisi, Nov. 18.—To Shanghai: Mr. and Mrs. H. Robinson

Per P. and O. steamer *Indus*, from Southampton. Nov. 21.—To Hong Kong: Mr. C. V. Creagh.

Summary of News from the Far East.

JAPAN.

Our advices by the present P. and O. mail are no later than those received *via* San Francisco on the 2nd inst., and published in our last issue.

CHINA.

SHANGHAI.

We have advices from this port to the 18th August. The P. and O. mail from London July 12 arrived out on the 23rd August. The following summary of news is from the *North China Herald*:—

We have to acknowledge receipt of the *Customs Gazette* for the quarter ending March. The number is devoted to the publication of medical reports from the various Customs' medical officers, for the half-year from October 1871 to March 1872.

There was a parade of the Volunteer corps on the 19th Aug., which was a great success. All arms were well represented, about 180 men being out, made up of 130 Riflemen and 50 equally divided between Rangers and Artillery. The route chosen was the Yangtsepoo-road, as far as Mr. Meller's new residence, known as Dow's godowns, which formed the rendezvous after the fight. No. 2 company, with one gun, starting in advance of the main body, sustained their attack below the Kinwinsing godowns, retreating gradually before the strong combination of Miholoon gs, Artillery, Rangers, and Nos. 1 and 3 Rifle companies, till the rendezvous was reached.

We observe, by an announcement posted in the shipping office of H.B.M. Consulate, that the Board of Trade have, in response to representations made, we believe, from that office, extended the seamen's money order system to the open ports of China and Japan. As most of our readers are aware, seamen receive their wages at the Consulate, and the object of the system is to induce them, before they can leave the office and encounter temptations which may lead to their squandering accumulations of pay, to send home a portion for the use of their families or their own ultimate benefit. Money orders are granted on most of the principal places in the United Kingdom, at a charge of 3d. per £1. We notice that the list of ports in China includes Taku, but omits Pagoda Anchorage and Whampoa, where the amount of shipping renders the extension of the privilege equally desirable.

Our Chefoo correspondent, writing on the 17th August, says:—A Corean junk, containing six sailors, was picked up by a vessel and brought here. The Coreans were on arrival sent to the British Consul, who sent them on to the Taoutai; he latter immediately forwarded them to Fo-san-hsien, to put them out of reach of foreign curiosity, and they have since gone on to Peking. It is much to be regretted that the French Catholic missionaries

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from Corea, who are now here waiting for an occasion to again enter that country, had no opportunity afforded them of communicating with the shipwrecked Coreans, as by their knowledge of the language they might have got some information as to what is now doing there. One of the missionaries did go to the yamen to try and see the poor Coreans, but he was told they had left. Our Taoutai is probably desirous of avoiding a *casus belli* with Corea, lest he should place his Imperial master in the same position as the Mikado of Japan.

A little excitement was caused on the Bund some nights since by the appearance of a runaway carriage and pair. The frightened ponies tore along the Bund by the river side at a furious rate, there being no one in the carriage to check or guide them. From the Canton road to Augustine Heard's they kept a very straight course, then swerving, they passed between the trees, and upset the carriage on the foreshore, when they were secured. Fortunately, almost no damage was done; but the incident recalls the necessity for requiring that ponies being driven for training, as we understand these were, should not be brought into the settlement. They should be trained on outside roads, and, if possible, in the morning. Carriage accidents are getting unpleasantly frequent.

The following items are from the *Courier*:—

A charge of the theft of a bale of silk from the godown of Mr. Aug. H. Maertens has been disposed of at the Mixed Court, and resulted in the conviction of an individual who would ordinarily be considered above suspicion. The compradore, when questioned as to his whereabouts on the night of the theft, said that he returned to his quarters at the hong at the virtuous hour of ten, and went to bed for the night. The watchman, an old rustic, who, during a two days' absence of his son, who was the hong watchman, did duty for him, told a very different story. The compradore, he said, came to the hong about ten, but went out again about eleven, and in an hour or so returned with two men who went inside with him. Some time afterwards he again left the hong by the gate, accompanied by the two men who carried a white box. The compradore did not finally return till two or three in the morning. The Court held that the theft had been brought home with sufficient clearness to the compradore, and sentenced him to pay the value of the silk! Unless we are to suppose that the compradore's employer, from compassionate motives, or from a wish to retain without interruption the services of the man, entered a plea of *nolle prosequi* on his behalf, we are utterly at a loss to understand a sentence which reduces Mixed Court justice to a farce. Few forms of larceny could be more aggravated than that of which this responsible servant was convicted.

We learn that the catalogue of the books, maps, manuscripts, plans, drawings, rubbings, curios and specimens of natural science and of Eastern Art which combine to make up the Asiatic Society Library and Museum and the Wylie Library, is now in course of being printed, and may be expected to be completed before the Society commences active operations for the winter. The accomplishment of this object and the throwing open of a reading room where the rich accumulations of Oriental learning belonging to the Society may be examined by the members and the public, will do more to popularise and establish the Society than almost any other expedient; and both the Society and the public will owe the librarian a heavy debt of gratitude for his arduous labours. It is also gratifying to learn that the volume of the Society's Transactions for 1871 is in the press.

It is understood that another special meting of the ratepayers will be called in September, at which the two chief subjects of discussion will be a final proposal from the bridge proprietors and the reconsideration of the diseased meat bye-law, which is everywhere condemned. Meanwhile the contractors are energetically pushing on the construction of the free Ferry.

HONG KONG.

Our advices by this mail extend to 31st Aug.; the French mail from London 19th July arrived out on the 28th August. The following items of intelligence are taken from the *Overland China Mail*:—

Although the demands which M. Geoffroy is instructed to make on behalf of France are not generally known, it may be interesting to note the programme laid down by M. de Rochechouart in a letter addressed by him to Mr. Low and afterwards published in the last U.S. Blue-book. The late Minister says:—

"I place the solution of the question of audience with the Emperor first, and the arranging a treaty of etiquette regulating the detail of our official life in a manner honourable to our Governments and to ourselves.

"2nd. I demand that we shall have the right to place salaried Consuls wherever we judge proper, and that those cities where Consuls reside shall also be opened to foreign trade.

"3rd. I demand the right to navigate with steamers all water courses which will float a vessel drawing at least ten feet.

"4th. I demand that a mixed code shall be adopted by which commercial and civil cases, and even criminal, too, which may arise between the French and Chinese, shall be judged.

"5th. Lastly, I demand that some change shall be made in the application of the tonnage dues. It would be well if the management of these revenues were intrusted to a mixed commission, as is the case almost everywhere else in the East."

The foregoing agrees almost entirely with what we learn from trustworthy sources is the general tenour of what M. Geoffroy will endeavour to obtain, though, if rightly informed, we believe that the last has not yet been heard of the Tientsin affair.

We learn from Fatshan that the inhabitants are petitioning the Government to have the water approaches to that commercial mart dredged. The sands carried down by the floods is constantly filling up the river, so that in many places it is difficult even for light craft to move, and the petitioners urge that the last time the river was dredged was thirty years ago, and that they are prepared to subscribe among themselves to pay the expenses of the dredging. What they want is the permission from the Government. The last dredging was conducted in the same way, at which time the amount of subscription raised was upwards of 27,000 taels.

His Excellency the Governor visited the Chinese Exhibition on the 22nd. *The Press*, by the way, states that an affigy (should it not be *affigee*) of the Captain Superintendent of Police forms a prominent object among the articles exhibited. It does not state if joss stick is burned before it; but should that idea not have occurred to its owner, he might drive a profitable trade by taking the hint we hereby give him.

We learn that Mr. T. Fitzroy Rice, the present Assistant Superintendent of Police, has accepted an appointment as chief of a Japanese Police Force, to organise which he will shortly leave this colony. We wish Mr. Rice every success in his new sphere of action, and trust that his successor here will ere long find himself in a definite position in a well organised force—advantages which Mr. Rice could scarcely be said to enjoy on his first arrival at Hong Kong.

We understand that the committee of the Chinese Hospital have received the sanction of the Government to refuse admittance to all visitors, unless they have the permission of the Colonial Secretary, the Registrar General, or the Colonial Surgeon, or unless they are accompanied by one of the directors. It is said that visitors of late are in the habit of going into the patients' wards and interfering with the patients, who are too often disturbed by the visitors.

We learn that a meeting of brokers took place on the 24th. A committee of five was chosen, to draw up the rules of an association, to which it is intended, if possible, to obtain Government recognition.

The Spanish steamship *Vurac-bat* left Hong Kong for Macao; we hear she is intended to take on the coolies of the S.S. *Venus*, as the latter vessel put back (as previously reported) with her boilers in a leaky condition. The other Spanish steamer, *Amboto* (also fitting in this port for coolies from Macao), went over to the Kowloong Dock.

The first number of the *China Review* was published on 26th August, and judging from the comments which have reached us seems to be regarded as satisfactory. We shall probably receive a copy by the Southampton route, and a review will appear in our next. The first paper is (to quote the *Daily Press*) "an excellent review from the pen of Dr. Eitel of Dr. Legge's last volume of the Shu King." The "Adventures of a Chinese Giant," which forms the second paper, is pronounced by a most competent authority to be the only Chinese novel he ever thought worth reading in translation.

The result of the prosecution in connection with the duel between M. Leon Checa and M. Torre Bueno is that the defendants have been fined each in the sum of $200. The case came on on the 25th, when they pleaded guilty—the one to provoking, and the other to sending a challenge—and the Acting Chief Justice, after giving an appropriate exposition of the English law upon the subject, inflicted the fines above mentioned.

PHILIPPINES.

MANILA.

The *Comercio* contradicts the rumour to the effect that the Government intended, at the expiration of the present mail contract with the company carrying on steam service with Singapore, to return to the former plan of having mail communication with Hong Kong instead.

The same paper gives the following version of the affray between H.M.S. *Nassau* and Sulu pirates: The boats of the British war steamer *Nassau* have been attacked by pirates near Carang Carang, on the north-east portion of Salu. The fight lasted four days, at the end of which the crews of the boats were victorious, after having disembarked and destroyed the prahus and villages, &c., of the pirates. The boats bombarded the villages for two hours: the loss of the pirates was fearful. Lieutenant Gray, of the *Nassau*, and some of the crews of the boats were severely wounded. Mr. White was wounded in the neck by a spear. Whilst the boats were attacking by water, the natives harassed them by land. On the following day the officers of the *Nassau* were received by the Sultan of Salu, who thanked them for what they had done, and made them some presents.

H. M. Norodon the First, King of Cambodia, arrived at Manila, and was received with the honours due to his rank.

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BORNEO.

—o—

SARAWAK.

The *Sarawak Gazette* takes umbrage at the Consular report of ex-Governor Hennessy of Labuan, who was H M.'s Consul-General for Borneo, which it calls a parting broadside poured into Sarawak before he sheered off. Mr. Hennessy's unfriendliness to the Sarawak Government is well known out here, and the article, after commenting on this, says it is nevertheless possible a document like the report, bearing the *imprimatur* of a British Consul-General, may gain a fictitious importance among those at home who have no means of forming a correct opinion of Sarawak. The article goes on to deny the assertions made by Mr. Hennessy that "the Rajah of Sarawak is a vassal of the Sultan of Brunei," and that Sarawak itself is "little more than a trading outpost of the Borneo Company," and says that assertions like these are sufficient to show the amount of confidence to be placed in Mr. Hennessy's report.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Advices extend to the 8th September; the French mail from London Aug. 2 arrived out Aug. 30. The *Straits Times* supplies the following summary of news:—

The principal event of the fortnight has been the visit of his Imperial Highness the Grand Duke Alexis, of Russia, in the Russian frigate *Svetlana*, the flag ship of Admiral Possiet. The *Svetlana* arrived on the afternoon of the 28th August, and on the 29th the Prince landed in State and was taken to Government House. In the evening he attended a ball at the Town Hall, given by the naval officers to the community in return for the hospitality shown them, and on the evening of the 30th Lady Ord gave an "At Home" at Government House, at which numerous presentations were made to his Imperial Highness. On the 31st he went to Johore as the guest of H. H. the Maharajah, and breakfast was served to a company numbering about ninety, including the Prince, the Governor and officials, military and naval officers, the unofficial members of Council, foreign Consuls, and many of the principal residents. In the afternoon the party returned to Singapore, and the Prince returned to the *Svetlana*, where in the evening the Governor, military and naval officers, and the leading officials and members of Council, were entertained at dinner in return for the hospitality shown to him. The *Svetlana* left for Hong Kong, whence she will go to Nagasaki, where she is to meet and join the Russian Imperial Squadron.

Some time back the Hon. Mr. Shelford, in the discussion on the Steam Vessels Bill, was told by the Governor that it was "not to be supposed but that the Government would appoint the best men." This, of course, silenced the Hon. member's objections. We may be pardoned, however, for differing with his Excellency's opinion when we see beardless youths put into positions where they have no right to be, and whose appointment is by many regarded as an imposition upon the community. Within the past few days, Captain Ord, brother of the Governor, who has been acting police magistrate at Malacca, was confirmed as Acting Lieutenant Governor of Malacca, and a vacancy being thus opened in the police-magistracy thereby, it was given to a young cadet who has been for some time past holding appointment as a clerk in the Supreme Court here, whose fitness for the duties of magistrate may be seriously questioned, judging from his attempts in the Singapore Police-court. This is only one of several similar appointments made lately, which show to what lengths nepotism may be carried in a forbearing and quiet community. If the maladministration of the law by incompetent magistrates should lead to a serious riot, it would not be matter for surprise.

The "Ports and Harbour Bill" proposes to place the wharves and dock at New Harbour under the control of the master attendant, if the Governor chooses to do so, in rules which the Bill gives the Executive Council the power of framing. This was objected to by all the unofficial members, whose view was concurred in by the Colonial Secretary, but the Governor insisted so strongly on retaining the objectionable clause, that there was nothing for the Colonial Secretary to do but withdraw the motion he had made to strike it out, and vote with the Government side. The same motion was immediately made by an unofficial member, and in the vote on it the four were arrayed against the whole phalanx of the officials, one at least of whom was constrained to vote against his convictions, and that, too, on a matter in which the Governor had no right to, and, in fact, did not, order the votes of the officials; but it was evident that not even the highest of them dared to vote against his declared predilections—a fact which makes business men declare the Council as constituted a farce and a sham, seeing the Governor can at pleasure control it as easily as though he had to deal with the matters by himself.

His Excellency the Governor has left in the *Pluto* for Malacca, and the Chief Justice also goes there to-day to hold the criminal session, which opens on the 10th Sept. A recent circular issued from the Colonial Secretary's office censures the Government officials for want of respect to the Governor's office in not attending his Excellency when he leaves, or arrives at, any of the three Settlements, and ordering them to do so in future.

Salangore is still disturbed by civil war, and a person has been arrested here and is being prosecuted at the police-court on a charge of enlisting men and supplying arms to wage war against the Sultan of Salangore, and it is believed the conviction of this man will elicit facts rather startling to the Government. The town is quiet, though during the fortnight—it being the season for the *Sumbayang Hantu*, or sacrifices to the spirits—the Chinese section of the community have had one or two quarrels, which might have led to serious Kong-see fights had they not been nipped in the bud. The petty quarrels have, however, all been amicably settled, and there is no apprehension of any further disturbance.

At the meeting of shareholders of the Tanjong Pagar Dock Company (Lfmited), the report of the directors, to be found in another column, was duly passed, as was also the resolution for increasing the capital. Proposed by Jasper Young, Esq., seconded by J. L. Kirby, Esq.—"That this meeting, after the very satisfactory statement they have received of the affairs of the company, desire to record their sense of the valuable services of their late chairman the Hon. T. Scott, to whose unwearied exertions during upwards of five years their prosperity is in a great measure due, and in acknowledgment of these services they have great pleasure in voting that a testimonial be presented to him in the form of a piece of plate, bearing an appropriate inscription." Carried by acclamation. Proposed by S. Short, Esq., seconded by T. Sohst, Esq.—"That the thanks of the meeting be given to the chairman, directors, and manager, for having produced the very satisfactory results of the past half-year." Carried unanimously.

The material for the lighthouse on the North Sands is being shipped on board the barque *Norna*, to be taken down to Malacca, whence it can be taken as wanted to the North Sands.

Commercial Report.

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(*For dates see first page.*)

IMPORTS.

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SHANGHAI.—The market had been very flat for Cotton Goods, but there had been activity in Woollens. In Grey Shirtings the only business that been in 8¼lbs. Dewhursts' Eagle Chop, at Tls. 1.90. The inquiry for Mildews was increasing at reduced rates. White Shirtings no sales. T-Cloths: Not sufficient doing to test prices. The stock exceeded 1,250,000 pieces, against 458,000 pieces at same date last year. Drills: Business quiet; prices rather easier, viz., Tls. 2.97 to 3.02 for Dutch, and Tls. 3.08 to 3.15 for English. Jeans: Sales of Dutch at Tls. 2.30, and English at Tls. 2.17; market exceedingly quiet. Sheetings: No business. Fancy Cottons: More doing, but business confined to a few articles only. Velveteens 13 to 14 cand., Velvets 28½ cand. per yard Gentian Shirtings: 7 lbs., Tls. 2.33; 8 lbs., Tls. 2.55. Turkey Reds, Tls. 2.05. Dyed Spots, Tls. 2.75. White Brocades, Tls. 2.25. Chintzes, Tls. 1.48 to 1.65. Handkerchiefs, Tls. 0.57½ to 9 mace. Woollens:—Long Ells in strong demand at a further advance in value; prices, Tls. 5.70 to 6.10 for Assorted, and Tls. 6.50 to 6.65 per piece for Scarlet. Camlets also in better request at an improvement in price; sales at Tls. 15.50 to 15.75 for good to best assortments, and Tls. 16 to 18.25 for crack Scarlets. Figured Orleans: Fair inquiry at Tls. 3.95 to 4.20. Lastings—best cloth—black, and assortments with a good proportion of black, much wanted, but stock light, and buyers had experienced difficulty in securing desirable parcels. Crape Lustres higher, sold at Tls. 4.10 to 4.20. Spanish Stripes and Medium Cloths quiet but steady; former quotations fully maintained. Metals:—Iron Nail Rods: Transactions in German Iron at Tls. 3.84; English at Tls. 3.70 to 4.10 per picul; holders firm. Lead: A speculative demand existed, and the market closed firm at Tls. 4.75 for LB, and other brands in proportion.

HONG KONG.—The market for manufactures during the fortnight had been characterised by general quietness. Large quantities of mildewed goods continued to be placed upon the market at low rates. Woollens had continued to meet a fair inquiry at unchanged prices. Metals, with the exception of Lead, were improving. The quotations for Rice were—Singapore, 1.80 to 1.85; Saigon, 1.87 to 1.92; Siam, 1.78 to 2.45; Manila, 1.95 to 2.15; Bengal, 2.00 to 2.15. The market was dull and heavy, a reaction having set in after a period of excitement occasioned by speculative activity.

CANTON.—There had been a further decline of 5c. per picul in Lead: quotations were as follows:—LB, common quality, $6.40 to 6.45; WB quality, $6.75 to 6.85.

MANILA.—During the fortnight the market for Plain Staples had been dull and the business done very limited; there were but few alterations to note in quotations. Coloured goods of new styles were in small supply and in fair request, and for such rather better prices would be paid; large quantities, however, could not be taken up, as the consumption at this season is small. Old and unsuitable styles continued to meet with no attention. Yarns were in heavy stock, both in first and second hands, and progress was very difficult to make even at the unremunerative rates nominally quoted.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—Business during the past fortnight had been on a small scale, and holders being less firm, prices of most descriptions of Piece Goods are slightly lower than last quoted. 39-inch Grey Shirtings: 8¼ lb. small transactions at $2.52½ to 2.55; 45-inch: 8 lb. very limited request at $2.50 to 2.55; 9 lb. no inquiry. 32-inch Grey T Cloths: Small business at weaker rates; 4 to 4½ lb. in moderate demand at $1.05 to 1.20; 5 lb. quiet at $1.35 to 1.37½; 6 lb. in less request at $1.62½ to 1.65: 7 lb. nominal at $1.80 to 1.85. 32-inch Grey Madapollams not much inquired for; as last quoted—2¼ lb., $18 to 18½; 2¾ lb., $10 to 19½; 3

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lb., $19¾ to 20. 36-inch Grey Supers: Hardly any transactions. Grey Yarn 18-24's: Quiet at $107½, 30's at $115½, 40's at $133 to 134, very little inquiry. Coloured Yarn: Best Glasgow dye in fair demand, and sales to some extent reported at a light reduction. Woollens: Little inquiry. Metals:—Iron: Stocks reduced and holders firm at former rates; Nailrods, $4½; Hoop, $4½ to 5; Swedish flat bar, $4.15 to 4.20; Yellow Metal, $26 to 25¾; Zinc Sheathing, $9; Lead, quiet, LB $6; Swedish Steel, $4.10 to 4.15.

PENANG.—The market had been extremely inactive throughout the interval. There was no demand except for actual requirements, and sales were difficult to effect even at lower prices.

EXPORTS.

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TEA.

HANKOW.—Messrs. Drysdale, Ringer and Co.'s report is as follows:—The first musters of the third crop Teas were placed upon our market shortly after the departure of the last mail and since then arrivals have been almost entirely of this description. With very few exceptions the character of the leaf is poor and decidedly inferior to last year's. Very few settlements have been made here, but up to Tls. 20 per picul has been paid for the best parcels. Owing to there being so little demand the Teas have latterly been shipped direct to Shanghai without being offered here at all. With regard to prices, the high standard established on the arrival of the second crop leaf has been maintained steadily up to the present time, the opening prices for the third crop Tea ranging fully two taels over last year's. During the last few days we have had a lower range of tael price, but, quality considered, it can scarcely be called a reduction. We estimate total arrivals to date, exclusive of Ningchow Tea, 46,067,000 lbs., against last year 48,473,600 lbs. Customs Export to 15th Aug., was 43,258,180 lbs., against 44,971,239 lbs., or including Ningchows 48,253,840, against 48,324,763 lbs.

KIUKIANG.—Black: A good many chops had arrived, of which four had been settled at about previous rates. High prices in Shanghai are said to be causing a large picking of third crops in the country, so that last year's export may yet be equalled. No business had been done in Green, but supplies were being sent forward steadily to Shanghai.

SHANGHAI.—The following is also from Messrs. Drysdale, Ringer and Co.'s report:—*Black:* The business which has transpired since date of our last is the settlement of 15,700 chests and 30,750 half-chests; last year we reported the transaction for corresponding period at 27,700 chests and 35,500 half-chests. Buying has been going on steadily throughout the fortnight, and rates have as a rule been well maintained. Some chops have been settled at less than was previously offered, but we cannot quote any general decline. A considerable quantity of third crop Tea has come to hand; they are, as a rule, strong, but without point or character; 1s. 5½d. to 1s. 6d. has been readily paid for such as have any appearance; we hear that Tls. 27.5 has been paid for one with unusually good leaf. Shuntams and common Hohows have remained neglected till holders are anxious to quit at some concession in price; the former can be purchased at 11¾d. to 1s. 0½d., the latter at 1s. 1d. to 1s. 1¾d. per lb., say about Tls. 3.0.0 over last year's rates; they do not, however, attract attention. Export is 44,200,000, against 43,970,000 lbs., and stock 23,591 chests and 55,142 half-chests, equal to 51,162 chests, against 42,942 chests same time last year; the quantity on board ships in harbour is, however, less now; there are only three ships on the berth, against eight then, three being full and on the point of leaving. Natives estimate the supply to complete the season at 150,000 chests, say 15,000,000 lbs. Green Tea: There has been a further concession in prices; it is perhaps most apparent in Pingsuey, which have been taken to a considerable extent for the English market at Tls. 41.0.0 to 55.0.0 for chops of ordinary proportion, whilst Tls. 60.0.0 to 63.0.0 has been paid for fine lines only; country Teas have been coming down freely and have found buyers to a moderate extent at Tls. 35.0.0 to 47.0.0 proportion. Shanghai packed have been settled at Tls. 34.5.0 to 35.5.0. We quote a decline of two to three taels, making a reduction of six to seven taels per picul from the highest prices paid for Pingsueys, and three to four taels for country Teas.

FOOCHOW.—Congous had been steadily dealt in, the daily average of settlements being about 3,000 chests. Teamen had been ready sellers, and prices for broken and ordinary kinds had ruled somewhat easier. About 3,200 half-chests of Ooloongs had been bought, but the market was not yet considered as opened.

AMOY.—The Ooloong market was quiet, but prices had not noticeably declined. About 10,000 half-chests had been settled since the 12th Aug., making the total settlements to date 136,005 half-chests, and leaving a stock of 7,100 half-chests on offer. The steamship Cyphrenes sailed for New York on the 25th Aug., leaving the Aurora Australis and the Tamberlane on the berth. The American barque Pearl was expected to load for the same destination.

CANTON.—The market had been very quiet, and but small settlements had been made. No change had taken place in prices, but it was hoped that the present quietness would lead to a reasonable range of rates for the fourth crop Teas when they are placed on offer.

SILK.

SHANGHAI.—Messrs. C. J. Skeog's and Co.'s Circular says:—Our market has been fairly active throughout the fortnight, and prices for the French mail were a little easier, but most of the needy sellers having cleared off a large portion of their stocks, dealers again became firmer, and we are now much in the same position as when our last circular was published. One noticeable feature is the large quantity of common Tsatlee and Yellow Silk that has found buyers mostly at extreme quotations. Re-reels have been in fair demand for America and for some few choice parcels Tls. 620 to 640 has been paid.

CANTON.—The market was weak for all descriptions of Silks. For shipment to Europe there had been a fair business doing in Tsatlee Reels at reduced rates, but for America hardly any animation was shown, better Silks and lower prices being evidently expected upon arrival of the fourth crop in bulk. Purchasers were also anxious to hear the news concerning the opening of the New York market. About 300 bales of the fourth crop Silks had come on the market, chiefly Kowkong and Kotongou: they showed a slight improvement on previous crops, but later on were expected to be still better. Stock was estimated at 700 bales Tsatlee Reels, 100 bales Loongkong, and also a good many boxes of Rereels.

THE total of the shipments of Silk by the present mail steamer amounts to 2,860 bales.

EXPORT OF TEA AND SILK, SEASON 1872-73.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to July 31, 1872	—	36959698	24216492	—	5585541	66761731	17761
Corresponding period last season	—	37888273	17113260	—	4363271	58764804	17611

Shipments Since:

July 18 per Maitland	From Foochow	...	1,110 293*		
Star of the North	... Do.	...	983,083*		
— 20 ... Travancore (str.)	... Canton	...	10,300	1,146*	
— 22 ... Gungner	... Shanghai	...	810,597*		
— 23 ... Ambassador	... Canton	...	880,795*		
— 27 ... Tigre (str.)	... Shanghai	...	62,662	1,758*	
— 28 ... Jungfrau	... Foochow	...	810,226*		
— 30 ... Glendarroch (str.)	... Do.	...	1,497,107*		
Doune Castle	... Shanghai	...	1,281,964*		
Aug. 1 ... Glaucus (str.)	... Do.	...	1,519,705	1,850	
Harlaw	... Foochow	...	1,152,531		
— 3 ... Geelong (str.)	... Shanghai, &c.	...	—	995	
— 4 ... Falcon	... Canton	...	909,808		
— 6 ... Taitsing	... Shanghai	...	1,084,276		
— 7 ... Macgregor (str.)	... Do.	...	1,727,007	405	
— 10 ... Hoogly (str.)	... Do.	...	53,778	1,436	

* Included in above totals.

TO THE CONTINENT.

		Bales
From June 1 to July 31, 1872	2683216	3451
Corresponding period last season	1989284	3437

Shipments Since:

Aug. 3 per Geelong (str.)	From Shanghai, &c.	—	547
— 10 ... Hoogly (str.)	... Do.	—	1,214

TO UNITED STATES.

		Pcls.
From June 1 to July 31, 1872	8955054	1225
Corresponding period last season	3657080	589

Shipments Since:

July 22 per Japan (str.)	From Yokohama	... 379,983*
— 24 ... Westbury	... Amoy	... 303,324*
— 30 ... Chinaman	... Shanghai	... 402,500*
— 31 ... Deerhound	... Foochow	... 609,200*
Aug. 3 per Hylton Castle	... Amoy	... 553,690

* Included in above totals.

TO AUSTRALIA.

From June 1 to July 31, 1872	4,266,500 lbs.
Corresponding period last year	6,823,819

Shipments Since.

July 3 per Eldersalle	From Foochow	... 223,400
Helen Malcolm	... Do.	... 375,800
— 4 ... Anna Dorothea	... Do.	... 419,900
— 10 ... Prospero	... Do.	... 223,400
— 12 ... Adelheid	... Do.	... 243,000
Mary Blair	... Do.	... 363,200
— 27 ... Lady Belmore	... Do.	... 304,500
— 31 ... Nil Desperandum	... Do.	... 192,400

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844	51,022,600	...*
1845 to 1846	57,334,200	18,600
1850 to 1851	63,972,000	22,144
1853 to 1854	77,327,800	61,283
1855 to 1856	92,240,300	50,481
1857 to 1858	76,990,255	68,315
1858 to 1859	65,789,792	83,134
1859 to 1860	85,560,452	64,169
1860 to 1861	90,066,160	70,644
1861 to 1862	109,854,040	79,199

From	Tea—lbs.	Silk bales China & Japan
1862 to 1863	121,273,580	72,887
1863 to 1864	117,463,586	46,603
1864 to 1865	121,236,870	32,313
1865 to 1866	118,333,042	62,890
1866 to 1867	118,423,200	50,052
1867 to 1868	116,890,430	57,449
1868 to 1869	142,789,804	70 917
1869 to 1870	139,740,195	63,807
1870 to 1871	131,969,850	51,329
1871 to 1872	149,774,895	54,580

* Including the Continent

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company ...	500 ...	500 ..	200 ...	4 p.c
Shanghai Gas Company ...	100 ...	100 ..	148 ...	12 p.c
Shanghai S.N. Company ...	100 ...	100 ...	148 ...	12 p.c
S. Tug and Lighter Company ...	850 ...	850 ...	575 ...	10 p.c
French Gas Company	50 ...	50 ...	60 ...	10 p.c
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$530 ...	12 p.c
North China Insurance Co. ...	Tls.1,000	Tls.800 ...	Tls.500 ...	trien.
Do. do. new ...	1,000 ...	300 ...	470 ...	trien.
North China Steamer Company	100 ...	100 ...	63 ...	
Union S.N. Company	100 ...	100 ...	105 ...	12 p.c
Yangtsze Ins. Association ...	500 ...	500 ...	755 ...	15 p.c
Union Insurance Society ...	$5,000 ...	$1,000 ...	$2,400 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	2,400	$475p.s
Hong Kong and China Gas Co.	£10 ...	£10 ...	65 ...	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100 ...	Tls.151 ...	12 p.c
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$141 ...	12 p.c
China Fire Insurance Co. ...	500 ...	100 ...	150 ...	12 p.c
Hongkew Wharf Co.	Tls. 100	Tls. 100 ...	Tls.153½ ...	12 p.c

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TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Cutty Sark	June 18 ...	Shanghai ...	1,303,000
Undine	„ 24 ...	„ ...	1,128,600
Argonaut	July 2 ...	„ ...	1,544,100
Leucadia	„ 9 ...	„ ...	1,154,400
Eliza Shaw	„ 10 ...	„ ...	945,000
Gungner	„ 24 ...	„ ...	810,600
Doune Castle	„ 30 ...	„ ...	1,282,000
Taitsing	Aug. 6 ...	„ ...	1,084,300
Glaucus (str.)	„ 1 ...	„ ...	1,519,705
Macgregor (str.)	„ 7 ...	„ ...	1,727,007
Northampton	„ 14 ...	„ ...	1,567,344
Weymouth	„ 15 ...	„ ...	1,114.253
Leicester	„ 19 ...	„ ...	1,764,249
Annie Braginton	„ 20 ...	„ ...	545,333
Blackadder	June 28 ...	Foochow ...	1,394.300
Northfleet	„ 28 ...	„ ...	1,117,100
Denbighshire	July 4 ...	„ ...	615,500
Sir Lancelot	„ 6 ...	„ ...	1,218,200
Grenadier	„ 18 ...	„ ...	666,800
Maitland	„ 19 ...	„ ...	1,110,300
Star of the North	„ 23 ...	„ ...	983,100
Jungfrau	„ 28 ...	„ ...	810,200
Harlaw	Aug. 1 ...	„ ...	1,152,500
St. Andrew's Castle ...	June 15 ...	Canton ...	340.500
Carmarthenshire	„ 25 ...	„ ...	895,000
Ambassador...	July 23 ...	„ ...	880,800
Falcon	Aug. 4 ...	„ ...	909,800
Wemyss Castle	„ 24 ...	„ ...	878,841

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 7¼d.	4s. 7¼d.	4s. 8¼d.
Shanghai „ „ ...	6s. 1¼d.	6s. 1¼d. to 6s. 1¾d.	6s. 1¾d. to 6s. 2d.
Canton „ „	4s. 6¾d.	4s. 6¾d.	4s. 6¾d. to 4s. 7d.
Hong Kong „ „			
Macao „ „			
Singapore „ „ ...	4s. 6¼d.	4s. 6¼d.	4s. 7d.
Manila „ „ ...	4s. 3d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	315	233½
„ Hong Kong...	26 to 26¼ dis.	—
Bar silver	111.2.5	7½ prem.
Mexican dollars	79.5.0	5 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 68½ to 69 per cent. prem. ex div.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 26 per cent. discount ex. div.
China Traders' Insurance, $1,450 premium.
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, $33 premium.
Hong Kong Fire Insurance Company, $327½ prem.
Union Insurance Company, $1,300 premium.
China and Japan Marine Insurance Company, Tls. 40 premium.
China Fire Insurance Company, $47 premium.
Victoria Fire Insurance Company, $39 to $40 premium.
Indo-Chinese Sugar Company, $50 dis.
Shanghai Steam Navigation Company, Tls. 40 premium.
Hong Kong Distillery Company, $5 dis.
Hong Kong Pier and Godown Company, $14 dis.

SHANGHAI SILK SHIPPERS.

June 1 to Aug. 23, 1872.

	Bales.		Bales.
Adamson, Bell, and Co. ...	198	Jardine, Matheson, and Co.	579
Balfour, Butler and Co. ...	136	Jarvie, John, and Co. ...	334
Barnet and Co.	445	Lacroix Cous. and Co. ...	1,161
Birt and Co.	11	Lindsay and Head... ...	17
Birley, Worthington, & Co.	244	Maertens, A. H.	692
Blain and Co.	35	Nachtrieb, A., and Co. ...	390
Bower, Hanbury and Co....	1,410	Overbeck and Co.... ...	24
Bourjau, Hubener, and Co.	369	Pila and Co.	894
Bovet, Brothers and Co. ...	95	Reiss and Co.	1,773
Bull, Purdon and Co. ...	115	Russell and Co.	627
Butterfield and Swire ...	1,233	Sassoon, E. D. and Co. ...	31
Chapman, King and Co. ...	80	Sassoon, D., Sons, and Co.	1,078
Coutts and Co.	32	Scheibler, Matthaei, and Co.	394
Dent and Co.	61	Shaw Brothers and Co. ...	375
Dickinson and Co. ...	50	Siemssen and Co.	272
Essex and Co.	1,246	Skeggs, C. J. and Co. ...	39
Fogg and Co.	121	Textor and Co.	1,769
Gamwell, F. R.	35	Telge Nolting and Co. ...	69
Gibb, Livingston, and Co...	501	Westall, Brand, and Co. ...	454
Gilman and Co.	15	Wright, Burkill and Co. ...	1,001
Heard, Augustine, and Co.	249	Sundries	7,728
Helbling, J. C., and Co. ...	183		
Hogg Brothers	70	Total bales... ...	26,716
Holliday, Wise and Co. ...	80		

LATEST TELEGRAMS.

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THE VISIT OF THE GRAND DUKE ALEXIS TO CHINA.

HONG KONG, OCT. 11.—The Grand Duke Alexis of Russia left here for Shanghai yesterday.

COMMERCIAL.

CHINA.

HONG KONG, OCT. 12.—Grey Shirtings, 6¼ catties, 8¼ lbs., $2.40. Cotton Yarn 16-24, $120. T-Cloths, 6 lbs., ordinary $1.60; 7 lbs. Mexicans, $2.05. Canton Tea market dull; Foochow market quiet. Exchange on London: Bank bills, six m.s., 4s. 7¼d.

SHANGHAI, OCT. 12.—Market for Cotton and Woollens steady; Grey Shirtings 6¼ catties, 8¼ lbs., Tls. 1.8.6; T-Cloths, 6 lbs., ordinary, Tls. 1.1.4; 7 lbs. Mexicans, Tls. 1.5.0. Tea: Black quiet; Green in better demand. Silk: No. 3 Tsatlee, Tls. 570, No. 4, Tls. 510; total export from China and Japan from 1st June to date, 37,200 bales. Exchange on London: Bank bills six m.s., 6s. 1d.; Mexican dollars, Tls. 78.

STRAITS SETTLEMENTS.

SINGAPORE, OCT. 11.—Cotton Yarn, 40's, $130; Grey Shirtings, 39-in., 8¼ lbs., $2.52½; 7 lbs., $2.15. T-Cloths, 6 lbs., ordinary, $1.62½. Gambier, $4.52½. Pepper: Black, $12.25; White, $24.50. Tin, $36.50. Exchange on London: Bank bills, six m.s., 4s. 7¾d.

PENANG, OCT. 11.—Tin, $36; Pepper: Black, $12.35; White: $23.85; Sugar, No. 2, $5.10, No. 3, $3.25; Cotton Yarn (Mule Twist) 40's $130, 30's 117; Grey Shirtings, 8¼ lbs., $2.55; T-Cloths, 6 lbs. $1.70. Exchange on London: Bank bills, six m.s., 4s. 7½d.

Shipping Intelligence.

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ARRIVALS.

At SHANGHAI.—From London, Aug. 15, Belted Will, Paragon; from New York, 21, Golden State; from London, Oct. 9, Glengairn, Oriano. Previous to Oct. 12, Banledi, Hong Kong (str.).

At HONG KONG and CANTON.—From London, Aug. 26, Glenroy; from Liverpool, 22, Ajax; from Cardiff, 28, Empress; 29, Laura and Gertrude; from Shields, 29, Louisa; from Hamburg, Dorothea; from Callao, 23, Isabel; from London, Oct. 7, Gordon Castle, Carricks; from Liverpool, 8, Hector (str.). Previous to Oct. 12, Patroclus.

At MANILA—None.

At SINGAPORE.—From London, Sept. 2, Hope; from Liverpool, 5, Petersburg (str.); from Shields, Aug. 25, Sibeira; from Sunderland, 26, Cutwater; from Cardiff, 28, Queen of the Seas.

At PENANG.—From Liverpool, Aug. 26, Priam (str.).

At BATAVIA.—From London, Aug. 22, Annie Maria; from Sunderland, 17, Albert Edward; from Liverpool, Cornelis, Smit; from Newcastle, 22, Jeddo.

DEPARTURES.

From SHANGHAI.—For London, Aug. 21, Leicester; for Odessa, via Foochow, Russia (str.); for New York, 11, Cyphrenese (str.); 17, Kaisow.

From FOOCHOW.—For New York, Aug. 18, Cyphrenese (str.).

From HONG KONG and CANTON.—For London, Aug. 29, Veronica; for New York, 27, St. Paul, cleared; for London, 30, Burdwan, William Ritson; previous to Oct. 12 Odessa.

From MANILA.—For Liverpool, Aug. 17, Pepita; for Channel, 19, Adolfo; 6, Gem; for New York, 13, Springfield; 22, Golden Fleece; for Boston, 9, Pegasus.

From SINGAPORE.—For London, Aug. 26, Star of the South, Sirius (str.); 28, Deucalion; for Havre, 26, Penseur; for Boston, Chieftain; for New York, Sept. 3, Cpyhrenese (str.).

From PENANG.—For London, Aug. 30, Deucalion (str.).

FREIGHTS AND CHARTERS.

At YOKOHAMA.—None.

At SHANGHAI.—To London, steamers, £3 10s.; sailing ships, £3; to New York, £4 10s. and £3.

At FOOCHOW.—To London, per steamer, £3 10s. to £4 per ton of 40 feet; sailing vessels, £3 to £3 10s. per 50 feet.

At HONG KONG and CANTON.—To London, £3 per ton of 50 cubic feet.

At MANILA.—The only charter on the spot is the North East, for New York, at $9½ gold sugar, and $10½ hemp.

At SINGAPORE.—To London' £2 dead weight, £3 10s. light freight, per steamer, £4 10s. measurement; to New York, £3 to £3 5s. dead weight, £3 15s. light cargo.

At SINGAPORE.—None.

VESSELS LOADING.

At YOKOHAMA.—For London, Yeddo, Audax.

At SHANGHAI.—For London, Thyatira, Ajax (str.), Hopewell, Langstone.

At FOOCHOW.—For London, Duna (str.), Zenobia, Essex, Everest; for New York, Guinevere, Endymion.

At HONG KONG and CANTON.—For London, Norman Court (full), Sir Harry Parkes, Orchis (str.).

At AMOY.—For New York, Aurora Australis, Tamerlane.

At MANILA.—For London, Victoria, Itasca; for Liverpool, T. G. Lemon, Burmah; for Channel, Sedmi Dubrovaki, Fairy, Leanatin, Giovan, Sumatra, Jupiter, Ellen Browse, Mary Edy, Hermon; for

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New York, George Peabody, North East, Alexandrina, Golden Fleece; for Boston, Comet, Bunker Hill, Archer, Gaspee, Nehemiah Gibson; for Cadiz, Cervantes, Matilde.

At Penang.—For London, General Caulfield.

At Singapore.—For London, Hotspur, Hope, Killarney; for Liverpool, Apelles, Wooloomooloo; for Glasgow, Mary Evans; for Odessa, Russia (str.); for Continent, Chateaubriand; for New York, Ariadne; for Boston, Cutwater; for Channel, f.o., Princess Louise.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Aug. 13	Marie	Singapore	Havre
„ —	Douglas Castle	Amoy	New York
„ 14	Albert Edward	Sunderland	Batavia
„ 15	Brilliant	Rio Janeiro	Do.
„ —	Game Cock	Boston	Do.
„ —	Star of China	Cardiff	Hong Kong
„ —	Coralina	Sarawak	London
„ —	Phillips van Marnix	Rotterdam	Samarang
„ 16	Dorothea	Hamburg	Hong Kong
„ 17	Cornelis Smit	Liverpool	Batavia
„ 18	Soerabaya Packet	Amsterdam	Do.
„ —	Ada	Rotterdam	Do.
„ —	Endeavour	New York	Hong Kong
„ —	Early Morn	New York	Do.
„ 19	Ukraine	New York	Yokohama
„ —	Competitor	New York	Batavia
„ 21	James Vinicombe	Sunderland	Hong Kong
„ 22	D. Draper	Singapore	Boston
„ 27	Ambassador	Macao	London

SHIPPING POSTSCRIPT.

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Arrivals not in the Tables.—Oct. 10, at Dartmouth, from Bassein, Suomi; at London, from Bassein, Ravenscraig; from Foochow, Duke of Abercorn; 11, off Deal, from China, Thermopylæ; 12, at London, from Colombo, &c., Maxima; 14, from Foochow (via S.C.), Glendarroch (str.); from Rangoon (via S.C.), Berwick (str.); off Deal, from China (via S.C.), Deucalion (str.).

Departures.—Sept. 1, from Buenos Ayres, for Batavia, Thomas Fletcher; from Cardiff, for Singapore, Marelina; 5, from Penarth, for Galle, Mariquita; 10, from Greenock, for Galle, Isabella Kerr; 8, from Hamburg, for Cheefoo, Penguin; 10, from Shiels, for Singapore, Malenny.

Steamers Passed the Suez Canal.—Lord of the Isles, from London, for Singapore, China, &c.

Laid On.—At London, for Colombo, &c. (via S.C.), Xantho (str.); at Glasgow, for Penang, Singapore, Hong Kong, and Shanghai (via S.C.), Glenlyon (str.).

Casualty.—According to intelligence received at Rotterdam Oct. 8, from the master (Trappen) of the Java Packet, from Batavia to Amsterdam, dated St. Helena, Sept. 8, the vessel experienced severe gales, 11th to 14th August, off the Cape of Good Hope, during which she was thrown on her side and shipped much water, and some sugar was pumped up from the cargo; she had, however, received no damage, and proceeded for her destination Sept. 9.; The John Lidgett, Polson, which arrived at New York Sept. 29, from Manila, reports having experienced a hurricane from S.E. to N.W., on the 15th, during which she lost lower maintopsail.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

Adamson—On the 10th Oct., at Rushton-park, Mountfield, Sussex, the wife of W. R. Adamson, of a daughter.

Addyman—On the 19th Aug., at Hong Kong, the wife of Mr. R. F. Addyman, of a son, prematurely.

Duffus—On the 18th Aug., at Swatow, the wife of the Rev. William Duffus, English Presbyterian Mission, of a son.

Elles—On the 8th Oct., at Wimbledon, the wife of Jamieson Elles, of a daughter.

Hyem—On the 25th Aug., at Hong Kong, the wife of S. Hyem, of a son.

Robertson—On the 30th Aug., at Singapore, Mrs. Robertson, of a son, stillborn.

MARRIAGES.

Evans—Velge.—On the 6th Aug., at Malacca, by the Rev. G. F. Hose, M.A., George E. Evans, Superintendent of Police, Province Wellesley, to Louisa, eldest daughter of G. L. Velge.

Gunn—Anthony.—On the 20th Aug., at Penang, by the Rev. Julian Moreton, Alexander James Gunn, Manager Chartered Mercantile Bank, to Mary, daughter of A. A. Anthony, Clove Hall.

Newitt—Rickomartz.—On the 21st Aug., at Hong Kong, by the Rev. J. Piper, William Thomas Newitt, of the China Submarine Telegraph Company, to Louisa Jane Rickomartz, of the Diocesan Home.

DEATHS.

Addyman—On the 30th Aug., at Hong Kong, the wife of R. F. Addyman, aged 36.

Pechil—On the 17th Aug., at Deli, Sumatra, Elizabeth Jane, wife of Mr. Jul. Pechill, aged 36 years.

Upton—On the 5th Oct., at Dover, very suddenly, Robert Brotherson Upton, of Messrs. Upton, Johnson, and Co., Austinfriars.

Von Stockhausen—On the 18th Aug., at Hong Kong, the infant son of Mr. and Mrs. Von Stockhausen.

Young—On the 11th Oct., at Gloucester-terrace, Palace-gate, Annie Webb, the beloved wife of Vans Christie Young, and daughter of the late George Woodhouse, Esq., C.E.

BOARD OF TRADE RETURNS.

The Board of Trade Returns for the month of September again present extraordinary totals. The total declared value of our exportations has been £23,148,026, showing an advance of nearly 17 per cent. over the corresponding month of 1871, and of more than 35 per cent. over that of 1870. The article of which the shipments show the greatest money augmentation is coal, the declared value of the quantity exported having been nearly 60 per cent. in excess of that exported in September last year, although the total weight shipped was 4 per cent. less, the amount having been 1,208,405 tons, against 1,253,912 tons in September, 1871. As regards cotton goods, yarn figures for an increase of 15 per cent. in value and 20 per cent. in quantity, while in manufactured articles the increase has been 6 per cent. in value and ¼ per cent. in quantity. The other principal instances of increase are iron and steel, 50 per cent. in value; linen goods, 17 per cent.; hardware, 16 per cent.; earthenware, 14 per cent.; haberdashery, 9 per cent.; woollen goods, 9 per cent.; and miscellaneous, 30 per cent. The total value of our shipments for the nine months ended the 30th of September has been £190,314,662, showing an increase of 15 per cent. over the corresponding period of 1871, and of 28 per cent. over the corresponding period of 1870. As regards the importations of the month, it appears that they comprised 4,237,694 cwts. of wheat, valued at £2,687,213, against 3,842,084 cwts., valued at £2,211,071, in the corresponding month of last year, while the value of the other grain taken was £1,618,087, against £1,521,311. Of cotton the arrivals were 485,458 cwts, valued at £1,742,765, against 489,476 cwts., valued at £1,829,590, in the corresponding month of last year.

The following is an extract from these returns of the figures which refer to our Export trade with China and the Far East:—

COTTON YARN.

To		For the Month ended 30th Sept. 1870.	1871.	1872.
China and Hong Kong	lbs.	1,842,200	906,900	1,387,000
Japan	„	1,392,110	906,600	1,810,200
Straits Settlements	„	156,600	97,800	271,100
Ceylon	„	54,760	810	3,000
		For the Nine Months ended 30th Sept.		
China and Hong Kong	lbs.	8,578,109	6,696,480	7,115,430
Japan	„	7,591,300	7,337,690	10,712,160
Straits Settlements	„	1,944,790	2,071,840	1,426,610
Ceylon	„	197,662	223,960	86,250

COTTON MANUFACTURES.

To		For the Month ended 30th Sept. 1870.	1871.	1872.
China and Hong Kong	yds.	32,768,746	34,960,826	35,332,000
Japan	„	3,686,804	1,284,400	4,560,800
Philippine Islands	„	3,023,800	257,000	427,400
Java	„	3,205,400	4,893,752	8,881,600
Straits Settlements	„	9,648,997	5,253,006	7,535,900
Ceylon	„	2,760,380	2,423,861	1,937,300
		For the Nine Months ended 30th Sept.		
China and Hong Kong	yds.	258,279,246	280,158,675	317,713,100
Japan	„	21,877,508	32,309,544	21,951,600
Philippine Islands	„	22,907,710	8,763,136	9,382,060
Java	„	24,009,654	27,753,754	19,094,800
Straits Settlements	„	74,399,668	55,802,080	73,724,000
Ceylon	„	21,465,820	20,983,242	24,130,400

WORSTED STUFFS.

To		For the Month ended 30th Sept. 1870.	1871.	1872.
China and Hong Kong	yds.	1,483,506	1,275,990	1,482,420
Japan	„	117,976	196,810	216,510
		For the Nine Months ended 30th Sept.		
China and Hong Kong	yds.	13,744,755	12,217,961	11,825,400
Japan	„	1,347,674	1,500,034	2,068,290

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1870.	1871.	1872.
For the month	yds.	148,246	123,626	194,680
For the nine months	„	1,650,120	1,309,306	1,525,418

LEAD TO CHINA AND HONG KONG.

		1870.	1871.	1872.
For the month	tons	422	583	274
For the nine months	„	10,541	6,495	6,969

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Maritimes, (Head Office in Paris), 97, Cannon street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. C. Walduck, secretary.

Hong Kong Distillery Company (Limited), Hong Kong; Deverill and Itterton, agents, 6, Crosby-square, E.C.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street Square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, secretary.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, Dent, Palmer and Co., agents King's Arms Yard, Moorgate-street.

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Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austinfriars.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Great St. Helens.

China and Japan Marine Insurance Company, Robert Benson and Co., agents, 80, King's Arms-yard, Moorgate-street.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A Cameron, secretary.

Borneo Company, 7, Mincing-lane, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Great St. Helens.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Deutsche Bank, "Actien Gesellschaft" of Berlin; agencies, National Provincial Bank of England, 112, Bishopsgate-street Within; and German Bank of London, Bartholomew-lane, Lothbury.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, W. H. Vacher, manager, 32, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

An extraordinary general meeting of this bank was held on the 9th inst., at the London Tavern; Mr. Andrew Cassels in the chair, to confirm the election of Mr. F. W. Heilgers as a director, in the place of Mr. James Fraser (deceased), and for the election of Mr. William Paterson as director. The notice convening the meeting was read by Mr. Mullins, the secretary.

The Chairman said the directors were glad of this opportunity to render an account of their stewardship, and to state the exact position of the bank. Very exaggerated rumours had lately been in circulation to the bank's disadvantage, as shown by the fall in the market value of the shares on the announcement of the failure of the Messrs. Gledstanes. During a period of some eight or ten days their £20 shares were quoted 13½ to 14½; this fall represented a depreciation in the value of their joint property of about £120,000, whereas the probable claim of the bank on Messrs. Gledstanes was about £28,000. The directors therefore took the earliest means of making the shareholders aware of the true position of the bank. The result of the bank's operations during the six months ended June 30 last he trusted would be satisfactory, as they represented a return of about 11 per cent. per annum on the capital of the bank. The directors were indulging in the hope that they would be justified in paying a small interim dividend when the news of the Messrs. Gledstanes' failure was suddenly announced, which compelled them to give up that pleasure. He thought that very rarely had a commercial failure of equal magnitude taken the world more by surprise; their acceptances were taken freely in the discount market up to the very eve of their suspension, and no whispers to their disadvantage were in circulation. It was only fair to the bank's agents abroad to state that when the bills the bank holds were taken it was known that the drawers of those bills were making shipments of produce to Messrs. Gledstanes; therefore these bills could not be called "kites," or accommodation paper. He drew attention to this circumstance that the shareholders might not think the directors were asleep at their posts. That failure had caused the directors a great deal of mortification, but the circular which had been sent out showed to what extent the bank was likely to suffer.

He took this opportunity of saying that the failure of the Messrs. Gledstanes was one of the most disgraceful that had ever occurred—the firm appeared to have been insolvent for a few years back—two of the partners occupied seats at the boards of two of the greatest banks in the world up to the very eve of their suspension. They were unfaithful to the trust placed in them by their correspondents in the East, and also to their friends at home. He did not like to hit a man when he was down, but he must say, in the interests of trade, that those insolvents deserved little consideration or leniency. He also said (and said it with shame) that such discreditable failures occurred rarely on the Continent; he did not mean to infer that the tone of commercial morality was worse here than abroad, but it was due to our mercantile legislation, and he should be only too glad to see the *Code Napoleon* in force in this country in all matters pertaining to trade. It seemed to him that the law here protected the debtor, and cared nought for the creditor. He hoped he had said enough to show that the fall in the shares was quite unwarranted. (Cheers). To expect an Indian Bank, having several agencies, and doing an extensive business in the East, to conduct their business without loss was to expect an impossibility, for neither the directors at home nor the agents abroad could procure information that could be implicitly relied upon, nor was it possible by any amount of watchfulness to guard against political disturbances. The shareholders had, however, a right to expect the directors to pay such attention to the bank's affairs and business as to prevent the failure of any one single firm proving a serious loss to the bank; and it was because the directors had faithfully executed their task that they met the shareholders face to face, and asked for their cordial co-operation. One of their ablest officers was now inspecting the different branches in the East, and guided by the valuable information provided by that officer, the directors were endeavouring to strengthen each branch in turn, and were doing all they could to place the business on a sound basis. (Cheers). The opening of the Suez Canal had so altered the course of trade that the long credit which had hitherto been given by means of six months' bills appeared to the directors to be no longer necessary or safe as regards canal shipments; and some time ago the directors instructed their several agents to restrict as much as possible their purchases of document bills against canal shipments to paper drawn at three months' sight. He should be very glad if their neighbours would adopt the same practice. He then formally moved the confirmation of the election of Mr. F. W. Heilgers as director, in the place of Mr. James Fraser, deceased.

The resolution was seconded by Mr. William Macnaughtan, and carried unanimously.

On the motion of the Chairman, seconded by Mr. John Jones, Mr. W. Paterson was declared a director.

On the motion of Mr. Bett, seconded by Mr. Mann, a vote of thanks was then passed to the chairman, directors, manager, and officers, and the meeting broke up.

LITERATURE.

The Foreigner in Far Cathay. By W. H. Medhurst, H.M.'s Consul, Shanghai. London: Ed. Stanford, Charing Cross.

Some months since we had the pleasure of reporting a lecture delivered by Mr. Medhurst on the position of the foreigner in China and the habits and customs of the Chinese. Mr. Medhurst has now put into a book form, under the above title, what he then said, with such additions as suffice to make up a very neat octavo volume. A map is appended, drawn specially to show at a glance the eighteen provinces of China and the coast line.

The author has a felicitous style of telling his experiences and his inner thoughts. It is at once bold and convincing, and at the same time easy and affable. With the aid of the nice clear type the reader can travel over the pages and take in the ideas in a manner that is interesting and pleasant. It is not a dry book, as most books on China are almost necessarily. There is not an intelligent reader in Europe who will not be edified and amused by a perusal of this little book. We do trust that it will be largely read, and China, with its peculiar mixture of foreign communities, will then be better understood. The general ignorance which the author found to prevail here was no doubt the incentive to write it. The first chapter truly describes the mistakes we have made in our various warlike engagements with the Government of China. Our representatives have all failed to secure the necessary guarantees against the recurrence of such. And not only so, but failing to obtain, or even demand, the vital points indispensable to our amicable relations, to wit, after all our wars, we are now entangled with the "Audience Question," which should have been obtained in the Treaty of Tientsin. Our first minister to Peking should have been installed there with the right of presentation to the Emperor.

Ocean Highways. Edited by Clements Markham, C.B., Secretary of the Royal Geographical Society. London: Philip and Son, 32, Fleet-street.—The October number of this magazine contains a very interesting account regarding Java and the Netherlands India Steam Company, the Mahomedan Rebellion in China, and Papers of Geographical Research, written by competent persons. The magazine bids fair to be one of the most useful mediums for geography and travel, forming a monthly record of all matters of interest in that field.

NAVAL AND MILITARY.

THE CHINA STATION.

By the last advices the Salamis, 2, despatch vessel, Lieutenant S. S. Smith, was conveying Her Majesty's *Chargé d'Affaires* from Hakodadé to Nigata, after which she was to join the Admiral at Nagasaki. The Ringdove, 3, gun-vessel, Commander T. M. Maquay, was under orders to leave Shanghai on the 27th for Hong Kong to pay off and re-commission with a new crew now on passage in the Thalia. The Elk, 4, gun-vessel, Commander N. Osborn, had been ordered to Swatow and Amoy. The Dwarf, 4, gun-vessel, Commander C. F. Walker, was at Foochow expecting orders for Shanghai. The Thistle, 4, gun-vessel, Commander H. V. Leet, was at Hankow. The Curlew, 3, gun-vessel, Commander D. Boyle, arrived at Shanghai on the 14th of August, to protect British interests. The Leven, 3, gun-vessel Lieutenant A. H. Whish, was at Chinkiang. The Midge, 4, Commander C. S. Rising, at Tientsin, under orders for Hong Kong. The Zebra, 7, sloop, and the Hornet, 4, gun-vessel, Commander N. Osborn, were in the Straits of Malacca. The Nassau, 4, surveying vessel, Commander William Chimmo, was, by last accounts, in the Sulu Sea; and the Sylvia, 5, surveying vessel, Commander A. C. St. John, at Japan, the latter under orders for Hong Kong and England.

A change is to be made shortly in the garrisons of the Straits Settlements and Hong Kong. The battalion of the 80th Foot, now serving at Singapore, will be moved to Hong Kong, and the 1st battalion of the 10th Foot, now stationed at Hong Kong, will take the place of the 80th at Singapore. Pending these changes both regiments are to be raised to their proper strength, with which object tenders have been invited for the conveyance from Queenstown to Singapore of drafts from the head-quarters of both regiments, comprising in all seven officers, 397 non-commissioned officers and men, nineteen women, and

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thirty children, together with a few men of the Royal Artillery, who will proceed before the close of the present month.

The following naval officers appointed to vessels on the China station have proceeded in the Thalia. Appointed to the Midge: Comdr. J. T. G. Grant; Lieut. Alex. Cochran; Sub-Lieut. Abraham H. Lindesay. Appointed to the Ringdove: Commander T. M. Maquay (reappointed); Lieutenant Wentworth V. Bayly; Sub Lieutenants Robert B. Maconochie and H. C. Kenyon-Slaney. Appointed to the Iron Duke, for disposal on arrival at the station: Lieutenants Frederick A. Blackett, Frederick H. Johnstone, Charles J. Norcock, and Reginald O. C. Brenton; Sub-Lieutenants Philip E. Cresswell, James S. Muggeridge, Charles S. Nicholson, and John C. P. Walcot; Midshipmen Leicester F. G. Tipping, Herbert B. Dillon, J. G. Duberley, and Percy C. Raitt.

General Sir Patrick Montgomerie, K.C.B., died last week at his residence at Kensington, at the age of seventy-nine. He was the son of a banker at Irvine, in Ayrshire, where he was born in the year 1793, was educated at the Ayr Academy, and afterwards at Woolwich, and entered the Madras Artillery in 1810. He served as lieutenant in the Mahratta War of 1817 and 1818, was present at the battle of Nagpoor and the siege and storming of Chandap, and also as captain in the Burmese War of 1824-25. In the China War of 1840-41 he was in command of the artillery throughout the expedition of 1840-42, including the first capture of Chusan; operations in the Canton river in 1851; repulse of the night attack on Ningpo; capture of Tsekee, Segoan, Chapoo, Woosung, and Shanghai (when he commanded a column of attack); assault and capture of Chin Kiang Foo; a demonstration before Nanking in 1842; and was wounded in the sortie from Ningpo by a matchlock ball on the 10th of March the same year. He was rewarded for his services in China by being nominated an aide-de-camp to the Queen.

Notice is given that the distribution of the amount awarded for salvage services rendered to the schooner Kim Ho Him by Her Majesty's ship Ocean on the 26th of Dec., 1871, will commence on the 15th inst., in the prize branch of the department of the Accountant-General of the Navy, Admiralty, Somerset House. The following are the shares due to an individual in the several classes:—Captain, £10 2s. 5d.; commander, £5 1s. 3d.; second class, £1 2s. 9d.; third class, 19s. 6d.; fourth class, 13s. 1d.; fifth class, 7s. 10d.; sixth class, 6s. 8d.; seventh class, 4s. 7d.; eighth class, 2s. 7d.; ninth class, 1s. 3d.; tenth class, 7d.

It has been stated in the daily newspapers that a detachment of Royal Engineers have been ordered to China. This statement is an error; only two men of the corps will be despatched to the station.

At the fortnightly meeting of the Junior Naval Professional Association, in Portsmouth Dockyard, on Friday last, a paper on "Deep Sea Sounding" was read by Commander Anson, R.N., one of the honorary members. In the course of his paper he stated that bottom had, by the officers of H.M.S. Serpent, been brought up from a depth of 2,700 fathoms. He did not believe there was a greater depth than 3,500 fathoms, and that when line of a greater length had been paid out without success, it had been in consequence of defective soundings. In describing the various contrivances for sounding, he incidentally remarked that lines supplied to surveying vessels for deep sea sounding were generally tested, marked, stretched, and reeled up by the dockyard authorities. But if this should have to be done in yards abroad, great care should be taken, when large quantities of line were on the stretch, that it was preserved from damp or wet. Any neglect in this important particular would probably pull the house or shed down, if the stanchions to which the line was attached did not break, by the mechanical force produced by the shrinkage. This actually very nearly occurred at Hong Kong, the massive pillars supporting a shed being drawn out nearly a foot at their lower ends. At the close of the paper, a discussion ensued, in which Commanders Maclear (of the Challenger), Roche, and Jones took part.

The plan of purchasing the horses for the transport of the Army at the Autumn Manœuvres has not only been attended with increased efficiency, but will result in a considerable saving of money as compared with the contract system. Last year the Government paid £2 10s. a day for the hire of a man, pair of horses, and a van, which must have resulted in a considerable profit to the contractors, but very little advantage to the troops. This year more than 2,000 horses were purchased by the Control Department at the regulation price of £38 a head, and although the animals suffered considerably from the wear and tear of the campaign, the front batch was re-sold by public auction on Monday at an average price of £35, the highest sum realised for any horse being £55 15s. The best were selected to replace others of inferior quality in the Army Service Corps, and a few have been taken at £40 by the Metropolitan Police. The circumstances that the horses should have realised such a high value so soon after the hard work of the manœuvres, and that they should have cost the country little more than their keep while they were employed, is a subject of satisfaction in the Control Department, and great credit is accorded to the judgment of Colonel Sherwinton, by whom they were all purchased.

A circular has been issued from the War-office, stating that a non-commissioned officer granted a commission (except as riding master or quartermaster of a regiment of cavalry) will be allowed £100 in aid of his outfit, and if subsequently appointed lieutenant of a horse brigade of the Royal Artillery, or of a regiment of cavalry, will be allowed a further sum of £50. A non-commissioned officer granted a commission as riding master or quartermaster of a cavalry regiment will be allowed £150 in aid of his outfit. A schoolmaster promoted to be sub-inspector of army schools will be allowed £100 in aid of his outfit. These allowances may be issued without previous reference to the War office, and charged in the accounts in which the first charge for the officer's pay appears, vouched by proof of payment and a certificate that the officer has provided himself with the necessary outfit and paid for the same. The certificate in the case of regimental officers will be signed by the officer commanding the regiment or corps, and in the case of sub-inspectors of army schools by the Director-General of Military Education.

The Frolic, double-screw composite gun-vessel of four guns, 592 (462) tons, 600 (100) horse power, recently built at Chatham dockyard, having had a most successful trial of her engines at the measured mile off Maplin Sands, has returned to Chatham. Several runs were made at the trial, and the average speed was 10-67 knots per hour—or rather more than a knot per hour beyond the speed attained by the Kestrel, sister-ship to the Frolic. The engines for both vessels were made by Messrs. Penn and Son, of Greenwich. The Kestrel and the Frolic are now having their fittings completed preparatory to their being commissioned.

The King of Denmark has conferred the Order and Decoration of Knight of the Dannebrog upon Captain Harvey, R.N., the inventor of the torpedo bearing his name, as a mark of his Majesty's appreciation of the invention.

THE "TIJERBAN KOTIE" FOR SINGAPORE.—CHARGE AGAINST THE CAPTAIN.

At the Waterford Police-court charges of a very serious nature have been preferred against Capt. Dunn, master of the steamship *Tijerban Kotie*, who was summoned by ten of the crew under the following circumstances:—They shipped on board the *Tijerban Kotie* at Glasgow for a voyage to Singapore; after going on board and proceeding to sea they had no sleeping accommodation, and, the deck not being properly caulked, the sea they shipped came down on them and drenched their hammocks to such an extent that they were unable to lie in them. The cook alleged that for three days and three nights he had to lie in the galley. The crew murmured against this treatment, and the result was that the vessel put into Passage. The statement of the ten men was that the captain gave the cook orders on the 1st inst. not to give the crew any more meat, and from that time until they put in an appearance in court on the 3rd they had not tasted food. The magistrates held that the crew had been subjected to dreadful treatment, and, in order to test the accuracy of the statement of the crew as to the leakage of the vessel, they ordered a survey. They also ordered the master to instantly take the crew to an eating-house and provide breakfast for them. Mr. Charles James Davies, mate of the same vessel, preferred a separate charge against Captain Dunn. He shipped as first mate for the voyage, but on going to sea Captain Dunn said that the owner was on board and would act as master, that he (Captain Dunn) was going to act as mate, and that Davis would have to act as boatswain. He was prevented from messing in the cabin, his apartments were taken from him, and he was obliged to make his bed on the coals in the hold. The magistrates held that such treatment was outrageous to the second officer of a ship, and at Davis's request cancelled his articles of agreement, and gave him a decree for £5 10s., which was one month's salary.

Something like a Wife.—The following advertisement appears in the *Standard*. When the female suffrage is established what can we then expect? An enormous increase in consumption at least. "A lady whose husband is in the China trade will send ¼ lb. samples of finest Congous at 1s. 6d. and 1s. per lb.; free for twelve stamps.—Mrs. J. D., Clifton-house, Linslade, Bucks."

The *Duke of Abercorn*, from Foochow 17th June, arrived and docked on 10th. The *Thermopylæ*, from Shanghai 18th June, docked on the 11th inst. The *Cutty Sark* is not yet reported.

The *Investigator*, cable repairing ship, left Singapore on the 7th for Sandalwood Island, and we may hear any day of the repair of the Java and Australian cable.

Foreign Intelligence.

—o—

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

Rotterdam, Oct. 9.

In my last letter I gave you the outlines of some important documents which have been laid before the members of Parliament with reference to the East India Budget, and by which the total of the expenditure will be increased. Of course these proposals have caused a storm of indignation among the Conservative newspapers; to spend the money, the produce of the much-praised squeezing system on behalf of the people from whom it is obtained is something so exorbitant, so characteristic of a Liberal Cabinet, that they write columns and columns in order to demonstrate that both Holland and Java must be ruined if the Conservatives do not soon take office. I need not add that they will do all they can to oppose the Ministerial propositions—but they have but a poor chance of success. The members are still very busy in the sections, but to-day the debate upon the East India Budget will be opened. Last Monday the Chamber carried, after a very short discussion, the Bill granting a dotation to the daughters of the late Mr. Thorbecke, in remembrance of "the excellent services rendered to the State during a number of years." Several Conservatives opposed the measure; to acknowledge that Mr. Thorbecke was an eminent man was something too much for them. But only four members, Messrs. Wintgens, Kien, Taels van Amerongen, and Nierstrasz, had the courage to vote against the Bill, many other Conservatives leaving the Chamber before the debate was concluded, and a still larger number voting with the Ayes. The Bill was carried by a majority of 52. In the same sitting another important resolution was carried. You will remember all that happened with regard to Mr. van Angelbeek, the East India functionary who fought so long for his rights. A Parliamentary commission has now proposed that the well-known decree of the 28th May, 1863, shall be altered, and that the affairs of this gentleman shall be arranged by the Government. Mr. Gratama endeavoured to induce the Chamber to reject this proposal, but in vain, his motion being rejected by 31 against 24 votes. The debate upon the Tariff will probably last several days, it being a matter about which every member has something to say. The members of the Society for Promoting the Welfare of the

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Javanese have forwarded to the Chamber an address in which they protest against the maintenance of the export duties, request that the import duties should be reduced to 6 per cent., and that differential duties should be abolished. These requests are already partly fulfilled. The Minister had altered the original Bill, so that several articles, amongst them woollen, linen, and cotton manufactures, will be only charged with an import duty of 6, instead of 10 per cent. The Minister further proposes to omit the stipulations referring to the import of spirits, which appear in the Bill, because a duty on spirits will be levied in Java in a few months; and that the tariff shall come into force on the 1st of Jan., 1874.

I sincerely regret that the subscription for the shares of the Dutch East India Dry Dock Company has not been satisfactory, the public having only applied for 244 shares and 252 "Obligations." A meeting is to be held at Amsterdam to induce shipowners, traders and capitalists to support this undertaking, which will not only do enormous good for Java, but which offers excellent security for the capital subscribed. It is strange, but nevertheless true, that money can always be found for possible and impossible American railway schemes, while national undertakings are looked upon with absolute indifference. Rumours are in circulation that the mismanagement of the Steam-ship Company Nederland, by which a good deal of money has been lost, has exercised an unfavourable influence upon this undertaking. Others say that the time of its introduction was inopportune, because money has of late become scarcer and dearer. On the Bourse less activity prevails than existed some days ago, but values cannot be said to exhibit any symptoms of depression, and the slight advance recently established in quotations is in almost all cases sustained.

Mr. Heemskerk, as I have already mentioned, has been appointed member of the Council of State, so that a seat has become vacant in Second Chamber. Several candidates are already named, and amongst them are Mr. Myer (the ex Governor-General of Java), Messrs. Bordes, Van Heukelom, Jolles, and others.

In a former letter I stated that the rumour that Prins i would visit the East deserves but little credit. There is now a ew paper report that Prince Henry will take a trip in one of the steamers of the Nederland Company, but that he will only proceed as far as the Suez Canal, and return overland.

I hear that our eminent *peintre* artist, Mr. Alma Tadema, is seeking letters of naturalisation as an Englishman, having resolved to reside for the future in that country.

During the last three months fifty-two vessels arrived in Holland from Java, and twenty-four sailed for that country. The statistical returns of our trade and shipping for 1871 have been published, and in my next letter I will send you a summary of the figures, which would be more useful if they were published earlier.

PRODUCE MARKETS.

A firm tone has characterised the market for most of the leading articles of colonial and foreign produce, and transactions in some of them, especially in Sugar, would have been of greater importance but for the reservedness of holders, who keep backward in anticipation of a further advance, in consequence of the deficient yield of the beet-root crop all over Europe. A better feeling has again prevailed for Coffee, and prices are tending upward. Cotton has further improved, and Tin has partly recovered from the decline established at the late autumn sale of the Trading Company, the result of which is recorded under the head of the article. The sales by secret tender of Java Tobacco which took place last week attracted such a competition of buyers that most extravagant prices have been realised for some of the parcels put up.

Coffee has been in better demand, and prices have advanced ½c. Good ordinary Java, of the Trading Company's imports, is not to be met with under 45½c. Sales have been closed by private treaty as follows:—2,070 bags Java, ex Argo; 400 bales do., ex Cornelis Wernard Eduard, at 46½c.; 620 bales do., ex Robertus Hedrikus, at 46½c.: 113 bales do., ex Stad Dockhum, at 43⅜c.; 400 bales do., ex Padang Packet, at 47c. The Trading Company's October sale has not yet been advertised, from which it may be inferred that the same will not take place until the 23rd inst.

Sugar.—No alteration has occurred in the position of the article, which continues to exhibit a firm appearance. Nothing is being offered from first hands, but some transactions have taken place from second hands at about the parity of the late July sale.

Tea.—Public sales are announced to take place on the 25th inst. of the following quantities of China and Java, viz., 266/12 chests China Congou, 231/4 chests Souchong, and 117/4 chests Pekoe, crop 1872-73, direct importation from Foo-chow-Foo, per steamer Cheops; 273/4 chests and 128/12 chests China Congou, and 116/4 chests Pekoe, marked Allendale. In addition, there will be offered 4,523/4, 22/8, and 61/12 chests Java.

Spices.—There is no change in the feature of the different articles under this head since the late public sale of the Trading Company. 213 bags Black Pepper, ex Bali, were sold at secret prices, besides 7 boxes Java Cinnamon, at 85c.; 269 do., at 50c. to 58c.; and 93 bags do., at 31c. to 48c.

Tobacco (Java).—About 12,000 bales have been offered, and sold by secret tender, mostly at very high prices.

Rice.—Without any sales to report from first hands, but prices remain unaltered.

Rattans are firmer. A shipment of 159 piculs, ex 'sGravenhage, changed hands on secret terms. The Trading Company's autumn sale has been advertised, to be held at Amsterdam on the 30th inst., and to comprise 49,400 bundles, stored there and here, after which sale no further quantities of this article will be brought forward for sale for account of the Company until next spring.

Cocoa-nut Oil remains inactive, the demand being confined to the requirements for small consumptive demands.

Tin.—The whole of the 46,512 slabs Banca and 2,831 Billiton put up for sale by public auction for account of the Trading Company has found buyers, the Banca at f.92 to f.92½, the Billiton at f.89 to f.89½. Since the public sale f.92½ to f.93 has been paid for Banca on public sales prompt, and f.90½ for Billiton, whilst contracts for delivery, ex the spring sale of 1873, have been concluded of Banca at f.88 to f.88½.

Hides.—A public sale is held here to day of 1,023 Singapore Cows, 6,286 Calcutta Kips, 538 Java Cows, and 3,200 Calcutta Kips, in anticipation of which no business has been doing since my last.

Indigo. (Java). A couple of small parcels of old importation have been disposed of.

Preserved Ginger.—A parcel of brand Chyloong 129 chests is advertised for sale by public auction on the 10th inst.

Cotton.—An animated tone prevailed, and American afloat, which is offered but sparingly, is in particular sought after.

Arrack.—10 casks Batavia, ex Prins van Orange, were sold, besides 27 casks Alcohol, ex Hoek van Holland.

SHIPPING.

Arrivals.—Oct. 1, at Brouwershaven, from Rangoon, Peppino Mignano; 2, at Texel, from Rangoon, Deucalion; 8, at Texel, from Batavia, Prins Hendrik (str.).

Departures.—Oct. 4, from Brouwershaven for Sourabaya, Marie; from Hellevoet, for Batavia, Cornelis Wernard Eduard; 5, from Brouwershaven, for Padang, Julia; from Hellevoet, for Banda, Niphon; from Texel, Prins van Oranje (str.); for Akyab, California; from Texel, for Rangoon, Chiara; 6, from Texel, for Singapore, Rance; from Flushing, for Akyab, Michels Loos.

Passengers Inward.—From Java, per Kosmopoliet I.: Messrs. van Kervel and family, Kasten and family, Steenhuisen, Rutgers; per Kennemerland: Messrs. A. J. Immink, L. J. Godefroi and family, R. F. van Rhyn, H. van Krieken, J. J. Spiekermann van Weezelenburg and family, E. Engelbrecht; per steamer Prins Hendrik: Mrs. Admiraal and family, Messrs. Van Casteren, Van Cattenburgh, Mrs. Deltour and family, Mrs. Gorter, Mrs. v. Ganswyk, Mrs. Ruderman, Mr. Bouma and family, Mr. and Mrs. Van Ossenbrugge, Messrs. Hamakers, Helderman, Hogel and family, Knieper and family, Meyer and family, Catsonides, Mulder, Roskes and family, Winter (3), Oelrichs and family, Ten Voorden and family, Klein, and Loman.

Passengers Outward.—For Java, per steamer Prins van Oranje: Messrs W. H. van de Pol and family, P. Kok Ankersmit, J. A. Kruyt, D. G. E. Wolterbeek Muller, H. P. Konig, D. C. Visser, W. F. van Ryckevorsel and family, J. van Rykevorsel and family, H. F. van Lier, J. L. Kroeze, P. Bool, C. J. van Waesberge, W. Sheepmaker, J. A. Zimmer, H. E. Steinmetz C. Scheepmaker, A. Rappard, C. H. W. Beers, J. Menkes, J. Hamaker, H. J. Bonk, A. H. Hoedt, B. J. Mensing, J. Knebel, D. Meyer, K. Oosterweghel, J. M. Verstege, A. Stuur, H. von Holtschue, Mrs. Enthoven Polak, Miss A. von Boddien and Meunier, besides one hundred soldiers. Per Cornelius Wernard Eduard: Messrs. Neumann, Groen, Masthoff, de Bruin Prinsen and family, Luchtmans and family, H. A. de Groot and family, de Bruin, Mrs. Martens, Miss de Haan, Mrs. Schey and family, Miss van den Bosch, Miss Neys, Crone, and Tak.

PORTUGAL.

(FROM OUR OWN CORRESPONDENT.)

Lisbon, Oct. 5.

A decree has been published fixing the 18th inst. for the extraordinary convocation of the Upper House of the Cortes, in conformity with the Law of 1849, which determines the cases in which it can be assembled. This law enacts that the House may be constituted as a Court of Justice with judicial functions; and the present object is the trial of the Marquis of Anjega, for the share he is alleged to have taken in the late conspiracy against the Government. Much discussion is rife with regard to the legality of the decree. In the Council of State, which is always presided over by the King, there were seven members present, of whom four voted against the convocation of the Peers without the Lower House being previously assembled and deciding for or against. That the Lower House is the only power which may, in such a case, authorise the assembly of the higher House, is the principle laid down by the Duke de Loulé, a member of the Council and the President of the House of Peers, and which was adopted by other members of the Council and by the press. The Duke de Loulé is resolved not to retire from the position he has taken up, and will resign office rather than consent to the convocation.

The commander of the corvette *Dom Henrique* is to be tried before a Council of War, to answer a charge of demanding coal from and accepting the assistance of an English merchant steamer during a voyage from Lisbon to Loanda. There was a previous council held on board the corvette *Estephania*, to investigate the circumstances. The Government was involved in an expenditure of about £2,000 for coal and towage.

The strike fever has reached us. During the last fortnight many workmen of different trades have struck for an increase of wages and a diminution of the hours of labour. The proprietors of some factories have granted their demands, but others have opposed them and "locked-out" their hands. There are now about five hundred men without work who are receiving their wages from their association, which is called *Fraternidade Operaria*. Messrs. Collares and Co., proprietors of the foundry Perzeveranca, dismissed one hundred and fifty men for refusing to comply with the conditions required. The Government have taken the precaution of lending patrols of cavalry to the foundry, to guard against a threat which was made of setting fire to the establishment being carried out.

The works for the establishment of the submarine telegraph line between Portugal and Brazil are expected to commence in a short time. In the island of St. Vincent the building for the station is already commenced, and there are already some English clerks appointed.

By the close of the present year the new tramway established between Lisbon and Cintra will be completed. Two sites for the principal stations have already been appropriated, one in Lisbon, at the Salitre, and the other in Cintra, at Estephania's village. The English engineer who directs the works states that by the beginning of the new year this line will be opened to the public. The company which is constructing this line possesses two others in Cascaes and Torres Vedras. This last named has already been commenced.

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The London & China Telegraph.

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CHINA, JAPAN, AND THE KOREA.

IN commenting, some time since, on the provisions of the Treaty recently concluded between China and Japan, we pointed out the impracticable nature of Article II., by which it was agreed that, "China and Japan being friendly, either "shall, in case of experiencing injustice or wrong from an- "other State, be entitled to assistance or good offices from "the other." Since then a delay has arisen in exchanging the ratifications of the Treaty, and further negotiations have been found necessary, principally in consequence of one or both of the contracting parties being unwilling to incur the heavy responsibility implied by this article. Meanwhile, if the report recently brought from China be correct, the difficulty has been summarily disposed of by the Chinese Government, who have declared their intention of taking the field with the Koreans, should the quarrel now pending between the Japanese Government and that of Korea end in a declaration of war. This act reads like a piece of poetic justice on the Japanese for their desertion of their ancient ally in her struggle with her foreign foes. The now celebrated Korean despatch sets forth in the plainest language, as the head and front of the offence for which they hold the Japanese guilty, the fact that, although on the arrival of the French expedition on their coast they, in accordance with the terms of the ancient Treaty existing between the two countries, applied to the Japanese Government for help in their distress, neither was an answer returned nor was assistance sent. "From that day," they add, "our Treaty of friendship was at an end."

The motives which probably induced the Chinese Government to take this decided step are not far to seek. The proximity of a nation so nearly allied by tradition, but so diametrically opposed in modern practice, to themselves, cannot but be a source of annoyance and offence to the Conservative statesmen of Peking. The ready way in which the MIKADO'S advisers have thrown themselves in the arms of foreigners, have imitated their customs, and adopted their dress, must have excited their supreme contempt, and the odious comparisons which we may imagine are daily drawn by the Foreign Ministers at Peking between the obstructive bearing of the Chinese Government and the energetic encouragement of modern arts and sciences, which has marked the conduct of the rulers of Japan, must be as galling as they are telling. It is obvious also that the course of policy pursued by the MIKADO'S Government is surrounded with danger, and is one which, in the eyes of oriental statesmen, can only be justified by success. The veneer of European civilisation which has so rapidly overspead the land of the rising sun is, as yet, only of the thinnest description. In fair weather this may remain intact and even deepen, but were any sudden reverse to overtake the Government, it must infallibly collapse, unless supported from without. Such an end to the much boasted superiority of Japan would be a matter of rejoicing to her Chinese neighbours. An opportunity has now offered for bringing about this much-desired consummation, or at least, of checking the advances of the progressive party at Yedo. A comparison of the forces which the Chinese in alliance with the Koreans might bring into the field, and those which would follow the Japanese standard, leaves no room for doubt as to which side, in the event of a war, victory would ultimately incline. But the gates of the temple of JANUS have not as yet been thrown open, and it is quite possible that Japan may yet for years to come continue to vex the souls of Chinese officials by her restless energy and enterprise. The MIKADO and his advisers would do well, however, to remember that energy and enterprise may sometimes require curbing. The completeness and rapidity with which the former has discarded the lofty pretensions of his ancestors to more than human honours, and has adopted the free and easy habits of European sovereigns, must be shocking to the sensibilities of those of his subjects to whom the traditions of their country are dear. Thus to alienate the affections of a large and powerful class is no light thing, and might, were such a catastrophe as is indicated above to overtake the land, tend to intensify the misfortunes, and to complete the ruin of the now prosperous empire.

THE COOLIE SHIP *MARIA LUZ.*

THE Japanese Government have begun to justify the welcome with which their Ambassadors have been received in the United States and in Great Britain. They told us frankly that they came to study our institutions, and to adopt whatever they found valuable among them. Hitherto in their own country whatever improvements had been introduced from the English-speaking races were material, and contributed directly to their advantage. Our railways, our telegraphs, our steamers, and—last, but not least—our education, were all so much clear gain, so many helps to develop the resources of their Empire by hand and brain work. But in the case of their intervention in the affair of the slaver *Maria Luz*, we see the heart. It is impossible to over-estimate the advantage of having such a *Chargé d'Affaires* as Mr. WATSON on the spot at such a moment as that when the wretched victims of Portuguese duplicity and Peruvian cruelty, goaded to desperation by the villainy of their captors, and the tortures they had suffered, flung themselves into the waves to implore the protection of the British flag. Mr. WATSON was exactly the "right man in the right place;" and we are sure he will not think we are disposed to rob him of one scintilla of the honour which is so justly his due if we observe in passing that the opportunity was a propitious one.

The Japanese had long known England to be *par excellence* the "land of liberty." They knew that we neither permitted slavery ourselves nor tolerated it in other countries, and their Ambassadors had seen for themselves that respect for the liberty of the meanest subject in HER MAJESTY'S remotest dependencies had brought about a spirit of loyalty and peace unknown under harsher Governments in former times. On the other hand, their Ambassadors had lately seen in America a great nation recovering with super-human strides the position which nothing had ever placed in jeopardy except what CHARLES DICKENS called "that sum of "all human crime and suffering"—slavery. It is idle to palter about any difference between slavery as it *was* in the United States, and slavery as it *is* in the Portuguese euphuism. The Japanese are too clear-headed to be deceived by such sophistical but transparent falsehoods. They know perfectly well that the Macao coolie traffic and slavery are one and the same thing; and it is to their honour that, on the present occasion, they acted in accordance with the principles they had seen us practise, although their own interests were not in the slightest degree involved. Henceforth, warned by the example of the commander of the *Maria Luz*, masters of similar freights of human helplessness, on their way to Callao, will give the shores of Japan a wide berth. If it were true that Portugal were a fair specimen of European civilisation—which, thank Heaven! it is not—it might almost seem as if the world, ripening into age, were turning to the birthplace of society in the East, and, like our own wanderers, who have passed a life-time far away, yearns to make its grave beside its cradle. More progress will be made towards the extinction of the Coolie trade by this one judicial step in Japan than by all the despatches from our Foreign-office, which have been bandied about from Lisbon to Macao, and from Macao to Lisbon, as horror after horror has been revealed, and left to be repeated.

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THE FRENCH TREATY WITH CHINA.

The French Minister of Agriculture and Commerce has just forwarded the following circular to the Presidents of the various Chambers of Commerce in France :—

By a circular of the 21st June, 1870, the Department of Agriculture and Commerce, in view of the approaching revision of the conventional tariff annexed to the Franco-Chinese Treaty of 1858, invited the Chambers of Commerce to communicate to him their opinions as to the changes that should be introduced, in the interest of the trade of their particular district. The events which occurred shortly afterwards led forcibly to the suspension of that inquiry, which had, besides, lost its character of urgency, as the British Government had, on its side, decided on waiting for the majority of the Emperor of China, which would occur at the end of 1872, for a revision of the tariff, as well as of the Treaty concluded in 1858 between China and England. Now that we are within a few months of the period for opening the negotiations relative to the revision of the Treaty an examination of the questions connected with that revision has become urgent, and I beg of you to lay this important subject before your Chamber, and to transmit to me the result.—Receive, &c.,

(Signed) E. Teisserenc de Bort.

The news from the Straits is the reverse of satisfactory. Sir Harry Ord seems determined to push the obnoxious policy of absorbing public rights into Government hands "to the bitter end." The Municipal Board is the last of his contemplated victims—indeed it is the only representative institution left; and, if that is permitted to go the way of all the rest, farewell to the independence of the Settlements! We trust that the residents will be true to themselves, and resist this monstrous encroachment to the last. As for the pretext put forward in defence of it—that the business of the Municipality would be better conducted—it is a mere sham. Freely translated, it means that the local burdens would be indefinitely raised, and that the money would be more "pleasantly" spent by a clique of irresponsible nominees than by a body of experienced men of business, who, while making their own fortunes, have watched and acquired an interest in the fortunes of the Settlement. Nothing can be more insulting than this barefaced system of "making places." Under the present Governor Singapore has been flooded with precocious youths, whose salaries are an ever-increasing drain on the public purse, and whose services may be calculated in inverse ratio to their own estimation of them. It is an axiom in political economy that money raised by taxation can only be satisfactorily laid out by the representatives of the taxpayers. To remove such a body as the Municipal Board, or to deprive it of its representative constitution, would be to bow meekly to the dictatorship of Sir Harry Ord, and hand over the public purse-strings to a clique—who will be very glad to get hold of them.

It is proposed to license brokers at Hong Kong—of course it is opposed. Hong Kong trade is no longer confined to a few dozen merchants and traders, but, like Calcutta, has its brokers of all kinds—ship, bill, opium, stock and share, cotton, rice—each have their brokers, both foreign and Chinese; and the institution is looked on as a sort of refuge for the destitute. It may easily be calculated that with no sort of check to "starting broker," irregularities have occurred, and that it is very necessary that those engaged in the business should be put under some sort of surveillance, in order to protect the honest broker as well as their principals who employ them. There is no other way of arriving at this but that of granting licences, with the power of withdrawing or suspending them on proof of any irregularity. Like all other interference with mercantile pursuits, it will be irksome at first, but the advantages to be gained by the community, generally, will soon be manifest, and with that the irritation at any restriction will speedily vanish.

The Japanese Embassy were last week *feted* at Manchester. They have visited the principal warehouses, mills, and engine-works, and, of course, the banquets have not been forgotten. A report of their proceedings will be found in another column. In his speech, proposing the health of the Ambassadors, Mr. Mason, the President of the Chamber of Commerce, cast an extraordinary aspersion on British merchants in Japan, which we are at a loss to understand, unless, indeed, he referred to the failure of Gledstanes and Co.

The War Office have decided on the despatch of reinforcements to Singapore. The detachments consist of about four hundred of the 10th and 80th Regiments. After landing these the troopship (not yet fixed) will effect an exchange of the troops hitherto garrisoned at Singapore and Hong Kong. We trust that Governor Ord has found his calculations correct, and that the dismissal of the Madras troops will effect a saving which the finances of the colony will see something of, not, however, for expenditure on fortifications, which appertains entirely to the Imperial Government.

R. W. McCoy, Esq., M.D., the newly-appointed Colonial Surgeon for Hong Kong, will, we understand, shortly proceed to his post, with his wife and family. Dr. McCoy has served in Australia and Sierra Leone, and will therefore be no stranger to the Governor of Hong Kong. Judge Smale, who proceeded by the last Pacific mail, will resume his post in December, or, possibly sooner, as the acting Judge continues to suffer from fits, and the work of the Court is often delayed in consequence.

The Liverpool Chamber of Commerce have been informed by the Foreign-office, in reply to their letters on the subject, that Her Majesty's Government are in communication with the Porte and other Powers on the subject of the recent increase in the dues levied by the Suez Canal Company.

The Prince Higashi left on the 10th for San Francisco and Japan. He expects to return to this country in about twelve months and complete his studies. During the present term he has been under the tutorship of Professor Druce, at Blackheath.

We understand that the steamer *Surprise* has been purchased by the Hamburg Company for their direct line to Singapore and China. The steamer for this month is the *Bellona*. She will complete her lading in London, and leave about the 30th inst.

We have been informed that the Japanese Legation has been removed from the South Kensington Hotel to No. 9, Upper Belgrave-street.

THE JAPANESE EMBASSY.

The Japanese Ambassadors arrived at Manchester from Liverpool on Friday, the 4th inst., and spent the following day in making an inspection of the chief cotton mills and other commercial establishments of the city.

BANQUET BY THE MUNICIPALITY.

On Monday, the 7th, a special meeting of the City Council was held, at which an address of welcome to the Ambassadors was drawn up. This address was subsequently presented, and replied to in the following terms :—"To his Worship the Mayor, the Honourable Aldermen, and Distinguished Citizens of the city of Manchester.—We, the Ambassadors Extraord nary, on behalf of our Sovereign and our people, beg to express our thanks for this cordial welcome, and the generous hospitality extended to us and to our suite by the city which you so worthily represent. There is much concerning the Empire of Japan which would doubtless be of interest to you, if we had time to speak of it. The revolution which brought us into new relations with the other nations of the world, the changes rapidly following that revolution, as well as the changes which are now slowly but surely working their way among the people—these are matt rs of which we should be as glad to speak as you to hear. But we have not come to tell you these things. We have come, in consequence of them, to learn from you. Our presence here to-day is evidence of that. Our visit to your city is part of that extended circuit we are making, in order carefully to study the institutions which seem to us to be the cause of your wealth and greatness. It is our intention to treasure up the knowledge we shall gain, so that we may follow the example of your energy and industry, which have made you so prominent among the nations of the world. The result of your many centuries' experience will be of great value to us. We desire to introduce every facility for improving the condition of our people. We shall send young men to your shores to be educated, as we have already done. We shall ask for your machinery, your engines, and such modern appliances as will help us to begin properly in this new stage of our national development. As some of you may know, we have already called on this city for help. We shall probably need your aid in a practical manner still further. We have investigated with great interest your factories, with their wonderful machinery, and have thus seen for ourselves that your nation's greatness is largely centered in her manufacturing and commercial interests. To become better acquainted with all this our Imperial Majesty has commissioned us; and we are glad to believe that at the same time we shall be able to cultivate more intimate, peaceful, commercial, and friendly relations between our respective nations."

The Council and their guests then adjourned to the Mayor's parlour, where they remained until dinner was announced. The Mayor, Mr. W.

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Booth, presided, and after dinner proposed the loyal toasts. "The Army, Navy, and Auxiliary Forces," was acknowledged by General Alexander. The Mayor then proposed the toast of the evening, "The Health of the Ambassador Extraordinary from Japan." His Excellency replied as follows:—"Mr. Mayor and Gentlemen,—Permit me in a few words to acknowledge the cordial hospitality which has been extended so generously to us by this city. We accept it not only for ourselves but also for the empire we represent. We must take this opportunity of thanking you for your unwearied endeavours to make us acquainted with all that has been of so much interest to us. At the same time it is our sincere hope that some of you may some day be sojourners in Japan, that we may reciprocate this kindness, showing you that we have been neither inattentive learners nor forgetful guests."

The Mayor proposed the health of Sir Harry Parkes, Her Majesty's Minister at the Court of Japan. Sir H. Parkes said he was much touched by the compliment paid to him. He had not had the opportunity of seeing much of the men of Manchester; but in the course of a career now extending over no short period, he had always had the happiness of feeling that, as far as his opportunities permitted, he was promoting the interests of this community. Of recent years a very favourable field for those interests had been suddenly opened in the country from which their distinguished guests came. He did not doubt that that field would widen. A country anxious to have English manufactures must present a field for English enterprise and industry which we should be very glad to enter and develop. England had not heard much of Japan since the year 1868, when the revolution took place; but since then great improvements had been undertaken, and much of the progress that had since been made was due to the energies and resolution of their guests of that evening. In that period it had been shown that there were Liberals in Japan as well as elsewhere; that there were men there who believed that selfishness and seclusion were as injurious to national welfare as to individual interest. He felt certain that the men of Manchester would extend their sympathies to him and to all who represented England in Japan; while they, on their side, would do their best to extend the field for English manufactures. For himself, he felt that it was good to be here, to have an opportunity of witnessing those high qualities for which Manchester and the towns in its immediate neighbourhood were celebrated—the high qualities both of employers and employed; and it was also good to receive the welcome that had been given him, and to know that Manchester had a heart to sympathise with those who endeavoured to represent her interests in a distant quarter of the globe.

The Ambassador said: Gentlemen,—As a grateful guest of this illustrious city, allow me to express briefly the feelings that rise on this occasion. We come as ambassadors of our gracious master to investigate the results of your long study and patient industry; and greatly to our delight we find friends on every side willing to help us to attain the object for which we have been sent. Your gigantic manufactories, your machinery, as well as the system of your municipal administration have interested us very much, since they are the means by which you have reached so high a degree of wealth and greatness. Realising that all these wonderful institutions would never have existed if it had not been for the energy and industry represented by those assembled here this evening who hold responsible position in this emporium of manufactures, I am happy to propose the ever-increasing prosperity of this great city, and the health of its chief magistrate, the Mayor of Manchester.

The Mayor responded, and this concluded the proceedings.

BANQUET BY THE CHAMBER OF COMMERCE.

On Tuesday, the 8th, the members of the Embassy, accompanied by the Mayor and Mr. Hugh Mason, the President of the Chamber of Commerce, visited the Exchange. As the visit was made about the time of high 'change, the building was crowded. The Japanese were received by Mr. Simpson, the master of the Exchange, and conducted to the platform at the west end of the room amid repeated cheering. The Mayor, addressing the subscribers, said: Gentlemen of the Manchester Royal Exchange,—I have great pleasure in introducing to you this morning the Chief Ambassador from Japan, and he desires me to express to you the very great pleasure and satisfaction he experiences in seeing such a large number of gentlemen met for commercial purposes. He hopes very sincerely that the commercial transactions between this country and Japan may be largely increased. At the same time, he desires to express to you, as a body of Englishmen, the feeling of gratitude he has towards us in England for the kind reception which the Embassy have met with ever since they put their feet on English soil. The Ambassadors were afterwards shown through the building.

In the afternoon the Ambassadors were received at the Town Hall by the members of the Chamber of Commerce. The President after a brief speech, in which he welcomed the Ambassadors, presented the following address to Iwakura:—May it please your Excellency,—The Directors of the Manchester Chamber of Commerce, representing one of the most important branches of our national industry, desire to offer to your Excellency, and the other members comprised in your Embassy, a hearty welcome to this city. They have observed with the liveliest satisfaction the friendly advances which your Government has made towards bringing the population of Japan into closer relations with this country, and they regard the presence of your Embassy as a guarantee for the maintenance and extension of the intercourse between the two countries which cannot fail to confer mutual benefit. The enlightened policy of promoting commerce to the widest extent, and the free interchange of products between different nations, has at all times, as your Excellency may be aware, had the warmest advocacy and support of this Chamber. The directors highly estimate the improved conditions for international intercourse which your Government has inaugurated, and, as representatives of commercial interests, the directors confidently look forward to a large increase of imports into Europe of the rich natural productions of Japan; whilst the skill and ingenuity which in so marked a degree are the characteristics of your countrymen will quickly lead them to a full appreciation of what is excellent in our manufactures. The directors feel assured that the Government and people of this country will at all times be anxious to reciprocate with your nation offices of friendship, and they rely with confidence on the good effects which will flow from the establishment of the Embassy as a direct means of giving effect to the friendly relations which at present exist, and which they fervently hope will be maintained, between the Japanese and British Empires.

The Chief Ambassador read his reply in his own language from a manuscript roll. The interpreter subsequently read the following translation:—We, the Ambassadors Extraordinary of His Majesty the Emperor of Japan, in the name of our Sovereign and people beg to express our warmest thanks for this cordial reception extended to us and our suite by the Manchester Chamber of Commerce. Permit us to indulge in a brief word telling you how cordially we reciprocate all you have wished concerning the promotion of commerce, and the increase of friendly relations between our respective countries. We have had demonstrations of good feeling in public and in private, and with the knowledge thus gained of English hospitality we shall carry from this city some words that shall make you better known among our people. Certainly we shall all henceforth feel a more direct and personal interest in this sister island, and shall strive for those ends that bind us more closely as friendly nations. If, at the same time, we shall succeed in making our distant land more familiar to you, we shall be twice repaid for our long absence from home. Permit me again, on the eve of our departure, to assure you of our hearty desire for the good results that may be obtained through the interests represented here; and at the same time to thank you and the citizens of Manchester for all the evidences you have given of that good feeling which we hope may never be broken between England and Japan.

In the evening, the President of the Chamber, Mr. Mason, entertained the Ambassadors and their suite to dinner at the Queen's Hotel. Mr. Mason occupied the chair; and, after the health of the Queen had been drunk, said he felt it somewhat difficult to do justice to the second toast. They were honoured with the company of noble and distinguished strangers from a far distant land, whose progress, since they left their own shores, had been marked by one continued ovation. He was tempted to trespass upon courtesy, and to speak of his guests as his heart prompted; but they had already had the language of panegyric to satiety. When distinguished men came among us, characterised by that unaffectedness, that gratefulness of simplicity of behaviour, and that manly naturalness which were so pleasing to Englishmen, language inconsistent with such qualities would be anything but pleasing to his distinguished guests. Speaking in the presence of eminent British merchants and manufacturers, he might venture to say in their behalf, and in the ears of their Excellencies, what grief they felt when they heard a short time ago that the honourable name of British merchant had been disgraced in the Empire of Japan. Behaviour such as he alluded to was felt in Manchester to be a stain upon the commercial character of a community who held that righteousness and probity, honour and fair dealing, were the highest characteristics of British merchants in every part of the globe. He hoped that such impressions as the conduct he had referred to had created would be forgotten, and that their guests would leave Manchester with the feeling that they had been in the presence of upright and honourable commercial men. Though the empire of Japan had been revealed to us with a strangeness and suddenness like the awaking from a dream, yet the people of this country had been deeply interested in hearing during the last few years of the great transactions which had taken place in Japan. Even Japanese literature had found its way into Manchester, for he held in his hand a book of Japanese lyrics, translated by a Manchester man, Mr. F. V. Dickens. He would read one ode, which seemed to him to be full of beauty and pathos:—

"The pleasing spring hath passed away,
Now summer follows close, I ween,
And Ama's secret summit may
In all its grandeur now be seen;
Of yore the dying ground
Whiten'd with angels' robes spread far around."

He had been told by his Excellency that those lyrics were composed eight centuries ago, at a period in the history of that country when poetry, as an art, was comparatively unknown. We had much to learn from the Japanese; and he was always glad when he found that with all our boasted civilisation, with all the knowledge which sometimes made our countrymen appear conceited, there was something that we might learn from the visitors who came to us from distant lands. He proposed "Our distinguished guests, their Excellencies the Ambassadors of his Majesty the Emperor of Japan, and success to their mission."

The Chief Ambassador replied: Mr. President and Gentlemen,—In response to the flattering address and complimentary toast which have just been proposed, we have to express our thanks for the hospitable reception we have experienced in this city. The flourishing state of your commerce and manufacturers, which we have seen, confirms us in our idea that the prosperity and wealth of a nation are greatly dependent upon the extent of its commerce. Therefore it will be our endeavour to use every influence with our people on our return to Japan to encourage commerce; and by that means we hope to bring Japan to stand in the rank along with the greatest nation in the world. Then you may justly be proud that you have assisted to bring into that rank a nation until recently one of the most secluded of the Far East.

The Chairman then proposed, "The Health of Sir Harry Parkes, K.C.B., our Minister at Japan. May his official relations with Japan as representative of British interests be productive of an extension of the intercourse between the two countries." Sir H. Parkes, in responding, said he first visited Manchester about seventeen years ago, when he had been sent home to announce the conclusion of a negotiation which opened a new country to our commerce, namely, Siam. In no part of England was that announcement received with greater acclamation and more cordially than in Manchester. He could not now report the opening of a new country; but our relations with Japan had recently acquired so much greater importance that it almost amounted to a new opening for commerce. In addition to the romantic interest attaching to Japan,

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there was now this new one—that it was seeking a place among the commercial nations of the world. It would be difficult to find a better proof of the advantages likely to accrue from unfettered commercial intercourse than was afforded by the recent history of Japan. A few years after our intimacy with that country began, a part of Europe was struck with a disease calculated to produce a famine. The disease in the silkworm struck at the industry of Italy and France and materially affected some branches of industry in England. What happened? Japan was able to supply those silkworm ova of which the resources had failed in other parts of the world, and the peasants of Lombardy and France were enabled to continue their industry until, as was hoped, the disease came to an end. Shortly afterwards floods and storms destroyed the crops in Japan for two successive years, and immediately food was poured in from China and other countries, and many thousands of Japanese were saved from starvation through the agency of foreign commerce. But more important still; many of our manufactures, which at one time were regarded as superfluities, or even as curiosities, now promised to become necessities to the Japanese. He knew as a fact that Manchester yarns were an import of considerable importance, and which, in their laudable desire to improve their costume, they could no longer do without. On the other hand, Japan was well qualified to give us productions of great value, as silks, metals, and other things which we were quite prepared to receive. The liberal disposition of the present Government was shown by what had been done during the last few years. Since he left Japan, only a short time ago, the first line of railway had been opened. It was only a short line of about twenty miles, between Yokohama and Yedo; but it was as important to Japan as was the first line in England—between Manchester and Liverpool. Another undertaking was on foot which would link all the principal ports of Japan with Manchester and other towns in Great Britain by the electric wire. The Japanese were also supplying their country with a currency which in point of finish was equal to our own. Their coast, hitherto shrouded in fog and often beaten by storms that were a great terror to mariners, because they were certain as to the treatment they would receive if wrecked,—that coast was now lighted by a lighthouse system which welcomed the mariner and encouraged him to enter. Many of these works had been carried out by British industry, as the Japanese had entrusted their construction to British engineers. A still further proof of the interest taken by the Japanese in the advancement of commerce was the presence of the Ambassadors in England. They had been much struck by the liberality with which everything had been thrown open to them. Thus agencies were at work which might enable them, under good guidance, to accomplish much more in a short space of time than otherwise could be accomplished. The Ambassadors would learn more than struck the eye. They would learn how much of what they saw was attributable to the liberality in all administrative measures, especially to such action as our Government had upon commerce. They saw how in our eyes the best protection of our commerce was to leave it alone—(applause)—to let it find its own channels; and that all the Government had to do was to protect the person of the merchant, and see that he sustained no damage. In conclusion, he (Sir Harry) assured the Chamber of his resolve to give the utmost attention to the interests of commerce when he returned to Japan.

DEPARTURE FOR GLASGOW.

On Wednesday, the 9th, the Ambassadors and their suite left Manchester for Glasgow, and on the following day they were entertained by different public bodies. At a meeting of the Chamber of Commerce, attended by several members of Parliament and a large number of the most influential gentlemen in the West of Scotland, the members of the Embassy were presented with an address on behalf of the Chamber and the mercantile community of Glasgow. In the address sympathy was expressed with the object of the mission of the Embassy, and a hope that it might bring about closer relations between Great Britain and Japan. Gratification was also expressed at the improvements which had recently been made in the civil and social condition of Japan, and at the efforts to elevate and improve the condition of the people of that country, to develop its resources, and to cultivate intercourse with other nations. The address further expressed the hope that an acquaintance with the institution of England, her system of Government, and her political and civil arrangements, would be of benefit to the authorities of Japan in carrying out the course of action they had commenced. On behalf of the Embassy it was replied that they were anxious to see closer friendly and commercial relations existing between their country and Great Britain.

The scientific staff of the Embassy visited the Castle and the Museum of Science and Art at Edinburgh on the 8th inst. Accompanied by Mr. Henry Brunton and Professor Archer, the visitors remained in the Museum the greater part of the day, and studied the objects contained in it very closely. It may be explained that this branch of the Embassy is more particularly charged with the duty of inspecting and reporting upon the manufactures of this country. In pursuance of this object, they generally precede the chief Ambassador and suite. All the members are, however, expected to be together in Glasgow this day.

The Mayor of Liverpool has received a polite and courteous acknowledgment of the attention bestowed upon the Ambassadors during their visit last week. The Ambassadors also took the opportunity of mentioning their high opinion of the police arrangements, and of the efforts which were made by the gentlemen connected with the commerce of the port to make their visit pleasant and profitable.

THE BURMESE EMBASSY.—The Burmese Embassy, accompanied by Major M'Mahon and Mr. Edmund Jones, have returned to London. It is understood they will remain in the metropolis until the return of the Queen to Windsor, when, after taking leave of her Majesty, they will proceed through France, Italy, and Egypt to India, where they will pay their respects to the Governor-General, and, finally, arrive in their own country about the beginning of next year.

Monetary and Commercial.

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At an extraordinary meeting of the Chartered Bank of India Australia, and China, held on the 9th inst., it was stated that the amount of claim against the firm of Gledstanes and Co. was £28,000, and that had it not been for that failure an interim dividend would have been declared. Messrs. F. W. Heilgers and W. Paterson were elected to seats at the board. A full report of the proceedings will be found in another column. The chairman called attention to the usance of six months' bills on London against produce from India and China. Now that the voyage is reduced to less than two months by the Suez Canal, there can be no sort of excuse for buying bills drawn at a longer sight than Sixty or Ninety days. Six months' bills assist to a great extent in keeping afloat such firms as Gledstanes and Co. long after they are insolvent, and the sooner Bankers refuse them the better.

The directors of the Chartered Mercantile Bank of India, London, and China have issued their report, declaring an interim dividend at the rate of 8 per cent. per annum. The report was published in full in our issue of the 17th ult. The meeting of this Bank will be held to-morrow, and that of the Oriental Bank on Thursday next.

The subject of the amended bill of lading by steamers *via* the Suez Canal has been already too long under discussion, and it will assuredly not be helped forward by the report of the Committee of the Bombay Chamber of Commerce just issued. To call it a one-sided document would be to employ a phrase not strong enough to describe its bias to the shipowning interest. It is a piece of special pleading of the most transparent kind. Starting with the apparent conviction that there is but one port in the East—Bombay—it quietly ignores every other port in Great Britain except Liverpool. Thus self-satisfied, it proceeds to recommend a new form, in which the two points demanded by shipowners and resisted by the London Committee of Merchants are conceded off hand. The freight is to be made payable *on* delivery, not *after* delivery, the practical effect of which, as is now well known, is that the freight is demanded and has to be paid before delivery has commenced, in point of fact before the consignee knows whether his goods are really on board as shipped or not. Again, "should the goods not be taken delivery of by the consignees as soon as the steamship is ready to discharge, they will be landed and warehoused at the port of destination at the risk and expense of the owner of the goods"—that is tantamount to giving power to the owner to bundle out the goods at pleasure, and to warehouse them wherever he may think fit, as he is under no obligation whatever to notify to the consignees or to the mercantile community the arrival of his steamer with their goods. Now, this is not as it should be; this is not what ought to be expected of the Chamber of a port like Bombay. But the cause of disappointment is not far to seek. It crops up in the first paragraph, and it flourishes in the last. The report starts with "the interest of Bombay," and it closes with "Liverpool." Not what is right, not what is fair between man and man, in the construction of a contract, is once hinted at. In every line we are reminded of the valuable ship-consignments, which the members of the Bombay Chamber owe to the shipowners of Liverpool. Nobody can serve two masters, and the Bombay Chamber are not unwilling to sacrifice the interests of shippers to those of shipowners. In this selfish calculation they may find that they have acted shortsightedly. We do not believe that the merchants of London, who have so thoroughly proved their good feeling, who have thought for the whole mercantile world, and not for one port, will consent to be thus arrogantly treated. As for our friends in the Far East—whose existence is superbly ignored by the commercial magnates of "Duckland"—we are quite sure that the Bombay "platform" will not go down in China, Japan, or the Straits.

The directors of the Anglo-Indian Tea Company have issued their first annual report. They state that the operations of the year have been satisfactory. Out of the profits they have written £500 off the preliminary expenses and £500 off the goodwill expenses account, and they recommend a dividend for the year ending the 23rd August, 1872, at the rate of 10 per cent., leaving £982 4s. 9d. to be carried forward for future dividends or contingencies. With the object of extending the business, it has

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been deemed desirable to increase the company's resources by the issue of 2,000 additional shares of £10 each. These are offered at par to existing shareholders.

At a meeting of the Board of the Anglo-American Telegraph Company it was resolved to pay the usual interim dividend of 2 per cent., on the 1st of November next, for the quarter ending the 30th of September. A similar resolution was also passed by the directors of the French Atlantic Telegraph Company.

Mr. Augustus Sillem, of the firm of Messrs. Antony Gibbs and Sons, has been elected a director of the National Discount Company, in the room of Mr. Alexander Mackenzie, who has resigned.

The Great Northern Telegraph Company notify that the traffic receipts on their European lines, in September, amounted to f.131,972, against f.98,820 in 1871, and on the China and Japan line to f.98,490, against f.41,750.

Bar Silver has again declined, and may be quoted 60½d. per oz. standard. A few small parcels of Mexican dollars have come to hand from New York, and, arriving just in time for shipment to China, have been placed at the old prices, viz., 62¼d. for the old, and 60d. for the new coinages.

The amount of bullion by the P. and O. Company's steamer *Simla*, which left Southampton on the 10th inst., was in gold —to Alexandria, £30,000; to Galle, £1,630; to Madras, £5,000; in silver—to Penang, £2,190; to Singapore, £42,500; to Hong Kong, £13,700; to Shanghai, £4,520; total, in gold, £36,630; in silver, £62,910.

ARTICLES OF IMPORT.

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TEA.

The market still shows no signs of activity, but there is a quiet business doing, without material change in prices, except that Green Teas and Canton Scented Teas have again sold rather lower under the hammer without reserve. Buyers are generally purchasing sparingly, waiting for the arrival of the clippers, which are now daily expected. The public sales have been small, comprising 2,690 packages of Scented Teas, 2,738 packages of Green Tea, and 5,416 packages of various kinds, nearly the whole of which have been offered and sold without reserve. The deliveries for the week amount to 3,363,878 lbs., against 4,320,592 lbs. last year.

Black.—Red-leaf kinds: Siftings and broken-leaf kinds show no change, the demand being limited. Fair to good common, free from dust, remain very scarce, from 1s. 0½d. to 1s. 1½d. per lb. Fair to good Kaisow kinds have been difficult of sale at former prices. In fine to finest the small sales made have been at previous rates. Pak Lin kinds remain dull of sale, without change in prices. Black-leaf kinds: Low qualities show no improvement; fair common has been rather more in request. Good common has also been rather firmer at 1s. per lb. Fair to good medium has been steady, with sales to a moderate extent. Fine to finest remain firm, but with a limited demand, buyers waiting for the Clippers. New-make Canton kinds: Common to fair have been sold from 11d. to 1s. 1d. per lb., showing no change; good have been wanted Oolongs show no material change. Souchongs have been dull of sale at about previous prices. Flowery Pekoes are only saleable in small quantity. Scented Teas:—Canton Capers: Common to fair have sold rather lower at public sale; good to fine have realised high prices, in some instances showing 1d. to 2d. per lb. advance; some small parcels extra choice sold at extreme prices. Foochow Capers remain difficult of sale. Canton Orange Pekoes, all but the finest, have moved off very slowly, and prices must be considered in favour of buyers. Foochow kinds show no alteration, the demand being slack. Uncoloured Japans have been steady at previous prices. *Green.*—The market is somewhat over-supplied, and the continued pressure to sell without reserve at public auction has again resulted in lower prices, both for Moyune and Ping Suey kinds. Canton kinds show no change.

SILK.

There is no alteration to report; the market is still quiet, and the upward movements of the bank rate (now 6 per cent.) naturally checks business, although it cannot be said that prices are affected by the advanced rate. During the week there have been many buyers disposed to operate at 6d. decline, and some business has been doing; a large line of chop 3rd Tsatlees at 28s. 6d., and Red Peacocks at 24s. 6d., but importers generally hold for full quotations. In Cantons there is some little daily business doing at former rates, but here again asking prices keep buyers away. Japans are quiet and unchanged in value. Deliveries are good, being from 1st to 9th instant—China, 898; Canton, 231; Japan, 263; Bengal, 150; total, 1,542 bales.

Coffee.—Only small supplies have been placed on offer at the public sales, but these have met with an active demand, and full rates have been obtained. By private contract a steady inquiry has prevailed and business has been done at firm prices. At public sale Plantation Ceylon has realised—triage, 67s. to 72s. 6d.; small, 74s. 6d. to 77s.; low middling, 77s. 6d. to 79s. 6d.; middling coloury, 80s. to 82s. 6d.; bold, 83s. 6d. to 86s.; peaberry, 97s. to 99s. Privately Native Ceylon on the spot has been sold at 71s. to 72s., and Plantation at 79s. up to 87s. 6d. for fine bold; an offer of 389 bags Singapore, ordinary mixed and brown, was quitted at 67s. 6d. to 70s. 6d.

Cocoa-nut Oil maintains previous rates, Cochin £36 to £39, Ceylon £35 10s. per ton.

Cutch continues very dull, and there have been no transactions during the week; 156 boxes middling at auction were bought in at 21s. per cwt.

Galls.—An offer of 10 cases good quality China was quitted at £2 17s. 6d. per cwt.

Gambier.—The market continues firm at 24s. 6d. to 24s. 9d. for bales, and 28s. to 28s. 6d. for pale free cubes.

Hemp.—The demand for all descriptions continues limited, and sales are effected slowly at about previous quotations. Privately 150 bales fair roping Manila have been sold at £48, and 485 bales were bought in at £48 per ton.

Pepper.—*Black:* Privately sales have been effected at a slight reduction, Penang at 6¼d., and Singapore at 6¾d. At auction supplies have gone off flatly and nearly all bought in, Singapore at 6⅝d. to 6¾d., Trang at 6⅜d., Penang at 6⅜d., except West Coast sold at 6¼d., Saigon bought in at 6¼d., excepting sea-damaged, which sold at 6⅜d. for first class. *White* is dull and lower sales being effected to small extent—fair at 1s. 2⅜d., one lot 1s. 2½d., sea-damaged first class 1s. 2⅛d. to 1s. 2¼d.; 200 bags have been sold for October delivery at 1s. 2d.

Rice.—The market on the spot is dull, but there is a better demand for floating cargoes for the continent, more particularly Necransie, and firm rates have been obtained, cargoes being sold as follows:—The Marie 730 tons Necransie, arrived off coast, at 9s. 5¼d. for the continent, damages at valuations; the Prince Llewellyn 415 tons Necransie, May sailing, at 9s. 6⅜d. do.; the P. C. Merryman 1,230 tons Necransie, for a near continental port, at 9s. 5¼d; also a cargo of 1,200 tons Rangoon, distant shipment, at 10s. 3d. ex ship London, or 10s. 9d. Liverpool terms.

Rattans.—At auction 1,534 bundles Penang sold at 4s. to 5s. 11d., including damaged.

Sugar.—The market has been characterised by a weak tone, the public sales have gone off slowly for good and fine qualities as well as brown, and easier rates have been occasionally accepted. By private contract only small sales have taken place at previous quotations. *Manila*: No sales. *Penang*: At public sale of 5,655 bags, consisting chiefly of fine to superior coloury and grocery qualities, 4,700 bags sold at about the valuations, middling to good yellow (duty 5s. 3d.) at 30s. 6d. to 31s. 6d., fine to superior soft coloury and grocery (duty 5s. 3d), at 33s. to 34s. 6d., fine soft Benares kind (duty 5s. 3d.), at 35s. to 35s. 6d., being extreme rates, fine white grocery and grainy (duty 5s. 8d.), at 35s., fine bright crystallised at 37s. 6d., brown and low soft yellow were bought in at 26s. 6d. to 30s. 6d. Offers of 1,705 bags date sort (duty 4s.), were bought in at 22s. to 22s. 6d., but have since all sold at 22s. *Siam:* In auction 1,899 mats were bought in, heavy brown syrups at 24s. 6d., fine soft brown 27s., except 310 bags, which sold, low soft yellow (duty 4s.), at 27s. 6d., washed 25s. 6d. to 26s. The portion bought in has since been quitted privately at 23s. 6d. per cwt.

Shells.—The periodical sales were held on the 8th inst. with the following results:—*Mother o'Pearl:* The quantity offered was moderate, and with a good demand the bulk found buyers; no supplies of Manila were included in the sale. *Tortoise:* An active demand prevailed, and the whole of the quantity offered was disposed of at full to occasionally dearer rates; 5 cases (667 lbs.) East India sold at 16s. 6d. to 18s. 6d.

Sago.—In public sale 963 bags small pearl were all disposed of at easy rates, fine 17s. to 17s. 6d., fair 16s. 6d.; 278 bags medium were bought in at 20s. *Flour:* For arrival 100 tons Singapore have been sold at 15s. 9d. ex ship.

Spices.—*Cassia Lignea:* Supplies exceed the demand, and prices are again lower; at auction 350 boxes unworked were bought in at 88s. to 90s., except one lot which sold at 86s. *Cloves*: 26 cases Penang sold at dearer rates, good to fine bold at 1s. 5½d. to 1s. 6½d. *Nutmegs*: Supplies of good extent (253 packages) offered by auction included some second-hand parcels; small sizes met less demand at cheaper rates, but good bold sold at firmer prices. Of 137 cases 60 boxes Penang offered 80 cases 10 boxes sold, average 65 and 64 nuts to the lb. at 4s. to 4s. 1d., 68's slight mouldy at 3s. 9d. to 3s. 10d., 72 to 75's at 3s. 7d., 70's of old import also 3s. 7d., 82 to 79's at 3s. 4d. to 3s. 5d., 117 to 107's at 2s. 10d. to 2s. 11d., limed and defective 156 to 140's at 1s. 8d. to 2s.; of 23 cases 13 casks Java 5 cases 11 casks sold, 68's at 3s. 9d., low wormy broken at 10d. to 1s. 1d. *Mace* has met less demand, and 77 packages offered were only partly sold at lower rates; of 26 cases 33 boxes Penang and Singapore 12 cases 13 boxes sold, partly mouldy red 3s. 11d. to 4s., low middling 4s. to 4s. 1d., middling palish 4s. 4d.; 4 cases 3 casks broken Java sold at 3s. 8d.

Tobacco.—At public sale 30 bales Manila leaf partly sold—3s Cagayan 1869 at 16½d., and part of 2,624 bales 4a Cagayan 1870 at 11d. to 12d., and 476 bales damaged at 7½d. to 8¾d., one lot 7d.; also 15 bales Sumatra 11¾d., 2 ditto China 8½d., 21 ditto ditto damaged 2½d. to 3½d., 9 ditto Japan 5½d., 6 ditto ditto damaged 4½d. to 4¾d., and part of 10 ditto Java at 6½d. to 7¾d.

Tin.—Prices of Straits have continued to decline during the week; the present range of quotations is as follows; Straits on the spot and afloat, £140; Banca, £156 10s.; Billiton, £150 per ton.

ARTICLES OF EXPORT.

—o—

WOOLLEN AND WORSTED GOODS.

The current quotations in the Leeds market for Woollens and Worsteds are lower, and rule as follows:—

Spanish Stripes, 62 in., 19 yards, Elephant Chop, 3s. 6½d. per yard for scarlet; Long Ells, 30/31 in., 24 yards, Lion Chop, 33s. per piece for scarlet; Camlets, best SS, 30/31 in., 58 yards, Elephant Chop, 78s. per piece for scarlet; Lastings, 31 in., 30/31 yards, Lion Chop, 66s. per piece for gentian; Brocades, 31 in., 29 yards, Half Moon Chop, 24s. 6d. per piece for scarlet.

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Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
Oct. 3	Inspector	Atwood	Akyab	Falmouth
Sep.14	Danube (s.)	Hopkins	Foochow, via S.C.	Odessa
Oct. 5	Maud (s.)	Brittain	China, Sing., &c.,S.C.	London
	Hudicksvall	Hultman	Akyab	Falmouth
Sep 30	Bergenscren	Wesenburg	Do.	Long Island Snd
Oct. 5	Tertia (s.)	Wrang	Do., via S.C	London
5	Ravenswth Castle (s.)	Sargeant	China, Sing.,&c., S.C	Do.
	Brazilian (s.)	Green	Rangoon, &c.—S.C.	Liverpool
6	Glenesk	Millard	Rangoon	Do.
	Annot Lyle	Yeo	Akyab	Queenstown
Aug30	Camillo Cavour	—	Macao	Callao
Oct. 8	Sirius (s.)	Lee	China, Sing., &c., S.C.	London
	Prins Hendrik (s)	—	Java (S.C.) for Holnd.	The Owers
8	Wells (s.)	Stevens	Ceylon, &c , via S.C.	Plymouth
	Prince Alfred	Pfeiffer	Hiogo	New York
9	Oneiza	Morton	Manila	London
9	Wyberton (s.)	—	Bat. (S.C. for Rotdm.	Dover
5	Maria Giasapphina	Lotero	Akyab	Falmouth

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct 3	Laurel	Davies	Yokohama	London
3	Virginia	—	Singapore	Newcastle
1	Richard	Oesau	Do.	Hamburg
4	Vibilia (s.)	Baker	Colombo, &c., via S.C.	London
4	Yorkshire (s.)	Kennedy	Do.	Do.
4	Filatori	Ogrete	Galle	Swansea
4	Metis	Ellis	Batavia	Liverpool
5	Portland	Smith	Shanghai	London
5	Aurorita	Diliz	Manila	Liverpool
6	Vittoria Canestro	Canestro	Singapore	Cardiff
6	Grad Senj	Schimante	Do.	Do.
6	Aste Giuseppe	Maggiolo	Trincomalee	Do.
5	Amandine	—	Singapore	Newcastle
Sept. 4	Augustina	Barber	China	Callao
Oct. 7	Nuovo Matteo	Castagnola	Singapore	Cardiff
6	Templar	Fessenden	Do.	Swansea
3	Elmina	Ouwehand	River Amoor	Cronstadt
5	County of Stirling	Dalgarno	Java	Glasgow
	Confidenza	Lombardo	Galle	Gloucester
	Leaning Water	Kerr	Yokohama	Portsmouth
8	Southern Queen	Richards	Galle	Newport
8	Castelar	Lund	Do.	Cardiff
6	Tijer van Koetie	—	Singapore	Waterford

See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Steamer.	From.	For.
Chaldea	... London	... Colombo, &c.
Ormsby	... Ceylon	... London
Diomed	... Liverpool	... Singp., China, &c.

LOADING.

At London.—Steamers via Suez Canal.—For Hong Kong and Shanghai: H. C. Orsted. For Singapore, Yokohama, and Hiogo: Galley of Lorne. For Penang, Singapore, Hong Kong, and Shanghai: Cheops. For Colombo, &c.: Calcutta, Scindia.

Sailing Vessels.—For Yokohama: Eastern Star. For Hong Kong: Nueva Providencia. For Chefoo and Tientsin: Carnarvonshire. For Penang: Vanguard. For Singapore: Auriga, Havelock. For Colombo: Palestine. For Colombo, &c.: Spirit of the North, Elizabeth Ann.

At Liverpool.—For Hong Kong (via S.C.): Sea Gull (str.). For Manila (via S.C.): Emiliano (str.). For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Ulysses (str.), Nestor (str.), Glaucus (str.). For Singapore: Olive. For Colombo (via S.C.): Ambassador (str.). For Galle: Queensbury.

At Glasgow.—For Singapore: Maggie Leslie. For Singapore, Batavia, Samarang, and Sourabaya: Earl Canning.

SPOKEN.

Undine (ship), Shanghai to London, Aug. 30, off Cape Agulhas.
H. G. V. W., Cardiff to Shanghai, Aug. 25, 1 S., 22 W., 27 days out.
Thermopylæ, Shanghai to London, Aug. 22, 32 S., 13 E.
Duke of Abercorn, Foochow to London, Aug. 23, 34 S., 15 E.
Cashmere (ship), Shields to Singapore, Aug. 16, 9 N., 25 W.
Sunda (ship), Cardiff to Hong Kong, Aug. 4, 30 S., 33 W.
Cornelis Smit, Liverpool to Batavia, Aug. 31, 31 S., 89 E.
Meander, Singapore to New York, Aug. 16, 35 S., 20 E.
Kosmopoliet II., to Batavia, Aug. 29, 13 N., 26 W.
Anna Johanna, Batavia to Amsterdam, Aug. 17, 34 S., 17 E.
H.V.N.F. (Havilah barq.), Tyne to Singapore, Aug. 13, 3 N., 21 W.
N.Q.D.J. (Lady Ann, of London), Newport to Galle, Aug. 29, 10 N., 24 W.
Gysbertus Hermanus, Cardiff to Sourabaya, Aug. 28, 14 N., 26 W.
Nourmahal, from Japan, July 30, in Pitt's Passage, 30 days out.

FREIGHTS AND CHARTERS.

Rates of freight to the Eastern ports are steady at the current quotations, and there is still a good supply of steamers on the berth. Coal freights are quiet, but the turns for loading are better.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 70s. meast. To Hiogo: 70s. meast. To Nagasaki: 90s. meast. To Shanghai: 40s. meast. To Hong Kong: 45s. meast. To Manila: 80s. meast. To Singapore and Penang: 40s. meast. To Sourabaya and Samarang: 70s. meast. To Batavia: 65s. meast. To Padang: 80s. meast. To Saigon: 100s. meast. To Galle: 40s. meast.

Per Sailing Vessels.—To Yokohama: 40s. meast. To Shanghai — weight, — meast. To Hong Kong: 25s. meast. To Singapore 20s. weight, 25s. meast. To Penang: 35s. weight or meast. To Ceylon: 30s. weight, 25s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: £40. To Shanghai: £42 10s. To Hong Kong: £36. To Singapore: £25 to £26. To Penang: £25. To Galle: £21.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 40s. to 42s. 6d. To Shanghai: 45s. To Hong Kong: 33s. to 34s. To Manila: 27s. 6d. to 30s. To Singapore: 23s. 6d. to 25s. To Galle: 20s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Manila: 30s. To Galle: 21s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

The Admiralty have invited tenders for the conveyance of 167 tons of stores to Hong Kong.

CASUALTIES.

The Dexterous, Robinson, from Colombo to New York, put into St. Helena Aug. 31, and reported that during a very severe gale 14, in lat. 36 S., lon. 18 E., she lost sails, boats, &c., and had her bulwarks carried away.

The Sophia Koningen der Nederlanden, Klein, from Batavia, &c., to London, put into St. Helena Sept. 7, and reported having experienced heavy weather Aug. 18, off the Cape of Good Hope, during which she lost bulwarks and split sails, &c.

The Europa, Supcke, from Singapore and Batavia, to London, put into St. Helena, Sept. 7, having met with heavy weather, Aug. 22, in lat. 35 S., lon. 22 E., during which she sprung her rudder head.

The Cutty Sark (ship), Moodie, from Shanghai to London, passed St. Helena, Sept. 9, and reported by signal that she had lost her rudder off Algoa Bay.

The Robert Kerr, McClure, which arrived at Liverpool, Sept. 29, from Singapore, reports having experienced head winds in the China Sea, being 20 days to the Straits of Sunda, and that when clearing Java head the ship was caught in a terrific squall, which stripped her of all her canvas.

Advices from Amsterdam, Oct. 3, state that the Kennemerland, de Jong, had arrived at Nieuwe Diep from Batavia, and reported having encountered a hurricane, Aug. 21, off the Cape de Verde, which carried away several sails and swept everything movable from off her deck.

The Queen of India, from Manila to Liverpool, put into Algoa Bay, Sept. 2, with loss of bulwarks, &c.

The Sarpedon (str.), Ferguson, which arrived at New York Sept. —, from Shanghai (via S.C.), reports having encountered a hurricane, 23, in lat. 36 N., long. 56 W., lasting eight hours, during which she was hove on her beam ends, and had four feet of water in her engine-room.

A telegram from Aden, Oct. 9, announces that H.M.S. Briton would proceed to the wreck of the Parnassus (str.), at Guardafui; part of the cargo, tin, of the latter vessel will be saved.

MISCELLANEOUS.

At St. Helena.—Aug. 28, Osaka, Leslie, from Ilo Ilo, and sailed 29 for Falmouth; 30, Caroline Coventry, Ellery, from Manila; 31, Wilhelmina, Willenbrink, from Manila, and both sailed 31 for New York; Sept. 1, St. Brycedale, Pearce, from Formosa, and sailed same day for London; Banda, Evans, from Batavia, and sailed same day for Falmouth; 2, Seadrift, Pybus, from Colombo, and sailed same day for London; 4, Canton, Goedt, from Singapore, and sailed 5 for Stettin; Evening Star, La Bœuf, from Singapore; Concord, Park, from Colombo, and both sailed 5 for New York; 6, Veritas, Stahre, from Manila, and sailed 7 for Belle Isle; 8, Java Packet, Trappen, from Batavia, and sailed 9 for Amsterdam.

Off St. Helena.—Sept. 4, Craigie Lee (barq.), from Singapore, for Boston; 9, Aleppo (barq.), from the Phillipines, for London; an English ship, with blue streaks and white ports, from Java, for Queenstown, fifty days out.

The master, De Breuck, of the Andriana Petronella, which vessel arrived at Falmouth Oct. 3, from Batavia, had died at sea.

The Glendarroch (str.), from China, &c. (via S.C.), to London, put into Lisbon Oct. 5, short of coals.

Pacific and Java Mail Steamers.—Messrs. John Elder and Co. have launched from their shipbuilding yard at Fairfield, Govan, a magnificent iron screw steamer of 4,200 tons gross measurement, and 600-horse power nominal, for the Pacific Steam Navigation Company of Liverpool. The vessel is called the Sorata, and has been constructed for that company's weekly service between Liverpool and Valparaiso, and is of the following dimensions:—Length over all, 428 feet; breadth (moulded), 42 feet; depth (moulded), 35 feet 9 inches. Her state rooms and saloon have accommodation for 140 first, 50 second, and 800 third-class passengers. This is the fifth steamer the firm have launched this year for the Pacific Company, and they have other six large steamers in hand for them—viz., the Illimani, Cotopoxi, Potosi, Valparaiso, all screws of about 4,200 tons gross; and two paddle steamers of 1,600 tons—the Islay and Oroya. The firm are also building a screw-steamer of 3,050 tons for the Stoomvaart, Maatschappy, Nederland.

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copp	Lea	Zinc.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Tar and Pitch.	Gunpowder.	Earthenware & Glass.
				Tons.	Tns.	Tons.	Tons.	Tns.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals	Gals.	£.	£.	£.	£	Brls.	lbs.	£
Nyassa	Hong Kong	London.	Sept. 6	...	175	...	19	1	...	...	...	2045	53760	14287	...	...	15	460	64480	...	...	130	322	...	312	896	1585	1669	1383	25	230	500	...	...	298
Golden Fleece	Colombo	,,	,, 11	...	...	28	...	...	...	...	438	110	...	...	...	...	...	...	...	...	60	33	1600	...	199	...	382	70	18	...	...	15	...	...	410
Tyburnia	Hong Kong	,,	,, 25	309	253	35	...	202	2	...	350	1748	300360	12000	...	...	...	220	24000	...	15	184	887	431	932	203	2568	1000	44	...	382	240	...	...	352
Eleanor	Singapore	,,	,, 25	...	...	...	...	150	38	1	...	649	126000	...	...	...	19	...	12000	...	...	87	2212	...	137	1210	1190	761	290	70	420	...	50	18000	636
Lizzie Ireda'e	Yokohama	Livrpool	Aug. 24	70	...	...	...	9	...	...	...	2107	647600	97764	...	...	2102	3120	592510	...	...	...	...	...	...	...	...	150	149	...	...	...	50	...	30
Do.	Hiogo	,,	,, 24	...	15	...	...	...	...	...	...	181	...	...	...	...	696	495	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
Lake Simcoe	Yokohama	,,	,, 30	192	11	...	...	...	...	...	...	89	574600	82400	...	135	8104	310	145660	...	...	...	...	...	...	102	...	...	152	44	...	...	...	...	...
County of Stirling	Java	Glasgow	Oct. 5	...	...	...	...	...	...	...	...	...	63100	27135	...	...	...	...	...	...	...	27	...	...	...	...	...	...	60	...	...	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		Cwt.	Cwt.	£	£	Cwt.	£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Nyassa	Hong Kong	118	11& 10cs.	460& 50cs.	80	6cs.	...	40	7	181& 1cs.	103	...	...	...	75	62 & 60cs.	...	...	7cs.	...
Golden Fleece	Colombo	2	...	25	86	...	...	305	...	...	...	...	...	...	...	...	...	...	...	...
Tyburnia	Hong Kong	109	10cks.	235	213	..	...	80	20	102	...	...	...	...	304	29 & 50cs.	...	550	...	...
Eleanor	Singapore	257	1	9	80	...	...	225	30	126	58	...	...	...	25	255	1080	...	...	...
Lizzie Iredale	Yokohama	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...
Do.	Hiogo	...	...	...	...	...	...	...	...	170	...	...	...	...	...	...	...	...	...	...
Lake Simcoe	Yokohama	40	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
County of Stirling	Java	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

ADDITIONAL.—Per NYASSA.—Cement, £103; goods, manufactured, £168; effects, £10; sheathing felt, £120.

Per GOLDEN FLEECE.—Cement, £45; slates, £32; casks in shooks, £55.

Per TYBURNIA.—Clocks, £21; goods, manufactured, £5; matches, £710; compo' tubing, £12; ships' tackle, £40; sheathing felt, £100; effects, £70; soda water, £9.

Per ELEANOR.—Goods, manufactured, £15; soda water, £38; corks, £24; matches, £1,700; india-rubber manufactures, £59; effects, £45; mineral waters, £232.

Per LIZZIE IREDALE.—To Yokohama: Wrought and cast-iron bridgewater, £3,800; fire bricks, £40. To Shanghai: Soap, 19 tons.

Per LAKE SIMCOE.—Soda water, £95.

Per SAIGON, from Glasgow to Galle, cleared Sept. 17.—Coals, 1,035 tons.

Per TYGER VAN KOCTI, from Glasgow to Singapore, cleared Sept. 25.—Canvas, £90.

Per ALVINGTON.—Hardware, £123; goods, manufactured, £40; painters' materials, £13; firearms, £570; plated ware, £50; apparel, £10; harness, £80; glass, £40; gunpowder, 1,200 lbs. Shortshipped.—Cement, £50.

Per DEWA GUNGADHUR.—Toys, £60; hardware, £29; provisions, £18; firearms, &c., £80; hats, £254; oilmans' stores, £92; drugs, £9; oil, 70 gallons; fruits, 8 cwt. Shortshipped.—Lead, £505; ammunition, £308; hardware, £379; biscuits, £125; machinery, £708.

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IN CONNECTION WITH THE

EASTERN TELEGRAPH COMPANY, LIMITED.

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„ JAPAN	7 0 0	7 1 0

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THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
9th October, 1872

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THE CHINA AND JAPAN AGENCY.
For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to
THE MANAGER,
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Cowper's-court, Cornhill, London, E.C.

CHINESE LANGUAGE.
THE ADVERTISER desires EMPLOYMENT at HOME or in CHINA. He has lived n Shanghai for years, speaks Chinese, and has a fair knowledge of the written character.
J. CONNOLLY, care of Messrs. Hanbury and Co., 15, St. Mary Axe.

THE HIGH PRICE OF MEAT.
Great economy effected by using
LIEBIG COMPANY'S EXTRACT OF MEAT.
Read carefully the printed instructions.
CAUTION.—None genuine without Baron Liebig's the inventor's, signature.
Beware of all imitation extract.

CEYLON.
COFFEE ESTATES FOR SALE,
IN all Districts, Ages, Conditions, varying in size from 40 to 1,500 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.
N.B. — Fifty-seven estates now on the register. Thirty-eight have been sold.

ALEXANDER BROWN,
ESTATE AND GENERAL AGENT,
KANDY, CEYLON,
VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

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THE TANJONG PAGAR DOCK COMPANY

(LIMITED).

REPORT OF THE DIRECTORS.

The Balance Sheet for the past half-year, which your Directors have now the pleasure to lay before you, affords sufficient evidence of the steadily increasing prosperity of the Company.

The Net Profits for the above period are $33,060.91, subject, however to the payment of $6,061.50, interest from 1st January to 30th of June at 9 per cent. per annum on Preference Shares, and to the payment of a sum estimated at $2,600 due to contributing Shareholders under Clause 72 of the Articles of Association, leaving about $24,399.41 available for dividend.

Your Directors have therefore much pleasure in proposing that a dividend at the rate of 12 per cent. per annum be declared, disposing of $18,000, and that the balance be carried to the reserve fund, which will then amount to upwards of $20,000.

The doubts expressed by your Directors at the last half-yearly meeting respecting the legality of the issue of Preference Shares, having been confirmed by one of the highest authorities in England (Sir Roundell Palmer), your Directors have come to an amicable arrangement with the Preference Shareholders, whereby they have the option of exchanging the said shares for original stock at par, or debentures for 6 years bearing interest at 9 per cent. per annum, or the repayment of the sums so invested with interest at abovenamed rate on 31st August.

This arrangement is entirely to the advantage of the Company, inasmuch as it relieves it of the restriction limiting the declaration of dividends on original shares to five per cent. per annum.

For the purpose of extending the works of the Company in order to meet the increasing demand for Wharf and Godown accommodation, and also to provide for the payment of Debentures as they fall due, your Directors confidently recommend the immediate increase of the Capital of the Company, either by the issue of a limited number of fully paid-up shares, or of a greater number of shares on which calls could be made as required.

Since our last report considerable progress has been made in the construction of a brick store for the Company's Stock. The granite foundation for a brick godown, No. 4, at the west end of the wharf, has been completed—and a wooden godown on piles with tiled roof, similar to those already on the Wharf, is in a forward state. It is expected that these three buildings will be completed within the next six months.

Two hundred feet of wharf at the east side of the Dock has been built, including the foundation for the steam boilers shears—which, with the requisite machinery, will be erected in about two months.

During the half-year there have been berthed at the Wharf—

185 Steamers of Register Tons ... 164,756.
63 Sailing Vessels „ ... 40,534.

The Graving Dock has accommodated—

16 Steamers of ... ... 9,999 Tons.
12 Sailing Vessels of ... ... 7,502 „

Of general Cargo there has been landed and shipped over the Wharf ... ... 70,031 „

And of Coals ... ... 68,627 Tons.
Of Ballast there has been shipped and landed 7,559 „
The quantity of Coals in store on account of constituents was on 30th June ... ... 18,802 „

The staff and plant during the half-year has been maintained in its usual state of efficiency.

Singapore, 5th August, 1872.

JASPER YOUNG, Chairman.

BALANCE-SHEET, 29TH JUNE, 1872.

CAPITAL AND LIABILITIES.

Capital—Original Shares.			
Total amount received from Shareholders			$300,000.00
Total number of shares	3,000		
Do. issued	3,000		
Do. remaining unissued	None.		
Amount received per share	$100		
Arrears of calls	None.		
Shares forfeited	None.		
Liabilities.			
Debentures, 3rd series, due 10th Oct., 1873...		160,000.00	
Do. 4th series, due 10th Oct., 1873...		46,400.00	
Do. 5th series, due 1st Sept., 1876		59,600.00	
Amount of preference shares issued		134,700.00	
			420,700.00
Loans for short periods			9,715.70
Wharf coolies' wages for June		4,000.88	
Due for wages for dock, wharf, and machine shop, office salaries, directors' fees, &c.		6,575.64	
Third instalment of remuneration allotted London agents at general meeting 17th Aug., 1871		833.00	
Interest on Debentures to 30th June...		9,803.40	
Sundry accounts owing		3,284.24	
			13,920.64
Dividends unclaimed			285.00
Bills payable			211.50
Reserve Fund			13,887.43
Balance, being amount at credit, profit and loss account, 29th June, 1872, available for dividend (but subject to interest on preference shares at 9 per cent. per annum, amounting to $6,061.50, and to payments under Clause 72 in Articles of Association, estimated at $2,600) ...			33,060 91
			$802,357.70

PROPERTY AND ASSETS.

Property—		
Freehold Land		$51,656.25
Permanent Works—		
Dock, godown, and coal sheds	$378,615.20	
Wharf	203,461.45	
Machine shop and plant	29,081.00	
		611,157.65
Movable Property—		
Working Plant		51,540.99
Stock in Trade		47,223.75
Goods to arrive from Europe...		2,877.05
Assets—		
Local debts owing to the Company, being chiefly accounts for June	31,761.99	
Remittances to London on account of stores ordered ...	953.73	
Cash in Chartered Bank of India, Australia, and China	4,080.29	
Fire Insurance—		
Current value of policies on 30th June, carried forward to next half-year	1,106.00	
		37,902.01
		$802,357.70

We, the undersigned, have examined the above balance-sheet, with the books of the Company, and hereby certify the same to be correct, and to exhibit a fair and correct view of the Company's affairs.

H. T. POWELL, W. W. WILLANS, } Auditors.

We certify that this Balance-sheet contains, to the best of our belief, a true account of the Capital and Liabilities, and of the Property and Assets of this Company

JASPER YOUNG, Chairman.
H. W. WOOD, R. PADDAY, } Directors.

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CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

HATTON-COURT, THREADNEEDLE-STREET. LONDON.

Incorporated by Royal Charter.

Paid-up Capital, £800,000.

COURT OF DIRECTORS, 1872-73.

CHAIRMAN.
ANDREW CASSELS, Esq.

Frederick W. Heilgers, Esq. | Wm. Macnaughtan, Esq.
John Jones, Esq. | William Paterson, Esq.
Thomas Lancaster, Esq. | Ludwig Wiese, Esq.

MANAGER.
John Howard Gwyther.

SUB MANAGER.
James Macdonald.

SECRETARY.
William Charles Mullins.

BANKERS.
London—The Bank of England; the City Bank.
Scotland—The National Bank of Scotland.

AGENCIES AND BRANCHES.

Bombay.	Rangoon.	Hong Kong.
Calcutta.	Singapore.	Shanghai.
Akyab.	Batavia	Hankow.

The Corporation buy and sell, and receive for collection, Bills of Exchange, payable at the above-named places; issue Letters of Credit; undertake the purchase and sale of Indian Government and other Securities; hold them for safe custody; and receive Interest or Dividends as they become due.

Deposits of Money are received for not less than twelve months, bearing Interest at 5 per cent. per annum.

MEETING OF SHAREHOLDERS.

Minutes of an Extraordinary General Meeting of the Shareholders, held at the London Tavern, Wednesday, the 9th day of October, 1872,

ANDREW CASSELS, Esq., in the Chair.

The Advertisement convening the Meeting having been read, the following Resolutions, after some introductory observations, were successively put and carried unanimously:—

Moved by the Chairman, and seconded by William Macnaughtan, Esq.:—

1st. That the election of Mr. Frederick William Heilgers as a Director of the Bank, in place of Mr. James Fraser, deceased, be now confirmed.

Moved by the Chairman, and seconded by John Jones Esq:—

2nd. That Mr. William Paterson be elected a Director.

With a cordial vote of thanks to the Chairman, Directors, Manager, and Officers, moved by Thomas Bett, Esq., seconded by W. H. Mann, Esq., and carried unanimously, the proceedings terminated.

ANDREW CASSELS, Chairman.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £144,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1871.

SCHOUT AND CO., SHIPBROKERS AND FORWARDING AGENTS, AMSTERDAM.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France). Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

Incorporated by Royal Charter.

Head Office—65, OLD BROAD-STREET, LONDON, E.C.

Branches and Agencies:—

In INDIA ..... Bombay, Calcutta, Madras.
,, CEYLON ..... Colombo, Kandy, Galle, Matale.
,, STRAITS SETTLEMENTS and JAVA—Singapore, Penang, Batavia.
,, CHINA ..... Hong Kong, Foochow, Shanghai, Hankow.
,, JAPAN ..... Yokohama.

Bankers:—
Bank of England,
London Joint-Stock Bank.

The Bank receives money on deposit, buys and sells Bills of Exchange issues Letters of Credit and Circular Notes, and transacts the usual Banking and Agency business connected with the East, on terms to be had on application.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.

Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutt

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, and CHINA.

The HALF-YEARLY MEETING of the Shareholders will be held within the BANKING HOUSE, No. 65, OLD BROAD-STREET, CITY, at One o'Clock precisely, on TUESDAY, the 15th Oct. next.

A Dividend of 8 per cent. per annum, free of Income Tax, for the half-year ended the 30th June last, has been declared, and will be paid to the Shareholders on the London register on and after the 28th inst.

The transfer books of the Bank will be closed from the 19th to the 28th inst. inclusive.

By Order of the Court of Directors,
WALTER ORMISTON,
For Chief Manager

No. 65, Old Broad-street, London,
13th Sept., 1872.

CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130, 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

LONDON AGENTS—FEARON AND CO.,
34, GREAT ST. HELENS, E.C.,

By whom risks to all Eastern ports are taken at current rates.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonadel Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

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Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

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WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

CHANDELIERS IN BRONZE AND ORMOLU.

MODERATOR LAMPS AND LAMPS FOR INDIA.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN.

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms Broad-street.

ESTABLISHED 1807.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

NOTICE.—ALL JAPANESE residing at present in Great Britain and Ireland are hereby requested to report their ADDRESS to Mr. S. TODA, at No. 446, Strand, London, before the 10th of October.

THE

NAVAL AND MILITARY GAZETTE

East India and Colonial Chronicle.

A SATURDAY MORNING PAPER,
ESTABLISHED 1833,

Now under new Editorship, gives all the Naval and Military News of the Week, from both Home and Foreign Stations, interesting alike to those in the Services and to their Friends.

Price THREEPENCE.
166, FLEET-STREET, E.C.

THE CHINA REVIEW.

Published every Two Months, Sixty 8vo. pages.
(Subscription, $6.50 per annum.)

EDITED BY N. B. DENNYS, M.R.A.S., &C., &C.

No. 1, Vol. 1, of the above periodical will be published in August.

CONTENTS OF THE FIRST NUMBER.

1. Introductory Notice. 2. The Shih King—a Review of the fourth volume of Dr. Legge's "Chinese Classics." 3. The Adventures of a Chinese Giant—Translated from the Chinese. 4. A Chinese Farce, with an Introduction. 5. Su Tung-p'o—from an unpublished History of the Kwang-tung Province). 6. Mr. Wade, C.B., on China—an unpublished State Paper. 7. From Gotham to Cathay, being divers experiences in strange places. 8. Rhymes from the Chinese. 9. The name Hong Kong. 10. China's place in Philology—a Review of Mr. Edkins's last work. 11. Short Notices of New Publications. 12. Notes and Queries on Eastern Matters. 13. Books wanted, Exchanges, &c.

Orders to be addressed to GEO. MURRAY BAIN, publisher.

"China Mail" Office, Hong Kong, July 11, 1872.

SUCCESS IN INDIA, AND HOW TO ATTAIN IT.

EFFINGHAM WILSON, Royal Exchange.

The writer is evidently well acquainted with the East, and the information afforded by him is both useful and interesting.—*Daily News.*

The honest yet hopeful way in which practical information is communicated in these pages concerning actual life in India will awaken the dormant enterprise of young men of education and ability, whose prospects may be somewhat indifferent at home.—*Globe.*

A valuable little pamphlet.—*Morning Post.*

The author of this very sensible work appears quite at home in his subject.—*Financier.*

We leave the little book with much the same impression as would be derived from the conversation of an intelligent and observant man of the world.—*Bullionist*

A real and practical knowledge has been brought to bear upon the subject.—*Money Market Review.*

The author of the above-named pamphlet formerly editor of the *Indian Examiner*, and since on the staff of daily and weekly journals in London, seeks a re-engagement as editor in China, Japan, or Ceylon. The advertiser has a thorough knowledge of the practical working of a newspaper, and could undertake the business department also.

Address, J. D. B., care of the Editor of the *London and China Telegraph*, 2, Cowper's-court, Cornhill, to whom references are kindly permitted.

HOLLOWAY'S PILLS

The changes of temperature and weather prevalent in autumn frequently upset persons who are most cautious of their health, and most particular in their diet. These corrective purifying, and gently aperient Pills are the best remedies for all defective action of the digestive organs; they augment the appetite, strengthen the stomach, correct billousness, and carry off all that is noxious from the system. Holloway's Pills are composed of rare "balsamic matter," and on that account are particularly well adapted for the young, delicate, and aged. The field of beneficial work done by Holloway's well-known and widely appreciated Pills is too large to attempt to catalogue all the diseases and distempers remediable by their means.

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The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR ... MALTA ...	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA. ADEN ... BOMBAY ...	,, ,,	Every Friday, at noon.	Every Monday, at 5 A.M.
GALLE ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... JAPAN ...	Thursday, Oct. 10 & 24, at 2 P.M.	Friday, Oct. 4, 18, & Nov. 1, at noon.	Monday, Oct. 7, 21, & Nov. 4, at 5 A.M.
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And all Ports at which the British India Company's Steamers call.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

STEAM TO BOMBAY,

via the Suez Canal.—Passengers and Shippers are respectfully informed that the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY propose to despatch steamers from SOUTHAMPTON to Bombay, via the Suez Canal, as follows:—

		Tons.	H.P.
Oct. 17 ...	KHEDIVE ...	3,742 ...	600
Nov. 7 ...	PEKIN ...	3,777 ...	600

RATES OF PASSAGE MONEY.

First-class	£66
Second-class	£36

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.) ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Tigre ...	Oct. 13	For Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Amazone ...	Oct. 27	
Ava ...	Nov. 10	
Cambodge ...	Nov. 24	
Pelho...	Dec. 8	
Meikong ...	Dec. 22	

The steamers of the 27th Oct., 24th Nov., and 22nd Dec. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 13th Oct., 10th Nov., and 8th Dec. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples... Every Thursday (noon)
,, Constantinople ... ... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,, ,,

The Company's weekly steamers to Alexandria connect at Alexandria with the English mail steamers from Brindisi to Bombay.

For Passage, Freight, or Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

PENANG, SINGAPORE, CHINA, and JAPAN.

The following high-classed SCREW STEAM and SAILING SHIPS will be despatched as under:—

Destination.	Ship.	Class.	Dock.	Last Shipping day.
Pen., Sing., Hg. Kg., & Shanghai, via S.C. ...	Nankin, s.s.	100 A1	SWID	With des
Do. ...	Chin-Kiang, s.s. ...	100 A1	SWID	To follow
Chefoo and Tientsin...	Carnarvonshire ...	A1 14 yr.	E.I.D.	With des.
Yokohama & Hiogo...	Glamorgan. shire ...	A1 14 yr.	E.I.D.	With des

Excellent accommodation for first-class passengers.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

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Great Mail Route via New York and San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY, under their new arrangement with the United States Government, despatch the following magnificent STEAMERS, of 3,000 tons burden and upwards, with Mails and Passengers, from San Francisco, on the 1st and 16th of every month, for Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, connecting at Hong Kong with the Peninsular and Oriental Line, for Ports in India:—

America	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	Ariel

Returning from Hong Kong on the 12th and 27th of every month.

The Pacific Mail Steamship Company's steamers also leave New York on the 10th, 20th, and 30th of every month for San Francisco, via Panama, calling en route at Kingston, Jamaica, and ports along the North Pacific coast.

For rates of fare from England, which include railway transit across the American continent, and other information, apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	18 days from England.	
Japan ...	in 38	,, ,,
China ...	in 44	,, ,,
New Zealand	in 42	,, ,,
Australia ...	in 47	,, ,,

Passengers for California and intermediate points on this road are now booked rough from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Steamship Company and United States, New Zealand, and Australian Mail Steamship Company.

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by Steam and Rail, by Land and Sea, via North America, Japan China, Sandwich Islands, New Zealand, Australia, Ceylon, India, Egypt, and Continent of Europe.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, either by way of Japan and China or New Zealand and Australia, at one reduced and inclusive fare.

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Fare, via China, £221 via New Zealand and Australia, £197.

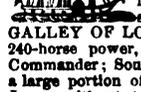
For further particulars apply to H. STARR and Co., 22, Moorgate-street, London. Agents Union and Central Pacific Railway, &c.

CASTLE LINE OF STEAM PACKETS for PENANG, SINGAPORE, HONG KONG, SHANGHAI, JAVA, and JAPAN.—The following high-classed and full-powered STEAMSHIPS will be despatched as under:—

Steamer.	Class.	Tons.	Dock.	To sail.
Glenroy ...	100 A1	2,100	SWID	Early in Nov.
Glenlyon ...	100 A1	2,200	SWID	To follow
Gordon Castle ...	100 A1	2,000	SWID	To follow
Glengyle ...	100 A1	1,700	SWID	To follow
Drummond Castle.	100 A1	2,000	SWID	To follow
Braemar Castle ...	100 A1	2,200	SWID	To follow
Cawdor Castle...	100 A1	2,200	SWID	To follow
Floors Castle ...	100 A1	2,000	SWID	To follow
Glenartney ...	100 A1	2,000	SWID	To follow

For Freight or Passage, apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

Steam via the Suez Canal To sail on the 16th Oct.



FOR SINGAPORE, YOKOHAMA, and HIOGO, with liberty to call at Hong Kong, the splendid full-powered screw-steamer GALLEY OF LORNE, 100 A 1.; 1,390 tons register, 240-horse power, nominal; RICHARD ROBINSON, Commander; South West India Docks. This ship has a large portion of her cargo engaged, deliverable at Japan without transhipment. Has elegant accommodation for first-class passengers, including cabin, fittings, bedding, and linen.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Steam via the Suez Canal. To sail on the 25th Oct.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI (taking goods at through rates for JAVA and JAPAN), the splendid full-powered screw steamer CHEOPS, 100 A1, 984 tons register, 150 horse-power, nominal; JOSEPH DOWDY, Commander; South West India Docks. Has elegant accommodation for first-class passengers, including cabin fittings, bedding, and linen.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange Buildings, London, E.C.

Last shipping day, 30th Oct. Steam via the Suez Canal to Saigon, Manila, China, Java, Japan, &c.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI (taking cargo for transhipment to SAIGON, MANILA, JAVA, JAPAN, &c., at through rates at shippers' risk) the magnificent new full-powered ocean steam ship BELLONA, *90 A1 at Lloyd's and *3-3rds L11 in Veritas; one of the steamers of the Deutsche Dampfschiffs-Rhederei zu Hamburg; 1,098 tons register, 600-h.p. effective, 120-h.p. nominal; H. SCHULTZ, Commander; South West India Docks. This steamer has been built for the China trade under special survey, and is confidently recommended to shippers.

For Freight apply to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.; 10, Orange-court, Liverpool; York Chamb[illegible]ng-str et, Manchester.

HONG KONG DIRECT, now loading in the W[illegible]st India Docks, the well-known clipper ship CŒUR DE LION, now named NUEVA PROVIDENCIA, A1 13 years, 848 tons register, Captain V. de VIDAURRAZAGA. This ship noted for quick passages, has the greater part of her cargo engaged, and will have immediate despatch.

Apply to Messrs. W. and J. LOCKETT, 12, King-street, Liverpool; or the brokers, KNEVITT and Co., 3, Sun-court, Cornhill, London.

With quick despatch.

FOR YOKOHAMA (JAPAN) DIRECT, the well-known clipper ship EASTERN STAR, A1 11 years, 340 tons register; J. SIMPSON, Commander; East India Docks.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

With quick despatch.

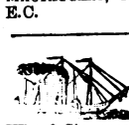
FOR SHANGHAI DIRECT, the splendid clipper ship SIR LANCELOT, A1, 16 years (built by Messrs. Robert Steele and Co., Greenock), 886 tons register; R. EDMONDS, Commander; East India Docks. Has good accommodation for passengers.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Kromatah, s.s. ...	805	Smith, Son, & Cole	Nov. —
Havelock ...	455	Wright Bros. & Co	Oct. 19
Galley of Lorne, s.s.	1,390	Shaw, Maxton, & Co.	Oct. 16
Cheops, s.s....	984	,, ,,	Oct. 25
Auriga ...	518	Wright Bros & Co.	Nov. 3
Glenroy, s.s. ...	2,000	Thos. Skinner & Co.	Nov. 10
LIVERPOOL.			
Ulysses, s.s. ...	1,520	Alfred Holt ...	Oct. 16
Nestor, s.s. ...	1,414	,, ...	Oct. 30
GLASGOW.			
Earl Canning ...	661	J. & R. Young & Co.	Oct. 25

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.



STEAM to BANGKOK (Crossing the Bar.)

Via the Suez Canal, with all possible despatch, calling at Tanjong Pagar Wharf, Singapore, the new, powerful, first-class screw steamer KROMATAH, 805 tons, 150-horse power, nominal, W. B. HAFFENDEN, Commander; South West India Docks. Splendid accommodation for passengers

For Freight, Passage, or further particulars apply to SMITH, SON, and COLE, 12 George-yard, Lombard-street, London, E.C.

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's. In the City of London.—Monday, Oct. 14, 1872.

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VIA MARSEILLES.]

The London and China Telegraph.

新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 477.] LONDON, MONDAY, OCT. 21, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Oct. 18
JAPAN — Yokohama	July 5	Aug. 19	Aug. 28
Yedo			
Osaka and Hiogo	June 28	,, 12	,, 21
Hakodadi			
Nagasaki	,, 23	,, 14	,, 17
CHINA — Peking	—	—	,, 23
Tien-tsin	—	—	,, 25
Chefoo	—	—	,, 26
New-chwang			,, 23
Hankow	,, 28	,, 11	,, 27
Kiu-kiang	—	—	,, 26
Chin-kiang			
Shanghai	July 12	,, 23	Sept. 1
Ningpo	—	—	Aug. 28
Foochow	,, 12	,, 23	Sept. 2
Formosa			
Amoy	—	—	,, 4
Swatow	—	—	,, 5
Hong Kong	,, 26	,, 30	,, 7
Canton	—	—	,, 5
Macao	—	—	,, 6
PHILIPPINES— Manila	,, 12	,, 18	Aug. 27
COCHIN-CHINA— Saigon	Aug. 2	Sept. 4	Sept. 12
SIAM — Bangkok	—	—	,, 8
BORNEO—Labuan	—	—	,, 11
Sarawak	—	—	,, 10
JAVA — Batavia	,, 9	,, 11	,, 12
Samarang	—	—	,, 11
Sourabaya	—	—	,, 10
MALACCA STRAITS— Singapore	,, 9	,, 8	,, 16
Penang	,, 9	,, 4	,, 9
CEYLON—Galle	,, 30	,, 23	,, 25
Colombo	—	—	,, 23

THE MAILS, &c.

The French mail, bringing advices as above, was delivered, *via* Marseilles, on the 18th inst., three days in advance of its due date. The next inward (P. and O.) mail, with dates Yokohama 4th, Shanghai 8th, Hong Kong 14th, Singapore 22nd Sept., is due, *via* Brindisi, on Monday next, the 28th inst.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, five to six hours in transmission.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Ava*, arrived Oct. 16.—From Yokohama: M. M. G. Protti. From Shanghai: Messrs. Hardris, Harvie, Neil, Stewart, Wiedmann, Larinaga. Barraud, Pierre, Mr. and Mrs. Lango, M. Le Comte de Rochechouart. From Hong Kong: None. From Saigon: M. Salandroz de la Morny. From Batavia: Messrs. Naltherius, Van der Wattering, D'Aulnis, Madame Van Putten. From Singapore: Messrs. Lawrin, Smale, Maxras.

PASSENGERS OUTWARD.

Per P. and O. steamer *Simla*, from Southampton, Oct. 10.—To Yokohama: Mr. F. C. Hayes, and two second-class passengers. To Shanghai: Mr. A. B. Steel, Mrs. T. B. Hooper and two children, Mr. W. R. Burton, Mr. Brewer. To Hong Kong: Miss L. Robertson, Miss Simpson, Mr. E. Moore, and two second-class passengers. To Singapore: Mrs. Trotter and three children, Mrs. Dunlop and child, Mr. Nai Sootchai Bhannwongse, and five second-class passengers. To Penang: Mrs. Speedy. To Ceylon: St. Surg. W. B. Dalby, R.N., Mr. G. C. Rosmalecocq, Miss Morrison.

Per P. and O. steamer *Mooltan*, from Venice, Oct. 18.—To Penang: Mr. Speedy, Mr., Mrs., and Miss Vermont. To Singapore: Mr. J. M. Matson, Capt. and Mrs. Caldbeck. To Ceylon: The Mackintosh of Mackintosh, Mr. S. Holmes.

Per P. and O. steamer *Mooltan*, from Brindisi, Oct. 21.—To Shanghai (*via* Bombay): Mr. J. E. W. Stewart. To Hong Kong: Mrs. C. A. Sinclair. To Ceylon: Mr. R. Morris, Mr. and Mrs. Bosanquet.

Per P. and O. steamer *Poonah*, from Southampton, Oct. 24.—To Hong Kong: Mr. H. H. Thornton, Mr. J. Alexander. To Singapore: Miss Rickards.

Per P. and O. steamer *Pera*, from Brindisi, Nov. 4.—To Yokohama: Mr. E. Grosser, Mr. H. Bramstedt.

Per P. and O. steamer *Pekin*, from Southampton, Nov. 7.—To Shanghai: Mr. Wulff. To Ceylon: Mrs. Bayley and child. To Hong Kong (*via* Bombay): Mr. W. H. Flitcock.

Per P. and O. steamer *Malta*, from Venice, Nov. 15.—To Yokohama: Mr. and Mrs. A. Ewers. To Ceylon: Mr. Quilty.

Per P. and O. steamer *Malta*, from Brindisi, Nov. 18.—To Shanghai: Mr. and Mrs. H. Robinson.

Per P. and O. steamer *Indus*, from Southampton. Nov. 21.—To Hong Kong: Mr. C. V. Creagh.

Per P. and O. steamer *Simla*, from Venice, Nov. 29.—To Singapore: Mr. and Mrs. J. R. Mac Arthur.

Per French mail steamer *Amazone*, from Marseilles, Oct. 27 (booked from London).—To Yokohama: Mr. Chastil de Bouirille. To Shanghai: Mr. and Mrs. Lemaire. To Hong Kong: Mr. E. Moore, Mr. Speechly. To Singapore: Mr. and Mrs. Labhart Lutz. To Batavia: Mr. Van Berkil Bik, Mr. Van der Zwain, Mr. Van Hemert. To Galle: Mr. Daniell.

Per French mail steamer *Ava*, from Marseilles, Nov. 10 (booked from London).—To Hong Kong: Mr. and Mrs. Lammer and four children, Mr. E. Beart. To Singapore: Mr. and Mrs. W. Ullemeister. To Batavia: Mr. and Mrs. Nogel, Miss Kline, Mr. A. Matkins, Miss Clona, Miss Mees, Mrs. Praterms, Miss Guiem. To Galle: Mr. G. Phear.

Per French mail steamer *Donnai*, from Marseilles, Nov. 24 (booked from London).—To Hong Kong: Mr. M. Beart. To Batavia: Mr. and Mrs. Hora Siccoina, Mr and Mrs. Kleberg, Mr. John S. Dick.

Per steamer *Galley of Lorne*, from London, Oct. 17.—To Yokohama: Mr. W. Barrie, Mr. W. Goetz, Miss Belshaw. To Hong Kong: Mr. J. Gilmoeden, Mr J. Peterson, Mr. G. Ohlrich. To Singapore: Mr. W. Pearson, Mr. R. W. Bernard, Mrs. Dunman, Miss A. Dunman, Miss E. Dunman, Miss H. Armstrong. To Port Said: Mr. Andrew Finlayson.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

BURNING OF THE PACIFIC MAIL STEAMER "AMERICA."

On Tuesday last we published an "Extra," containing some details of the destruction by fire of the Pacific Mail Steamship Company's steamer *America*, which we had received from our correspondent at New York. The present mail brings more complete accounts of the disaster, and the following narrative is taken from the *Japan Mail* of the 26th and 27th August:—

Never since the year 1861, when the steamer *Golden Gate* was burnt off Manzanilla and over 300 lives lost, has the Pacific Mail Steamship Company suffered so severe a loss as that caused by the burning of the *America*. The loss of life by the latter catastrophe is, it is true, a mere bagatelle compared with the drowning or burning of over 300 persons; but the *America* was the finest wooden ship in the world. Built only in 1869 at a cost of about $1,600,000, with a registered tonnage 4,554 tons, she has since been the pride of the company, and it may well be that her loss will cause many a pang of sorrow, even among those whose interests were in no way connected with her fortunes. The vessel left San Francisco on the 1st August with about 150 Chinamen, thirty first-class passengers, a large miscellaneous freight, and about a million and a half dollars in treasure. After a pleasant voyage she arrived at Yokohama on Saturday morning, Aug. 24, and during the day large quantities of freight, both for Yokohama and Shanghai, were landed or transhipped, and all the treasure, with the exception of $400,000, was removed. At the same time a large quantity of coal was taken on board. In the evening, as usual, the coolies stopped work, and most of them went to sleep on the fore deck. The watchman went his rounds and reported all safe, and no one dreamed of the danger which was so shortly to befall them. At 10.15 all was quiet; the officers for the most part had turned in, or were about to do so, and there was probably no one but the stewardess and a quartermaster near the saloon. A little before 11 the stewardess said she smelt something burning, and on a quartermaster going to look he discovered dense volumes of smoke just rising from the freight deck below the ladies' saloon. At once the fire alarm was sounded, and every man was at his post in a moment, ready to attend to the orders of Captain Doane, who, as good fortune would have it, was, with nearly every officer of the ship, on board, although asleep. Captain Doane was the first in the saloon with the hose, and, despite the smoke, so dense that nothing could be seen of the seat of the fire, he worked against the advancing destruction with all the energy of desperation. At this time it began to be evident that the fire was one which could not be extinguished in a few minutes, and when Captain Doane was driven back, unable to stand the smoke, the thought was rather to save life than to do aught else. But still all fought on; inch by inch, foot by foot, they retired as the smoke forced them back, and then, with a sudden and furious roar, burst forth the flames, filling the saloon and in fact practically deciding the fate of the gallant ship. To flood the magazine was Captain Doane's next desire; but so far as could be learnt

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from the officers, this was not done, it being impossible to reach the magazine owing to the smoke, which, by this time, had advanced even to the bows; the wind, however, leaving a few feet clear in the very eyes of the vessel. Captain Doane, still intent upon his duty, tried to go forward to see what could be done, and he contrived to reach this one safe spot. Soon, however, the flames rolling onward compelled him to jump overboard. Either from the effects of the high leap or the inhaling of the smoke, Capt. Doane, as he struck the water, found his legs paralysed and himself unable to swim. Twice he sank and none were near to help him, but on rising for the last time, the friendly hand of Capt. Williams, of the *Costa Rica*, grasped him by the collar and he was saved. He was at once taken on board the *Costa Rica* and restoratives applied, by the aid of which he gradually revived, and is now comparatively restored to health, though suffering much from the effects of the smoke.

The officers seeing that all that could be done to save the ship would prove ineffectual, turned their thoughts to rescuing the passengers, and the Chinamen, a few of whom with their baggage were soon sent down the gangway into the boats which had been lowered. But so great was the crush, and so many Chinamen crowded on the ladder, that it gave way, and about fifty were precipitated into the water. Of these many were picked up; but all those who were still on the ship had to jump overboard, and as many could not swim, there were doubtless some lost. Only five or six bodies have, however, been found, and it may be that this covers the number of those who lost their lives. The passengers safe, the officers themselves jumped overboard and, so far as we can learn, all were saved without difficulty; some doubts however being expressed with regard to two men. It was some time after this that Captain Doane left the ship. By this time the flames had enveloped the vessel from end to end, and crowds of persons put off in boats to witness the sad scene, and if possible to save the lives of any unfortunate beings struggling in the water. To do anything to save the ship was impossible. She was inevitably doomed to burn to the water's edge, unless indeed it should be found possible to scuttle her. This was indeed attempted; several launches put off from the men-of-war with howitzers, but the effect of the shot on the sides of the ship, three feet thick at the water line, was like that of a pistol bullet against a stone wall. The shots fell back into the water, scarcely doing more than denting the sides of the vessel.

Time went on; the flames roared with incessant fury; the hurricane deck was consumed; the main deck followed; but still she towered above the surrounding vessels. The flames had hold of every nook and crevice. They had penetrated into every part of the hold, and the coals burning with inconceivable fury rolled up vast columns of smoke out of the smoke-stack, which, like the masts, still stood erect and defiant. Bye-and-by, as the fire crept down, and rushing out of the port-holes licked the sides of the ship, the mizzenmast, burnt through, fell; some time after the foremast followed, and then, about two A.M., the mainmast. Now nothing rose above what was once the main deck but the rudder-post, the fore binnacle, and the machinery and funnel. Soon the binnacle went, and the bell, burnt from its fastening, tolled a dying knell and fell with a sound heard above the roaring of the flames, while ever and anon the cartridges on board exploded with the rattle of a mitrailleuse. Then the fastenings of an anchor at the bow were burnt through, and it dropped with a splash into the water, followed by the chain, red hot, and almost melted out of shape. About this time much fear of an explosion was entertained, it being thought that the magazine was still dry and that the boilers would explode. But although the steam from the donkey engine rushed out at the fore port, with a fury heard above the roar of the flames, no explosion took place. The sight as viewed from the *Costa Rica* at 3 A.M. was a sad one indeed. That fine ship, the largest wooden vessel in the world, destroyed, as it were, in a moment, and no matter how willing, none could help her. At 3.30 the fore guard fell with a crash, carrying with it an iron boat which rested on it, and with a roar fell into the sea; the after guard followed with another boat, which, actually white hot, sent up a cloud of steam as it fell into the water and sank. Then the flames attacked the wheels, and the paddle-boxes of wood were soon lost, leaving the iron wheels exposed to the flames, which, however, could not destroy them. Not so the walking beam, which becoming unloosed at one end slewed round and turned the wheels one last half turn, the last they will ever make. And still she burned on. The fire gradually crept down, the ship rose from the water as she burned, till as daylight came she was one body of flame. Then the glare of the bright flames paled, and those who had spent the night on the *Costa Rica* returned on shore. Just as they arrived the fire reached the powder magazine; but its contents being flooded burnt gradually and harmlessly. And so all day she burned, till a storm of rain and wind somewhat quenched the blaze. And then it was decided to let her drift over to Kanagawa, and, loosed from her moorings, she was towed off, but unfortunately on her way she fouled three ships, each of which was somewhat damaged. And now she lies at Kanagawa, with only her funnel to mark her resting-place, a sad remembrance of what fire may in a few hours do to one of the finest works of man. What is lost in her we cannot estimate. The treasure may or may not be saved; and this alone amounts to $400,000. The officers of the ship lost all they had, while the saloon passengers, only two of whom were on board, lost everything except the clothes they wore. What freight was on board few, if any can tell; but it is certain that its value was very considerable. The origin of the fire is entirely unknown. It broke out as we have said in the after hold, but its cause is a mystery to all, though it is not improbable that it was caused by a coolie or some native smoking, and accidentally emptying the ashes of his pipe within reach of some inflammable freight. The cargo or fire smouldered till the smell of smoke induced a search, when a draught was at once created and the flames burst out and spread. We would say, however, this is only a supposition.

A report has been spread to the effect that most of the officers were on shore; that a gross want of discipline was evinced on the outbreak of the fire, and that great carelessness was shown in not towing the ship away when she caught fire. These reports are as false in suggestion as in fact. All the officers but the doctor were on board, and within a few seconds of the alarm being given all were at their respective staions. It was impossible to approach the ship within a few minutes after the outbreak of the fire, and no effort to tow her off would have been successful, and even if so it would have been dangerous in the extreme to tow a burning ship in a crowded harbour. When it was found that the ship must be lost the first thought was to avoid any damage to the other vessels, and the wisest course was undoubtedly adopted. When the ship was towed over to Kanagawa, no one, even then, could board her, and the anchor which fell overboard during the fire dragged on the ground, thus rendering her unmanageable, and despite the greatest care being exercised the collisions which took place were inevitable. In fact, from beginning to end, everything was done which the circumstances allowed, and so far from any blame being attached to the officers of the ship, they, one and all, behaved unselfishly and nobly, and deserve every credit for their conduct. Captain Lane and Captain Doane were untiring in their efforts, while every officer worked as if imbued with that same spirit of gallantry which animated their chiefs.

With respect to the loss of life we regret to find that two Europeans are missing, Barker, the second cook, and the steerage watchman; and we fear they are drowned or burnt. It is known that five Chinamen were lost; but as all were scattered after the fire, no opportunity has as yet been afforded for the number of the missing to be ascertained. There is a rumour that thirty Chinamen were lost, but this we think is largely in excess of the actual fact. The officers and crew have all been quartered in the various hotels, and the Chinese passengers have also been afforded excellent accommodation.

NAGASAKI.

We have advices from this port to the 18th August. The following items of news are from the *Nagasaki Express*:—

Another stage in the Municipal question has been reached by the appearance of a letter, circulated on the 10th Aug. by the Consular representatives for the general information of the land renters, intimating that it is the intention of the former to deliver up the charge of the affairs of this settlement to the latter.

H.B.M.S. *Sylvia* arrived in this harbour on the 13th Aug., for the purpose of making a further survey of the locality where the P.M. steamer *Oregonian* struck. This vessel will shortly return to England, as she has now been about seven years in commission in these parts.

Among the passengers by the P.M. steamer *Costa Rica*, which left on the 14th Aug., were some thirty-four Chinese youths who are proceeding to the United States, in order to receive a collegiate education in that country.

News recently received here by natives speak of the welcome given to the Mikado during his visit to Kagosima. Amongst the entertainments got up on the occasion was a wild boar hunt, which his Majesty enjoyed. The visit to that place has dispelled the prevalent feeling amongst the lower orders that hostility would be shown there by the people.

The arrival of thirteen merchant sailing vessels during the week has to be noted as an event which has not occurred at this port for a considerable time past. The destination of the majority we hear is Shanghai, to which port they will convey coals.

R. G. Watson, Esq., H.M.'s Chargé d'Affaires, is expected here very shortly, on a visit.

CHINA.

—o—

PEKING AND TIENTSIN.

The *Peking Gazette* contains an interesting memorial from a Yunnan expectant prefect, recommending the re-opening of the copper mines in that province. The local advantages of the step are pointed out very clearly, and though the "raising of an efficient army" is the object immediately contemplated from the resulting profit, the memorialist does not fail to enumerate other contingencies more pertinent to the prosperity of the country. The miners, driven by want to join the rebels, would return to their work, the resuscitation of the copper trade would give such an impulse to business generally that merchants and settlers would be induced to emigrate from other parts, and the debased and insufficient copper coinage would be corrected. The Board of Revenue, which has been ordered to consider the project, might well extend the economic application of Hsü Chenghsuns's suggestion to every province in China, and to all her mineral resources.

The Tientsin road steamer has been got under steam. Mr. Wells, the engineer, with some coolie assistance, put the machinery together, and the engine has received a preliminary and private trial. When the omnibus is also set up, a public trial is intended. Meanwhile, the greatest interest is manifested in the project, both by natives and foreigners, and it is gratifying to find that in this interest on the part of the Chinese nothing of an unfavourable nature has yet appeared. A letter from the Customs Taoutai admits the machinery duty free, and accepts the innovation in as friendly, if at the same time cautious, a spirit as could be desired.

Count de Rochechouart arrived at Tientsin on the 22nd Aug., and it was expected that M. Geoffroy would arrive on the 24th, *en route* to Chefoo. There is no news yet of diplomatic movements as to the Audience Question, but it will be very strange now if the demand were not to be made, and if M. Thiers's despatch to the Emperor should after all be sent to Prince Kung to forward.

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The new Governor-General for Fuhkien and Chekiang, named Le Haou-neen, lately Governor of Honan, reached Tientsin on the 18th Aug., on his way to Foochow, but instead of going by sea, proceeded next day, *via* the Grand Canal, having, it is said, received the Emperor's command to take that route, in order to inspect on their state.

The Governor-General of Shense and Kansuh, Tso-tsang-tang, is now over seventy years of age, and it is rumoured that he has applied to retire, and that Li Hung-chang is to replace him in Shense. It is more probable, however, that if Li leaves Chihli, he will go to Nangking as Viceroy.

SHANGHAI.

We have advices from this port to the 1st September. There had been no mail arrival from London since that of July 12, which arrived out on the 23rd August. The following summary of news is from the *North China Herald* and *Shanghai Courier*:—

We regret to have to mention that on the 23rd August telegrams received here announced the suspension of the old established house of Messrs. Gledstanes and Co., of London, and that some of our China houses are likely to be compromised by the occurrence. The Chinese are said to have expected as a result of the news a forcing of the market for staple imports, and have consequently held back, but although business in imports has been dull and exchange has gone up in consequence, rates have suffered no diminution.

It is announced that, owing to unforeseen difficulties in London, the establishment of the Bank of China is postponed for the present.

We understand that the contract for the construction of the new free ferry across the Soochow Creek has been taken by Messrs. Farnham and Co., and that the works are to be proceeded with at once.

As Mr. Lang,the editor of the *Evening Courier*, was making his way home on foot from Shanghai to Hongkew about eight o'clock last night, and had reached a quiet and dark part of Nanzing road, about 100 yards above the Police-station, he observed a Chinaman coming straight towards him, who, without uttering a word, struck him a violent blow on the left temple and cheek with something hard which momentarily stunned him. The Chinaman stood back as if preparing to strike again, when Mr. Lang, recovering himself, called loudly for assistance, on which the Chinaman ran off towards the Bund. But the police at the station had heard the cries, and rushing out seized the Chinaman. A foreign hammer weighing about five pounds was found on the road, which on examination of Mr. Lang's wound proved to be the weapon used. As a gold watch guard was visible on the breast of Mr. Lang's coat, it is supposed that robbery was the motive of the assault. On being brought up at the Mixed Court, the prisoner, in the face of conclusive evidence that he was the only Chinaman in the street at the time, maintained that he knew nothing of the affair at all. His manner was so bold, and his language so loud and insolent, that Chen ordered him to be beaten there and then; and he accordingly received 200 blows. When his back was stripped it was observed that it was profusely marked with the weals peculiar to the foreign mode of flogging used at Hong Kong. Yet he persisted that he had never done anything wrong and had never been flogged in his life. The Superintendent of Police applied for a remand for a week, to give time to inquire more thoroughly into his antecedents.

A case was tried at the U. S. [Consulate-General on the 28th Aug. before O. B. Bradford, Esq., Vice Consul-General, and Messrs. S. D. Webb, and W. C. Eastlack, Assessors. Messrs. Boyd and Co., engineers, sued Mr. F. H. B. Jenkins for Tls. 589, for work done by his order on the engines of the steamer *Daimio* in March and April 1871. The work done was admitted; but it was pleaded in defence that defendant was known by plaintiffs to have been only acting as agent for the owner—a Chinaman named Ping—and further, that, in consideration of getting a subsequent and larger contract for work on the *Daimio*, plaintiffs had agreed to waive their claim for the work now claimed for. Evidence for plaintiffs to rebut the defence was given by Mr. P. V. Grant, partner of Messrs. Boyd and Co., and sundry documents were handed in. In support of the defence, evidence was given by Ping, the owner of the *Daimio*, by the defendant, and by Mr. C. P. Blethen. The learned Counsels then addressed the Court, which gave judgment for the defendant.

At the Italian Consulate-General Guiseppe Bolmida was brought up on a charge of uttering, knowing it to be forged, an endorsement on a deposit receipt or acquittance, with intent to obtain from the Chartered Mercantile Bank of India, London, and China the sum of Tls. 300, and thereby cheat and defraud the estate of the late Abram Pease. The receipt was stolen from among the papers of Mr. Pease, at the time of his death, in hospital, and came into Bolmida's hands. The prisoner was sentenced, under Art. 381 of the Italian Criminal Code, to four months' imprisonment in the English Consular jail, and to pay his own expenses.

A case which has excited a good deal of interest has been disposed of at the Danish Consular Court. The defendant, Mr. H. Curjel, has been annoyed by disturbances in a neighbouring house occupied by Chinese, and particularly by the screaming of a woman. Believing that the woman was being beaten by her husband, and anxious to have this and the annoyance to himself put an end to, he applied to the police, but as they could not interfere, he seized the Chinese complainant, and, taking him into a godown, tied his hands and gave him a flogging. It appeared subsequently that the woman's screaming was the result of pain from sickness. The Court animadverted strongly on the manner in which defendant, acting on a mistaken impulse, took the law into his own hands, and fined him $500, with costs not to exceed $100, ordering him also to enter into his own recognisances in $1,000 to keep the peace towards Chinese for twelve months.

In the police court a flagrant case of flogging on shipboard has been investigated. The complainant is a lad named Dennys, on board the ship *Belted Will*, and the defendant Captain Hollywell, of that vessel. The magistrate decided that three instances of unwarrantable flogging had been proved, and fined the defendant $75 and costs.

The Taoutai of Shanghai, in response to an application from the Consular Body on behalf of the Municipal Council, has granted to the latter such ample powers as to the inspection of butchers' shops, slaughter-houses, cattle-pens, &c., in and near the foreign settlements, that almost all conceivable cases of diseased cattle or meat can be dealt with summarily at the Mixed Court, without the need of an application to any foreign tribunal.

We understand that the Municipal Council have voted a sum of Tls. 300 towards providing the Mounted Rangers with carbines, but as the actual cost of supplying forty carbines will doubly exceed this sum, the members of the corps, at a general meeting held on Wednesday, agreed to subscribe Tls. 9 each, and so provide sufficient funds.

HONG KONG.

Our advices by this mail extend to 7th September; the P. and O. mail from London 26th July arrived out on the 30th Aug. The following items of intelligence are taken from the *China Mail* and the *Daily Press*:—

A meeting of the Legislative Council has been held, the Governor and all the members being present. Three Japanese gentlemen, who have been before mentioned as visiting the colony for the purpose of noting the forms of English administration, were seated in the room, and appeared to watch the proceedings with much attention. A despatch was read from Earl Kimberley recommending to the attention of the Colonial Government Prince Philip and the son-in-law of the Emperor of Brazil, who will shortly visit Hong Kong. The Acting Attorney-General read the report and draft ordnance of the committee appointed to inquire into the storage of explosive substances. The ordinance was ordered to be printed and placed in the hands of members. The Acting Attorney-General then read the report of the select committee upon the Brokers' Ordinance, which recommended the postponement of legislation on the subject. The Estimates for 1873 were then brought forward and explained by the Acting Colonial Secretary. The police force, which is to be strengthened, a new hospital, a new fresh water main, and some other items, formed the principal points touched on, and the full report will be found of much interest. After some votes for minor sums the Council was adjourned until the 17th Sept.

We note the arrival by the M.M. steamer *Ava*, from Shangai, of Count Rochechouart, late French Chargé d'Affaires at Peking. He proposed to go home *via* Siberia, but for some reason has changed his route.

The performance of the Yedo Troupe, at the Lusitano Theatre, went off very successfully, and appeared to give satisfaction to the audience. The acrobatic feats by little All Serene on the balanced ladder were more extraordinary than any that have yet been given, while Miss Kitchi's slack rope dancing and butterfly trick were both well appreciated. The last trick, in which a live bull should have been balanced in a sampan, did not go off satisfactorily, as the bull when got into the boat became restive, from being in a strange place. The proprietor apologised for the shortcoming, and to prove the strength of the acrobat, had half-a-dozen of the smaller members of the company placed in the boat, which thus loaded was balanced on his feet.

We are glad to hear that the Amateur Dramatic Corps are making good progress with their arrangements for the coming season. Another comedy is in hand, and it is hoped to give a performance the first week in October, to be followed by a regular series during the cool season.

The Spanish steamer *Bueno Ventura*, a sister to, and belonging to the same owner as the steamship *Ynarac Bat*—which vessel fitted up here and left a few days back for Macao, for a cargo of coolies—has arrived here to fit up for the same purpose.

The North-German barque *Marie*, reported ashore, empties and fills with water as the tide ebbs and flows, a rock having forced itself right through her bottom. The tug *Sir Jamsetjee Jeejeebhoy* returned again to the wreck with more lighters, having towed in ten cargo boat loads of her cargo. The steamtug *Flume* laid by her an hour or so, and left H.I.C.M. steamer *Chen-jui* in attendance. Captain Cairns, Marine Surveyor, returned from the wreck in the Canton steamer.

If a municipality were granted to us, we would in a very short time find our streets properly paved, the lighting extended with

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prudence, while in the water supply the inhabitants would be considered as a general body entitled, not from the accident of birth, but from the fact of being householders and ratepayers, to a sufficient supply of that necessary element. The much talked of question of a proper and efficient fire brigade would be taken off the shoulders of those officials who, from the position they occupy with credit to themselves and service to the State, ought not to be saddled with the duties attendant upon a superintendent of a fire brigade.

Bazaars would be properly inspected, while street hawkers and chair-coolies would be under a supervision greatly missed at present. The conservancy of the different alleys and streets would be a further responsibility in a primary sense on the Municipal Commission, while that body would serve to secure more attention from the police force, which, as at present constituted, we all know is far from what it should.

Let Government grant us what we advocate as a trial even, and if at the end of a given time, say three or five years, the change has not resulted in improvement, then the authorities to have power to revert to the system now in force—a system which we condemn as entirely unfitted to the circumstances and requirements of this colony, as eminently calculated to retard improvement, and as possessed of many points which will, sooner or later, combine to render Hong Kong unhealthy and unsafe.

The alterations in the City Hall theatre have already been commenced, and promise to make the stage, what it might easily be, one of the most convenient and well adapted to its purpose to be found in any theatre of the size. Other improvements are also in progress. Steps are being taken to guard the centre north windows against typhoons, and the outside of the building will shortly be renovated.

We regret to learn that Dr. Young, so long the well-known and efficient medical superintendent of the Civil Hospital, has resigned his appointment, on account, as we are informed, of some difference of opinion between H. E. the Governor and himself. Knowing nothing of the merits of the case we cannot, of course, offer any comment, and therefore confine ourselves to a simple announcement of the fact.

The German barque *Martha* has been sold, and has hoisted the American flag; she is commanded by the master of the late American ship *Congress*.

SIAM.

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BANGKOK.

The *Siam Advertiser* has the following:—

On the 16th Aug. the examinations of the Petch'aburce Industrial School were held. The young ladies were examined in reading, arithmetic, and geography, and original composition. They took their turns at the black board, and read their original pieces, without evincing any particular embarrassment, although the schoolroom was crowded, and at the head of the audience were seated the mother and wife of the Governor, and the Lieut.-Governor and his wife. This is the more remarkable, too, because but a few months ago these young women were not able to read a word even of their own language.

After the examinations the Rev. N. A. McDonald delivered a short extempore address to the members of the school. In the afternoon a bazaar was held, of the products of the Industrial School, consisting of clothing for the natives and fancy work of various kinds. The bazaar was liberally patronised by those high in rank who were present and also by the other natives. On the 18th the new Mission Chapel was dedicated to the worship of Almighty God. The dedication sermon was preached by the Rev. C. B. Bradley from 1st Kings 8, 27—"But will God indeed dwell on the earth"? The house was crowded, and numbers were seated outside, but Mr. Bradley's superior knowledge of the native language and his excellent sermon commanded profound attention. The dedication prayer was made by Rev. N. A. McDonald. On the afternoon of the same day the Rev. S. G. McFarland baptised two native converts, after which he administered the sacrament of the Lord's Supper.

STRAITS SETTLEMENTS.

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SINGAPORE.

Advices extend to the 16th September; the P. and O. mail from London Aug. 9 arrived out Sept. 8. The *Singapore Daily Times* supplies the following summary of news:—

The last *Government Gazette* contains an order of the Governor in Council with regard to the Steam Vessels Bill, directing that applications for the survey of steamers shall be made to the Colonial Secretary at Singapore and the Lieut. Governor at Penang. These officers are to keep in their offices a list of ship surveyors and a list of engineers appointed by the Governor, and when a survey is to be held one surveyor must be taken from each list in the order of their names. Lieut.-Colonel Smith, having succeeded to the command of the troops in the Straits, was on the 2nd Sept. sworn in as a member of the Executive Council. The appointments are notified of Mr. H. F. Plow to be a Justice of the Peace, of Mr. D. F. A. Hervey as Acting Police Magistrate at Malacca, Mr. C. E. Velge as Acting Senior Sworn Clerk at Singapore, *vice* Mr. Hervey, and Mr. R. W. Maxwell to be Acting Sheriff of Singapore, *vice* Mr. Velge.

Before the Ports and Harbours Bill comes before the Legislative Council for final reading, we would join the unofficial members in opposing the principle involved of giving the Master Attendant power to interfere in the working and management of the private wharves and docks, and of the shore within the harbour limits to within fifty feet of high water mark. It is true this power is to be exercised only under rules to be made by the Governor in Council, and we are told it would be wrong to expect that the Governor would make rules by which its officers would be entitled to exercise undue interference with private rights.

The official reports from Deli come down to the 9th August, and are to the following effect:—On the 21st July, the troops, without suffering any loss, took and burnt two campongs; on the 24th, 200 men, with one howitzer and three mortars, marched to Ujong Barat, found it abandoned, and burnt it. During the upward march, the Battas attacked the advance guard, but were repulsed with the loss of thirty killed. After these losses, the Battas seemed to have withdrawn into the mountains, and they seem to be disinclined to aid the rebellious Datus, who begin to suffer from want of money, arms, and ammunition. These things make the state of affairs in the inland portions of the country much more tranquillising.

The feud between the Ghee Hoks and Say Lims has broken out afresh, and both parties made several raids into the streets, but the police managed to prevent anything serious. Five men only were arrested, one having a flag mounted on a pole in his possession. One man was sent to hospital, but he had only a badly bruised eye, owing, it is supposed, to a heavy fall while endeavouring to escape over the roofs of the houses. The police are still patrolling the streets in the disturbed quarter of the town, and it is probable that nothing serious will occur.

The *Sarawak Gazette* says:—A large ship, chartered by a China company, is loading bilian at the mouth of the Rejang. The visits of timber ships to this river are now becoming periodical, and a large gang of coolies is regularly employed on shore cutting down the trees and squaring the blocks for shipment. The timber, which is felled at some distance up the river, is brought down the stream, and put on board at the mouth. There is a great abundance both of bilian and other fine woods for building purposes in the old jungle on this river, and the present traders are said to make large profits on the sale of the timber in China. In countries infested by white ants iron-wood posts are a great necessity if any permanence is expected in houses, and every facility is offered here to those who are willing to work it either for home use or exportation.

Commercial Report.

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(*For dates see first page.*)

IMPORTS.

Shanghai.—Manufactured Goods.—The market had continued extremely dull for all descriptions of cloth, prices generally showing a further slight decline as compared with the figures of last mail. At Tientsin and Hankow the trade was still reported to be unsatisfactory, and, in view of heavy stocks of the leading articles, dealers were only buying for immediate requirements, expecting that a lower range of value would be established. Of Grey and White Shirtings and T-Cloths the additional settlements had been very limited, and easier rates had, in most instances, been accepted. English and Dutch Drills had been in less demand, but were firmly held. In Fancy Cottons there was no change to report, and the market for Woollens continued strong, with fair demand.

Hong Kong.—Nos. 16/24 Yarns were lower, but Nos. 28/32 steadily commanded former currencies. Grey Shirtings and T-Cloths were being quitted at reduced rates, but Drills were in demand and were dearer. Long Ells, Blankets and Camlets were in demand at steady prices. The market for Metals was very firm. Quicksilver was quoted $99 00 to 100.00. Rice was lower, as demand was slack.

Saigon.—In the market for Piece Goods there was scarcely any change to report. A dull tone prevailed, but at the following quotations sales could be effected:—Grey Shirtings, 8¼ lbs. $2.65 per piece; 7 lbs., $2.30 to 2 25. Irish Linen, No. 150, $1.75 per piece; No. 120, $1.70. T-Cloth, 6 lbs., $1.75 per piece; 5 lbs., $1.45; 4½ lbs., $1.32½; 4 lbs., $1.25.

Singapore.—There had been no alteration of any importance in the market.

EXPORTS.

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TEA.

Hankow.—Advices to 27th Aug. reported a fair amount of business for the interval, settlements being 8,000 chests. Shipments to Shanghai on native account had amounted to 13,000 chests.

Shanghai. — Black: A good general business continued to be transacted without any noticeable change in values. Late receipts had consisted principally of the commoner grades, and the market was well supplied with this class, while desirable parcels were becoming rather scarce. The settlements reported during the week had been 20,252 chests, reshipments 2,087 chests, and the stock was estimated at 41,461

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chests. Green: Buying has continued on the basis of the previous week, and purchases were about equally divided between English and American buyers. Settlements: Moyune, Teenkai, Fychow, 19,747 half-chests; Pingsuey, 4,710 half-chests; total, 24,457 half-chests; stock, 39,500 half-chests.

FOOCHOW.—For the period of the season an unusually large business, principally in Congou, had been done during the week. Congou: Settlements had been 31,114 chests at Tls. 6 to 27½, and Tls. 30 for boxes. The large business transacted had given a firmer tone to the market, and an advance of from 5 mace to a tael may be quoted on all Teas over Tls. 14. Arrivals, 16,150 chests. Souchongs: 1,323 chests had been taken at Tls. 15 to 28, and Tls. 37 for boxes, prices showing a hardening tendency towards the close. Arrivals, 1,500 chests. Oolongs: No business reported. Arrivals, 5,960 half-chests. Scented Teas: Settlements, 6,700 boxes at Tls. 13 to 23 for Caper, and Tls. 21 to 25 for Scented Orange Pekoe. Arrivals, 5,725 boxes. Flowery Pekoes: Settled, 100 chests at Tls. 29 to 30½. Arrivals, 100 chests.

AMOY.—But little business had been doing in Ooloongs, and with the ruling quietness, Teamen were inclined to accept lower rates. Arrivals of Ooloongs to date, 150,683 half-chests; settlements 137,119 half-chests; and stock, 13,571 half-chests.

CANTON.—The market had remained quiet and inactive since the departure of the English mail. Buyers showed no desire to purchase from the stock on offer at prices which meet the ideas of holders. A few musters of Scented Orange Pekoe from the fourth crop had been shown, but not in sufficient quantity to represent the quality of the crop. No musters of Scented Caper had been exhibited. The Teamen, as a rule, were firm, and prices must be quoted nominally the same as last mail.

SILK.

CANTON.—There had been a small demand for Tsatlees, and considerable settlements had resulted at a slight decline. Holders were less willing to sell at a further reduction, though at the close the market was quiet at $475 for market Tsatlee. Shipments by this mail would be 800 to 900 bales. For re-reels there was less inquiry, and no contracts are reported: prices for these still had a downward tendency.

SHANGHAI.—There had been much less activity during the week, buyers being apparently discouraged by rather unsatisfactory advices that had been received from London by telegraph. Values had consequently become decidedly weak, and Silkmen showed anxiety to sell at any figures approximate to the quotations ruling last mail, although owing to the firmness of markets in the interior no material decline had been submitted to. Additional settlements amounted to 800 bales, making the total to date 30,300 bales. The unsold stock was estimated at 9,000 bales, which, however, included a considerable quantity of Szechuen Silk. Among the settlements were Koo-fong-sing's chop No. 3, at Tls. 590; Red Peacocks at Tls. 510; and Blue Elephants at Tls. 527½ to 530.

The Messageries Maritimes Company's steamer Ava, with the present inward mail, arrived at Marseilles on the 16th inst., at 11 P.M. Her cargo for London—viz., 525 bales of silk, 4,066 packages of Tea, 203 packages of copper, 933 bales of tobacco, 333 packages of sundries—will be forwarded per Company's steamer Delta to London, where it may be expected on the 29th inst.

EXPORT OF TEA AND SILK, SEASON 1872-73.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cases
From June 1 to July 31, 1872	—	36959698	24216492	—	5585541	66761731	17761
Corresponding period last season	—	37388273	17113260	—	4263271	58764804	17611

Shipments Since:

Aug. 14 per Northampton	From Shanghai	...	1,567,344		
— 15 ... Weymouth	... Do.	...	1,114,253		
— 16 ... Sirius (str.)	... Foochow	...	1,846,130		
— 17 ... Indus (str.)	... Shanghai, &c.	...	—		1,435
— 19 ... Deucalion (str.)	... Do.	...	1,234,424		
Do.	... Canton	...	360,690		
— 19 ... Leicester	... Shanghai	...	1,765,249		
— 20 ... Annie Braginton	... Do.	...	545,333		
— 24 ... Wemyss Castle	... Canton	...	878,841		
— 24 ... Donnai (str.)	... Shanghai	...	79,639		1,084

TO THE CONTINENT.

		Bales
From June 1 to July 31, 1872	2683216	3451
Corresponding period last season	1989284	3437

Shipments Since:

Aug. 17 per Indus (str.)	From Shanghai, &c.	...	—	633
— 24 ... Donnai (str.)	... Do.	...	—	1,132

TO UNITED STATES.

		Pcls.
From June 1 to July 31, 1872	8955054	1225
Corresponding period last season	3657080	589

Shipments Since:

Aug. 11 per Cyphrenese (str.)	From Shanghai	...	1,024,536
— 12 ... Costa Rica (str.)	... Do.	...	410,421
— 15 ... Kin Lin	... Amoy	...	174,978
— 17 ... Kaisow	... Shanghai	...	936,033
— 18 ... Cyphrenese (str.)	... Foochow	...	88,200
— 22 ... Cymbeline	... Hong Kong	...	25,217
— 25 ... Cyphrenese (str.)	... Amoy	...	654,600

TO AUSTRALIA.

From June 1 to July 31, 1872	4,266,500 lbs.
Corresponding period last year	6,823,819

Shipments Since.

Aug. 15 per Ziska	From Foochow	...	213,600
Esmeralda	... Do.	...	360,800
— 16 ... Jane Maria	... Do.	...	389,300
Englebert	... Do.	...	295,700
— 23 ... Hannah Nicholson	... Do.	...	320,600

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 7¾d.	4s. 7¾d.	4s. 8¾d.
Shanghai ,, ,, ...	6s. 1¼d.	6s. 2d. to 6s. 2¼d.	6s. 2⅜d. to 6s. 2¼d.
Canton ,, ,,	4s. 6¾d.	4s. 7⅛d.	4s. 7⅛d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6¾d.	4s. 6⅝d.	4s. 6⅝d.
Manila ,, ,, ...			

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	316	233
,, Hong Kong...	25 to 26 dis.	—
Bar silver	111.2.5	7½ prem.
Mexican dollars	79.1.5	5 per ct. prem.

LATEST TELEGRAMS.

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COMPLETION OF THE JAPAN RAILWAY.

HONG KONG, OCT. 16.—The Mikado has opened the railway from Yokohama to Yedo. The people manifested enthusiasm on the occasion.

RIOTS AT THE LAROOT TIN MINES.

PENANG, OCT. 17.—Serious riots have occurred at the Laroot Mines.

COMMERCIAL.

CHINA.

HONG KONG, OCT. 18.—Nothing doing in Cotton or Woollen Goods. Grey Shirtings, 6¼ catties, 8¼ lbs., $2.42 Cotton Yarn 16-24, $119. T-Cloths, 6 lbs., ordinary $1.60; 7 lbs. Mexicans, $2.05. Total export of Tea (from China and Japan) from 1st June, 107,375,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 7⅝d.

SHANGHAI, OCT. 17.—Market for Cotton and Woollens steady; Grey Shirtings 6¼ catties, 8¼ lbs., Tls. 1.8.7; T-Cloths, 6 lbs., ordinary, Tls. 1.1.4; 7 lbs. Mexicans, Tls. 1.5.0. Silk: No. 3 Tsatlee, Tls. 570, No. 4, Tls. 510; total export from China and Japan from 1st June to date, 51,000 bales. Exchange on London: Bank bills six m.s., 6s. 1d.; Mexican dollars, Tls. 78.

STRAITS SETTLEMENTS.

SINGAPORE, OCT. 17.—Cotton Yarn, 40's, $130; Grey Shirtings, 39-in., 8¼ lbs., $2.50; 7 lbs., $2.12½. T-Cloths, 6 lbs., ordinary, $1.62½. Gambier, $4.50. Pepper: Black, $12.25; White, $24.50. Tin, $35.25. Exchange on London: Bank bills, six m.s., 4s. 7¼d.

PENANG, OCT. 18.—Tin, $34.80; Pepper: Black, $12.35; White: $23.85; Sugar, No. 2, $5.10, No. 3, $3.25; Cotton Yarn (Mule Twist) 40's $130, 30's $117; Grey Shirtings, 8¼ lbs., $2.55; T-Cloths, 6 lbs. $1.65. Exchange on London: Bank bills, six m.s., 4s. 7¾d.

Shipping Intelligence.

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ARRIVALS.

At YOKOHAMA.—From London, Florence Nightingale.

At SHANGHAI.—From Liverpool, Aug. 27, Ajax (str.); from Sunderland, 24, Zodiac; from London, previous to Oct. 12, Blenledi (str.), Hong Kong (str.), Black Prince, Gordon Castle (str.); from Liverpool, Hector (str.); from New York, Fiery Cross, Elizabeth Nicholson.

At HONG KONG and CANTON.—From Liverpool, Sept. 7, Priam (str.); from London, previous to Aug. 30, Hindostan (str.); from Cardiff, Golden Spur.

At SINGAPORE.—From Liverpool, Sept. 9, Westward Ho; 10, Huddersfield, Agamemnon (str.); from Glasgow, 10, Min; from Cardiff, 9, Windermere; 10, Fair Wind; 11, Senore; from Shields, 12, Ranavola; from Hamburg, Hammonia.

At SAIGON.—From Havre, Sept. 8, Taffarette.

At PENANG.—From London, Canton (str.).

DEPARTURES.

From SHANGHAI.—For London, Aug. 22, Annie Braginton.

From FOOCHOW.—For Odessa, Aug. 27, Russia (str.); for London, Aug. 30, Everest.

From HONG KONG and CANTON.—For Portland, Sept. 6, Channel Light.

From SINGAPORE.—For London, Sept. 12, Killarny; for Odessa, 9, Russia (str.).

From SAIGON.—For Havana, Aug. 16, America.

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SHIPPING POSTSCRIPT.

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Arrivals not in the Tables.—Oct. 17, at London, from Manila, Ornate, Stonehouse; 18, from Shanghai, Cutty Sark; Sept. 4, at Monte Video, from Java, Mary Killam; 10, from Batavia, Jacob Rothenburg; 14, Tilda Figlia.

Departures.—Oct. 15, from Greenock, for Galle, Barbadian; 17, from London, for Singapore, China, &c. (via S.C.), Galley of Lorne (str.); —, from Rotterdam, for Batavia, Kortenaer; 16, from Newcastle, for Singapore, Anton Gunther; from Sunderland, for Galle, Tortola; 18, from London, for Colombo, &c. (via S. C.), Calcutta (str.); 15, from Newport, for Galle, William Clowes; 17, from Swansea, for Galle, Hilarion; 18, from Liverpool, for Manila (via S. C.), Emiliano (str.); from Greenock, for Galle, Index; Aug. 29, from Monte Video, for Batavia, Marion; 31, Hazard; Oct. 18, from Liverpool, for Colombo, &c. (via S.C.), Ambassador (str.); for Singapore, China, &c, (via S. C.), Ulysses (str.).

Spoken.—Seadrift (barque), Colombo to London, Oct. 9, 44 N., 32 W.; Walsgrif, Manila to Falmouth, Sept. 14, 31 S., 12 E.; Catalina, Manila to London, Sept. 12, off Cape Agulhas; Blackadder, Shanghai to London, Aug. 21, 24 S., 58 E.; Forward Ho, Manila to New York, Sept. 5, 33 S., 15 E.; Kirkland, Batavia to Falmouth, Aug. 6, 36 S., 24 E.; Union, London to Batavia, Sept. 5, 11 N., 30 W.

Casualties.—Advices from St. Helena, Sept. 26, state that the Vier Gebroeders, Ruhaak, from Batavia to Rotterdam, put in there, 14, and reported having encountered heavy weather, Aug. 30 to 31, off Cape Agulhas, during which she lost bulwarks, rails, sails, and had several sheets of copper torn off forward; she proceeded for her destination on Sept. 19, after repairing. The Banda, Evans, which arrived at Plymouth, Oct. 16, from Batavia, reports having passed 1st point, Natal, Aug. 3, and that on the 7th she encountered a heavy gale from the westward, lasting nine days, during which she lost maintopsailyard, &c. Further advices from Port Elizabeth, Sept. 13, state that the Queen of India, Knight, from Manila to Liverpool, which put in there 2, had encountered heavy gales from 25 h to 30th Aug., between Cape Agulhas and Quoin Point; on the latter date she was struck by a sea which carried away bulwarks, ladders, &c.; as the water in the well increased to five feet she bore up for this port; she is discharging her cargo (hemp and sugar), a considerable portion of which is damaged.

Miscellaneous.—At St. Helena, Sept. 15, Edmund Gressier, Picard, from Ilo Ilo, and sailed 16, for London; 16, Stella Maris, Tillet, from Padang, and sailed same day for New York; 21, Bulgownie, Mill, from Colombo, and sailed same day for London; 22, Lodore, Fisher, from Ceylon, and sailed 23 for London; 23, Carmarthenshire, Watson, from Macao, and sailed same day for London; Mary E. Ray, Laker, from Manila, and sailed 25 for Liverpool; 24, Schiedam, Houthoper, from Formosa. Off St. Helena, Sept. 21, Douglas Castle, from Amoy, for New York, 76 days out; 25, Hollandstrow, from Java, for London. At Mauritius, Sept. 2, Deux Freres, Magneur, from Singapore; 6, Adeline, Thornton, from Singapore; Aug. 28, Mars, Homan; Sept. 9, Cosmopolite, Pannier, and both sailed for Galle.

Report of the Cutty Sark, from Shanghai to London, arrived on the 18th inst. Left pilot June 21st, passed Anjer July 19th, experienced moderate weather and light winds until August 12th, in lat. 32 deg. 48 sec., lon. 29. 19 E., when the sea came rolling up heavily from the westward, followed by unsettled weather and very severe gales until 31st, in 32. 33 S., 14. 19 E.; since then moderate winds and light weather. Passed the Cape, 1 A.M. 26th, got the S.E. trades 1st Sept., 30 S. 12 E. St. Helena, 10 A.M., 9th Sept., took pilot on board off Dungeness, 3.30 P.M. Oct. 17th. On the morning of Aug. 15, in lat. 34. 26 S., lon. 28 E., was struck by a heavy sea on the starboard quarter, which carried the rudder away, and it took until 5 P.M. on the 20th before a false stern post and temporary rudder were fixed, which broke adrift on 20th Sept. in 7. 27 N., reshipped at 4.15 P.M. next day; proceeded on voyage without further accident.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

Eaton—On the 12th Oct., at 3, Cadogan-place, S.W., the wife of Charles Ormston Eaton, of a son.

Pitman—On the 1st Sept, at Hong Kong, Mrs. Geo. D. Pitman, of a son.

Swire—On the 16th Oct., at Richmond, Yorkshire, Mrs. William Swire, of a daughter.

MARRIAGES.

Ranger—Ledritter—On the 21st Aug., at Sarawak, by the Rev. J. Kemp, M.A., Alfred James Ranger, of the Borneo Company (Limited) to Eliza Ledbitter.

Obinson—Braddon.—On the 17th Oct., at the parish church, Tunbridge, by the Rev. J. H. Chowne, cousin of the bride, vicar of Christ Church, Bradford-on-Tyne, assisted by the Rev. George Ross, vicar of Tywardreath and Golart, Cornwall, Alfred Murray Robinson, Esq., of Shanghai, to Harriett Clode Braddon, eldest surviving child of the late Rev. Edward Nicholas Braddon, vicar of St. Mary and St. Clement, Sandwich, Kent.

DEATHS.

Delegal—On the 12th Oct, at Addison-road, Kensington, Sophia Delegal, widow of the late Charles Delegal, of Ceylon, in the 75th year of her age.

Leggatt—On the 15th Oct., at her residence, Bramford House, near Ipswich, Martha, widow of the late John Leggatt, Esq., in the 77th year of her age.

Mr. Samuel Mossman, of Edinburgh, who recently read a paper on the city of Yedo before the British Association, has placed in the reading-room of the Edinburgh Philosophical Institution the large map with which he illustrated his paper. The map is a very large one, forty square feet, on a scale of eight inches to the mile, showing the extent of the Japanese capital, the public buildings, gardens, temples, mansions, streets, canals, and the river Ogawa flowing into Yedo Bay. The map is of native construction in material and in drafting. The paper is manufactured chiefly from the bark of the mulberry tree, and is of strong texture.

THE JAPANESE AMBASSADORS IN EDINBURGH.

The Japanese Ambassadors left Glasgow on the 11th inst., and after paying a brief visit to Lord Blantyre, whose residence, Erskine-house, is in near proximity to Glasgow, they arrived in Edinburgh on the evening of the 12th, Saturday last. On arriving at the railway station the Ambassadors were driven to the Royal Hotel, where the Japanese flag was hoisted in honour of their visit. In the course of the evening they were waited upon by the Lord Provost of the city. Unlike the other cities they have visited, no formal invitation was given to them by the local authorities or public institutions. Hence there was no grand banquet prepared for them by the Lord Provost and Town Council, like those given by the wealthy Corporations of Glasgow, Manchester, Liverpool, and London. Nevertheless, they were shown a great deal of attention by individual citizens, and appear to have been much gratified with the natural beauties of Edinburgh and neighbourhood, and the art establishments for which the place is famous.

On Monday, the 14th, the members of the Embassy left the Hotel, accompanied by Professor Archer, who took them first to the Signet Library, next to the Advocates' Library, and afterwards to the Parliament House and Courts, where they were received by Mr. Matheson, of Her Majesty's Board of Works. The Museum of Science and Art was next visited, and afterwards the University. Here they were received by Sir Robert Christison, Bart., and, accompanied by the librarian, they went through the library. The inspection of the University over, the Ambassadors entered carriages and drove to Dunsappie Loch in Queen's Park. An ascent was then made to Arthur's Seat, from which the party obtained a view of the city and its suburbs. After having gone through Holyrood Palace the party proceeded to the engineering works of Messrs. Umpherston and Co. (late Messrs. Tenants'), to inspect Thomson's road steamer, which was shown in use, and excited great attention on the part of the Chief Ambassador, who rode upon it, and examined every part minutely. The Embassy afterwards visited the Leith Oil Mills, owned by Messrs. Tod and Thomson, the flour mills of Messrs. A. and R. Tod, the printing ink factory of Messrs. Fleming and Company, and the rope and sailcloth manufactory of the Edinburgh Ropery Company. In all of these establishments the visitors seemed very much interested, and took away with them samples of the various manufactures.

On Tuesday, the 15th, the Ambassadors again placed themselves under the guidance of Professor Archer, and visited several places of interest. In the morning they went to the North British Rubber Works, where they were received by several of the directors of the company. After a close inspection of these works, the Ambassadors proceeded to the Melville Drive, in order to get a view of the public recreation grounds in the south side of the city; and afterwards to Beeslack, near Penicuick, where they were received by Mr. John Cowan, and entertained to luncheon. Subsequently they drove to the Messrs. Cowan's paper works at Valleyfield, and after a visit to that establishment, they turned their steps towards Roslin, the chapel of which they minutely inspected. After a ramble through the glen at Hawthornden, the party returned to the Hotel.

Next day, the 16th, the Ambassadors left Granton on board the steamer *Pharos*, which exhibited the Japanese flag at the fore, and the Commissioners' flag at the main, besides her usual bunting. The flags belonging to the pier, Custom-house, as well as those of the vessels in the harbour, were also displayed. Visits were paid to the Isle of May, Bell Rock, and Abb's head lighthouses. Breakfast was served on board shortly after the arrival in the morning; subsequently luncheon was partaken of; and on the way home in the evening dinner was provided. After dinner, Sheriff Dingwall Fordyce (who presided) proposed the "Queen," and then the "Mikado, Emperor of Japan." Afterwards the Sheriff gave the "health of the Chief Ambassador," and on behalf of his colleagues and himself expressed the great pleasure they had in having the honour of accompanying the Ambassadors on such a journey as they had had that day. Iwakura responded. His Excellency made a delicate allusion to the assistance which the Japanese Government had received in Japan in the construction of lighthouses from the Northern Lights Commissioners. He also said that twenty lighthouses had been erected about Japan, but the Government there considered that these were only a beginning. Japan, like England, he continued, was an insular country, and the Government were resolved that it should be as well lighted as the coasts of this country. Sir Harry Parkes said he was much pleased in becoming thus acquainted with the Northern Lights Commissioners; for though he had not seen them personally before he had been acquainted with them for some years. They had shed their refulgent light on Japan to a much greater extent than perhaps they were aware of. Sir Harry alluded to the able manner in which the lighthouses in Japan had been constructed under the direction of Mr. Brunton, and concluded by proposing the "health of the chairman and of Mr. Cunningham." Sheriff Fordyce replied. Yesterday the Ambassadors and a few of the principal members of the staff, accompanied by Sir Harry Parkes, General Alexander, and Mr. Aston, proceeded for a short tour in the Highlands, from whence they will return to Edinburgh to-morrow, and on Monday, the 21st inst., the whole party will proceed to Newcastle.

The scientific staff of the Embassy has also been occupied in a tour of inspection in the vicinity of the Northern Capital. On

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the 12th inst., these members of the Embassy paid a flying vist to Leven, and visited the extensive iron foundry of Messrs. Henry Balfour and Company, inspecting closely the operations of moulding, casting, &c. This firm were at the time engaged in constructing tanks and other apparatus for the copper mint of Japan. The company afterwards inspected the process of manufacturing artificial food for cattle, examining the various processes repeatedly, and eliciting from Mr. John Balfour information as to the prices of the raw material and of the manufactured stuffs, specimens of which they took away. This branch of the Embassy will join the main body at Newcastle. They have been accompanied during their visit to Scotland by Mr. Brunton, C.E.

THE PANTHAY MISSION.

(PALL MALL GAZETTE.)

The *London and China Telegraph* is not a paper to find many readers in England. It supplies a summary of prices current, commercial news, and other intelligence direct from the chief seats of Eastern trade in Japan, the China Seas, and the Archipelago, useful to merchants whose business connects them with those regions; but these are not matters of interest to the public outside of that limited circle. An article in the last issue, headed "The Panthays," which has just come under our notice, affords a good illustration of the perversely mischievous tendency of the views so constantly advocated. The immediate object of the leader appears to be to cast reproach on the Government of this country for not having taken more decided and active steps in recent years to open up a route through Burmah into Yunnan, as a means of communication and traffic with that province and the whole south-west of China. And the opportunity is taken, *apropos* to this much-debated question of the practicability of such a route and its value in the interests of commerce, to assail the policy of the Government in refusing official recognition of what the writer is pleased to designate "Prince Hassan's Mission." It may be remembered that during the past twenty years various schemes have been brought forward for effecting the first object; and different lines have been advocated by Captain Spry and others, as affording the necessary conditions of facility and security. A survey was still more recently attempted, under the auspices of the Indian Government, of the line of country between Rangoon and the Chinese border, but the difficulties were found too great—partly from the disturbed state of the border districts, but mainly, it is believed, from the covert intrigues and hostility of the Burmese authorities. Whether under more favourable conditions a renewed effort might be more successful, and whether the end is sufficiently practical and important to justify the Government in incurring the risk of collisions and the expense of further explorations in the present state of the three regions—the kingdom of Burmah, the insurgent province of Yunnan in China, and the intervening lands of the semi-independent and wholly uncivilised Hill tribes—it is not our object here to discuss. We are concerned with the peculiar doctrines of international law and British policy which the *London and China Telegraph* maintains.

We would only observe, by way of comment on this doctrine of the policy of recognising as an independent State one of the eighteen provinces of China in a chronic state of revolt, while we still maintain friendly relations with the Emperor of China and an Envoy at Pekin, that it is fortunate for Great Britain that no Government could be found willing to endorse an act which would violate one of the first principles of the rights of nations. The "English official notion of international relations" rightly presented to the Government the obligation of refusing official recognition of the Panthay delegates as representing an independent State. Whether the Mahommedan and other insurgents in the south and west of China may ultimately succeed in maintaining a separate existence, and establishing their independence in Yunnan or other portions of the Chinese territories, remains to be seen. And in the meantime, looking to the past history of China, and the often-recurring insurrections of different portions, we must conclude that such an issue of the present revolt is only remotely possible, and opposed to all the experience of past centuries. As to the feelings with which the Panthay visitors may have returned to their own province, it is probable they were not very well satisfied with the result of their mission. But it is obvious that their position was such as to give them no claims to put themselves on a level with the envoys of the King of Burmah—a monarch in undisputed possession of power, and the head of an independent State with which we have treaties and established relations. Nor, had it been otherwise, and circumstances had permitted the Government to send them away better pleased, is there any rational ground for believing that their leaders in Yunnan either could or would have contributed, by any action on the Hill tribes and the Burmese, the slightest assistance towards the realisation of the scheme which the *London and China Telegraph* desires to promote; and we may add, in conclusion, very little chance that they would have lent any material aid on their own side of the border, or certainly that they would not oppose it as introducing a new element of trouble.

PORT SAID AND THE SUEZ CANAL.

A report has been presented to the Government by Mr. Barker, Her Majesty's Vice-Consul at Port Said, relative to the commercial position and prospects of that port. Mr. Barker states that the consumption of coal, which at present forms the principal trade of Port Said, has greatly increased, and has become a most important branch of commerce, in consequence of the increase in the number of steamers arriving there. The depots are on the Egyptian side of the canal, and the Government of the country, considering the coal to be in transit, levy no dues upon it, and, for various reasons, Port Said appears destined to become an important centre for the various products of the Egyptian Delta, the regulations of the port being equally favourable for the storage and transhipment of merchandise. No revenue charges are levied by the Government of Egypt upon transit goods; nor are dues laid upon steamers discharging cargoes *en route* for another destination. The only rate imposed is one of two centimes per ton upon vessels remaining in the port more than twenty-four hours, and even this may be avoided, for the port being well sheltered, the shipment or unshipment of cargoes is rarely interrupted by bad weather. This fact, Mr. Barker hopes, will remove a false impression which exists among merchants in England. There are already established in the port a number of shipping agency offices, and the Imperial Ottoman Bank has opened a new branch. The French and English Governments, in view of the increasing importance of Port Said, have bought a quantity of land, for use as depots for goods, an example which has been followed by Russian, English, and Austrian steamship companies. Mr. Barker's report concludes by stating that there appears every reason to believe that the future of Port Said is full of promise. The complete navigability of the canal has been proved so conclusively that there is no doubt that steam traffic will be maintained, and the purchase of lands by wealthy and influential companies will necessarily increase the importance, population, and progress of the town, and render it an advantageous outlet for the products of the interior.

GERMANY.

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(FROM OUR OWN CORRESPONDENT.)

HAMBURG, OCT. 15.

I notice that one of your correspondents, writing from Hong Kong, under date of August 16 last, mentions as an important topic of political interest "the renouncement by Germany of her Treaty with China." Whether his information is correct or not, depends on his definition of the word "renouncement," which I understand to mean abandon or give up—Dr. Johnson says "to disown, to abnegate"—and if that is what your correspondent means, it is certainly not correct; nor would it be more correct to make use of the word "denounce," which has of late come into fashion in relation to the Treaty with France for want of a better word to express the notice given by one contracting party to the other of its intention to make use of its stipulated right that the Treaty shall cease and terminate within a stated period. This latter is certainly not the case, after Germany has taken such infinite pains to obtain a footing in China, first on sufferance and under rather humiliating circumstances, and then on equality, securing her rights by a State treaty with the most favoured nation clause; and the trade has become far too valuable for the Germans needlessly and wilfully to "renounce" the advantages and profit they derive from their intimate relations with China.

The fact is that the Treaty, which was negotiated and concluded by Count Eulenberg for ten years' expired in June last, when, according to the stipulations entered into, it shall be revised and renewed. In my letter of May 28—which you will find in the *London and China Express* of May 31 last—I mentioned the fact, and that Prince Bismark had invited the Chambers of Commerce to communicate to him their wishes as to the new clauses deemed advantageous for the German trade, with particulars of the answers they had given. I am aware that instructions have been sent out to the German Envoy at Peking to open negotiations, but of what nature they are is, of course, a secret between him and the Foreign Office at Berlin. But this I do know, on the best authority, that the Government at Berlin have no wish to go in for the revision single-handed; they are quite willing and anxious that all the treaty Powers should unite and agree in their demands on the Chinese Government.

The Berlin semi-official *Norddeutsche Allgemeine Zeitung* contains the following:—"It is well known that in Japan a considerable number of industrial objects are produced in a much more perfect manner than they can be manufactured in Europe; among these may be mentioned their lacquer ware and works in enamel, paper, and metals. They have a peculiar method of their own in working up these raw materials, the particulars of which, if not absolutely kept secret, have at least never been brought to this country. The Prussian Minister for Trade has now issued circulars to the Chambers of Commerce, expressing his readiness to have researches made into the subject on the spot, and to publish what he can learn about it for general information. The Chambers of Commerce are therefore invited to state to him if it is for the interests of the German manufacturers to obtain further insight into the Japanese mode of working up the raw materials, and what particular branches it would be most useful to learn, and if so, to recommend to him a suitable person of intelligence as well as theoretical and practical general knowledge of business and manufactures, who would be willing to go to Japan at the expense of the Government, and remain there a couple of years to study the system and make himself master of the details."

COMMERCIAL.

The dealings in Teas have been more numerous, and assumed greater dimensions since last report. Among the sales by importers were 4,094/4, 1,058/8, and 275/16 chests of Congou, as well as 380/8 chests Souchong; but there is no alteration in the values. For cleaned Rice a considerable demand has sprung up, chiefly for export; about 10,000 bags of rough have been taken by millers. Cassia Lignea commands an easy sale at 10 to 10¼ sch. bco. Singapore Pepper is firm at 7¼ paid, but Penang is a shade lower, being offered at 6¾, though the stock is nearly exhausted. 254 chests of partially damaged Star Anuis, ex Hong Kong, and 42 chests of sound, by same ship, have been sold by public auction. A decided improvement both in the demand and price of Spelter has to be recorded; above 10,000 centners have been sold, mostly special marks, at 15 mks. 6 sch. bco., and 15.3 for ordinary sorts.

SHIPPING.

ARRIVAL.—Caldew, from Cochin.

SAILED.—Heros, to Rangoon; Richard, to Singapore; Penguin, to Cheefoo.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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The London & China Telegraph.

LONDON: MONDAY, OCT. 21, 1872.

THE AUDIENCE QUESTION.

RIGHTLY to estimate the importance attaching to the recent arrival of M. GEOFFROY at Peking, it is necessary to recall the tenour of the diplomatic intercourse which has of late taken place between the Governments of France and China. It will not be forgotten that on the first arrival of CHUNG HOW at Versailles on his mission of apology for the massacre at Tientsin, he was treated with considerable coolness, and was refused the audience he sought with the PRESIDENT. A hasty retreat in the direction of China was the consequence of this rebuff. From some unexplained cause, however, M. THIERS thought proper to change his tactics, and a telegram which overtook the discomfited Ambassador at New York brought him back post haste to Versailles, where, on a distinct understanding that the same privilege would be accorded to the French Minister by the EMPEROR of CHINA, he was received in official audience by the PRESIDENT of the newly-constituted Republic. But more than this, M. THIERS was unwilling to grant his request to be allowed to carry to his Government the letter containing an acceptance of the apologies he had brought, and, further, he was given to understand that the future continuance of friendly relationships between the Courts of Paris and Peking would depend on the manner in which the EMPEROR received the newly-appointed French Minister, who was to be the bearer of that communication. The presence of M. GEOFFROY in Peking is, therefore, tantamount to the announcement that that diplomatic *crux*, the Audience Question, is about to be reopened, and, it is to be hoped, finally settled.

At the present moment there is dead calm in the political world at Peking. But we need not adduce the now famous remark of Mr. HAMMOND on welcoming Lord GRANVILLE at the Foreign-office to illustrate how often a political calm is but the prelude to fierce and deadly struggles. The marriage of the EMPEROR, and the absence of some of the Foreign ministers from Peking will leave the great question yet a little longer in abeyance, and the current of events will therefore for a time continue to run smoothly on. But the next few months are pregnant with events of the highest importance to China. Of the exact nature of the demands which M. GEOFFROY is instructed to make on the behalf of France we are, of course, ignorant. Yet it is possible to gain some clue to the main point at issue from a memorandum, of which we are most appositely reminded by the *China Mail*, addressed by M. ROCHECHOUART to Mr. LOW, the American minister, in which he says :—"I place the so-"lution of the question of audience with the EMPEROR first, "and the arranging a treaty of etiquette regulating the de-"tail of our official life in a manner honourable to our Go-"vernments and to ourselves." This, then, is the first question to be settled, and many weighty considerations attach to its discussion. It is the question on the satisfactory settlement of which depends our position in the eyes of the Chinese, and the continuance of our peaceful relations with them. The admittance of the Foreign Ministers to the presence of the EMPEROR will be our voucher of political equality with these arrogant Pekingites. We have already submitted far too patiently to be placed on a lower social scale than that to which we are entitled by treaty. That such a state of things should be allowed by a country governing India is incredible, and it now becomes the duty of the Foreign Ministers to give "a long pull, a strong pull, and a pull altogether" to establish once and for all a satisfactory basis for our future communications with the "Son of Heaven." No doubt opposition will be offered by the Emperor's advisers to this demand, or if they appear to make the concession, they will in all probability attempt to attach to it such conditions as will rob it of its principal value. Against such shifts the Foreign Ministers must be upon their guard. No compromise in the matter should be entertained for an instant; we have submitted to them too often. We demand that our Ministers should be received on exactly the same footing and in exactly the same manner as officials of similar rank are received by European Sovereigns, and nothing short of this can be accepted.

We are reminded also by a circular, which we published in our last issue, addressed by the French Minister of Agriculture to the Presidents of the various Chambers of Commerce in France, that the time fixed for the revision of the Treaties is fast approaching. That the French are fully alive to the importance of again taking a prominent part in affairs in China the appearance of this Circular is satisfactory evidence. Foreign interests in the Flowery Land have already suffered sufficiently from the disasters which have of late overtaken their unfortunate country, and we welcome this sign of returning power as a happy omen. The Germans also are moving, but not quite so precipitately as is reported in Hong Kong. Our German Correspondent's letter tells us that the Government of Berlin have simply given instructions to their representative at Peking to give notice of a demand for a revision of the Treaty; but it is not at all their wish to proceed otherwise than in concert with Great Britain and other Powers in making a new Treaty with China. They are strengthened in this view by the non-ratification of Sir RUTHERFORD ALCOCK'S convention by our Government. It is time, however, that our Foreign-office should move in the matter.

THE PANTHAYS AND THE *PALL MALL GAZETTE.*

THE *Pall Mall Gazette* is a journal which may possibly have its candid intervals, but candour is evidently a commodity so precious to the editorial mind, that it never vouchsafes the smallest modicum of it to us. Ever since it devolved upon us to expose the blunderings of our respected contemporary's views on the missionary question in China—and we are sure we did it with all the gentleness which it is a duty to exercise, when imbecility has to be put under restraint—the *Pall Mall* has misrepresented us, and quoted us unfairly. It has done so this week. We do not particularly object to this, if the Editor likes it, and can afford it; but it may be just as well to notice the progress of the complaint, as such symptoms afford the surest indication of the relapse of such patients. In a late issue we commented with pleasure on the announcement that Mr. COOPER, the well-known explorer, had accompanied the Panthay Envoys on their return to Yunnan, and we expressed our opinion that there was nothing in the civil war, still smouldering in China, which need prevent the accomplishment of the direct trade route through Burmah into Yunnan. We stated that "it by no means fol-"lows that, because the Panthays are in arms against the "Imperial forces, the trade between the two countries must "therefore be suspended. So far from this being the case, "there are, at the present time, recognised Custom-houses "established on the frontier between the kingdom of Tali "and China, and we have only to remember how little our "own trade with China was affected by the war of 1860-61 "to prove how entirely mercantile interests are looked upon "as separate and apart from political enmities by the prac-"tical-minded Chinaman." There is not one line in our article advocating the "policy of recognising as an independent State one of the eighteen provinces of China," with which the *Pall Mall* charges us. We simply stood out for the right of discovery, and the right of trade, and wished Mr. COOPER GOD speed in his arduous task. We keep the same ground still, and we say that it would have been more to the credit of the farsightedness of our Foreign-office if the hospitality extended—or, rather, doled out—to Prince HASSAN had not been so meagre as it was. If the Envoys had been regarded as mere rebels, their

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welcome should have been *nil;* if as representatives of a hopeful and conciliatory State, it should have been given on a scale more worthy of our Government. As it is, the Panthays have gone home with the conviction that Lord Granville blows hot and cold. We are quite content to leave the sneering observation that we are "useful to merchants" to the appreciation of our readers. We hope we are so, we try to be so, and we certainly have no apprehension that, whatever unexpected qualities may develop themselves in the *Pall Mall*, "usefulness to merchants" will be among the number.

We are glad to say that there is no foundation for the statements put forth by the *Philadelphia Ledger* and reproduced in *The Times*, to the effect that there has been a sort of *coup d'etat* at Yedo, and that the old Daimio party have come again into the ascendant. There are no advices or telegrams in any way substantiating this. The Government of Japan remains in the same condition as when the Embassy of Iwakura left Yedo. With reference to the statement that the "Embassy is stranded in London without authority or funds," there is not an atom of truth in it. The necessary funds are still provided, and the Embassy is actively carrying out the objects of their mission, as evidenced by the daily reports in our papers. We cannot understand *The Times* putting in statements which carry their own contradiction. The following is the paragraph alluded to:—

"Advices from Japan say that the old Japanese party will probably obtain the ascendency over the Reformers; that Minister Mori will be succeeded by a representative of the non-progressives; and that the spread of Western civilisation in the Empire will be stopped for the present. Horace Capron, who went to Japan to organise a Department of Agriculture, and Peshine Smith, who went there to organise a Law Department, have been discharged. It is also stated that the Japanese Embassy to the Treaty Powers is 'stranded' in London, without authority or funds, and that work on the Japanese war-vessel at New York has been stopped for want of money, owing to these complications."

Since the above was in type *The Times* has printed the following disclaimer:—

The last papers from New York contain a denial of previous reports from Japan to the effect that a reactionary policy was likely to be witnessed in that country. It is now admitted that the latest accounts, which reach to the 7th ult., 'show the country to be quiet, and that Governmental affairs were progressing favourably.' The circulation of the adverse statements appears to have been connected with the proceedings of a certain Mr. Peshine Smith, an American, who seems to have made himself notorious in Yokohama, and of whom an account is given in the *Japan Weekly Mail* of the 10th August.

The son of the Foreign Minister of Siam, Sootchai Bhannwongse, who has been through a course of English education during the past five years, and lately a student at Balliol College at the University of Oxford, returns to Bangkok by the present mail. He embarked in the P. and O. Company's steamer *Simla* at Southampton, accompanied by Mr. D. K. Mason, the Consul for Siam in London, and other friends. There are still a number of Siamese studying in England, amongst whom is a son of the Prime Minister, who is in the Army. In connection with Siam we may notice that a Mint for Bangkok is in course of construction, under the superintendence of Mr. Mason.

A telegram from Paris states that the Minister for Japan, Sameshima, accompanied by the Minister of Finance, has gone to Frankfort, to contract for a further supply of Bank-notes, similar to those contracted for through the Baron von Siebold. We understand that the efforts to settle a loan in the United States are now quite abandoned, and that it is doubtful if it will be raised in London, the opinion being that the Treasury officers in Yedo can do better on the spot. His Excellency Terashima, the resident Envoy and Minister Plenipotentiary, has fixed the Legation at No. 9, Upper Belgrave-street.

The telegrams from Lisbon report that information had been received from Macao of an attack on the Settlement by Chinese. We have no confirmatory accounts in London, but we shall not be surprised to find that these attacks are owing to the atrocious Coolie trade, which the Government of Macao permits, notwithstanding the countless horrors it has created.

The steamer *Scotland*, of 2,000 tons and 500-horse power, owned by Messrs. Temperley and Co., and lately employed in the Montreal trade, has been engaged to convey the troops to Singapore, noticed in our last issue. The steamer will have to proceed from Singapore to Hong Kong.

STEAMERS, &c., FOR THE FAR EAST.

The screw steamer *Teluk Ayer* was launched on the 17th inst. from the yard of Messrs. Jackson and Blake, Northfleet. This steamer has been built to the order of Messrs. Paterson, Simons, and Co., of Singapore, and is intended for the local trade between the Straits, Saigon, Bangkok, &c. The builders have another steamer in hand for the same owners, to be named the *Celestial*, which will be about 100 tons larger.

Messrs. A. and L. Inglis have laid down another steamer for the Shanghai Steam Navigation Company, which is building under the superintendence of Captain Lewes, on behalf of the company. The same builders have also laid down one of the six steamers contracted for by Mr. Holt for the Yangtsze and other local China service.

Two steamers have also been laid down on the Clyde for the new Trans-Pacific line between San Francisco, China, and Japan, the formation of which we noticed some time since.

A small screw steamer, the *Seagull*, Captain Thatcher, has been despatched from Swansea for Messrs. Lane, Crawford, and Co., Hong Kong, intended for towing and other purposes. She proceeds under sail and steam to Hong Kong.

The *Laurel*, which sailed on the 3rd inst. for Yokohama, took out some boilers intended for a stone crushing machine.

The *Carnarvonshire* is taking out for Tientsin about 150 tons machinery, and two boilers for the Chinese arsenal at that port.

THE REPORT ON THE DIPLOMATIC AND CONSULAR SERVICES.

A supplementary Blue-book on the Diplomatic and Consular Services has just been published, in which are contained the minutes of evidence given before the Select Committee by Captain Crossman, Sir Rutherford Alcock, Mr. W. H. Medhurst, Sir Harry Parkes, and Mr. Henry Alabaster, as well as memoranda on the Consular Services in China and Japan by the three first-named gentlemen and Mr. Mongan. As we have on previous occasions commented on the evidence given before the committee on the subject of our consulates in the Far East, and as also the memoranda handed in by Captain Crossman, Sir R. Alcock, and Mr. Medhurst are merely recapitulations of their opinions as before stated by word of mouth, we shall now pass on to the consideration of Mr. Mongan's very ably written paper. Mr. Mongan is evidently thoroughly well up in the subject of which he treats. He has made a careful study of the varying fortunes which have attended the different consulates since the dates of their establishment, and has digested the information he has obtained in a concise and telling manner. It is too often the case that officials when called upon for information with regard to the services to which they belong supply only vague assertions, ill considered opinions, and little that is really tangible. Mr. Mongan has avoided this error, and has given expression to his views in a clear and powerfully convincing paper. He begins by stating the two-fold object of his memorandum, and says:—

"The object of this memorandum is first to call the attention of the Select Committee now sitting on the Consular Service to the variations that from time to time have taken place in the salaries of the Consular officers placed in charge of the fourteen ports of China now open to foreign commerce, with a view of deprecating the system that seems still to be in operation, of generally reducing salaries as vacancies occur; and, secondly, after adverting to the expenditure which the cost of living in China entails upon the Consuls, to make some suggestions for the amelioration of their conditions, the adoption of which would cost the public little, but would tend greatly to remove the feeling of discontent and uncertainty as to the future now undoubtedly existing and increasing among Her Majesty's Consular servants in China."

He then proceeds to make good his complaint of the variations in amount to which the salaries of Consuls in China have been subjected by a carefully prepared tabular statement, from which it appears that, since their establishment, seven out of the twelve Consulates and Vice Consulates now existing have been reduced in value by sums ranging from £200 to £600 per annum. In 1862, he adds, it was hoped "that the China Consular service had been placed upon a somewhat permanent basis as regarded salaries, but many changes have taken place within the decade which has since almost elapsed, and the tendency of these has been to dishearten most of the officers in the service, and, *pari passu*, I am convinced to impair their efficiency as public servants. Thus, one £900 a-year Consulate (that of Chinkeang) has been abolished; and, whilst in 1862 there were three £1,500 a-year Consulates, in 1872 there is only one. *Then* there were *five* Consulates, which might be looked upon as prizes, viz., Canton, at £1,600; Shanghai, at £1,500; and Newchwhang, Tangchow, and Hankow, at £1,300 a-year each. *Now* there are only *three*, viz., Canton, at £1,600; Shanghai, at £1,500; and Foochow, at £1,300; and of these it is morally certain that Canton will be reduced, on the occurrence of the next vacancy, to at least £1,300 a-year, if not to a lower rate. Having thus stated these facts and figures, I may now say that the chief grievance of which we have reason to complain in China is, I believe, this—that ever since the conclusion of the Treaty of Tientsin the rates of salary of the higher class of officers have, as a rule, been systematically reduced as vacancies occurred at the several ports. This system, illustrated in the 1872-73 estimates by the reduction of the sala-

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ries of the lately appointed Chinese Secretary, and Consul at Chefoo, is tending apparently to the establishment of a dull uniformity in the rates of salary at all the ports, the result of which will most probably be the production before very long of an equally dull mediocrity in the mental and moral calibre of their incumbents. And if this system be not modified, and some prizes be not left as a healthy stimulus to exertion, it may also happen that the gradual lowering of the whole character of the service will ultimately endanger the maintenance of friendly relations with China, affected so much as these are in that country by the personal influence of our Consuls with both mandarins and people.

Mr. Mongan next refers to the cost of living entailed on Consuls in China, and shows that on many accounts the purchasing value of money has been so materially diminished of late years that unless those officials follow a somewhat similar course to that pursued by Capt. Burton's predecessor at Santos, who, according to that gentleman's evidence in the present volume, "lived over a spirit shop, and washed his own stockings," it is next to impossible for them, as married men with families, to make both ends meet. For these evils Mr. Mongan suggests three remedies; and we must here remark that he deals with the subject in hand rather too exclusively from a Consul's point of view. He makes little or no mention of his weaker brethren—the juniors. Perhaps he considers that, with Sir Harry Parkes as their champion, these need no further support. But however that may be, he sees in a plan he proposes a means of satisfying the wants which he considers most pressing, at a cost of only £300 per annum. He would have the Consulate at Shanghai raised to a Consul-Generalship, with a salary of £1,800; and as to the other Consulates, he would fix the salaries of three at £1,300, of four at £900, and of three at £800 a-year. He also suggests that officers should be allowed to retire on a pension at the end of twenty years, irrespective of the actual state of their health at the time. And he further urges that "facilities might be granted by Her Majesty's Government to its own officers in China for insuring their lives, and for the purchase of deferred annuities, at the rates ruling in Europe, instead of the higher rates of premium now charged for contracts of this nature to Europeans residing in the East by the life-insurance offices in England."

ORIENTAL BANK CORPORATION.

The half-yearly meeting of this Bank was held on the 17th inst. at the Bank; James Blyth, Esq., in the chair.

The Chairman said this meeting was an interim one for the declaration of a dividend. He was glad to congratulate the shareholders on the success of the operations for the six months. So satisfactory had they been that they were enabled to at once provide for the loss sustained by the failure of Gledstanes and Co.

Mr. C. J. F. Stuart, the chief manager, then read a statement showing the profits for the half-year to amount to £101,000, which, with £5,000 carried forward from last account, made £106,000. Of this sum the dividend now proposed would absorb £90,000, leaving £16,000 to carry forward.

Dr. Thom said the profits made by the Bank were highly satisfactory, but the loss by Gledstanes and Co. was very unsatisfactory, and he trusted the directors would take a warning by it. He would like to know the amount of the Bank's loss, and after passing some strictures on the affair said he would reserve a fuller statement for the next meeting.

The Chairman, in reply, said that the loss would be as follows: gross amount, £67,000, of which they expected to recover £24,000, leaving a loss of £43,000, to provide for which they had set aside £50,000.

No further comments being offered the Chairman declared the dividend of 30s. per share, being at the rate of 12 per cent. per annum.

The following is the statement and balance-sheet for the half-year ending June 30, 1872, read to the meeting:—

LIABILITIES.

To promissory notes in circulation not bearing interest			£578,838	0 0
To bills of exchange in circulation not bearing interest			7,264,329	0 0
To balances due to other banks			108,558	0 0
To cash deposited not bearing interest			3,421,697	0 0
To cash deposited bearing interest			5,912,444	0 0
Total due to the public			£17,285,866	0 0
To capital paid up	£1,500,000	0 0		
To reserved surplus fund ...	444,000	0 0		
To insurance fund	50,000	0 0		
To dividends remaining unpaid	3,000	0 0		
To balance of profit and loss after defraying all current charges	106,750	0 0		
Due to shareholders			£2,103,750	0 0
			£19,389,626	0 0

ASSETS.

By coin and bullion	£2,087,078	0	0
By balances due from other banks	957,331	0	0
By promissory notes or Bills of other banks ...	14,377	0	0
	£3,058,786	0	0
By Government securities	1,368,515	0	0
By landed or other property of the Corporation ...	251,719	0	0
By debts secured by landed or other property ...	72,182	0	0
By notes and bills discounted, or other debts due to the Corporation, not included under the foregoing heads, and exclusive of debts abandoned as bad	14,638,424	0	0
	£19,389,626	0	0

PROFIT AND LOSS ACCOUNT.

DR.

To Amount required to pay interim dividend for the half-year ending June 30, 1872	£90,000	0	0
To Balance	16,750	0	0
	£106,750	0	0

CR.

By balance undivided at 31st December, 1871 ...	£5,428	0	0
By amount of net profit for the year ending 30th June, 1872, after defraying current charges and providing for bad and doubtful debts	101,322	0	0
	£106,750	0	0

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

The half-yearly meeting of the shareholders of the Chartered Mercantile Bank of India, London, and China was held at the Bank on the 15th inst.; George G. Nicol, Esq., in the chair.

The Chairman, in moving the adoption of the report (to be found in another column), said this occasion was a very pleasant and agreeable one, and much more so than any similar one for many years past, inasmuch as he had to submit what might be considered a very satisfactory statement. The profit had been so large as to excite remark. The profit for the six months had amounted to £117,000, and, contrasting this with the past profits, he could understand the shareholders asking how it had been done, to which he would reply, by legitimate banking business and exchanges with India. He laid the more stress upon this because a shareholder had asked if they had not been gambling; but he assured them it had been earned in the same manner as the profits for some years past, but this had been a very exceptional year as far as the exchanges had been concerned. The shareholders must not, therefore, take this as an average year, but as one which was exceptionally good, but of which he could not hold out the hope of a continuance. The prospects for the current year, so far as he could see, would be a fair average year. Although losses must occasionally occur, he did not think they had any reason in the present half-year to expect them, nor had they made any during the past half-year, with the exception of that caused by the failure of Messrs. Gledstanes. With the firm of Pigou and Wilks they had formerly had large transactions, and had been their bankers; but they had entirely escaped loss, as some time ago they had been rather startled by the way in which that firm conducted its business, and they accordingly closed their account. Their only loss was by Messrs. Gledstanes, and it was a very considerable one. They were greatly astonished by the failure, as they had always relied upon the firm from their being represented at the Bank of England, and they could not suppose that any firm so represented could be otherwise than solvent. He considered that the position of the directors of the Bank of England was a serious and responsible one, but this fact shook confidence in the bank, and in that respect was likely to be very unfortunate. They had had the subject of Messrs. Gledstanes frequently before the board, as rumours had occurred from time to time, but their continuing to be represented at the Bank of England had always turned the balance in their favour. But he hoped that great good would arise from it by the business of India and China being carried on with greater safety and reliance. The cause of the failure had been the abuse of credit in Lancashire. When he commenced his mercantile career, forty-five years ago, Manchester goods were purchased for cash or short credit; but now houses were financing on goods for which not one shilling would ever be paid. Gledstanes and Co. had something like half a million of acceptances out, and the game was kept up by the India and China firms buying and selling bills.

He hoped the whole of the Indian banks would assist in putting down the six months' usance in the India and China trade. They would recollect that some time ago this bank, in connection with other Indian banks, tried to reduce the usance to four months, but the attempt ended in a failure, owing to the opposition of the leading houses. He hoped these firms would now open their eyes and agree to a shorter usance, as, now that the Suez Canal was opened, three months was a long time, especially compared with Australia, whose trade was carried on by sixty days' bills, and every bill was fortified by documents hypothecated with it, even by houses quite equal to our best India and China firms. The amount for which they ranked on Messrs. Gledstanes' estate was £54,000, and although he could not say what the loss would be with any certainty, yet he believed it would amount to about £35,000, but they would thus still have left a large sum to be carried forward; and if no other loss should occur he hoped at the end of the year to carry a very handsome sum to the reserve fund. He moved the adoption of the report.

Mr. Richardson said a profit and loss account which showed a profit of 15½ per cent. could not but be satisfactory; and he trusted the loss of Gledstanes and Co. would induce the Bank directors to act more on the plan of the Australian banks, and stop the so-called "Credits."

Another Shareholder said he would very emphatically urge on the directors to adopt the documentary security, and avoid credits.

Dr. Thom said he was certainly startled at the large profits, but was satisfied with the chairman's statement. He passed some severe comments on the fact of the partners of Gledstanes and Co. holding seats at the boards of the Bank of England and the London and Westminster Bank up to the day of their failure, while they had been insolvent for years past, and only kept the firm afloat by drawing and re-drawing. He hoped the directors would ignore these credits or "kites," and have

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something substantial in the way of documents. Gledstanes' affairs should, at any sacrifice, have been wound up in the Bankruptcy Court.

The Chairman, in replying to the remarks of shareholders, said they would certainly in future look more to shipping documents and accept only the credits of bankers. With regard to the firm of Gledstanes and Co. he could sympathise with the indignation expressed, and he could assure them that the directors made every effort to get the firm's affairs wound up in the Court of Bankruptcy, but they were outvoted. If justice were done the partners would be arraigned at the Old Bailey for their misdeeds. Many persons less guilty of obtaining money under false pretences had to go through that ordeal.

A vote of thanks to the chairman concluded the proceedings.

Monetary and Commercial.

The half-yearly meeting of the Chartered Mercantile Bank of India was held on the 15th inst., and a report of the proceedings will be found in another column. The chairman, it will be seen, alluded to the six months' sight bills current in the India and China trade, and expressed a hope that they would now become unsaleable, and that sixty days' and ninety days' sight, as in the Australian trade, would be substituted. He also made some severe strictures on the failure of Messrs. Gledstanes and Co. The following is the Report and Balance-sheet submitted to the meeting:—

The directors now submit to the shareholders the half-yearly statement of accounts to 30th June last, showing a net profit of £117,265 19s. 7d., to which has to be added £883 19s., brought forward from the previous year, making a total of £118,149 18s. 7d. A dividend at the rate of 8 per cent. per annum (free of income-tax) is now declared, leaving a balance of £88,149 18s. 7d. carried forward to next account. It will thus be seen that the result of the past half-year's operations has been highly satisfactory. Unfortunately, since these accounts were closed, the failure of a firm of high standing, with which the Bank has had large transactions for many years past, has taken place. This will involve the Bank in a loss, the extent of which, depending on the realisation of the assets of various firms connected with them, cannot yet be correctly estimated; but at the worst it will leave a large balance available to supplement the profits of the current half-year, and apart from this, the business of the Bank at all points continues satisfactory.

Dr.	Liabilities.		
Capital paid up	£750,000	0	0
Current and fixed deposits	3,312,823	11	0
Bills payable, notes in circulation, and other sums due to the public	5,698,554	1	1
Reserve fund	50,000	0	0
Profit and Loss Account—			
Balance at 30th June, 1872, as undernoted	118,149	18	7
	£9,929,527	10	8

Cr.	Assets.		
Coin and bullion	£1,330,687	0	0
Cash with bankers and money at call	711,309	1	8
Government securities...	575,356	11	2
Landed and house property at head office and branches	225,238	14	10
Bills receivable, in hand and on deposit, loans, and other debts, &c., due to the corporation	7,086,936	3	0
	£9,929,527	10	8

At the meeting of the Oriental Bank Corporation on the 17th, a dividend was declared for the half-year ended June 30 last of 30s. per share, being at the rate of 12 per cent. per annum. The bank's claim upon the estate of Messrs. Gledstanes and Co. amounts to £67,000, but the ultimate loss is not expected to exceed £43,000. A report of the proceedings will be found in another column.

A meeting of the shareholders of the Imperial Bank of China (Limited) will be held on the 22nd inst., to consider what steps should be taken to recover the calls paid to the liquidators of the Bank of Hindustan, China, and Japan (Limited), the amalgamation having been declared invalid.

The following is the report of the Singapore Gas Company, to be presented at the meeting on the 22nd inst.:—

The directors have the satisfaction of reporting continued progress in the lighting of Singapore, for particulars of which they refer to the report annexed, from their engineer and manager, Mr. E. J. Wells, dated Aug. 31, 1872. The balance sheet to June 30, 1872, and appended to this report, shows the financial position of the Company. The directors have written off for depreciation of works and plant, and off the expenses of first establishment, as per balance sheet, at the rate of one per cent. per annum. The profit for the half-year, after writing off these sums, amounts to £1,805 6s. 7d., which, together with £19 5s. 2d. the unappropriated profit of the preceding half-year, makes the available balance £1,824 11s. 9d.; out of this sum the directors recommend the declaration of a dividend at the rate of 7½ per cent. per annum, less income-tax on the amounts paid up on the preference and original capital; the balance of £14 16s. 4d. to be carried forward to the profit of the succeeding half-year.

Mr. H. B. Muir, of the firm of Messrs. James Finlay and Co., of London, Glasgow, and Liverpool, has been elected a director of the Alliance Bank (Limited).

An application, made on the 16th inst. to the Bankruptcy Court, to register a resolution come to by the creditors of Messrs. Leggatt and Co., by which it was resolved to wind up the estate under the arrangement clauses of the Act, and not in bankruptcy, was granted.

Numerous complaints are current as to the losses incurred by vessels discharging at the Hongkew wharf at Shanghai. The cargo discharged there invariably turns out "short," and claims are made on the shipowner, which, with a freight of perhaps 20s. per ton, becomes very vexatious. The managers will no doubt investigate the matter promptly, and stave off orders to Captains "not to discharge at Hongkew wharf."

Seventy-five guineas premium have been paid to effect reinsurances on the ship *Kentville*, which sailed from the Mersey for Hong Kong on the 20th of March last. The *Osaka*, from Ilo Ilo, on which forty, fifty, and sixty guineas premium has been paid, arrived at Falmouth on the 16th inst.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th Oct., 1872, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

Plain Cottons.—Export for the month ended 16th Oct., 1872, 6,137,065 yards; for the twelve months, 84,304,227 yards; for the twelve months, 1871, 112,177,460 yards; for the twelve months 1870, 63,756,262 yards. Decrease for 1872 against 1871, 27,873,233 yards.

Coloured Cottons.—Export for the month ended 16th Oct., 1872, 218,239 yards; for the twelve months, 1,824,074 yards; for the twelve months, 1871, 12,049,923 yards; for the twelve months, 1870, 6,437,342 yards. Decrease for 1872 against 1871, 10,225,849 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1872, 125,386 yards; for the twelve months, 2,389,217 yards; for the twelve months 1871, 2,586,008 yards; for the twelve months, 1870, 2,118,769 yards. Decrease for 1872 against 1871, 196,791 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1872, 578,400 lbs.; for the twelve months, 7,452,920 lbs.; for the twelve months 1871, 10,413,064 lbs.; for the twelve months 1870, 10,220,425 lbs. Decrease for 1872 against 1871, 2,960,140 lbs.

SHANGHAI.

Plain Cottons.—Export for the month ended 16th Oct., 1872, 18,897,465 yards; for the twelve months, 311,706,165 yards; for the twelve months 1870, 396,286,608 yards; for the twelve months 1869, 255,195,407 yards. Decrease for 1871 against 1870, 84,580,443 yards.

Coloured Cottons.—Export for the month ended 16th Oct., 1872, 945,862 yards; for the twelve months, 8,891,301 yards; for the twelve months 1871, 9,290,209 yards; for the twelve months 1870, 13,203,154 yards. Decrease for 1872 against 1871, 398,908 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1872, 513,578 yards; for the twelve months, 7,231,920 yards; for the twelve months 1871, 5,407,282 yards; for the twelve months 1870, 5,767,688 yards. Increase for 1872 against 1871, 1,824,638 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1872, 174,390 lbs.; for the twelve months, 1,211,900 lbs.; for the twelve months 1871, 542,892 lbs.; for the twelve months 1870, 665,140 lbs. Increase for 1872 against 1871, 669,008 lbs.

JAPAN.

Plain Cottons.—Export for the month ended 16th Oct., 1872, 4,512,060 yards; for the twelve months, 28,791,594 yards; for the twelve months 1871, 44,506,944 yards; for the twelve months 1870, 24,221,023 yards. Decrease for 1872 against 1871, 15,715,350 yards.

Coloured Cottons.—Export for the month ended 16th Oct., 1872, 438,247 yards; for the twelve months, 2,744,060 yards; for the twelve months 1871, 2,429,600 yards; for the twelve months 1870, 2,800,060 yards. Increase for 1872 against 1871, 314,460 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1872, 156,349 yards; for the twelve months, 1,569,238 yards; for the twelve months 1871, 1,098,363 yards; for the twelve months 1870, 1,049,094 yards. Increase for 1872 against 1871, 475,875 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1872, 1,163,490 lbs.; for the twelve months, 15,583,564 lbs.; for the twelve months 1871, 10,810,739 lbs.; for the twelve months 1870, 1,163,490 lbs. Increase for 1872 against 1871, 4,772,825 lbs.

SINGAPORE AND PENANG.

Plain Cottons.—Export for the month ended 16th October, 1872, 6,927,662 yards; for the twelve months, 69,341,431 yards; for the twelve months 1871, 67,420,009 yards; for the twelve months 1870, 75,919,454 yards. Increase for 1872 against 1871, 1,921,422 yards.

Coloured Cottons.—Export for the month ended 16th Oct., 1872, 651,480 yards; for the twelve months, 5,232,440 yards; for the twelve months 1871, 7,121,341 yards; for the twelve months 1870, 9,686,157 yards. Decrease for 1872 against 1871, 1,888,901 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1872, 560,261 yards; for the twelve months, 3,941,298 yards; for the twelve months 1871, 5,111,265 yards; for the twelve months 1870, 6,233,788 yards. Decrease for 1872 against 1871, 1,169,967 yards.

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Cotton Yarn.—Export for the month ended 16th Oct., 1872, 251,665; for the twelve months, 1,811,324 lbs.; for the twelve months 1871, 3,242,237 lbs.; for the twelve months 1870, 3,175,921 lbs. Decrease for 1872 against 1871, 1,430,913 lbs.

BATAVIA.

Plain Cottons.—Export for the month ended 16th Oct., 1872, 2,511,419 yards; for the twelve months, 20,778,965 yards; for the twelve months 1871, 19,732,819 yards; for the twelve months 1870, 14,474,260 yards. Increase for 1872 against 1871, 1,046,146 yards.

Coloured Cottons.—Export for the month ended 16th Oct., 1872, 1,441,656 yards; for the twelve months, 9,869,772 yards; for the twelve months 1871, 11,837,085 yards; for the twelve months 1870, 10,235,535 yards. Decrease for 1872 against 1871, 1,967,313 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1872, 2,468,434 yards; for the twelve months, 12,220,728 yards; for the twelve months 1871, 11,759,478 yards; for the twelve months 1870, 9,602,992 yards. Increase for 1872 against 1871, 461,250 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1872, 60,505 lbs.; for the twelve months, 454,494 lbs.; for the twelve months 1871, 782,288 lbs.; for the twelve months 1870, 353,980 lbs. Decrease for 1872 against 1871, 327,794 lbs.

MANILA.

Plain Cottons.—Export for the month ended 16th Oct., 1872, 1,132,900 yards; for the twelve months, 12,484,205 yards; for the twelve months 1871, 9,939,969 yards; for the twelve months 1870, 20,544,967 yards. Increase for 1872 against 1871, 2,544,236 yards.

Coloured Cottons.—Export for the month ended 16th Oct., 1872, 868,977 yards; for the twelve months, 8,031,376 yards; for the twelve months 1871, 8,241,147 yards; for the twelve months 1870, 9,662,177 yards. Decrease for 1872 against 1871, 209,771 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1872, 36,500 yards; for the twelve months, 354,113 yards; for the twelve months 1871, 529,581 yards; for the twelve months 1870, 1,530,260 yards. Decrease for 1872 against 1871, 175,468 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1872, 32,000 lbs.; for the twelve months, 493,001 lbs.; for the twelve months 1871, 497,506 lbs.; for the twelve months 1870, 362,585 lbs. Decrease for 1872 against 1871, 4,505 lbs.

CEYLON.

Plain Cottons.—Export for the month ended 16th Oct, 1872, 2,961,725 yards; for the twelve months, 30,216,679 yards; for the twelve months 1871, 26,057,378 yards; for the twelve months 1870, 24,107,827 yards. Increase for 1872 against 1871, 4,159,301 yards.

Coloured Cottons.—Export for the month ended 16th Oct, 1872, 112,799 yards; for the twelve months, 1,899,640 yards; for the twelve months 1871, 2,731,339 yards; for the twelve months 1870, 2,544,399 yards. Decrease for 1872 against 1871, 831,699 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1872, 515,039 yards; for the twelve months, 4,355,816 yards; for the twelve months 1871, 2,251,189 yards; for the twelve months 1870, 2,113,919 yards. Increase for 1872 against 1871, 2,084,627 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1872, 30,500 lbs.; for the twelve months, 202,702 lbs.; for the twelve months 1871, 302,235 lbs.; for the twelve months 1870, 330,075 lbs. Decrease for 1872 against 1871, 99,533 lbs.

ARTICLES OF IMPORT.

TEA.

The tone of the market is much as last advised, merchants giving strong support to prices for good useful to finest grades of Congou, while dealers pursue a cautious waiting policy; however, with a better general assortment the past few days—the Thermopylæ and Duke of Abercorn, the first of the sailing ships, having helped to swell and improve the choice—a larger business has resulted, at fairly steady prices for Black Teas, but at easier rates for Greens. Business for export is on a reduced scale.

Black.—Red leafs under 1s. have been in more request, as also the better grades of old season's up to 1s. 2d. per lb. New Teas have sold to a moderate amount; good common to fair at 1s. 0½d. to 1s. 2d., Sayune, fair to medium 1s. 1½d. to 1s. 5d., medium to fine Kaisow 1s. 5d. to 1s. 10d., and finest 2s. to 2s. 7d., the latter price being refused for chop Cheong Kee. Black leafs: Old season's unaltered; common Teas difficult of sale; limited dealings in new Shantam kind at 11½d. to 1s. 1½d. per lb., and in common down to 9d. Second crop Oonam and Oonfa Teas increasing in stock, holders' views being in advance of market; the most recent sales at 1s. 3d. to 1s. 4½d. per lb. establish a decline of ½d. to 1d. per lb.; good medium descriptions at 1s. 6d. to 1s. 7d., also the turn cheaper, but fine Pekoe-flavoured Teas from 1s. 9d. upwards are firmly held, and the tendency is towards improvement. New makes: Several thousand boxes of fair quality, recent import, sold at 1s. Oolongs and Souchongs, unless of very superior quality, are tending lower. Scented Tea: Canton Orange Pekoe, good medium to fine at 1s. 4d. to 1s. 6d. is fairly marketable; finest in limited supply and relatively dear. Capers: Large business done in Teas, ex Tweed, at satisfactory prices, 11d. to 1s. 2d. for good common to fair, 1s. 4d. to 1s. 6d. for medium, and up to 2s. 1d. for curio fine. Foochow Orange Pekoe: Some thousands of boxes medium to good medium, strong scented Teas, ex Sirius, sold from 1s. 5d. to 1s. 6d. per lb., small parcels choice making 2s. to 2s. 4d. per lb., but it is difficult to sell in quantity over 1s. 6d. per lb. Green: Continued free supplies, which have been pressed for sale, have caused a further decline of 2d. in Ping Suey, and 1d. per lb. in Moyune Imperial and Gunpowder, but fine Young Hysons and Hysons support previous rates; 6,342 packages Ping Suey, ex Deucalion, are printed for unreserved sale this day.

SILK.

The market has been inactive, and the little business doing is confined to the supply of the daily wants of the home trade, there being no demand whatever either for export or speculation. The bulk of the recent arrivals of China is of undesirable quality and very foul; some sales have been made principally from second hands of medium Tsatlees at 24s. 9d. for Red Peacocks, 26s. for Blue Elephants and Ku Kee Chin Jan, and 23s. 9d. for Green Elephants; inferior Silk is for the moment neglected, while chop Silk is scarce and fairly saleable at 28s. 6d. for best No. 3. In Japan Silk some parcels of Koshue and Aechezan have been sold at low prices; good medium Mibash is in fair demand from 25s. to 25s. 6d., principally for home consumption, other sorts are comparatively neglected. In Canton Silk there is very little business doing, and the tendency of prices is still downward. Deliveries 1st to 16th inclusive:—China, 1,539 bales; Canton, 393 bales; Japan, 393 bales; total, 2,325 bales.

Camphor.—The market has continued steady at previously ruling rates, about 450 cases *China* having been quitted at £3 16s. to £3 17s. per cwt. re-weights.

Cardamoms continue dull. No sales of Ceylon are reported.

Cocoa Nut Oil.—The market has continued steady but quiet; the current rates are £35 10s. for Ceylon, £38 to £38 10s. for Cochin. In public sale of 491 casks China offered 98 casks sold—good £37 15s., grey to good fair £36 10s. to £37 10s., common £35 10s., inferior £34, the remainder being bought in yellow to good £36 15s. to £38. Of 363 casks Ceylon offered 18 pipes yellowish to good sold at £35 10s., and 60 hogsheads fair to fine at £35 10s. to £35 15s., one lot dregged £35, the remainder being bought in, common to good at £34 15s. to £35 10s., or withdrawn, but a fair quantity has been since sold at £35 10s. per ton.

Cubebs.—The market is very dull, and we have no transactions to report.

Cutch has met somewhat more inquiry at the late decline, and by private contract fine Pegu has been sold at 22s. to 22s. 6d. per cwt., but the market closes dull. At auction part of 2,577 boxes Pegu sold—fine 22s. 6d. to 22s. 9d., very ordinary mixed 15s. 3d. per cwt.

Dragon's-blood.—Without change; in auction 11 cases reed retired, and part of 19 cases lump sold, fair £6 5s.; mixed £4 12s. 6d. to £5 17s. 6d. per cwt.

Ebony.—High prices continue to be maintained for Ceylon of good quality, and 8 tons have been quitted at £24 10s. to £25 per ton.

Essential Oils.—*Aniseed* dull; of 26 cases at auction, part only sold at 10s. to 10s. 11d., and there are sellers to arrive cheaper. *Cassia* firmly held, and business done up to 7s. *Nutmeg* firm, 10 cases retired at 9d. *Cinnamon*: fine, scarce and wanted. *Citronelle* quiet; of 146 cases offered one-third sold at 2¼d. *Lemon Grass* steady; 19 cases retired at 5d. to 5¼d.

Galangal Root is in good demand, but there is no supply, and consequently no business has been done.

Galls.—*China* are firm, and about 400 cases have been taken off during the interval at the previous quotation of £2 17s. 6d. per cwt.; 1,000 cases now landing will be placed on offer during the next few days. *Japan*: No transactions.

Gambier.—The demand has become more active, and block has been sold privately on the spot at 24s. 6d. to 25s., closing at 25s. per cwt.; 50 tons arrived have also been sold at 23s. 9d., ex ship, and for arrival August shipment at 23s. per cwt. At auction, block has sold at 24s. 6d., and free Cubes were bought in at 28s. to 28s. 6d. per cwt.

Gums.—*Benjamin*: Siam quiet, part of 19 cases sold; fine clean siftings in block £12 5s.; dull brown £8 to £8 2s. 6d. Sumatra quiet; one-third of 135 cases sold, fine seconds £9, fair and dull brownish £7 to £7 15s. *Copal*: Prices are lower; a very large quantity of Manila, amounting to 1,865 cases, was offered by auction Thursday, but there was little demand, and sales could only be made at lower rates, and the whole was therefore bought in or withdrawn, fair to good bold hard chiefly scraped at 32s. to 35s., middling partly soft 30s. to 31s.; 83 bags low coated Sarawak repacked sold at 10s. *Damar* quiet, large arrivals; of 560 cases only a few sold at 55s. for fair. *Gamboge* quiet; 23 cases sold firmly, fine £15 to £15 5s.; middling £12 to £13 10s.; inferior and small £10 17s. 6d. to £11 2s. 6d. per cwt.

Gutta-percha.—At the lower rates recently established a large business has been done, and privately some 100 tons, mostly of white, have been sold at 11d. to 1s. 3d. per lb. In auction 146 baskets sold very cheaply, fair and fine, 2s. to 2s. 1½d.; middling, 1s. 9d. to 1s. 10d.; good and fine white, 1s. 0½d. to 1s. 3d. per lb.

Hemp.—There is very little doing in Manila, but previous rates are maintained, fair roping being still quoted at £48 per ton.

Hides.—There was only a limited attendance of home buyers at the auctions held Thursday, but the export trade was well represented, and about three-fourths of a large supply offered were disposed of.

Horns.—*Siam Buffalo* were firm at the late auctions, when 65 tons were offered, and about half sold at 36s. 6d. to 39s. 6d. per cwt. for 3 lb. to 4 lb. horns. *Ceylon Deer*: 6 tons have been sold; horns about 1½ lbs. at 72s. 6d., 3½ lbs. at 46s. 6d. per cwt.

Isinglass.—In public sale 50 packages have sold firmly—good and fine pale leaf 3s. 9d. to 4s. 5d.; middling tongue rather mixed 3s. 2d. to 3s. 4d.; good cake 2s. 3d. to 2s. 5d. per lb.

India-rubber.—The market is firmer; 30 tons Borneo have realised 1s. 7½d. to 1s. 7¾d., but previously 80 baskets common in public sale were disposed of at 1s. 6d. to 1s. 6¼d. per lb.

Japan Wax is in fair demand at higher prices a few days since; of 400 cases at auction, a portion sold at 92s. per cwt. for fine saucers; 88s. for middling, and yesterday, of 47 cases offered, 32 cases fair saucer sold at 90s. 6d., the remainder being bought in at 93s. to 95s. per cwt.

Musk.—Market steady; 14 caddies Tonquin at auction sold; fine selected well-shaped pods 39s. 6d. to 40s.; rough and bally fair 21s. 6d. to 22s. 6d.; pickings wet 23s.; 8 tins Grain common to fine brought 40s. to 57s. per oz.

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Pepper.—*Black* continues very depressed, and prices are lower; Singapore rules at 6 9-16d., and Penang at 6d. to 6¼d., but afloat lower rates would be accepted. *White* is also lower, and the market is flat. In public sale as low as 1s. 1¾d. to 1s. 1¾d. per lb. has been paid for fair quality, but many holders are not sellers under 1s. 3d.

Plumbago has sold on cheaper terms, and of 1,194 barrels in auction only a small portion was disposed of—fair to fine bold bright lump 25s. to 36s., chips 19s. to 23s. 6d., dust 10s. to 14s. per cwt.

Rattans continue firm at the high rates mentioned in our last report.

Rhubarb.—The market for China continues steady, and the stock of new import is still firmly held; 44 cases at auction were mostly retired, but a few parcels middling pinky high dried sold at 1s. 4d. per lb.

Rice.—The market is steady, but there is very little doing, the demand for floating cargoes existing last week having almost entirely ceased. On the spot Askoolie has realised 10s. to 10s. 7½d., ordinary Ballam 8s. 10½d. to 9s., and old Necransie 9s. Afloat the cargo per Excelsior, 730 tons Necransie, has been sold at 9s. 6d. for the Continent, plain E 2 contract, and the cargo per Svea, 710 tons Rangoon, arrived off coast, at 10s. 1½d. ex ship for London.

Sago.—Market steady, 1,828 bags offered at auction and half sold—fine, 17s. to 17s. 6d.; fair small, 16s. 6d. *Flour* is very firmly held, 753 bags being retired at 16s. 6d. per cwt.

Sapanwood.—*Manila* and *Siam*: Quiet; 16 tons Manila quitted at £8 to £9. *Ceylon*: Firm and scarce; no transactions.

Shells.—No business has been done since the public sales of the 8th inst., reported on in our last issue. Manila Mother-o'-Pearl shells are in short supply and much wanted, and the same remarks apply to Singapore Tortoiseshell.

Star Aniseeds.—Market firm, holders declining to sell under £5 15s. per cwt., at which business is not at present practicable.

Sticklac.—The market is firm, and there has been a considerable business in Siam, both in public sale and privately; fine quality has realised £4 8s. to £4 8s. 6d., blocky, £4 2s. 6d. to £4 3s. 6d. per cwt.

Spices.—*Cassia Lignea:* Prices lower and market dull; 450 cases middling unworked offered and part sold at 86s. *Buds*: Quiet. *Cloves*: Penang quiet; of 32 cases offered a few sold at 1s. 5½d.; very fine, 1s. 6¼d. *Cinnamon*: Market steady, but trade small. At auction 55 bales retired; 523 bags chips sold cheaply, medium, 5¼d. to 5½d.; good ordinary, 4d. to 4¾d.; thin bark, 3¼d. to 3¾d. *Mace* offers freely, but there is a fair export trade; part of 129 packages sold, good pale, 4s. 4d.; fair, 3s. 10d. to 4s.; Java, 3s. 6d. to 3s. 8d. *Nutmegs*: About 1d. lower, and flat; 66's to 64's to the lb. sold at 4s. to 4s. 1d.; 75's, 3s. 7d.; 80's, 3s. 5d.; 117's to 107's, 2s. 10d. to 2s. 11d.; Limed, 150's, 2s.; 200's, 1s. 6d.

Soy.—*China* is in heavy supply and is very flat; 156 casks offered in auction were bought in at 1s. 9d. per gallon.

Turmeric.—China scarce; Java unsaleable.

Tapioca.—Market quiet; of 2,350 bags offered half sold at 2d. to 2¼d. *Flour* steady.

Tin.—The demand for consumption has improved during the week, and prices are about £2 per ton higher than those last quoted. Holders are, however, disinclined to quit their stocks at current rates, and are looking forward to a further advance. Quotations are:—Straits, on the spot and afloat, £142; Banca, £156 10s.; Billiton, £147 per ton.

Vermilion.—Without change; China, 3s. 9½d. per lb.; arrivals expected.

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
Oct. 10	Ravenscraig	Dunlop	Bassein	London
10	Duke of Abercorn	Dalrymple	Foochow	Do.
11	Thermopylæ	Kemball	Shanghai	Do.
12	Berwick (s)	Ward	Rangoon, &c.—S.C.	Do.
15	May Queen	Marr	Colombo, &c.	Do.
14	Deucalion (s)	Holt	China, Sing., &c., S.C	Do.
14	Glendarroch (s.)	Hall	Foochow, via S.C.	Do.
12	Maxima	Stephens	Ceylon, &c.	Do.
10	Moltke	Hanck	Rangoon	Bremerhaven
Sep	Sora	—	Macao	Callao
Oct. 16	P. C. Merryman	Young	Akyab	Plymouth
16	Banda	Evans	Batavia	Do.
15	Alpine	Lenders	Bassein	Liverpool
16	Trinidad	Ferguson	Java	Queenstown
13	Jane Rowlands	Hughes	Rangoon	Texel
10	Suomi	Hiller	Bassein	Dartmouth
15	Undine	Shearer	Shanghai	Prawle Point
16	Osaka	Leslie	Philippines	Falmouth

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sept. 1	Thomas Fletcher	Pendleton	Batavia	Buenos Ayres
Oct. 10	Marcilna	Pertucio	Singapore	Cardiff
5	Mariquita	—	Galle	Penarth
10	Isabella Kerr	Hedger	Do.	Greenock
8	Penguin	Goslar	Chefoo	Hamburg
10	Maleny	Davies	Singapore	Shields
11	Maggie Leslie	Robertson	Do.	Glasgow
15	James Lister	Hunter	Nwcstle. & Hg. Kng.	London
11	Calcutta	Davies	Singapore	Cardiff
12	Queensberry	Hurry	Galle	Liverpool
15	Triade	Tarabocich	Singapore	Cardiff
14	Argo	Grau	Galle	Swansea
14	Sea Gull (s.)	Thatcher	Hong Kong, via S.C.	Do.*

* Put into Falmouth 10th.

See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Previous to Oct. 14.

Steamer.	From.	For.
Lord of the Isles	... London	... Singp., China, &c.
Drummond Castle	... Do.	... Do.

LOADING.

At London.—Steamers via Suez Canal.—For Hong Kong and Shanghai: H. C. Orsted. For Singapore, Yokohama, and Hiogo: Galley of Lorne. For Singapore, Hong Kong, and Shanghai: Scotland. For Penang, Singapore, Hong Kong, and Shanghai: Cheops. For Colombo, &c.: Calcutta, Scindia, Xantho.

Sailing Vessels.—For Yokohama: Eastern Star. For Hong Kong: Nueva Providencia. For Chefoo and Tientsin: Carnarvonshire. For Penang: Vanguard. For Singapore: Auriga, Havelock. For Colombo: Palestine. For Colombo, &c.: Spirit of the North, Elizabeth Ann.

At Liverpool.—For Manila (via S.C.): Emiliano (str.). For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Ulysses (str.), Nestor (str.), Glaucus (str.). For Singapore: Olive. For Colombo (via S.C.): Ambassador (str.).

At Glasgow.—For Penang, Singapore, Hong Kong, and Shanghai: Glenlyon (str.). For Singapore, Batavia, Samarang, and Sourabaya: Earl Canning.

At Greenock.—For Galle: Index, Barbadian.

SPOKEN.

Elsinore, Manila to New York, Sept. 3.
Slogi (French barque), Bordeaux to Batavia, July 17, 16 N., 26 W.
Berbice, Glasgow to Batavia, Aug. 22, 18 S., 35 W.
Mikado, London to Shanghai, Aug. 24, 10 N., 110 E.
Ocean Mail, Singapore to London, Sept. 2, off 3rd point, Banca Strs.
Willem Poolman, Liverpool to Batavia, Aug. 3, 31 N., 19 W.
Indian (Prussian), Liverpool to Batavia, 3 N., 28 W.

CASUALTIES.

The John Lidgett, Polson, which arrived at New York, Sept. 29, from Manila, reports having experienced a hurricane from S.E. to N.W., on 15, during which she lost lower maintopsail.

A telegram from Port Said, Oct. 12, announces that the last sale of goods thrown overboard by the Excelsior (str.) realised £650 gross.

Lloyd's agent at Foochow sends the following telegram:—"The Yeddo (str.), from Swatow for Shanghai, with sugar, is reported ashore at Lanyet Island, and will probably be a total loss. Her Majesty's ship Swarf (? Dwarf) has proceeded to her assistance."

FREIGHTS AND CHARTERS.

A good demand exists for suitable tonnage to load on the berth, which is but scantily supplied with sailing vessels. In coal freights from the outports there is no material alteration to note. Homeward chartering continues good.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 85s. meast. To Hiogo: 85s. meast. To Nagasaki: 85s. meast. To Shanghai: 45s. meast. To Hong Kong: 45s. meast. To Manila: — meast. To Singapore and Penang: 45s. meast. To Sourabaya and Samarang: 85s. meast. To Batavia: 75s. meast. To Padang: 90s. meast. To Saigon: 80s. meast. To Galle: — meast.

Per Sailing Vessels.—To Yokohama: 40s. meast. To Shanghai, — weight, — meast. To Hong Kong: 25s. meast. To Singapore: — weight, 25s. meast. To Penang: — weight or meast. To Ceylon: — weight, — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: £42 10s. To Hong Kong: £36. To Batavia, Samarang, and Sourabaya: £24. To Singapore: £25 to £26. To Penang: —. To Galle: £21.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 40s. to 42s. 6d. To Shanghai: 45s. To Hong Kong: 33s. to 34s. To Manila: 27s. 6d. to 30s. To Singapore: 23s. 6d. to 25s. To Galle: 20s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong 27s. 6d. To Manila: — To Galle: 21s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s., ship 25s. to 27s. 6d.

NOTICE TO MARINERS.

Japan—Isumi Strait.—Fixed Light on Tomangai Sima.—The Japanese Government has given notice, that a light is now exhibited from a lighthouse recently erected on the island of Tomangai, in the centre of Isumi Strait. The light is a fixed white light, visible from N. ½ W. round by east and south to S.W. by W.; it is elevated 208 feet above the sea, and in clear weather should be seen from a distance of 19 miles. The illuminating apparatus is of the third order. The tower, 21 feet high, is of granite. It is situated at the western extreme of the island. Position, lat. 34 deg. 16 min. 40 sec. N., long. 135 deg. 0 min. 30 sec. E. Hydrographic Office, Admiralty, October 1872.

New Steamer for the British India Steam Navigation Company.—On the 14th inst. Messrs. William Denny and Brothers launched from their building yard at Dumbarton a fine screw steamship of 1,850 tons gross measurement for the British India Steam Navigation Company (Limited). Her dimensions are 297 by 33 by 26.6 feet, and she will be fitted with a pair of compound direct-acting surface-condensing engines of 200-horse power nominal by Messrs. Denny and Co. On leaving the ways the vessel was named the Agra.

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CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED),

IN CONNECTION WITH THE

EASTERN TELEGRAPH COMPANY, LIMITED.

TARIFF TO CHINA AND JAPAN.

On and after 15th OCTOBER the following Rates for Telegrams of Twenty Words will come into force :—

	FROM LONDON.	FROM PROVINCIAL STATIONS.
TO HONG KONG }	£6 0 0	£6 1 0
„ SHANGHAI }		
„ JAPAN	7 0 0	7 1 0

Half the above Rates for every additional Ten Words beyond Twenty Words.

No charge for Postage will be made on Messages to China and Japan, which are posted at Hong Kong, Shanghai, or Nagasaki.

Messages should be given in at the Falmouth Company's Office,

No. 74, OLD BROAD-STREET, LONDON.

Messages sent from Postal Stations should be ordered

VIA FALMOUTH

these words being signalled as an instruction by the Postal authorities free of charge.

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
9th October, 1872

PARFUMERIE.

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35, RUE D'ARGOUT, 35,

(ANCIENNE RUE DES VIEUX AUGUSTINS).

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REGENERATEUR GELLÉ FRÈRES, a superior pomade.
CUCUMBER SOAP for the skin.
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LAIT PROPHYLACTIQUE, pour enlever les taches de rousseur.
EAU CEPHALIQUE, pour faire disparaitre les pellicules de la tête.
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SPECIAL PERFUMERY from Parma violets.
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ESSENCE BOUQUET, GELLÉ FRÈRES.
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NIGRITINE VEGETALE dye for the hair and beard, instantaneous and inoffensive

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INTERNATIONAL JURY, CLASS 25, PERFUMERY.

THE SILVER MEDAL, *the highest recompense awarded for Perfumery, was obtained by the house of* GELLÉ FRÈRES *for the superiority and excellence of its productions.*

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COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 46 to 1,500 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.
N.B. — Fifty-seven estates now on the register. Thirty-eight have been sold.

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VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

HOLLOWAY'S OINTMENT

AND PILLS have through long and anxious years proved themselves to be the champions of the weak, the defenders of the delicate, and the redressers of all bodily wrongs. The scrofulous and consumptive will find in these noble remedies the means of casting out the bad humours which originate and prolong their sufferings. The Ointment should be well rubbed twice a day over the skin, as near as possible to the part affected. It will penetrate and act most wholesomely and energetically on the diseased structure. It manifests a wonderful power in removing all taints from the blood, and consequently, in curing a multitude of chronic ailments which seemed to be almost uncontrollable and altogether irremediable.

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CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

HATTON-COURT, THREADNEEDLE-STREET. LONDON.

Incorporated by Royal Charter.
Paid-up Capital, £800,000.

COURT OF DIRECTORS, 1872-73.

CHAIRMAN.
ANDREW CASSELS, Esq.

Frederick W. Heilgers, Esq. | Wm. Macnaughtan, Esq.
John Jones, Esq. | William Paterson, Esq.
Thomas Lancaster, Esq. | Ludwig Wiese, Esq.

MANAGER.
John Howard Gwyther.

SUB MANAGER.
James Macdonald.

SECRETARY.
William Charles Mullins.

BANKERS.
London—The Bank of England; the City Bank.
Scotland—The National Bank of Scotland.

AGENCIES AND BRANCHES.

Bombay.	Rangoon.	Hong Kong
Calcutta.	Singapore.	Shanghai.
Akyab.	Batavia	Hankow.

The Corporation buy and sell, and receive for collection, Bills of Exchange, payable at the above-named places; issue Letters of Credit; undertake the purchase and sale of Indian Government and other Securities; hold them for safe custody; and receive Interest or Dividends as they become due.

Deposits of Money are received for not less than twelve months, bearing Interest at 5 per cent. per annum.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1871.

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Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

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LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

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,, JAPAN ..... Yokohama.

Bankers:—
Bank of England,
London Joint-Stock Bank.

The Bank receives money on deposit, buys and sells Bills of Exchange, issues Letters of Credit and Circular Notes, and transacts the usual Banking and Agency business connected with the East, on terms to be had on application.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.

Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
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The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130, 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

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EDITED BY N. B. DENNYS, M.R.A.S., &c., &c.

No. 1, Vol. 1, of the above periodical will be published in August.

CONTENTS OF THE FIRST NUMBER.

1. Introductory Notice. 2. The Shih King—a Review of the fourth volume of Dr. Legge's "Chinese Classics." 3. The Adventures of a Chinese Giant—Translated from the Chinese. 4. A Chinese Farce, with an Introduction. 5. Su Tung-p'o—(from an unpublished History of the Kwang-tung Province). 6. Mr. Wade, C.B., on China—an unpublished State Paper. 7. From Gotham to Cathay, being divers experiences in strange places. 8. Rhymes from the Chinese. 9. The name Hong Kong. 10. China's place in Philology—a Review of Mr. Edkins's last work. 11. Short Notices of New Publications. 12. Notes and Queries on Eastern Matters. 13. Books wanted, Exchanges, &c.

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"China Mail" Office, Hong Kong, July 11, 1872.

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THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January 1872. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

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Nov. 7 ...	PEKIN ...	3,777 ...	600

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Amazone ... Oct. 27	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.	
Ava ... ... Nov. 10			
Donnai ... Nov. 24			
Peiho... ... Dec. 8			
Meikong ... Dec. 22			
Sindh... ... Jan. 5			

The steamers of the 27th Oct., 24th Nov., and 22nd Dec. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 10th Nov., 8th Dec., and 5th Jan. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

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Glenlyon	100 A1	2,200	SWID	To follow
Gordon Castle	100 A1	2,000	SWID	To follow
Glengyle	100 A1	1,700	SWID	To follow
Drummond Castle.	100 A1	2,000	SWID	To follow
Braemar Castle ...	100 A1	2,200	SWID	To follow
Cawdor Castle.....	100 A1	2,200	SWID	To follow
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Sing., H. K., & Shanghi, via S.C. ...	Scotland, s.s.	AA1	V.D.	Oct. 30
Do.,&Pen.	Nankin, s.s.	100 A1	SWID	To follow
Do.	Chin-Kiang, s.s.	100 A1	SWID	With des
Chefoo and Tientsin...	Carnarvonshire	A1 14 yr.	E.I.D.	With des.
Yokohama & Hiogo.....	Glamorgan. shire	A1 14 yr.	E.I.D.	With des

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Hong Kong	Undine	A1 16 yr	E.I.D.	With des.
Yokohama..	Eastern Star	A1 11 yr.	E.I.D.	With des.
Do.	Osaka.....	A1 17 yr.	E.I.D.	To follow

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	Tons	Brokers.	To Sail
Havelock	455	Wright Bros. & Co	Oct. 22
Cheops, s.s.....	984	Shaw Maxton,& Co.	Oct. 25
Auriga	518	Wright Bros & Co.	Nov. 5
Glenroy, s.s.	2,000	Thos. Skinner & Co.	Nov. 10
Kromatah, s s.	805	Smith, Son, & Cole	Nov. —
Bellona, s.	1,098	Robertson & Co. ...	Oct. 30

LIVERPOOL.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 478.] LONDON, MONDAY, OCT. 28, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Oct. 28
JAPAN — Yokohama	July 12	Aug. 27	Sept. 7
Yedo			
Osaka and Hiogo	—	—	Aug. 29
Hakodadi			
Nagasaki	„ 12	„ 26	„ 31
CHINA — Peking	—	—	„ 26
Tien-tsin	—	—	Sept. 2
Chefoo	—	—	„ 3
New-chwang	—	—	„ 1
Hankow	July 12	„ 28	„ 3
Kiu-kiang	—	—	Aug. 31
Chin-kiang	—	—	Sept. 2
Shanghai	„ 26	Sept. 5	„ 8
Ningpo	—	—	„ 6
Foochow	„ 26	„ 4	„ 10
Formosa			
Amoy	—	—	„ 11
Swatow	—	—	„ 12
Hong Kong	Aug. 2	„ 9	„ 14
Canton	—	—	„ 13
Macao	—	—	„ 13
PHILIPPINES—			
Manilla	July 26	„ 5	„ 10
COCHIN-CHINA—			
Saigon	Aug. 2	„ 4	„ 12
SIAM — Bangkok	—	—	„ 13
BORNEO—Labuan	—	—	„ 15
Sarawak	—	—	„ 14
JAVA — Batavia	„ 9	„ 11	„ 16
Samarang	—	—	„ 15
Sourabaya	—	—	„ 14
MALACCA STRAITS—			
Singapore	„ 16	„ 18	„ 22
Penang	„ 23	„ 19	„ 23
CEYLON—Galle	Sept. 6	„ 29	Oct. 3
Colombo	„ 6	„ 30	„ 2

By Pacific mail *via* San Francisco.

THE MAILS, &c.

The P. and O. mail, bringing advices as above from China and the Straits, was delivered, *via* Brindisi, this morning, its due date. The Japan advices by the Pacific mail reached us on the 22nd inst *via* San Francisco. The next inward (French) mail, with dates Yokohama 11th, Shanghai 15th, Hong Kong 21st, Singapore 30th Sept., is due, *viâ* Marseilles, on Monday next, the 4th proximo, but will probably be delivered on Friday, the 1st.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, five to six hours in transmission.

List of Passengers.

PASSENGERS INWARD.

Per steamer *China*, arrived at San Francisco, Oct. 3, from Yokohama.—For San Francisco: E. Suermondt and wife, Henry Thomas, Edouard Seve, Henry Sylva, J. P. Wilson, U.S. Navy, the officers and crew of the late steamer *America*; eleven European steerage passengers, eighty-four Chinese. For New York: Ysidore Ge Ybanes, Wm. Patow, J. H. Watson. For Europe: Lieut. C. F. Benicke, R.N., C. J. Melhuish, E. Doloz, French Consul for Hiogo, F. P. Vander Hœven, Dutch Minister to Japan.

By this mail to Brindisi, per P. and O. steamer *Pera*, Oct. 25.—From Singapore: Mrs. Tyndall de Vere, Mr. J. W. Phillips. To Venice, from Yokohama: Mr. O. Voight. From Shanghai: Mr Townend. From Hong Kong: Mr. H. Marshall. From Penang: Mr and Mrs. Oldham, child, and servant.

To Southampton, per P. and O. steamer *Massilia*, expected to arrive Nov. 4.—From Shanghai: Mr. and Mrs. Cooper and child. From Hong Kong: Capt and Mrs. Carrol and child, Lieut. Bently, R.N. To Suez, from Singapore: Mr. and Mrs. Jager and child, Mr. Heyning. To Malta, from Shanghai: Mr. and Mrs. Leonard.

PASSENGERS OUTWARD.

Per French mail steamer *Amazone*, from Marseilles, Oct. 27 (booked from London).—To Yokohama: Mr. Chastil de Bouirille. To Shanghai: Mr. and Mrs. Lemaire. To Hong Kong: Mr. E. Moore, Mr. Speechly. To Singapore: Mr. and Mrs. Labhart Lutz, Mrs. Olt, Mr. Springly. To Batavia: Mr. Van Berkil Bik, Mr Van der Zwain, Mr. Van Hemert. To Galle: Mr. Daniell, Mr Schultze, Mr. Bouzique.

Per French mail steamer *Ava*, from Marseilles, Nov. 10 (booked from London).—To Shanghai: Mr. and Mrs. Johnstone. To Hong Kong: Mr. and Mrs. Lammer and four children, Mr. E. Beart, Mr. and Mrs. Peterson. To Singapore: Mr. and Mrs. W. Ullemeister, Mr. Mead. To Batavia: Mr. and Mrs. Nogel, Miss Klins, Mr. A. Matkins, Miss Clona, Miss Mees, Mrs. Praterms, Miss Gulem. To Galle: Mr. G. Phear.

Per French mail steamer *Donnai*, from Marseilles, Nov. 24 (booked from London).—To Hong Kong: Mr. M. Beart. To Batavia: Mr. and Mrs. Hora Siccoina, Mr and Mrs. Kleberg, Mr. John S. Dick.

Per P. and O. steamer *Poonah*, from Southampton, Oct. 24.—To Yokohama: Mr. V. Vanden Brock. To Hong Kong: Mr. H. H. Thornton, Mr. J. Alexander. To Singapore: Mr. T. S. Chapman. To Ceylon: Sub Lieut. Wood.

Per P. and O. steamer *Pera*, from Venice, Nov. 1.—To Hong Kong: Mr. J. R. Hughes.

Per P. and O. steamer *Pera*, from Brindisi, Nov. 4.—To Yokohama: Mr. E. Grosser, Mr. H. Braunstedt. To Singapore: Miss Young. To Ceylon: Mr. Hardwick.

Per P. and O. steamer *Pekin*, from Southampton, Nov. 7.—To Shanghai: Mr. Wulff. To Hong Kong: Mr. K. Mac Iver. To Ceylon: Mrs. Bayley and child, Mr. Rudd, Mrs. Robertson and child, Earl Grosvenor, Marquis of Stafford, Viscount Lewi-ham, Dr Gould, Miss Burrington. To Hong Kong (*via* Bombay): Mr. W. H. Fittock.

Per P. and O. steamer *Malta*, from Venice, Nov. 15.—To Yokohama: Mr. and Mrs. A. Ewers. To Shanghai: Mr. G. Lethbridge. To Ceylon: Mr. Quilty.

Per P. and O. steamer *Malta*, from Brindisi, Nov. 18.—To Shanghai: Mr. and Mrs. H. Robinson.

Per P. and O. steamer *Simla*, from Venice, Nov. 29.—To Singapore: Mr. and Mrs. J. R. Mac Arthur.

Per P. and O. steamer *Simla*, from Brindisi, Dec. 2.—To Hong Kong: Mr. C. V. Creagh.

Per steamer *Ulysses* (Holt's line), from Liverpool, Oct. 20.—For Singapore: Messrs. Gray, Brereton, Myrtle, Mrs. Vaughan and child. For Hong Kong: Rev. Mr. and Mrs. Wolfe and child, Mr. and Mrs. Reynvaan, Mrs. Whereat and infant. For Shanghai: Mr. Walter Mackenzie.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates by the present mail should be to the 4th Sept., but the P. and O. steamer *Ottawa* broke down, and did not reach Hong Kong in time. On the 22nd inst. we received, *via* San Francisco dates from Yokohama to the 7th Sept. The London mail of 12th July arrived out on the 27th August.

The local papers teem with details of the destruction by fire of the steamer *America*, which we have already given in our last issue. The Court of Inquiry as to the burning of the *America* summed up as follows:—In conclusion, we most regretfully state that from all the evidence we are convinced that the fire was the result of intention and not of accident. Only the most remote and improbable chance for it to have occurred from any accident exists; whereas a person so disposed could, in our opinion, without difficulty, and with but the slightest chance of detection, have communicated this fire. The inducement to do this may have arisen from antipathy on the part of some person towards the Pacific Mail Steamship Company or some of its officers, or from the fact that the Chinese passengers, although so few in number, were so generally supplied with large sums of money. This may have become known on shore and induced some wretch to fire the ship for the sake of an opportunity of robbing these people during the conflagration.

The following items are from the *Japan Herald*:—

The charge against Capt. Hereiro, of the Peruvian barque *Maria Luz*, which put in here in distress, for cruelty towards the coolies he was carrying to Peru, has at length been decided. The judgment says that according to Japanese law the captain has rendered himself liable to one hundred days' confinement in his own house, or one hundred lashes, or the Court may, in its mercy, pardon the offender. The Court, taking into consideration, however, the great inconvenience the captain has been subjected to, and the length of time that he has been delayed, recommended that the offence be pardoned, and the captain permitted to leave with his ship. This judgment, prior to being rendered, was submitted to the foreign Consuls for their opinion, one only of whom, and that being the British, coincided with it, the American Consul arguing that the Governments of Portugal, Japan, and Peru were alone concerned. The French and Dutch Consuls alleged that the Court had been wrongly constituted, whilst the Consuls for Germany, Portugal, Italy, and Denmark sent in a protest against

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the decision. The judgment has met with disapprobation, principally on the ground that Capt. Hereiro was never formally put upon his trial.

Apropos of this subject, the position of Mr. Acting Assistant Judge Hannen throughout the case has been the topic for some remark. Although not a member of the Court, he occupied a seat on the bench, and was allowed to question several of the witnesses.

The protest of M. Colleau against the judgment of the Court in the same matter has called forth a statement from Count Turenne, the French *Charge d'Affaires*, in which he says that, the protest having been written without his knowledge, he, as the representative of France, rejects its conclusions. The case, however, is by no means disposed of. The captain of the *Maria Luz* has demanded, without success, of the Government the return of his passengers, who are all on shore, fed and lodged by the authorities. He has commenced an action against the coolies for specific performance of their contract, which will be heard in a few days. The captain has threatened to abandon his ship, and it is thought extremely probable that the Peruvian Government will demand explanations and satisfaction at the hands of the Government for their action in this case. There is some feeling here against the coolie trade, but at the same time it is felt that international law and the ordinary methods of judicial procedure must be observed.

An inquest has been held on the body of James Noble, a British subject, who met his death in a Japanese jail at Osaka whilst undergoing a term of imprisonment on the warrant of H.B.M.'s Acting Consul, Mr. Wilkinson. The jury returned a verdict of death by apoplexy. Some severe and by no means undeserved remarks have been passed on Mr. Wilkinson's procedure for his having sentenced a British subject to undergo imprisonment in such a nauseous cell and without any proper medical supervision.

The date of the autumn race meeting has been fixed for the 30th and 31st October, and the 1st November.

C. O. Shepard, United States Consul, has been elected a member of the race committee in the place of Mr. Melhuish, who goes home on a visit.

Mr. Lowder, of the Consular Service, has been requested to fill an important position in the Japanese Customs. Under his direction, the management from the commencement of the present month has been such as to remove some causes of irritation. Many long-delayed but necessary reforms in this department may be looked for at Mr. Lowder's hands. The appointment has given much satisfaction to all engaged in trade here.

Mr. Uyeno, formerly Commissioner of Customs, subsequently holding an appointment in the Finance Office, and who has been employed abroad on occasional missions, in which he has acquitted himself with some ability, has been appointed Minister Resident at Washington, vice Mr. Mori, resigned.

The Shosha Company some time ago obtained permission from the Government to issue bank notes, which arrived from London a short time since, and are now being issued in Yokohama by the company. They are very similar in appearance to the notes of the foreign banks. Some are printed on good tough paper. Each one is numbered, and has its value stated both in English and Japanese. They also have a picture of Fusiyama, the sea, and surrounding country. On the back are a number of dragons and some fancy ornamentation.

M. Raymond, a Frenchman, who resided on the Bluff, next the Spring Valley Brewery, committed suicide by blowing his brains out with a revolver.

Among the late improvements in Tsukidji is the new Union Church, which was dedicated on Tuesday, Sept. 2. The building is a plain substantial structure, having an audience room 36 by 28 feet, with two small rooms in the rear and porch in front. A neat railing and gate fronts the edifice. A small but graceful white spire, surmounted by a Saxon cross, is a new and striking feature in Yedo architecture. Stained glass and pointed arched windows add to the ecclesiastical appearance of the church. It will be open every Sunday at ten A.M. for divine service. It is situated directly next to the new hotel. It is intended for the use and benefit of the English speaking people of Yedo, and has been built by their voluntary offerings. The dedicatory services were held on Tuesday afternoon last.

Many of our readers doubtless know that a road is being constructed in Yezo, but few are aware of the details concerning it. The road starts from Hakodate, and going almost due north, crosses a high range of mountains to Sawara. Thence a steamer will run across Volcano Bay to the small village of Moororan, comprising in all only about fifty houses, and situated at the entrance to Endermo Harbour. Thence the road runs in a north-easterly direction through a flat country to Yobutzi. From this a northerly direction is taken to Sapparo, the new capital of Yezo, situated on the river Ishikari. The construction of the road has been entrusted to Major Warfield, on General Capron's staff. It will be well finished, with gutters on each side, and will be macadamised throughout. At present not much more than twenty-five miles have been completed, the loss of the *Tokei Maru*, having on board tents, tools, and a variety of implements, having thrown them back considerably. Altogether, the length of the road may be roughly estimated at about one hundred miles, the gradients being easy throughout. We hear it reported that two paddle-wheel steamers are building in America for use in the north, one to run across Volcano Bay, the other to run from Hakodate to Awomori.

The *Mail* says:—

The following extraordinary account we take from the *Japan Herald*; the next mail will bring further accounts of the arraignment and trial of Mr. Cousens, when we shall be able to form some judgment on the subject:—

We hear of a singular and apparently uncalled for piece of official interference at Kobe. It appears that Mr. Cousens, who was about leaving that port for Yokohama, on Sunday last by the *New York*, pushed off from the shore in a native boat. Just as he reached the steamer's ladder, another boat, which contained, as Mr. Cousens was afterwards informed, Mr. R. G. Watson, H.B.M.'s *Charge d'Affaires*, Mr. Gower, and Mr. Wilkinson, H.B.M.'s Consul at Osaka, pulled up. One of the sendos of this boat pushed that of Mr. Cousens out of the way; this he resented by striking the coolie with a mat. Mr. Wilkinson then got up in his boat, and said to Mr. Cousens, "Do you know who I am, Sir?" Mr. Cousens replied by saying "he did not know, and what was more, he did not care;" and as the sendo again pushed his boat out of the way, Mr. Cousens struck the coolie a second time with the mat. At this Mr. Wilkinson got very excited, and said, "You shall hear further from me, Sir." On board nothing was thought of this little squabble, but just as the ship was commencing to steam away, who should pull alongside but Mr. Wilkinson and a constable armed with a warrant from the American Consulate to stop the ship. Mr. Wilkinson, whilst climbing up the ladder, exclaimed, in a very excited manner, "Arrest that man, arrest that man," and going on board, still very excited, and pointing out Mr. Cousens, said, "I call upon every British subject, in the Queen's name, to assist me in arresting that man." Mr. Cousens made no resistance, but simply protested. As the ship was just leaving some of the passengers offered to be bail for Mr. Cousens, and to be answerable for any fine that might be inflicted. This was refused, and an application was made to Mr. Watson to allow the matter to be settled in Yokohama. He declined to interfere. Mr. Cousens was consequently carried on shore, a victim to the caprice of Mr. Wilkinson, who said "he had a painful duty to perform, but as a British Consul he must do it."

Mr. Daloz, Vice-Consul de France, has left Hiogo for Europe. Although the regrets felt for this gentleman's absence are very general, there is satisfaction in the fact that he intends to make his return trip very shortly. Until that time the business of the French Consulate will be conducted by H.B.M.'s Consul.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, AUG. 28 (VIA SAN FRANCISCO).

Since my last letter, despatched on the 14th instant *via* San Francisco, the following mails have been received here: the French of the 5th July, on the 21st instant, 47 days out from London, and the English mail of the 12th July, by H.B.M.S. *Cadmus* on the 26th, 45 days. Our harbour looks very lively just now, owing to the numerous arrivals of war vessels. At the present time no less than three admirals are in port with their flagships. British: Admiral Shadwell, in the *Iron Duke*. American: Admiral Jenkins, in the *Colorado*. Russian: Admiral Fedorovski, in the *Vitiaz*. The man-of-war fleet comprises the following: *Iron Duke*, *Cadmus*, *Thistle*, *Juno*, *Teazer*, and *Salamis*, British; American, *Colorado*; Russian, *Vitiaz*, and two others, *Alreck* and *Monge*, which arrived yesterday. The French corvette *Cosmas* arrived this morning. The destination of the majority is reported to be Chefoo.

H.M.S. *Sylvia* left this morning for Hong Kong in order to catch the French mail leaving there on the 6th of September. We are expecting the arrival of the Grand Duke Alexis of Russia, but at present no outward show is being made to greet him. As the necessary tackle to give him a similar one to what was given to the Mikado is in the hands of foreigners it is perhaps accounted for. The Japanese Prince, appointed by the Government to receive the Grand Duke Alexis, arrived here last week in the *Nissin-Kan* corvette. As this vessel has a smart well-drilled crew she will be quite able to do honour to the occasion in the way of saluting and manning yards.

The particularly cool weather, coupled with a recent rapid fall in the barometer, leads the weather-wise to predict a typhoon, or some other unpleasantry. Last night it commenced raining, and it is to be hoped that rain is the worst we may expect. Of storms we have had enough; we are only just righting the good craft "Municipal" from the effects of the severe treatment it has recently received. As I told you in my last letter, the Consuls had issued a circular ultimatum to the public. The effect of this letter was to irritate the land-renters into taking a firm stand, which they have done, and a resolution framed in the most Parliamentary language was passed at the public meeting on the 20th inst.

Turning to something of a more congenial nature and leaving the past to be buried, I come to the election of the new Municipal Council—the result of this is to place Messrs. Heilyer, Rasch, Howe, jun., Hay and Inglis, on the new board. Decima gets no representative, and is very wrath in consequence.

In business things are much the same as usual. Coals have

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been recently sent away in considerable quantities. Large parcels of tobacco have been settled, and are in course of preparation for shipment to London, to which port the British barque *Agincourt* will take the berth after the return from Shanghai, whence she left last week, with a cargo of coal.

In exchange on London the rate rules nominally at 4s. 9d.; the new year, 98¾ per $100. Nebus the same. Exchange on Shanghai, Tls. 78.5 to, 79 per $100. There are no arrivals from the home side to report, but the *Zohrab* may be expected any day now as she is 130 days out from home for this port *via* Hiogo.

CHINA.

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TIENTSIN.

We have advices from this port to the 1st September:—

The water in the river, off the British settlement here, is higher than it ever was at the highest last year; and there is intelligence from several quarters of the rivers running in this direction having burst their banks and flooded the surrounding country. Most distressing accounts have been received of the state of the country in the direction of Paouting-foo; of the people having been driven to live on the tops of their houses, and in some places, while they were there, the houses being swept away—whole villages and towns destroyed, and great loss of life having occurred. The inhabitants of Paouting-foo even have been obliged to close up their city gates with earth and mud to keep out the rising waters. The waters in the plains east and west from the settlement are daily rising. On the night of the 27th Aug. there was a violent thunderstorm, which ended in a hailstorm with stones of a very large size. To add to the misery caused by the floods, where the country is not inundated, the crops are being devoured by locusts. We may conclude, therefore, that the coming winter will be a very sad one for the mass of the population of the province. Food of all kinds has already risen considerably in price, and will no doubt continue to do so till the spring. The steamers are now finding it tedious and difficult work getting up. The *Shangtung* was eleven hours hard steaming from Taku. Should the river continue to rise, the Taku road will be under water. News has been received that the road to Pekin is underwater for about fifty miles; so that the only communication is by boat to Tung-chow,—a passage now occupying seven days, owing to the force of the currents. There will be great need of a good fleet of gunboats during the winter.

We learn from the *Peking Gazette* that the Emperor, having ascertained that the Yung-ting river had burst its banks and inundated a large tract of surrounding country, and that great flights of locusts were daily devouring the crops on the ground not inundated, commanded Li Hung chang to make a true and faithful report to the Throne regarding all these disasters, and to inform his Majesty correctly how it arises that the banks of the river had again burst, after he had only reported a short time before that they had been put into thorough repair. His Majesty further commands Li Hung-chang to report to the Throne the names of the officers who had allowed the river banks to burst, so that they shall be punished for their remissness in the performance of their duties. His Majesty, in addition, orders Li Hung-chang to use every exertion to get the banks of the Yung-ting put in thorough order, and as speedily as possible.

Mr. James Mongan, Consul for Tientsin, returned to his post from leave of absence to Europe on the 25th Aug.; and has since issued a notification, informing British subjects that he will take charge of the Consulate on the 1st Sept.

The new Roman Catholic church at this place was opened for public worship on the morning of the 25th Aug. His Excellency M. Geoffroy, the French Minister, was present on the occasion. M. Geoffroy left for Chefoo on the 28th Aug.

The Customs Taoutai has issued a proclamation informing the Chinese population of the intended Austrian Exhibition at Vienna next year, and asking them to send in articles for it.

A meeting of the Race Committee has been held, when it was decided to have races on the 17th, 18th, and 19th Oct.

SHANGHAI.

We have advices from this port to the 8th September. The French mail from London July 19, arrived out on the 3rd, and the following P. and O. Mail of July 26 on the 5th Sept. The following summary of news is from the *North China Herald*:—

A meeting of Treaty Consuls was held on the 2nd Sept., when a memorial signed by twenty-four land-renters was considered, representing the illegality, under Art. 6 of the Land Regulations, of the encroachment on the Bund by the removal outwards of Messrs. Fogg and Co.'s boundary wall. The meeting agreed to address a letter to the Municipal Council requesting them to issue instructions to stop the work for the present, but offering, should the Council desire it, to call a special meeting of land-renters to consider the matter. Correspondence relative to the arrest of Mr. Cowie's clerk was submitted and approved. The Council, by their chairman, complain of the illegal arrest, upon the report of their superintendent of police; and Mr. Alabaster, in reply, states that he has already had an acknowledgment from the Taoutai of the irregularity of the arrest, in the prompt release of its victim, and trusts that the summary punishment of the actual offenders will afford sufficient guarantee against similar occurrences in future. Rules of procedure for the Court of Consuls were provisionally adopted; and some correspondence relative to a proposed alteration of pilotage rules presented and approved.

The new Chihsien has given full vent to the mandarin propensity for issuing proclamations. Though he has only been here three weeks, the city gates are literally covered with fulminations against the many evils which are supposed to afflict "this populous but immoral place." These effusions may be classified thus:—

1. Self-laudation. He is intimately acquainted with Shanghai affairs, and is determined to root out abuses. His whole energies will be directed towards the public good.

2. Against rowdies in general and gamblers in particular. If such characters do not speedily repent and turn from their evil ways, he will visit them with punishment. Two scamps called Wang Pao-chun and Chen Ah-lung have already been caught, and those who have suffered at their hands are invited to appear against them.

3. Against abuses connected with idol processions. Women must not, as heretofore, appear in procession in open chairs. Such a practice is subversive of public morality. The young and giddy are utterly ruined thereby. Neither must any processions continue after nightfall.

4. Notices of reforms. (a.) Hitherto the residences of new magistrates have been furnished by levying contributions of furniture, &c., from shopkeepers; the yamen runners not forgetting to levy a few contributions on their own account. The present magistrate will not allow this; not an article must be got which is not properly paid for. Shopkeepers are warned against imposture. (b.) The mutton-broth dealers have piously resolved not to put any mutton in the broth on the 1st and 15th of each moon, in order to show greater regard for animal life.

At the Mixed Court judgment has been given in the case of Mr. Cowie's linguist, who was recently illegally arrested. On the 5th Sept. last this man, named Chang Fu-chuan, appeared before the Mixed Court as defendant, the complainant being one Sun A-chu, who was the instigator of his arrest. The special charge arose out of Chang's interfering on behalf of a man named Hsu, who had been beaten by Sun, to extort restitution of the value of a pawn ticket, said to have been stolen by Hsu's daughter, the inmate of a brothel. At Chang's instance Sun was locked up in the brothel for two days, and being subsequently threatened, he applied to the magistrate for redress. No steps, however, being taken, he, with the assistance of a number of people, forcibly carried Chang to the city. Chang's offence seems to have been usurping authority, and a number of charges of this kind have been preferred against him. In consequence, his case was handed over to the Taoutai for investigation, and sentence was passed on him by Chen of six months' imprisonment. The men engaged in his illegal arrest were then brought before the Court, the police prosecuting. Sun A-chu was sentenced to six months' imprisonment, while of eight of those who assisted him four were sentenced to five days' cangue each, and the others dismissed with a caution.

On the afternoon of the 3rd Sept. the British ship *Annie Gray* collided with the British barque *Hopewell*. The latter vessel was in tow of the *Fuh-le*, and was bound to London with a cargo of tea, while the *Annie Gray* was just coming in from Foochow, in tow of the *Rocket*, with a full cargo of poles. The collision took place in the neighbourhood of Woosung bar, and it is said arose from some misunderstanding between the vessels, as to which was the proper side to pass one another under the circumstances. Both vessels carried pilots at the time. The *Annie Gray* has sustained considerable damage to her head-gear. Her jibboom took the port main rigging of the *Hopewell*, and her bowsprit and cutwater were literally rent away, causing considerable damage to the bulwarks and hull of the *Hopewell*. Both vessels are now at their moorings, and exhibit very evident marks of the collision. The cargo of the *Hopewell* will probably have to be removed to admit of the necessary repairs, and the vessel has entered an action in Admiralty against the *Annie Gray* for damages, the nominal amount sought being $25,000. A counter action is also brought.

We notice the publication of "The 100-Years Anglo Chinese Calendar, from 1st January, 1776, to 25th January, 1876." The volume has been compiled, or it might be more correct to say calculated, by Mr. P. Loureiro, and should prove a chronological Ready Reckoner of much value to all whose studies or pursuits involve frequent reference to and comparison of dates within the periods comprehended by it. The year 1776 is chosen as including a quarter of the last century, about which time Lord Macartney's embassy visited China. In addition to the carefully elaborated 100-Years Calendar, the volume includes an appendix in which are included:—A Table of the Sexagenary Cycle from the beginning of the present dynasty to A.D. 1900; A Note on Chinese Divisions of Time; The Contemporary Rulers of China, England and America, since 1644; Tables of the New Years' Days from 1644 to 1776; Table of the Chinese New Years' Days from 1876 to 2,000 A.D.; and a Perpetual Calendar for the 2,000 years of our Christian era.

The weekly meeting of friends and adherents to the cause of temperance, in the Chinese Chapel, Shantung-road, has been more numerously attended than any yet held, and shows that the society is fulfilling its objects with a large measure of success. In a few special remarks, the chairman, Mr. C. Schmidt, stated that the society was formed to meet and combat the growing ten-

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dency to the excessive use of alcoholic liquors, and this it endeavoured to accomplish by holding weekly meetings to advocate the cause of temperance, by extensively circulating temperance tracts and papers, and by having a social *soiree* once a month. To withdraw sailors from evil influences and provide them with an attractive and beneficial entertainment was also included, and it was hoped ultimately that a reading-room and place of rational amusement might be established—in fact, that much-wanted and very desirable institution, a sailors' temperance club. To raise funds for the work of the society, an entrance fee of 50c. from members and a monthly subscription of the same amount was proposed.

Naturalists note that the swallow is migrating southwards rather earlier than usual, and the inference is that, instead of the sweltering September of 1871, we may have a comparatively cool period, before the actual setting in of winter.

Piling in connection with the Free Ferry works on the Soochow Creek is going on steadily, and we hear that some of the pontoons have already been constructed.

The Volunteers turned out for company drill on the 3rd Sept. to the number of thirty, and the following afternoon the Miholoongs had special drill, when thirty-five men were out.

M. Godeau has arrived, to replace M. le Comte Mejan as Consul-General for France at Shanghai.

The following items of news are from the *Courier*:—

We learn on what we take to be good authority that specifications have been made out and tenders made by an enterprising firm in Shanghai for the construction of dredgers, similar in principle to those of the Suez Canal, and suitable for the dredging of the Woosung Bar, and of other shoal parts of the river and harbour. This would afford matter for unmixed congratulation, did it not seem to indicate that the semi-official statement of Mr. Consul-General Seward, by which those interested in the dredging of our harbour and its approaches have been bluffed off for a year—the statement namely that the Inspector-General of Customs had sent home as early as August, 1871, for a powerful steam dredge for the Woosung Bar—was without foundation in fact; or, at most, that Mr. Hart had merely sent home for estimates of the expense, and, having got them, is still engaged in calculating whether the requisite dredging apparatus can be more advantageously imported or constructed here. How many more months or years is this most urgent desideratum to remain in the stage of discussion and calculation, before it assumes the practical form of a dredging machine actually at work in reclaiming and improving the port of Shanghai?

The Cantonese, Chang-che-wah, who last week murderously assaulted Mr. H. Lang with a hammer, was on the 4th Sept. brought up at the Mixed Court before Chen, the magistrate, and C. Alabaster, Esq., H.B.M. officiating Consul. Nothing further had been elicited as to his antecedents. The Court after consultation decided that as it had not the requisite powers to inflict on the prisoner a punishment adequate to his crime, he should be sent into the city to be dealt with by the Taoutai.

A few days since a foreigner driving past the Grand Stand saw a Chinaman struggling in a ditch by the road side. He alighted and drew him out, and found he was almost *in articulo mortis*. Getting assistance, he had the poor wretch conveyed to the Chinese Hospital, where he shortly afterwards recovered sufficiently to say that he was a cook in foreign employ, and had been beaten at Hongkew by a band of his own countrymen, who, after rendering him helpless, carried him to where he was found, and threw him into the ditch. His chance of recovery is said to be small. It seems a strange story; the affair is being investigated.

The 4th Sept. being the second anniversary of the French Republic, there was a considerable display of bunting and evergreens on the part of the French portion of the residents in the French Concession.

THE CUSTOMS RETURNS.

The *Customs Gazette*, containing the quarterly returns from April to June, has been issued. While embracing the various details for each of the Treaty ports contained in former issues of the same series, it presents a new feature, viz., Part VI., extending to eleven folios, and devoted to the important subject of lights, buoys, and beacons, corrected to 12th August, 1872, being Chief Engineer Henderson's contribution. It will be a useful manual for shipmasters and pilots.

That the general course of the trade supervised by the Foreign branch of the Chinese Maritime Customs is steadily in the direction of increase, is evidenced by the fact that the dues and duties levied for the quarter aggregate Tls. 3,189,439, as against Tls. 2,792,713 for the corresponding quarter of 1871. On the other hand the fluctuations to which the trade is liable may be inferred from the fact that at Tientsin the revenue has fallen from Tls. 157,673, for the quarter in 1871, to Tls. 92,572; at Chefoo the decrease has been from Tls 74,016 last year to Tls. 51 843 for this year; Hankow has drooped slightly from Tls. 634,372 to Tls. 604,022, and Amoy has subsided from Tls. 94,349 to Tls. 73,170 this year. The falling off at Tientsin can be only too easily accounted for by the floods and the consequent wide-spread poverty. At Chefoo the decrease seems equally divided between imports and exports, but the commissioner vouchsafes no explanation. A decreased export of tea direct for home accounts for the deficit at Hankow; and the lessened export of sugar has told on the Amoy revenue. But all this is much more than balanced by the increase at the other ports. Thus, while Swatow shows a difference of only Tls. 90 as comparing the quarter of 1871 with that of 1872, Kiukiang has grown from Tls. 199,739 to Tls. 234,894, Shanghai has advanced from Tls. 795,465 to Tls. 882,462, Canton has increased from Tls. 213,118 to Tls. 258,757, Foochow has almost doubled, the figures being Tls. 258,498 in 1871, and Tls. 459,665 for 1872. But the most extraordinary advance is that of Chinkiang. Here the revenue, which in April to June, 1871, was Tls. 26,250, has for the same period in 1872 advanced to Tls. 110,430, or more than fourfold last year. The increase at Kiukiang, Foochow, and Canton seems chiefly due to the early opening of the tea market; that at Shanghai to general development of trade. In explanation of the increase at Chinkiang, Acting Commissioner Huber says:—

The Customs revenue for the quarter just ended more than quadruples that of the corresponding quarter of last year. As may be seen by the revenue table, every item shows a fair increase; but the most conspicuous is that of the export trade, Tls. 77,557, against Tls. 2,053 last year. This increase is chiefly owing to the very large export of rice and other grain. But for this remarkable increase attention would not be called to the revenue, which is no test of the imports coming under exemption certificate from Shanghai.

With regard to the elaborate and valuable report of Chief Lights Engineer Henderson, we learn that between Canton and Newchwang there are forty-four lights, including those of the Yangtsze, of which we have here given the name, place, latitude and longitude, number and style of light, intervals between flashes, miles of illuminated radius, colour, height, year when lighted, character and order of apparatus, and general remarks—the whole facts of the subject in tabular form. Along the same extent of coast there are twenty-six buoys and thirty-seven beacons, of which similar particulars are given as in regard to the lights.

HONG KONG.

Dates are to the 14th Sept. The outward London Mail of 2nd August (French) arrived on 9th Sept. The *China Mail* gives the following items:—

His Royal Highness the Grand Duke Alexis landed on the 12th Sept. at Government Wharf, being accompanied by Admiral Possiett, with his flag-captain, private secretary, and flag-lieutenant. A guard of honour, with the band of H.M. 110th Regiment, was drawn up to receive the Grand Duke, who was met by the Lieut.-Governor and several of the officials. The whole party proceeded in conveyances to Government House, and after chatting a while with his Excellency and Lady Kennedy returned to the ship. The Grand Duke bears a striking resemblance to his father, and, in our opinion, a strong likeness also in some features to his uncle, the late Emperor Nicholas. Both his Royal Highness and the officers who accompanied him speak English well. After revisiting the *Svetlana*, where, we believe, His Excellency Sir Arthur Kennedy returned the Grand Duke's visit during the afternoon, his Royal Highness and suite again landed and drove out with the Governor, returning with him to Government House, where he will dine and sleep. The Grand Duke leaves shortly for Canton, where, we learn, Sir Brooke Robertson has made arrangements for his visit.

We note that Captain Carroll, so long the popular commander of the *White Cloud*, and so well known to residents here and at Macao, leaves for home by to-day's mail. We doubt not that a very large circle of friends will join us in wishing him a pleasant passage and—if it suits him—a speedy return.

The steam-launch, towed by the *An Lan* to Kowloong, belongs to the Mandarin of Kowloong, and was this afternoon anchored off Government Wharf, flying the Dragon flag.

The S.S. *Buenaventura* arrived on the 4th; she was built in Sunderland, and loaded with a general cargo in Singapore for Manila. She has come on here to fit up for coolies from Macao. She is a sister ship to, and belongs to the same owners as the S.S. *Yruracbat*, which vessel fitted and left here recently for Macao.

A telegram has been received by the superintendent of the P. and O. Company stating that the steamer *Ottawa*, with the Japan mails for Hong Kong and Europe, has become disabled in consequence of an accident to her machinery, and has had to put into Oosima, where it is understood the *Shuey-leen* was to go to her assistance. The superintendent has telegraphed for further particulars, but we understand that no change will be made in the time of the *Cathay's* departure.

The alterations in the City Hall theatre have already been commenced, and promise to make the stage, what it might easily be, one of the most convenient and well-adapted to its purpose to be found in any theatre of the size. Other improvements are also in progress. Steps are being taken to guard the centre north windows against typhoons, and the outside of the building will shortly be renovated.

H.E. the Governor has issued orders that more stringent rules than those hitherto adopted shall be put in force in the jail. The prisoners in future will not be allowed outside for the first three months of their sentence; and those sentenced to hard labour will be placed to crank and shot drill, while Europeans will have a diet of bread and water for the first ten days in each month, and Chinese rice and water for the same period.

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STRAITS SETTLEMENTS.

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SINGAPORE.

Dates extend to the 22nd Sept. The outward mail from London of 16th Aug. (French) arrived 18th Sept. The news of the week is not important.

H.E. the Governor has been absent on a visit to Malacca and Penang, and only returned on the 18th Sept. The only meeting of the Legislative Council for business was held on the 19th, when progress was made with the Bills in hand. Notable among these is the Preservation of the Peace Bill, which was so strenuously opposed by the late Chief Justice and others, and which is now brought up for the purpose of making it a permanent statute Although this Bill places extraordinary powers in the Governor's hands, it has so far met with little or no opposition, though this may be attributable to the hopelessness of the unofficials effecting anything against a solid and foregone Government majority. The mail of the 9th August brought the satisfactory announcement that the Secretary of State for the Colonies had given positive instructions against the construction of the New Harbour Railway by Government. This, however, is all that is publicly known here on the subject, the Government having maintained silence on the matter, at least so far as the public are concerned.

During the Governor's visit to Malacca and Penang. defalcations to the extent, it is said. of over $9,000 were discovered in the Treasury Department at Malacca. A warrant was issued for the arrest of the Assistant Colonial Treasurer at that settlement, who has been lodged in jail, and the *Pluto* was sent to Singapore for the Auditor General. in order that the accounts might be thoroughly examined. We understand Mr. F. E. Isemonger, the Assistant Colonial Treasurer at Singapore, will go to Malacca to take charge of the Treasury Department. This defalcation, following so closely upon the one in the Penang Land-office, and which must have been going on for some time, leads to the inference that the system of auditing the Government accounts must be defective, its fault lying very probably in its complexity.

Business is still very dull and there have been several failures of late among the Chinese traders, some of them for pretty heavy amounts, and the European firms have lost largely by them. The heaviest losers, however, were the Chitties, or native brokers, who by calling in all their loans and refusing to give credit to Chinese traders, were, it is believed, the main cause of the greater part of the failures. This action of the Chitties was partly induced by the refusal of the Banks to discount their bills and promissory notes, but was, we believe, mainly owing to distrust of the bazaar traders after the failure of two leading Chinese firms—this sudden stoppage of supplies at a time when they were most needed having hastened the very catastrophe they dreaded.

The slackness of mercantile business affords ample time to devote to preparing for the Autumn Races, which are to begin in nine days more, and will extend over a week. There are a good number of horses in training, and there is every prospect of a lively meeting. The race week will be rather a gay one too, in dinner parties and other pleasant reunions, prominent among these being an "At Home" by the Tanglin Club, and as these affairs are always everything that could be desired. it is probable this will be the leading attraction of the week. The only drawback to the training are the heavy rains for which the fortnight has been chiefly remarkable, the most provoking part of the matter being that it generally rains hardest just at the usual time for exercising the horses, making the course for the time a perfect quagmire. It is to be hoped that the weather will take a favourable turn before the end of the month, so that there may be nothing to mar the enjoyment of one of our most attractive amusements.

The arrivals *via* the Suez Canal have been the *Olympia* on the 13th from Hamburg *via* London, *Ben Ledi* on the 18th from London, *Antenor* on the 19th from Liverpool, and the *Sunda* on the 20th from London. The departures have been the *Russia* on the 9th for Odessa, the *Duna* on the 18th and *Ajax* on the 20th for London.

COCHIN CHINA.

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SAIGON.

A correspondent writes:—

It being the "saison morte," business is very dull, but the condition of the rice crop is very favourable, and the same being likewise the case in China and Japan, there is a prospect of prices being sufficiently low next season to admit of shipments being made to Europe. Tonnage is scarce, but there is no demand, and steamers have taken rice and fish to Hong Kong at 22c. and 50c. respectively. The Government House is approaching completion, and will probably be in readiness for Admiral Dupré, who is expected back in November. The King of Cambodia has returned, after having visited Hong Kong, Macao, Canton and Manila. His Majesty is said to have been much pleased with his trip.

SIAM.

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BANGKOK.

The *Siam Advertiser* contains a long story in reference to the visit of the United States corvette *Iroquois* to demand satisfaction for the seizure of the American brig *Dolphin*, Captain Andrews. The court of enquiry decided that the charge was not proved, and ordered the Government to pay $100 for damages and the costs.

Commercial Report.

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(*For dates see first page.*)

IMPORTS.

YOKOHAMA.—The interval had witnessed no improvement in the market, and although there had been rather more inquiry for Grey Shirtings and Cotton Yarn, the prices offered had not been satisfactory to holders, and but little business had resulted. Mousselines had been in good demand, and sales had been made to a considerable extent. In other descriptions of Fancy Goods and Woollens there had been little done. Quotations:—GE Grey Shirtings, 7 lbs., $2 25 to 2.30 per piece; ditto, 8¼ lbs. to 8½ lbs. $2.50 to 2.55; ditto, 9 lbs., $2.87½ to 2.92½; GE White Shirtings, 56 to 60 reed, $2.40 to 2.55; ditto, 64 to 72 reed, $2.70 to 2.85; T-Cloths, 6 to 7 lbs., $1.70 to 2 15. Cotton Yarn: Nos. 16 to 24, $42.00 to 42.75 per picul; ditto, 28 to 32, $48.00 to 48.75; ditto, 38 to 42, $46.00 to 48.00. Camlets, SS (Scarlet), $19.50 to 20.00; ditto, SS (Black), $15.00 to 16.00. Cloth, Medium and Broad, $1.10 to 1.85 per yard; Lastings, $14.00 to 15.00 per piece; Long Ells, Assorted, $6.00 to 6.50.

TIENTSIN.—The news received was of a very unsatisfactory character. The water was still rising, and business was almost at a standstill. 8¼-lb. Shirtings had declined 3c. per piece, and 64-reed W. Shirtings 5c. per piece. Drills only were saleable.

HANKOW.—Grey Cottons had been in better request during the fortnight, but nothing approaching a good demand had set in. In Woollens there had been less doing, but quotations continued firm. Grey Shirtings: Chief business done had been in 8¼ lbs., quotations for which were slightly higher; Dewhurst's Eagles, Tls. 1.90; 7 lbs., inquiry improving. White Shirtings: Neglected. T-Cloths: Small business. Drills: Weaker. Jeans: Best qualities unaltered, common a candareen lower, with a dull market. Fancy Cottons: Few sales reported, chiefly Dyed Brocades; Spots and Chintzes quite neglected. Woollens and Worsteds: Long Ells demand less active, and previous purchases cleared very slowly. Quotations for Scarlet showed a slight advance, Assortments without change. Camlets: Stocks in small compass and good Assortments commanded Tls. 15.80 to 15.90; Spanish Stripes, dull at former values; better inquiry for Medium Cloths, but importers were asking higher rates than dealers were prepared to give. Figured Orleans: In fair request at former quotations. Metals: Lead without change, scarcely any demand. Quicksilver: No sales, stocks being small holders were asking Tls. 80 per picul.

CHINKIANG.—Business in Piece Goods was quiet, and Opium was not in much demand. Quotations for all articles of import were on a par with those current in Shanghai.

SHANGHAI.—Grey Shirtings: 8¼ lb. Mildews, of which there had been large resales at low rates, had commanded the almost undivided attention of buyers. Dewhurst's Eagle chop nominally unchanged, but in little or no inquiry; best sold at Tls. 1.93; fair "Lie Eagle" quality, Tls. 1.84 to 1.85; 7-lbs. in short supply, and fairly steady at Tls. 1.68 to 1.72. A small parcel of 9¼ lbs. placed at Tls. 2.28. White Shirtings: Business insufficient to establish rates, which were nominally lower. T-Cloths: Extreme lifelessness still characterised the market. Drills had commanded the most prominent place in the week's trade, having been in steady request throughout the week. English, Tls. 3.05 to 3.15 for 14 lbs. to 15 lbs.; Dutch, Tls. 3.00 to 3.05. Jeans: Sales of Dutch at Tls. 2.27½ to 2.30, English at Tls. 2.15 to 2.20 recorded. Sheetings: English Tls. 2.85 to 2.96 per piece for 14 to 15-lb. cloth. Fancy Cottons: Trade requirements trifling; but for two articles—Brocades and Turkey Reds—buyers had had to pay a slight advance. Dyed Brocades, superior Tls. 3.00, ordinary Tls. 2.80 to 2.95. White Brocades, Tls. 2.30. Turkey Red Shirtings, Tls. 2.07½ to 2.10 on the spot; and Gentian Damasks, Tls. 4.90; assorted Chintzes, Tls. 1.58. Woollens: Long Ells excepted, Woollen Goods had received a fair share of attention, but no great business had been done in any one article, and the market closed without much activity. Camlets: Tls. 12.60 for black, and Tls. 16 for very good assortment. Lustres: Crape, Tls. 4.40; Plain, Tls. 4.50 to 4.58; Figured, Tls. 4 to 4.10 for ordinary, and Tls. 4.67 to 4.72 for special patterns. Long Ells: K.K.K. Scarlet, Tls. 6.45; C.P.H., Tls. 6.54. Lastings, Tls. 11.70. Crape Lastings, Tls. 9¼. Spanish Stripes, Tls. 0.63½ per yard. Medium Cloths, Tls. 0.84 to 1.32. Metals:—Iron: Market strong, native speculators upholding the market; Tls. 4.07 paid for very ordinary Nail Rod. Lead: Quiet and easier. LB is offering at Tls. 4.80 to 4.85 for forward delivery; Tls. 4.70 for early clearance. Coals: Advanced rates in England, advised by telegram, had induced holders to increase their demands. Sales of Cardiff at Tls. 11; English at Tls. 9.60.

FOOCHOW.—Sales had been 200 pieces 8¼ lbs. T-Cloths at $3.10 per piece; 100 pieces 8 lbs. T-Cloths at $2.62½; 150 pieces 7 lbs. T-Cloths at $2.25; 500 pieces 8¼ lbs. Grey Shirtings at $7.77½. Quotation for Lead unchanged.

HONG KONG.—There had been no improvement in the market generally, either as regards demand or price. The inquiry had been of a very retail character, owing to difficulty experienced by the native dealers in disposing of previous purchases. Stocks in consumers' hands were not large, but the fear of lower prices in Manchester and the slack demand from the interior was leading them to the exercise of great caution. Cotton Yarn had sold to a very small extent at the reduction of about $1 upon former rates; best chops quite neglected, not being wanted. Grey Shirtings: Prices showed a downward tendency. Transactions on a small scale, and confined chiefly to spotted cargo; Dewhurst's 8.4 lb. sold at $2.45. T-Cloths and White Shirtings: Quotations lower, but nominal; to effect clearances, lower values would have to be accepted. Grey Drills: 14 lbs. English asked for, and sales to a fair extent

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had transpired; 15 lbs. not so readily saleable, the dealers not offering over $4.5 for Dragon chop; American and Dutch makes not in stock; Jeans quiet; Sheetings could not be sold. Fancy Goods: White Spots and White Brocades declined about 5 cents; Dyed Spots and Dyed Brocades in slight request; Dyed Damasks unsaleable; Velvets and Velvetcens declined, owing to arrivals from Shanghai. Woollens and Worsteds: Difficult to move, except Crape Lastings, which were wanted for Shanghai at an advance of 50c. Metals: Nail Rods very quiet, dealers fairly supplied, and high prices interfered with consumption; Lead in slight speculative demand. Rice: The market had been very quiet, with only a trifling business doing for local consumption, and prices were again 5c. to 10c. lower.

CANTON.—A large business had been done in Lead. Common qualities showed an advance to the extent of 15 cents., and WB from 5 to 10 cents. per picul. Quotations:—L.B., $6.55 to 6.50; WB quality, $6.85 to 6.90.

MANILA.—The market had been very quiet during the interval. The demand for most articles of import had been very dull and prices were irregular, but in most instances lower.

BATAVIA.—Messrs. Houghton and Co.'s Circular says:—Our import market, we regret to say, has during the past month continued without any improvement; and although holders are quite willing to meet the views of buyers in regard to prices, yet, the demand for the interior being so small, dealers cannot be persuaded to buy upon almost any terms. We trust such a state of things will not long continue; but, although we do look for a better demand, yet we can scarcely expect higher prices, as holders are anxious, in consequence of the advices from Europe, to realise the stocks they hold.

SINGAPORE.—Messrs. Bowstead and Co. report as follows:—39-inch Grey Shirtings: Demand for 8¼ lbs. improved, sales at $2.52½, low qualities at $2.50; 7lbs. in some request, but 6 lbs. unsaleable. 32-inch T-Cloths: 6 lbs., $1.62½ to $1.65; 7 lbs. in no demand. Grey Madapollams quiet. Grey Supers: Trifling enquiry for best makes at former rates, and for inferior, at a slight reduction; sales small. 36-inch White Shirtings: Fine descriptions in fair enquiry, and considerable sales have been effected; medium and low not in demand. White Spots and Brocades neglected. Woollens: Nothing doing in Camlets and Long Ells; Black Lastings asked for at lower rates; quotations for Brocade Lustres nominal; Scarlet Bombazets in few hands and wanted at $3. Grey Yarn: 16-24s dull at $107.50 for best; 30s scarce and wanted; 40s, no enquiry, and offering at $131 to 131½: T. Red in rather better request; Dark Green, of approved shade wanted, and firm. Iron: Nailrods in fair request, but holders ask $4½, at which price there are no buyers; Hoop saleable at $4¾ to 5. Lead dull at $5.90 to 6 for L B; no sales.

PENANG.—There had been no improvement in the market. The demand was still limited to immediate requirements, and former quotations were barely maintained.

EXPORTS.

TEA.

YOKOHAMA.—There had been little or no change in the market since our last report; settlements to the extent of about 6,500 piculs of most grades except the common ones had been made at prices much the same as last quoted; supplies had only just met the demand, so that stocks were unchanged. The market closed firm at quotations. The Pacific Mail Steam Ship Co.'s steamer Great Republic took 174,979 lbs. for New York, 73,923 lbs. for San Francisco, 52,310 lbs. for Boston, and 5,680 lbs. for Chicago. The Jessie Isabel had sailed for New York via Kobe, taking 395,182 lbs. from this port; the William Melhuish, for San Francisco, took 3,633 lbs. Quotations:—Common, nominal; good common, $26 to 29 per picul; medium, $30 to 33; good medium, $34 to 37; fine, $39 to 42; finest, $44 to 47.

KIUKIANG.—Fair quantities of Ningchow Congous continued to arrive, and were being steadily shipped to Shanghai on native account. Shipments of Green Tea from this port were expected to increase, on account of the additional local taxes which were being levied in Hangchow.

HANKOW.—Messrs. Drysdale, Ringer and Co.'s Report says:—We have had a fairly lively market for Tea, prices being well maintained at the high range then noticed. Settlements amount to 7,194 chests 9,338 half-chests, particulars being:—6,182 chests 2,911 half-chests at 1s. 2d. to 1s. 5½d. per lb.; 1,012 chests 1,151 half-chests at 11½d. to 1s. 1½d. With such high rates ruling both here and in Shanghai it is difficult to form any estimate of the quantity likely to come forward. Of good Tea the quantity up country is now very limited, some of the better districts being already closed. Very little Shuntam packed has come down lately; should this class find an outlet elsewhere, as is asserted by the natives, there will be a considerable decrease in the export from this. We estimate total arrivals to date, exclusive of Ningchow Tea, at 48,621,400 lbs., against last year 52,032,200 lbs. Customs export to 30th August was 47,521,456 lbs., against 49,512,854 lbs., or including Ningchows 52,634,163 lbs., against 52,866,378 lbs.

SHANGHAI.—Messrs. Drysdale, Ringer and Co. report as follows:—Black: Settlements 27,000 chests and 33,000 half-chests, a larger business than was transacted during the corresponding period of 1871. During the first few days of the fortnight there was not much doing, and prices gradually gave way till a decided decline was apparent, when buyers, entering the market more freely, caused some recovery in price. Shuntans taken to a moderate extent at 11d. to 1s. 0d., and common to fair Hohows at 1s. 1d. to 1s. 2¼d., a lower tael quotation showing a decline of say half a tael per picul. Fair to on medium Oontas and Oopacks freely settled at 1s. 2¼d. to 1s. 4d.; it is in these grades that the decline has been most marked, at lowest point they were Tl. 1.0.0 to 1.5.0 lower, but have now recovered somewhat in value. Medium grades of Ningchow and Oopack do not show much, if any, reduction; chops with a little quality and "point" have been readily saleable. In our last issue, when reporting on the third crop, we mentioned that as a rule the teas were without "point" or character, a few chops since offered have however some of that brisk "point" and character which distinguished many of the second crop of Teas of last season; they are also well made and the leaf is bright after infusion; there are not many of these, we therefore confirm our previous remarks; taking the crop as a whole, we consider it inferior to last year. Export of Black Tea is 47,807,714lbs., against 49,379,823lbs., and stock 11,940 chests and 35,785 half chests, equal to 29,900 chests, against 55,371 chests in 1871 together showing a deficit equal to 3¾ million pounds without deducting cargo of steamer *Parnassus*. Green: Considerable business doing, although buyers have not been by any means eager to operate, and Teamen have only been able to make sales by concession in price, a fair proportion of the settlements are intended for England. We quote a reduction of 1 to 2 taels for medium to fine country teas, and 2 to 3 taels for fine to finest Moyune and Teenkais; Pingsueys showa similar fall. Prices have ranged from Tls. 34.0.0 to 60.0.0 proportion for Pingsueys, and from Tls. 30.0.0 to 52.0.0 for country teas.

FOOCHOW.—Congou: The market had been comparatively quiet; prices were supported by the activity at first displayed, and in some instances sellers succeeded in realising slightly higher figures, but the falling-off in the demand had caused holders to evince more anxiety to realise, and the market presented a weakish tendency at the close, without any quotable change from last mail's prices. Souchongs had met with a moderate inquiry at previous rates. The opening of the Oolong market took place on the 2nd Sept. by the settlement of the fine strings Tong Lee and Tong Mow at Tls. 36.8 o.b., taken with a third string at Tls. 32.8 o.b., or Tls. 35.8 o.b. proportion for the three strings. In addition to these the same buyer booked a fine string of 5,000 half-chests at Tls. 33.8 o.b., making a total of 15,000 half-chests. These purchases were soon followed by the settlement of other fine strings at from Tls. 30.3 to 31.8 o.b., some of which showed a decline of one to two taels from the opening rates, which latter were considered about one tael over last season's. The market closed rather quiet, as the ruling prices were above the views of the majority of buyers, while the teamen, who complained of losses, refused to give way at the moment. Scented Teas had been moderately dealt in at slightly easier figures. Settlements had been—Congou, 35,291 chests at Tls. 6.8 to 8.8 o.b. for dust and siftings; Tls. 10.8 to 12.8 o.b. for broken leaf; Tls. 14.8 to 18.3 o.b. for ordinary to good common; Tls. 19.8 to 24.8 o.b. for flavoury to medium, to Tls. 30.3 o.b. for good medium to fine. Souchong, 2,134 chests at Tls. 17.8 to 22.8 o.b. for low common to common; Tls. 26.8 to 27.8 o.b. for medium; Tls. 35.8 o.b. for fine, and Tls. 42.8 o.b. for a fancy parcel in boxes. Oolong, 34,444 half-chests common to fair cargo at Tls. 18.8 to 21.8 o.b.; good cargo Tls. 22.8 to 27.8 o.b.; superior Tls. 27.8 to 31.8 o.b.; fine to finest Tls. 32.8 to 47.8 o.b.; Choice to choicest Tls. 52.8 to 67.8 o.b. Scented Tea, 4,240 boxes Caper at Tls. 21.3 to 24.8 o.b. for common to low medium. Scented Orange Pekoe, at 23.3 to 27.8 o.b. for common to medium. Flowery Pekoe, 150 chests at Tls. 23.3 to 27.8 o.b. Congous: Arrivals to date, 505,671 chests, against 471,497 chests. Ooloong: Arrivals to date, 141,582 half-chests, against 148,359 half-chests.

AMOY.—Oolong: The only settlement to note had been of 1,460 packages cargo grades, during the early part of the fortnight, at about last quotations; latterly purchases had quite ceased, and buyers seemed indisposed to go on except at a material decline. Congous: The remainder of those on offer had been taken at $14 to 15, and no further supplies were expected. Formosa Oolongs: Late arrivals showed no material change in value, fine to finest costing $42 to $53; superior $36.

CANTON.—Inactivity had prevailed in the market, since the departure of last mail. In the country prices for leaf were maintained, and moderate supplies only coming forward, Teamen had not shown any disposition to force sales. From the long continued drought, the leaf coming to hand was very large and coarse, and not up to the standard of quality usually current at the season of the year. Scented Teas: With the exception of a few parcels of good medium Caper, purchases had been chiefly confined to one operator. Orange Pekoes were firmly held, and Capers were unchanged in value: the assortment of the latter was very unsatisfactory, and few parcels with strength and good scent could be selected. Canton Greens: A few settlements had been made in Gunpowder and Imperial, for America and the Continent. Settlements for the fortnight:—Scented Orange Pekoe, 1,500 boxes at Tls. 16½ to 26; Scented Caper, 3,500 boxes at Tls. 18½ to 24; Canton Greens—Gunpowder, 1,500 packages, at Tls. 20 to 23; Imperial, 500 packages, at Tls. 17½ to 22. Stocks are estimated at:—2,000 boxes Canton District Congous, 10,000 boxes Scented Orange Pekoe, 25,000 boxes Scented Caper, 10,000 boxes Gunpowder, 2,000 Imperial, and 2,000 boxes Young Hyson.

SILK.

YOKOHAMA.—During the fortnight the market had continued much the same as last reported, a large business had been done, and settlements had amounted to 1,400 bales. Prices for Hanks had been very firm at annexed quotations, but Hamatskis being somewhat neglected had declined about $10 per picul. Silk Worms' Eggs: The total arrivals had amounted to about 100,000 cards, of which a few small lots had been purchased, although insufficient to establish prices. Quotations for Silk:—Hanks, Mybash and Sinchu, extra 31s. 9d., best 29s. 10d. to 31s, medium 27s. 7d. to 29s. 1d., inferior 24s. 7d. to 26s. 6d.; Oshu, extra 32s. 7d., best 29s. 10d. to 31s.; Hamatski, medium, 27s. 3d. to 28s. 4d.; Coshu, medium, 26s. 1d. to 27s. 3d.

SHANGHAI.—Messrs. Skeggs and Co.'s Circular says:—Since the publication of our last, we have had a very quiet market, the news from home not being of a character to stimulate purchasers; the overcrowding of all the European markets with Silk at such high cost so early in the season is now beginning to make itself felt, and although the inferiority of the Silk was at first overlooked at home, it is, now that the excitement is over, beginning to be recognised as a fact, and claims are being made in consequence. This with the large stock should under ordinary circumstances have its effect here, but up to the present dealers pertinaciously refuse to give way more than Tls 5 per picul for any Silk with character or containing a well-known chop paper, while for the commoner sorts a concession of Tls. 10 would be made; the high cost of dollars and the difficulty of collecting good Silk

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is the reason assigned for this firmness; but although the Silk was bad at the commencement of the season, most of that now on offer shows a large falling off even on it; some of the ordinary No. 4 Tsatlees with a paper in them, differ as much as one number, and for this reason many of the recent purchases have had to be rejected; Yellow Silk continues to be in favour, fully one-third of this week's settlements consisting of that description; a large quantity of the Silk going forward is on native account or in joint account with natives. Before the departure of last mail, some of the Chinese dealers (no doubt with a view to support prices) began speculating on their own account, believing at the time that Exchange was likely to decline; this has proved a delusion, and many of them now stand to lose considerably on their purchases. Buyers for America continue to pay extreme rates for all good and fine Silk:—Blue Flag, 28s. 4d.; Chin Jan, 28s.; Blue Elephant, 27s. 9d.; Kinling Cat and Bee chop, 28s. 10d. to 29s. 1d.; Hangchow Tsatlee, 24s. 11d. to 25s. 5d.; "Chang-vong" Taiho Kaiping, 28s. 7d. to 29s. 1d.; Re-reeled Hainin, 29s. 7d, to 33s. 3d.; Re-reeled Tsatlee, 28s. 7d. to 31s. 8d.; Yellow Silk, 12s. 9d. to 20s. 8d.; Foosic Taysaam, 20s. 5d.; Fookong Taysaam, 24s. 11d. to 25s. 5d.

CANTON.—The market had been very unsettled during the fortnight; a large business having been done for the French Mail, amounting to about 1,100 bales, but since then the advanced rate of Exchange, which materially affected the laying down cost in London, had assisted to materially check operations. In Re-reels prices had given way considerably, but it was difficult to make contracts at the ruling rates. At 4/7¼ Exchange, the following were the laying down costs in London, per Overland route:—Tsatlee-reel, No. 1, 21s. 11d. to 22s. 4d. per lb.; No. 2, 20s. 7d. to 21s.; No. 3, 19s. 8d. to 19s. 10d.; No. 4, 18s. 11d. to 19s. 3d.; No. 5, &c., 18s. 6d. Loongkong, No. 1, 23s. 3d. per lb.; No. 2, 21s. 11d.; No. 3, 20s. 10d.; No. 4, &c., 19s. 8d.

STRAITS PRODUCE.

SINGAPORE.—The Produce Market had been firm, there had been an active demand for many of the principal staples, and a fair amount of business had been done. Gambier continued in demand, and had been very firm throughout the fortnight, about 1,100 tons contracted for chiefly at $4.30 per picul. Rhio Gambier advanced; there was some demand for Java quality. Black Pepper was weaker, sale reported at $12.80; supplies are small, the crop being nearly finished. West Coast bought at $12.40 per picul. White Pepper higher, with eager competitio for small lots coming forward; several sales of Rhio at $23½ to 24, Singapore at $24 to 25 per picul. Rattans: Business quiet, quotations unchanged. Pearl Sago was bought early in the fortnight at $3.2½ to 3.5, but the price had since risen, $3.20 being paid for medium grain. Sago Flour advanced rapidly, sales of Singapore at $2.47½ to 2.72; Borneo at $2.60 to 2.82½; a large business done and market closed steady. Tin had risen in value, a moderate business done at $37½ to 38 15 per picul.

PENANG.—Supplies had been scarce during the fortnight, and prices had been firmly maintained at the previously ruling range, especially for Tin and Pepper. Quotations:—Black, $12.35; White, $24. Tin. $37.12½.

SHANGHAI SILK SHIPPERS.

From 1*st June to 7th Sept.*, 1872.

	Bales.		Bales.
Adamson, Bell, and Co. ...	258	Jardine, Matheson, and Co.	625
Balfour, Butler and Co. ...	150	Jarvie, John, and Co. ...	479
Barnet and Co.	455	Lacroix Cousins and Co....	1,222
Birt and Co.	11	Lindsay and Head... ...	17
Birley, Worthington, & Co.	314	Maertens, A. H.	692
Blain and Co.	35	Nachtrieb, A., and Co. ...	442
Bower, Hanbury and Co....	1,470	Overbeck and Co.... ...	24
Bourjau, Hubener, and Co.	409	Pila and Co.	928
Bovet, Brothers and Co. ...	105	Reiss and Co.	1,864
Bull, Purdon and Co. ...	120	Russell and Co.	658
Butterfield and Swire ...	1,233	Sassoon, E. D. and Co. ...	38
Chapman, King and Co. ...	80	Sassoon, D., Sons, and Co.	1,214
Coutts and Co.	82	Scheibler, Matthaei, and Co.	476
Dent and Co.	61	Shaw Brothers and Co. ...	375
Dickinson and Co. ...	50	Siemssen and Co.	275
Essex and Co.	1,286	Skeggs, C. J. and Co. ...	47
Fogg and Co.	174	Textor and Co.	1,893
Gamwell, F. R.	35	Telge Nolting and Co. ...	82
Gibb, Livingston, and Co...	569	Vogel, Hagedorn, and Co.	127
Gilman and Co.	426	Westall, Brand, and Co. ...	493
Heard, Augustine, and Co.	249	Wright, Burkill and Co. ...	1,001
Helbling, J. C., and Co. ...	193	Sundries	8,104
Hogg Brothers	70		
Holliday, Wise and Co. ...	30	Total bales... ...	28,906

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6¾d. to 4s. 6¾d.	4s. 7d.	4s. 7¼d.
Shanghai ,, ,, ...	6s. 1¾d.	6s. 2d.	6s. 2¼d.
Canton ,, ,,	4s. 7d.	4s. 7¼d.	4s. 7⅜d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6¾d. to 4s. 6¾d.	4s. 7¼d.	4s. 7¼d.
Manila ,, ,, ...	4s. 3d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	·815	232½
,, Hong Kong...	23½ to 26 dis.	—
Bar silver	111.2.5	7½ prem.
Mexican dollars	79.4.0	5 per ct. prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 68 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 26 per cent. discount.
China Traders' Insurance, $1,400 premium.
Hecel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, $31 to $32 premium.
Hong Kong Fire Insurance Company, $325 prem.
Union Insurance Company, $1,300 premium.
China and Japan Marine Insurance Company, Tls. 38 to Tls. 40 premium.
China Fire Insurance Company, $43 to $44 premium.
Victoria Fire Insurance Company, $37 to $38 premium.
Indo-Chinese Sugar Company, $50 dis.
Shanghai Steam Navigation Company, Tls. 39 premium.
Hong Kong Distillery Company, $5 dis.
Hong Kong Pier and Godown Company, $15 dis.

TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Leucadia	July 9 ...	Shanghai ...	1,154,400
Eliza Shaw	,, 10 ...	,, ...	945,000
Gungner	,, 24 ...	,, ...	810,000
Doune Castle	,, 30 ...	,, ...	1,282,000
Taitsing	Aug. 6 ...	,, ...	1,084,300
Glaucus (str.)	,, 1 ...	,, ...	1,519,705
Northampton	,, 14 ...	,, ...	1,567,344
Weymouth	,, 15 ...	,, ...	1,114,253
Leicester	,, 19 ...	,, ...	1,764,249
Annie Braginton	,, 20 ...	,, ...	545,333
Hopewell	,, 30 ...	,, ...	807,232
Northfleet	June 28 ...	Foochow ...	1,117,100
Denbighshire	July 4 ...	,, ...	615,500
Sir Lancelot	,, 6 ...	,, ...	1,218,200
Grenadier	,, 18 ...	,, ...	666,800
Maitland	,, 19 ...	,, ...	1,110,300
Star of the North	,, 23 ...	,, ...	983,100
Jungfrau	,, 28 ...	,, ...	810,200
Harlaw	Aug. 1 ...	,, ...	1,152,500
Everest	,, 30 ...	,, ...	743,693
St. Andrew's Castle ...	June 15 ...	Canton ...	340,500
Carmarthenshire	,, 25 ...	,, ...	895,000
Ambassador...	July 23 ...	,, ..	880,800
Falcon	Aug. 4 ...	,, ...	909,800
Wemyss Castle	,, 24 ...	,, ...	878,841

LATEST TELEGRAMS.

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COMMERCIAL.

CHINA.

HONG KONG, OCT. 27.—Market for Cotton and Woollen Goods quiet; Grey Shirtings, 6¼ catties, 8¼ lbs., $2.42. Cotton Yarn 16-24, $118. T-Cloths, 6 lbs., ordinary $1.60; 7 lbs. Mexicans, $2.03. Freights for Tea by sailing vessels £2 10s. Exchange on London: Bank bills, six m.s., 4s. 6¾d.

SHANGHAI, OCT. 24.—Grey Shirtings 6¼ catties, 8¼ lbs., Tls. 1.8.8; T-Cloths, 6 lbs., ordinary, Tls. 1.1.4; 7 lbs. Mexicans Tls. 1.5.0. Silk: Market firm; No. 3 Tsatlee, Tls. 570, No. 4, Tls. 510; total settlements from 1st June to date, 40,300 bales. Exchange on London: Bank bills six m.s., 6s. 1¼d.; Mexican dollars, Tls. 78½.

STRAITS SETTLEMENTS.

SINGAPORE, OCT. 23.—Cotton Yarn, 40's, $128; Grey Shirtings, 39-in., 8¼ lbs., $2.50; 7 lbs., $2.10. T-Cloths, 6 lbs., ordinary, $1.62½. Gambier, $4.52. Pepper: Black, $12.25; White, $24. Tin, $36¾. Exchange on London: Bank bills, six m.s., 4s. 7d.

PENANG, OCT. 25.—Tin, $34.80; Pepper: Black, $12.35; White, $23; Sugar, No. 2, $5.10, No. 3, $3.12½; Cotton Yarn (Mule Twist) 40's $130, 30's $117; Grey Shirtings, 8¼ lbs., $2.55; T-Cloths, 6 lbs. $1.65. Exchange on London: Bank bills, six m.s., 4s. 6¾d.

Shipping Intelligence.

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ARRIVALS.

At YOKOHAMA.—None.

At NAGASAKI.—From London, via Hiogo, previous to 16th Oct., Zohrab.

At SHANGHAI.—From London, Sept. 1, Glenroy (str.); from Sunderland, Gustav Marie; from Liverpool, Oct. 24, Agamemnon (str.); from Cardiff, 22, Alexander Lavelly.

At HONG KONG and CANTON.—From London, Aug. 30, Corea; from Cardiff, Argyleshire, 31, Star of China; from Newport, Sept. 19, Monte Rosa; from Shields, 12, Ann Armytage; from Sunderland, 8, Europe; from Hamburg, Aug. 30, Joachim Christian; Oct. 23, Olympia (str.); from Callao, Sept. 5, Louisa Canevaro; from Boston, 10, Game Cock; from New York, 11, Endeavour.

At MANILA.—None.

At BATAVIA.—From London, Sept. Anna and Marie; from Glasgow, County of Lancaster.

At SINGAPORE.—From London, Sept. 17, Benledi (str.), Kate Karnie; Oct. 23, Canton (str.); 24, Glengyle (str.); from Liverpool, 19, Antenor (str.); from Sunderland, 20, Alice Ritson; from Cardiff, 23, Johannes.

At PENANG.—From London, Oct. 25, Glengyle (str.), Packnam (str.); from Liverpool, Sept. 17, Antenor (str.); 22, Hector (str.).

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DEPARTURES.

From Yokohama.—For New York (via Hiogo), Jessie Isabel.

From Shanghai.—For London, Sept. 5, Langstone, Thyatira; for New York, 2, Cashmere.

From Foochow.—For London, to leave Sept. 7, Duna (str.).

From Hong Kong and Canton.—For London, Sept. 10, Orchis (str.); 12, Ajax (str.); for Odessa, Aug. 31, Russia (str.); for Cork, Sept. 9, Jane Woodburn.

From Manila.—For London, Sept. 5, Sumatra; 3, Itasca (from Ilo Ilo); for Channel, 4, Fairy; 6, Lennatin; Aug. 30, Ellen Browse (from Ilo Ilo); for Cadiz, Sept. 1, Cervantes; for New York, Aug. 31, Buenaventura (str.); for Boston, Comet.

From Singapore.—For London, Sept. 14, Hotspur (str.); 18, Duna (str.); 20, Ajax (str.); for Glasgow, 18, Mary Evans; for New York, 14, Ariadne.

From Batavia.—None.

From Penang.—For London, Sep. 17, General Caulfield, Chrysolite, Bristow; 22, Ajax (str.).

VESSELS LOADING.

At Yokohama.—For London, Audax; for New York, Leander, Ceylon.

At Hiogo.—For London, Penrith.

At Nagasaki.—For London, expected from Shanghai, Agincourt.

At Shanghai.—For London, Glenroy (str.), Yeavering Bell (full), Clausina (full), Woodlark (full), Lalla Rookh; for New York, Conqueror, Teviot (str.), Surprise (str.); to arrive, Duke of Athol, James S. Stone, N. B. Palmer.

At Foochow.—For London, Zenobia, Maiden Queen, Duna (str.), Ziba; for New York, Guinevere, Benefactor.

At Hong Kong and Canton.—To London, none; to New York, Archos, S. D. Carleton, Sea Serpent, Annesley.

At Manila.—For London, Victoria; for Channel f.o., Sedmi Dubrovaki, Janet Dalgliish, Giovani, Jupiter, Mary Edey; for Cadiz, Matilde; for Boston, Bunker Hill, Gaspee. Nehemiah Gibson, Belted Will; for New York, George Peabody, North East, Alexandrina, Agnes.

At Singapore.—For London, Hope, Orchis (str.), Min, Windermere; for Liverpool, Huddersfield, Clymene; for Channel, f.o., Ranavola; for Marseilles, Isaure; for Boston, Cutwater, Rocket; for New York, Queen of the Seas.

At Batavia.—None.

At Penang.—For London, Eleanor.

FREIGHTS AND CHARTERS.

At Yokohama.—To London, £4 10s. per ton of 50 feet; to New York, £3 10s. to £4 per 40 feet.

At Shanghai.—To London, £3 10s. per steamer, £2 10s. per sailing vessel: to New York, £4 10s. per steamer, £3 sailing ships.

At Foochow.—To London, per steamer, £3 10s. per ton of 40 feet; and £2 10s. to £3 per ton of 50 feet per sailing ship.

At Hong Kong and Canton.—To United Kingdom or Continent, £3 per ton of 50 feet; to New York, £2 5s. to £2 10s. per ton of 40 feet.

At Manila.—No settlements have been made since the previous mail left.

At Singapore.—To London, £3 dead weight, £3 10s. light freight, per steamer, £4 measurement.

At Penang.—To London, the Orchis (str.) will take about 150 tons tin at £3 per ton, pepper at £5, hides at £5 10s. per ton; and measurement goods £4 10s. per ton.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Aug. 24	Glance	London	Hong Kong
,, 25	Oriental	Montevideo	Batavia
,, —	Avon	London	Shanghai
,, —	Elise	Rio Janeiro	Saigon
,, —	Alcestis	Sarawak	London
,, 27	Margaretha	Bordeaux	Saigon
,, 28	Princes Amalia	Batavia	Amsterdam
,, 30	Chloris	Cardiff	Order
,, —	Felix Mendelssohn	Do.	Hong Kong
,, —	Himalaya	New York	Do.
,, 31	Velocity	London	Yokohama
,, —	Jonge Cornelis	Shields	Hong Kong
,, —	Twilight	Singapore	Liverpool
,, —	Loyola	Liverpool	Manila
Sept. 1	Kelso	Sunderland	Hong Kong
,, —	Delawar	Hull	Batavia
,, —	Horman Fredrich	Hamburg	Shanghai
,, —	Willemina en Clara	Batavia	Amsterdam
,, —	Enoch Train	New York	Hong Kong
,, 3	Lyra	Glasgow	Sarawak
,, —	Nellie Hastings	Singapore	Boston
,, —	Noach II	Batavia	Rotterdam
,, 4	Walton	New York	Yokohama
,, 5	Mindoro	Rio Janeiro	Batavia
,, 6	Irwell	Cardiff	Hong Kong
,, —	Sonora	Manila	New York
,, —	Mysore	Marseilles	Saigon
,, —	Pasithea	Singapore	Liverpool
,, —	Falcon	Macao	London
,, 8	Madura	Singapore	Liverpool

SHIPPING POSTSCRIPT.

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Arrivals not in the Tables.—Oct. 24, at London, from Formosa, St. Brycedale; at Liverpool, from Rangoon (via S.C.), Amarapoora (str.); 25, at Deal, from Rangoon, for Dort, Secret; from Columbo, Seadrift; at Falmouth, from Akyab, Wifstawarf; from Rangoon, Ontario; from Bassein, City of Nankin; 24, at Liverpool, from Akyab, Arizona, Andaman; from Ilo Ilo and Batavia, Banda; — at Queenstown, from Bassein, Armanella; 21, at Bremerhaven, from Akyab, Maria Giasapphina; 26, at London, from Shanghai, Argonaut; at Deal, from Foochow, Black Adder; at Falmouth, from Akyab, Marronople; 25, at Glasgow, from Rangoon, Wm. Stewart; — at Queenstown, from Rangoon, Horsa.

Departures.—Oct. 22, from Cardiff, for Singapore, Ottavio M.; 18, from Penarth, for Singapore, Prospero; 23, from Sunderland, for Galle, Wilhelm Aberg; 24, from London, for Singapore, Havelock; Oct. 21, from Cronstadt, for Copenhagen, and Yokohama, Pyrmont; 26, from London, for Colombo, &c., Spirit of the North.

Steamers passed the Suez Canal.—Prins v Oranje, from Nieuwe Diep, for Batavia.

Spoken.—Dundee, Amsterdam to Batavia, Sept. 5, 12 N., 28 W.; Isle of Wight, Cardiff to Hong Kong, Sept. 19, 13 N, 27 W.; A Dutch barque, Batavia to Amsterdam, Sept. 28, 27 N., 32 W.

Miscellaneous.—The Admiralty have invited tenders for the conveyance of 187 tons of stores to Hong Kong.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

Alt—On the 18th Oct., at Woburn Park, Weybridge, Mrs. William Alt, of a daughter.

Comrie—On the 12th Sept., at Clifton, Penang, the wife of David Comrie, of a daughter.

Crowe—On the 29th July last, at Patras, Greece, the wife of A. L. Crowe, Esq., of a daughter.

Dickinson—On the 22nd Oct., at Farleigh House, Kingston-on-Thames, the wife of Geo. F. Dickinson, of a daughter.

Ehlers—On the 6th Sept., at Hong Kong, Mrs. Paul Ehlers, of a daughter.

Grigor—On the 2nd Sept., at Yokohama, the wife of John Grigor, Esq., of a daughter.

How—On the 18th Oct., at Leigh-hill House, Cobham, Surrey, the wife of E. Henry How, prematurely, of a son, who only survived a few minutes.

Lay.—On the 23rd Oct., at Perry-rise, Lower Sydenham, the wife of H. N. Lay, C.B., of a son.

Overbeck—On the 8th Sept., at Woodlands, Hong Kong, Mrs. Gustav von Overbeck, of a son.

Pitman—On the 1st Sept., at Hong Kong, Mrs. Geo. D. Pitman, of a son.

Remedios—On the 7th Sept., at Hong Kong, the wife of J. H. dos Remedios, of a daughter, stillborn.

Swire—On the 16th Oct., at Richmond, Yorkshire, Mrs. William Swire, of a daughter.

MARRIAGES.

Macmillan—Pignatel.—On the 24th Oct., at St. George's, Campden-hill, by the Rev. Canon Kingsley, Alexander Macmillan, of The Elms, Streatham-lane, Upper Tooting, Surrey, to Emma Pignatel, second daughter of the late Eugène Pignatel, Esq., of Lyons.

DEATHS.

Baumgarten—On the 19th Sept., at Singapore, Anne Caroline, wife of Christian Baumgarten, Registrar Supreme Court, aged 57.

Cameron—On the 22nd Oct., at 22, Dover-street, William Cameron, of Shanghai, in his 44th year.

Doel—On the 28th Aug., at Osaka, of convulsions, Emily Mary Doel, youngest daughter of Mr. P. Doel, Japan Railway, aged 7 months.

Dudgeon—On the 23rd Aug., at the Hills, near Peking, Mary, third daughter of J. Dudgeon, M.D., aged 5 years.

Fanshawe—On the 1st Oct., suddenly, at the Colonial-office, Charles Harding Fanshawe, aged 23, eldest son of Col. Fanshawe Royal Engineers.

George—On the 24th Oct., John Alexander, the infant son of Edgar George, Esq., of Lonsdale Villa, Putney, and Yokohama, Japan, aged 6 months.

Gutierrez—On the 31st Aug., at Hong Kong, Eugenia Maria, second beloved daughter of L. J. Gutierrez, Esq., aged 16 years.

Krolczyk—On the 30th Aug., the Rev. A. Krolczyk, of the Rhenish Missionary Society, Hong Kong.

Matthews—On the 26th Aug., at the International Hospital, Kobe, Mrs. E. S. Matthews.

Neisen—On the 27th Aug., at the General Hospital, Yokohama, Richard Neisen, of his Imperial Austrian Majesty's corvette *Fasana*, aged 21 years.

Sibbald—On the 8th Sept., at Foochow, W. L. Sibbald, Esq., of the I.M. Customs.

Stearns—On the 30th Aug., at Yokohama, John O. P. Stearns, Esq., of Maine, U.S., aged 42 years.

Tapp—On the 24th Oct., after intense suffering, endured with much patience, and to the great grief of her sorrowing family, at her residence, 4, The Crescent, Kensington, A. H. S. Tapp, relict of the late W. G. Tapp, and within four months of his decease.

Telegrams from San Francisco announce the arrival of the *Colorado*, with £60,000 specie recovered from the steamer *America*, lately burnt at Yokohama. The specie is much defaced and melted, and is in custody of the Pacific Mail Company.

The amount of bullion by the P. and O. Company's steamer *Poonah*, which left Southampton on the 24th inst, was, in gold—to Alexandria, £62,000; to Galle, £11,780; to Madras, £15,203. In silver—to Gibraltar, £2,000; to Penang, £20,000; to Singapore, £233,300; to Hong Kong, £302,980; to Shanghai, £10,530. Total in gold, £88.983; in silver, £568,810.

The "Maria Luz" Coolie Ship.—According to the Yedo correspondent of the *New York Tribune*, the *Maria Luz* is a small barque of apparently about 350 tons burden. "We found them (the coolies) sitting or lying closely together in their numbered berths, reeking and sweltering in an atmosphere which would extinguish the life of an American or European in half a day. Though not confined, except in a few instances, they were not allowed to stir from their cramped quarters. An imaginary ventilation was afforded by a few small holes in the side of the ship, which from their position could only be opened in a quiet sea. To attempt to depict the agony of despair in which

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the countenances of most of these unhappy creatures were fixed would be a hopeless task. . . . . When we were about to return to the deck, as if by a common impulse, they all sprung from their ranks, and, clustering about us as closely as they could, fell upon their knees, lifted their clasped hands, and with piteous cries implored our intercession." The lieutenant in command appeared to be a man of about twenty-five years of age. He protested against the inspection of the ship as destructive of "discipline," and said that, "although he did not apprehend a general mutiny, he knew perfectly well that he should be obliged to kill some of them after leaving Yokohama, in order to awe the others into submission." After a patient investigation of the matter the Japanese decided to set the coolies free, and send them back to their own country. The *Tribune's* correspondent accuses Dr. Delong, the American Minister, who arrived while the inquiry was going on, of having warmly taken up the case of the Peruvians, and improperly endeavoured to alter the decision of the Japanese Government.

Official returns show that during the year 1871 eleven vessels were totally lost on the coasts of China and three partially damaged from wrecks, while two were partially damaged from collisions, making a total of sixteen. The vessels totally lost were of 6,448 tons, and those partially damaged of 1,452 tons. Two lives only were lost, and 433 were saved. On the coast of Japan one vessel of 399 tons was wrecked and totally lost, four lives being lost and eight saved. On the coast of Java three vessels of 1,536 tons were wrecked and totally lost. No lives were lost, but forty-four saved. In the China Sea two vessels were wrecked and totally lost, and one partially damaged, eighteen lives being lost and forty-five saved. The following casualties are recorded:—On the 24th of December the *Clarendon*, barque, bound from Saigon to Hong Kong, with a cargo of rice and thirteen passengers, stranded in the China Sea, seven lives lost; on the 21st of October the *Humberstone*, barque, from Hong Kong to Foo-Chow-Foo, with ballast, stranded on a reef off Formosa Island, six lives lost.

Le Journal Officiel reports as follows on the progress made by French education in Cochin China:—In 1866, the journal writes, there were forty-nine schools, of which two were French, with 1,238 pupils; in 1867 the number of schools had increased to fifty-eight and the number of scholars to 1,368; in 1868 there were 116 schools, with four French among them, and 3,067 children at school; and in addition to this there were four infant asylums; in 1869 the number of schools amounted to 126 (for boys alone), and the pupils were estimated at 4,760. Since that time progress appears to have been slow.

Foreign Intelligence.

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HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

Rotterdam, Oct. 24.

We have gained but a very poor victory, but still a victory. By 38 Ayes against 36 Noes the Java Tariff Bill was carried by the Second Chamber of the States General. Both the Protectionists and the Radicals appeared among the opponents of the measure, the first named because it goes too far, and the latter for the reason that it does not go far enough. The seven days' debate which preceded the decision may be summed up in a few lines, for our M.P.'s are very fond of wasting the National time by repeating each others' arguments *pro* and *con*. I have already told you that one of the principal bases of attack on the part of the Opposition was that the Minister altered his Bill at the eleventh hour. The discussions, however, find their echo in the several amendments which were proposed, which clearly show the points of difference between the parties. Mr. Bredius proposed the introduction of a so-called system of free ports, that is the total abolition of all duties, but his amendment was rejected by 66 against 6 votes. Mr. van der Linden, who represents the cotton districts, and, let me add, the cotton interests, was not more successful with his amendment, proposing to rescind the tariff so far as regards exports from Holland to Java. He advocated, and most ably, that Holland and Java were one country, and that it was a mistaken policy to establish a fiscal tariff specially for our East India possessions. His proposal was outvoted by sixty-five against six voices. Messrs. de Jong and Gratema proposed to introduce a measure of transition, viz., to maintain until the year 1877 a differential duty of 4 per cent. in favour of Dutch manufactures; in other words, that the cotton goods manufactured in Holland should pay an import duty of 6 per cent., whilst those imported from other countries should be liable to an impost of 10 per cent. This was rejected by fifty-one against twenty-one votes.

As regards the question of export duties there was no less difference of opinion. The Minister had proposed to tax only a few articles, viz., hides, indigo, coffee, sugar, tobacco, tea, tin, and birds' nests. The coffee, which is now charged with an export duty of 6 and 9 per cent. of the value, would pay f.3 per 100 kilogrammes, whilst, instead of a differential duty of 3 per cent. upon sugar exported to foreign countries (the export to Holland being free), it was proposed to levy a fiscal duty of f.0.30 per 100 kilogrammes. Mr. Bredius was not content with this proposal; he was of opinion that 30c. was too little, and proposed that the sum should be altered to 50c., but the Chamber rejected his proposition by 58 against 14 votes. Mr. D. Bruin Kops urged that no export duty upon tea should be charged; but after two divisions had been taken upon his amendment, the numbers being 36 against 36, it was regarded as outvoted. Last but not least came the amendment of Mr. Mirandolle, most eloquently defended, which was to abolish all export and transit duties. This was not opposed in principle, not even by the Ministry; Mr. Mirandolle *prechait aux convertisbut*, but the Dutch Treasury cannot afford to do without these taxes, and, by 46 against 24 votes, the Chamber resolved to maintain them. These are the outlines of the debate, which, perhaps, would have been still more extended, if the Minister of the Colonies, Mr. Fransen van de Putte, had been in good health. He defended the Bill quite ably, but in a very short speech. The question now is, what will be the fate of the Bill in the First Chamber—a majority of only two will afford quite sufficient grounds to induce our Lords to reject a measure, the future revision of which is to be delayed *ad calendas Græcas*, notwithstanding that it was proposed, but in vain, to stipulate that a revision should take place in the year 1880. To-day the Chamber will open a debate upon the restrictive measures proposed by a Bill to prevent the introduction of the cattle plague. And let me now take leave of Parliament, after having stated that the Minister had laid before the members a very voluminous annual report upon the condition of our colonies. It contains a mass of statements which are all well known in Java.

The Section report upon the East India Budget has been published. There is a general complaint that the Minister had not afforded sufficient information. The resolutions of the Government regarding the Agrarian Law are disapproved of, because the reporters are opposed to the law itself. Complaints are again made that after the Budget had been laid before the members most important alterations were made in it. Although several members suggest that the ten millions which the Minister proposed to appropriate towards the repayment to the Trading Company should be applied to the redemption fund, it was generally approved that the Government had given proof of an intention to decrease the payment of interest upon the National Debt. Several members—of course Conservatives—express opposition to any augmentation of the expenditure in Java, whilst others seek to demonstrate the greatest urgency of an increased outlay in this direction. Information is asked regarding the intentions of the Government with respect to the construction of railways in Java. The proposal to build three new war-steamers, to reinforce the navy in Java is generally approved of. The majority declare for a reorganisation of the Government of our Colonies. The reporters do not think it necessary to advise the maintenance of coffee culture, because there can be no question of its abolition as long as there is no equivalent. An ample report with reference to the financial results of the new sugar regulation is asked for, to be accompanied by information if the native population is sufficiently remunerated for their services. The granting of a subsidy for a steam line between Java and Australia is approved. Complaints are made of the defective education provided for the natives, and of the neglect of public works. It is unanimously acknowledged that the Batavia harbour should be improved, but some members require more information about the plans. It was also generally agreed that Samarang should be guaranteed against inundations, but new works in Batavia for such a purpose are deemed superfluous. Great objection is made to the proposed construction of a lunatic asylum at Batavia. Complaint is made that there is a deficiency in the means adopted for the preservation of public security in that Colony. It is hoped that our East Indian Colonies will be properly represented at the Exposition at Vienna; and it is urged that more coffee should be sold in Java, and in better assortments. These are the outlines of the report, made up by Messrs. Van Houten, 's Jacob, Van Rees, Mirandolle, and Mackay; let me add to it that the reporters request some information about the rumours which state that the Italian Government intends to establish a convict colony on the island of Borneo.

Another company has been established—the Rotterdam India Culture Company, the prospectus of which I gave you some weeks since. This company intends to purchase unproductive agricultural undertakings and waste lands in Java, and place them under productive cultivation. The capital of this company is only one million of guilders—a trifling sum in these times; and this is divided into two series of f.500,000, of which one is subscribed for. I think this amount of capital is very small; £40,000 will not go far in purchasing agricultural undertakings in Java. I hear it was the intention at first to fix the capital at five millions, but one of the promoters (the firm of W. Schoffer and Co.) reckoned on the German bankers, who, however, declined to furnish the capital. The managers of the company are Messrs. Besier and Jonkheym; the commissaries, Messrs. J. G. Thooft, F. Koch, Jos. Anthony, W. van Dam, and — Rose Jr. Mr. Besier will start by next mail to commence operations in Java.

I obtain the following items with reference to our trade with the Far East during the year 1871 from the official statistics, which have been published. From China there arrived two vessels with cargoes valued at f.2,165,487, and two vessels cleared out to China with a value of f.485,364. No vessels arrived direct from Japan, but two cleared with a value of f.176,386. From Java there arrived 260 vessels with cargoes valued at f.101,392,386, whilst 136 ships sailed for the Colony with cargoes worth f.40,813,301. Sixty-two vessels arrived from British India during the year with cargoes valued at f.11,270,659, and ten ships left Holland for this destination with cargoes worth f.871,566. To Australia we exported a value of f.2,879, against f.96,961 in 1870.

PORTUGAL.

(FROM OUR OWN CORRESPONDENT.)

Lisbon, Oct. 19.

Senor Fontes de Mello, President of the Council and Minister of Finance and War, has resigned his financial post, which is now occupied by Senor Serpa Pimental, formerly Minister of Public Works, and one of the most pronounced members of the party of the Government. Senor Serpa has been several times member of the Cortes, is connected with the press, and is a member of the *Tribunal de Contas*, to which all the officials who receive money from the State present their annual accounts. A year since Senor Serpa declined the functions of the office he now holds, and it has created great astonishment that in the present weak position of the Government he has acceded to the wishes of his colleagues. On the same day Senor Serpa took his office a council of Ministers was held to receive his financial propositions. I understand that he intends to reduce the deficit, not alone by the increase of taxation, but also by a better management of public revenues.

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As I stated in my last letter, the day fixed for the convocation of the House of Peers, as a Tribunal of Justice for the trial of the Marquis d'Anjega, on a charge of being implicated in the late conspiracy, was the 18th inst. Accordingly, yesterday, at ten o'clock, the members assembled, and the new President, the Marquis d'Arilda and Balama, assumed his functions. The accused did not appear. The first speaker, Senor Ferrer Neto de Paixa, a lawyer of the highest repute, began by asking the President whether the House was constituted simply as a tribunal or as a Parliamentary Chamber, as, if it had been convoked as a tribunal, its convocation was illegal, as it could not take place simultaneously with the meeting of the Lower Chamber, which must pass judgment upon the accused peer. The President did not reply, and other speakers thereupon repeated the same question, whereupon much discussion ensued. The majority of the speakers were evidently opposed to the convocation, but I am of opinion, notwithstanding, that the Government will be placed in a majority on the question. Until now nothing has been actually resolved upon; but it is very likely that on Monday next the House will be constituted as a tribunal, and I am inclined to believe that the Marquis d'Anjega will be condemned to some months' imprisonment, for, the Government having made a great noise concerning the conspiracy, they wish to prove that they were right.

A new company, called *Protectora*, has been established, to provide to every young man who shall pay a small sum of money, either in annual instalments or in one payment, with a substitute for military service. The press have approved of this institution, and I have ascertained that all the directors are responsible men. Senor Serpa, the new Minister of Finance, who was one of the directors, has given place to Senor Mello e Gouveia.

The company of the White Star Line have inaugurated their service of steamers to the Pacific with the departure of the steamer *Republic*. She had on board 231 passengers; and she has space for 180 of the first class and 900 third.

The Marquis de Niza is moving the Municipality to obtain a concession to construct a line of railway between Alcantara and Pedrouços and San Sebastiao da Pedreira. He proposes to complete the two short lines in four months after obtaining the concession.

Senor Domingos Ribeiro dos Santo has been appointed Consul for Peru in the city of Oporto.

THE TEST OF CIVILISATION.

(NEW YORK TIMES)

If the famous New Zealander who is destined to eat his frugal lunch on the ruins of London Bridge were to exhibit a little enterprise, and, instead of postponing his European trip to the dim futurity when England shall have dropped from the roll of nations, were to spend the ensuing twelve months in visiting China and Europe, it is doubtful whether he would perceive the delicate distinction which separates the so-called semi-civilised Chinaman from the wholly civilised Caucasian. The latter has persistently refused to admit that China is a civilised country, and when confronted by facts which cannot be denied, and which seem to prove that the civilisation of China is not inferior in most important respects to that of Europe, he has insisted that the Chinaman's intellect was arrested some thousands of years ago, and that as he is hence incapable of making any progress in anything, but can only follow blindly the customs of centuries, he is only a semi-civilised being. Even were the premises true, this conclusion would not necessarily follow. That the Chinaman is not incapable of progress is, moreover, easily demonstrated. The long sought-for process by which the telegraph can be made to deliver a message in the handwriting of the operator has just been patented in Paris by three young Chinamen, and the Chinese Government is now building a formidable fleet of iron-clad steamers. These two facts alone exhibit the folly of the Caucasian's complaint that the Chinese mind is incapable of invention, and unable to depart from the precedents of its past history.

The real reason why the European has refused to admit the civilisation of the Chinaman is the fact that when engaged in war with Western nations the Chinese have proved scarcely more formidable than the timid natives of Australia or Polynesia. That a great Empire, with almost unlimited funds, and an enormous number of men capable of bearing arms, of whose individual bravery and contempt of death there is abundant proof, should prove so feeble in war, has convinced their enemies that the Chinese are little better than naked barbarians. Had the Chinese beaten French and English troops in the field, there would have been an end of the shallow talk of Chinese semi-civilisation.

Now the creation of a powerful Chinese fleet, propelled by steam, protected by armour, and provided with the best European arms, handled by crews drilled after the system of European navies, is not only a step that will go far toward convincing Europeans that the Chinese are civilised, but is a matter full of interest and importance to the civilised world. The weakness of China in war has been due solely to the want of fleets and armies equal in drill and equipments to those of her adversaries. Since she has shown that she appreciates the necessity of exchanging the junk for the iron clad, we may expect to see the archer and the matchlock-man of the Imperial Army superseded by infantry armed with breech-loaders, and artillery equipped with rifled cannon. The successes achieved in the Taeping rebellion by the small bodies of Chinese troops organised after the European model, and commanded by Ward, Burgevine and Gordon, afford abundant evidence of the efficiency of the Chinese soldiers when properly armed and led. The reorganisation of the army will undoubtedly follow the reorganisation of the fleet, and when this shall have been thoroughly accomplished, China will be the most powerful military Empire on the globe. With her countless population, she will be able to put ten men in the field for every one man that Germany or Prussia can raise, and can furnish these men with their simple rations of rice at probably a tenth of the outlay that each European soldier costs his Government.

The Chinese are so essentially an agricultural and trading people that no schemes of conquest need be expected from them. Were China, however, in a condition to maintain the integrity of her possessions, to enforce her nominal authority over the tribes of Tartary, and to check the tide of Russian conquest now flowing eastward through Bokhara—all of which she is fully capable of accomplishing, so soon as she possesses an army as well equipped as her new fleet promises to be—we should no longer hear of the semi-civilised Chinaman, and the arrested development of the Chinese intellect. We have contemptuously ignored the civilisation of the people who first founded a civil service upon competitive examinations, who invented gunpowder and the mariner's compass, who clothed Europe in silks, and provided her with porcelain ware from which to drink Chinese tea; but we shall instantly admit her claim to be called civilised the moment that she demonstrates her ability to kill men in a scientific manner. So true it is that the modern test of civilisation is the efficiency of a nation's breech-loaders.

MR. DREW, COMMISSIONER OF CUSTOMS AT KIUKIANG.

(BOSTON TIMES.)

Mr. Edward B. Drew, of Chelsea, a graduate of Harvard in the class of 1862, arrived home a few days since after an absence of seven years in China, where he has occupied the responsible position of Commissioner of Customs of the Chinese Government. Mr. Drew is one of three young men who were selected by the Presidents of as many American colleges for this important cosmopolitan service, in which English, French, and German students have been employed. The Inspector-General of Chinese Customs—Robert Hart—having representatives of the above nationalities in the service, and failing to find any respectable young Americans in China qualified for the duties, requested the late Mr. Burlingame to apply to the several colleges for competent men to fill the positions. Mr. Drew was accordingly honoured by the nomination by President Walker, of Harvard, T. E. Woodruff, of New York, was chosen from Yale, and E. C. Taintor, of New York, from Union College. Mr. Drew first took up his residence in Chefoo, where he remained a year and a half, acquiring meanwhile the rudiments of the Chinese language. He subsequently went to Peking to study, and having become proficient, was placed in charge of the port of Chinkiang, where he remained six months, going thence to Kiukiang, of which port he has been the Commissioner of Customs for the past three and a-half years. His residence in China has given Mr. Drew large opportunities for studying the character of the people, their political policy, their social institutions, and their commercial relations with the outside world. Although naturally reticent upon matters affecting his relations with the Chinese Government, Mr. Drew, knowing that considerable curiosity has been manifested to learn the results of the Burlingame mission, says that the principal benefits arising from the mission are manifested in the willingness on the part of the Chinese Government to establish diplomatic relations with friendly nations. They have, however, sent but a single representative to a foreign Court—that of France—and this in the settlement of the troubles growing out of the Tientsin Massacre. The mission of Mr. Burlingame had the greater and more immediate effect of establishing an understanding with the English Government, in restricting Consular officers in the exercise of arbitrary powers. They are now prohibited from calling gunboats to their aid and landing armed men in the settlement of local difficulties, the Treaty providing that all such questions, which cannot be settled by correspondence, shall be referred to the high authorities at Peking. Mr. Drew avers that it is a mistake to suppose that we, as a nation, stand higher than other nations in the estimation of the Chinese. Great Britain exercises the greatest influence by reason of her vast influences and greater power.

Americans have, however, obtained a strong foothold, and the monopoly of the carrying trade of the great river (Yangtse). The house of Russell and Co., one of the largest in China, having agencies at each of the principal ports and also at Hankow, controls at present the entire foreign bottom trade of this great feeder of Shanghai. This firm own a fleet of American built river steamers, which they run under the American flag, three up and three down the river every week. Tea forms the principal article of export, to which is added hemp, tobacco, oil, and paper. These steamers go down freighted with these goods, and carry back cotton and woollen piece goods, opium, and the products of other ports of the Empire. But notwithstanding repeated attempts have been made by foreigners to get a foothold upon the soil, the business of the ports on the Yangtse is almost exclusively in the hands of the Chinese. It was formerly expected that the port of Kiukiang would grow to be as large and important as Shanghai, but the trade slipped through the fingers of the Americans into Chinese hands, and the former now only retain the carrying trade. The monopoly which they have held of this has excited the jealousy and cupidity of the English, who have only one line under the British flag on the river, and that a single steamer plying weekly between Shanghai and the upper ports. It is believed that the house of Alfred Holt and Co., of Liverpool, whose steamers run with frequency between that port and Shanghai, are about to establish a powerful opposition to the line of Russell and Co.

There is no evidence at present of the intention of the Chinese to establish those adjuncts of civilisation, railroads and telegraph lines, in the Flowery Kingdom. The only telegraph which exists in the Empire is a cable between Shanghai and Hong Kong, which is greatly appreciated by the Chinese merchants. The Government, even, after the Tientsin Massacre, found the telegraph of great service in their negotiations with France, but they have not yet consented to have one laid even from the capital to Shanghai.

During his residence in China Mr. Drew accompanied Mr. Low, the United States Minister, on the Korean expedition, in the capacity of acting secretary of legation and interpreter. He speaks in the highest terms of George B. Glover, Esq., now senior commissioner of customs at Foochow. A residence of twenty years in China has given Mr. Glover unlimited opportunities of familiarising himself with the people and their institutions, and he is never more happy than when rendering assistance to his countrymen. Mr. Drew has a furlough of two years.

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THE FOREIGNER IN FAR CATHAY.

The following are extracts from Mr. Medhurst's work bearing the above title:—

A writer in a late Hong Kong paper has very pertinently remarked that although the solution of the audience question in a direction favourable to foreign views implies a violent wrench to every tradition surrounding an ancient and illustrious throne, and that consequently every sympathy is due to those whose patriotic instincts will suffer thereby, yet it cannot be admitted that the mass of Chinese officials have any claim upon foreign consideration in the matter. The ill-government of many a cycle, which is mainly attributable to the difficulty hitherto existing in bringing matters to the immediate cognisance of the Emperors without the intervention of interested officials, would alone justify intervention in favour of a change; but apart from this consideration, foreign interests in the country have now reached that magnitude that they imperatively demand that the existing isolation of the Emperor should be done away with at the very earliest opportunity. Another essential measure necessary to progress, and which has not had that attention that it deserves, is the giving of official publicity to every act of concession to a foreign Power. The treaties have not been promulgated and made law throughout the Empire as they ought to have been, although in some of them publication to the people constitutes one of the provisions stipulated for, and the consequence is that the mandarins in the provinces constantly profess ignorance of the existence of trading privileges, and the inhabitants need not necessarily be aware of them. Even the concession of the non-audience claims will fail of effect unless the fact that the Emperor has admitted a foreign representative to his presence be proclaimed by an Imperial edict, and an injunction conveyed that all foreigners are to be treated accordingly. Officials and people alike will then see that their Government is in earnest in admitting foreigners to friendly relations on terms of entire equality, and will readily do their part in making friendly advances.

CHUNG HOW.

Chung How, the only really high class mandarin who has visited Europe, disappointed me keenly when I was conversing with him last August, by exhibiting the most listless indifference to my suggestions as to the vast collections of novel and interesting sights which it would be well for him to see whilst in this country. I happened to attend him at Shanghai when he embarked for the first time on board of one of the finest vessels of the French Messageries fleet, and took possession of his cabin for the voyage. The next time when I met him was in his handsome room at the Grosvenor Hotel, a day or two after his arrival. Yet, on both occasions, he took as little heed of his novel surroundings as he would have done when stepping on board of one of his own wretched Chinese junks, or walking into one of his still more primitive native hotels. To my mind there must be something more in this than an effected indifference arising out of simple conceit. It must be the result of an inborn incapacity in the untutored Chinese mind to entertain any subject save by the particular process of thought or connection with the particular association to which it has been schooled by custom and tradition.

THE INFLUENCE OF TRADE.

Let the commercial enterprise of the people be taken advantage of to introduce the thin end of the wedge of progress wherever and whenever the opportunity offers itself; let knowledge be sown broadcast throughout the land by means of suitable and instructive publications, in the native language; and let foreign Powers combine to treat China justly, and at the same time see to it, that she acts as justly by them, and not only will progress be possible, but no long time need elapse before a regeneration ensues which shall at once satisfy the longings of the diplomatist, the merchant, and the missionary.

NAVAL AND MILITARY.

The Mosquito, a new composite gun-boat of 408 tons burthen and 360 horse power, will be commissioned on the 30th inst. for service on the China station. The gun-boat will have a complement of fifty-seven officers and men, and will be commanded by Lieutenant William Henry Bond (1863) who until recently served on board the Glasgow, flag ship of the East India Station.

Lieutenant-Colonel J. H. Hudson, Grenadier Guards, will not return from Ceylon, he having been nominated by General Renny to succeed Colonel Stewart in the post of Assistant Military Secretary. Lieutenant E. E. Swaine, Ceylon Rifles, has been appointed Acting Aide-de-Camp to Major-General Renny, commanding in Ceylon, in place of Lieut.-Colonel Hudson.

Lieutenant John Hext, R.N., who formerly commanded the Firm on the China Station, has been appointed to the command of the gunboat Decoy, which is to be commissioned for service on the West Coast of Africa.

Dr. William Loney, R.N., has been nominated to the Royal Naval Hospital at Hong Kong, vice Dr. Pottinger, who has been compelled to invalid in consequence of failing health.

We learn by telegram that the Thalia arrived at Malta on the 23rd instant, and *en route* to China.

DEATH OF ADMIRAL COCHRANE.

Admiral of the Fleet Sir Thomas John Cochrane, G.C.B., died on the 19th inst., at his residence near Ryde, Isle of Wight. The late Sir Thomas Cochrane entered the navy at a very early age as first-class Volunteer, and served on board the *Thetis*, commanded by his father, Capt. Alexander Cochrane, on the North American Station. In 1800 he rejoined his father in the *Ajax*, 80, as midshipman, and served in the expeditions against Quiberon, Belleisle, Ferrol, and Egypt. From April, 1803, till June, 1805, he served under his father's flag in the *Northumberland*, 74, on the Irish station and off the north coast of Spain. On obtaining his lieutenancy he served in the West Indies, and afterwards removed from the *Melville* to the acting captaincy of the *Jason*, 32. When off the coast of Surinam, June 27, 1807, he took *La Favorite*, French national ship, and in December following he assisted at the reduction of the Danish West India Islands. While commanding the *Ethalion*, 38, he had a slight encounter with the French frigate *Amphitrite*, and served in the capture of *Martinique* in 1809. After two years on half-pay he obtained in August, 1812, the command of the *Surprise*, 38, which vessel he commanded three years, during which time he captured the *Decatur*, American privateer of 12 guns and eighty-two men, and was in the *Chesapeake* during the attacks on Washington and Baltimore, and in the operations on the coast of Georgia. In the spring of 1825 Captain Thomas Cochrane was appointed Governor-and Commander-in-Chief of the island of Newfoundland and its dependencies,—an office which he held for several years. In 1835 he was an unsuccessful candidate for the City of Westminster, but in 1837 was returned to Parliament for Ipswich in conjunction with the present Lord Chief Baron of the Exchequer, which borough he represented till the dissolution in 1841. Shortly after obtaining his flag rank in November, 1841, he was appointed second in command on the China station, and hoisted his flag in the *Agincourt*, 72. On the return home of the Commander-in-Chief, Admiral Sir William Parker, he held until 1847 the direction of naval affairs in Hong Kong and the China seas, and it was during this period that he severely punished the Borneo chiefs by the destruction of several piratical towns and forts in Borneo. He was appointed Commander in-Chief at Portsmouth in December, 1852, and held that appointment for the customary period, since which he had not been on active service. Sir Thomas was knighted in May, 1812. In April, 1839, he was nominated a companion of the Order of the Bath; a Knight Commander in November, 1847; and a Grand Cross of the Order in 1860. The deceased Admiral was the eldest son of Admiral the Hon. Sir Alexander Forrester Inglis Cochrane, fifth son of Thomas, eighth Earl of Dundonald, and was born February 5, 1789. He was twice married—first, on January 6, 1812, to Matilda Ross-Wishart, eldest daughter of the late Lieut.-Gen. Sir Charles Ross, who died in 1839, and secondly, on January 8, 1853, to Rosetta, daughter of the late Sir Jonah Denny Wheeler-Cuffe, who survives him. He leaves issue by both marriages, his eldest son, Mr. A. Baillie Cochrane, representing the Isle of Wight in the House of Commons.

The remains of the late Admiral were interred in a mausoleum belonging to the family in Kensal-green Cemetery. The coffin, which was of polished oak, with plain brass fittings, bore the following inscription on the plate:—"Admiral of the Fleet, Sir Thomas John Cochrane, G.C.B.; born the 5th of February, 1789; died the 19th of October, 1872, at Quarr Abbey-house, near Ryde, Isle of Wight." The following is the list of the mourners present on the occasion:—Chief mourner, Mr. A. Baillie-Cochrane, M.P., the eldest son of the deceased; Lord Buckhurst, Sir Charles Cuffe, Captain Otway W. Cuffe, Lord Napier, Sir John Hay, Mr. William Hubbard, Lord Cochrane, Colonel Ross, Colonel Farquharson, Mr. William Maconochie-Welwood, the Hon. Henry Bourke, the Marquis Townshend, the Rev. Mr. Walrond, the Hon. and Rev. George Bourke, and Dr. Brown. The bells of the churches in the vicinity of Belgrave-square were tolled as the funeral procession left the house, and several of the tradesmen of the locality closed their windows.

A return has been printed, by order of the House of Commons showing the services of all the colonels of regiments in the British Army, with the number of years passed by each in the performance of staff or regimental duty, and specifying whether such duty had been discharged at home or abroad. We subjoin the records relating to the regiments stationed in China and Ceylon. Lieut.-gen. Sir S. J. Cotton, K.C.B., of the 10th (China), commanded an expeditionary force on the north-western frontier of India in August, 1854, and served in the Indian Mutiny; regimental service, 33 years 3 months abroad, 3 years 10 months at home; staff service, 13 years 10 months abroad, 1 year 3 months at home. Gen. Sir R. H. T. Davie, of the 73rd (Ceylon), no field service recorded; regimental service, 25 years 5 months at home; staff service, none. Lieut.-gen. P. V. England, 2nd brigade of Royal Artillery (Ceylon), served in the expedition to the Weser in 1805-6, in the expedition to the Cape of Good Hope and South America in 1806-7, in the Peninsular campaign of 1813, including the battle of Vittoria and the siege of San Sebastian; he has a medal for the Peninsula, with two clasps. Gen. England served 57 years 4 months abroad, and 13 years 1 month at home.

The German flying squadron, consisting of the Friedrich Carl, ironclad, 20 guns, flying the broad pendant of Commodore Werner, Capt. the Graf von Hanke; the Elizabeth, corvette, 18 guns, Capt. Livonius; and the gun vessel Albatross, 4 guns, Capt. Steuzel, called at Plymouth on the 18th inst., *en voyage* from Wilhelmshaven, and exchanged the customary salutes with the Citadel and the Royal Adelaide, flagship of the Port Admiral and the Commander-in-Chief. The squadron will proceed to Madeira, thence to the West Indies, Central America, Rio de Janeiro, and Cape Horn, probably to San Francisco; returning *via* Japan, Australia, China, India, and the Cape of Good Hope. The squadron will be joined at Barbadoes by the corvette Vineta, 21 guns, Capt. Batsch, ordered home from the West Indies, and at Japan by the corvette Moselle, 21 guns, Capt. Arends, and these ships will be relieved on their respective stations by the Elizabeth and Albatross, which are to remain in their stead.

At the annual meeting of the Friends of the Royal Seamen's and Marines' Orphan Schools, at Portsmouth, on Monday last, the Commander-in-Chief (Sir Rodney Mundy) in the chair, it was announced that the only contribution to the endowment fund of the institution during the year, was from the Rev. Thos. F. Morton, Chaplain of the Princess Royal, at Hong Kong. The amount was £24 10s.

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LONDON: MONDAY, OCT. 28, 1872.

THE HONG KONG DUEL.

WE should be neglecting an important part of our duty if we were to allow the termination of this notorious duel-case, in which the consuls of Spain and France were concerned as principal and second, to pass without a few words of comment. We heartily rejoice that fines have been inflicted on the principal culprits; and we cannot but express our regret, both that their punishment should not have been more severe, and that foreigners of any nationality—to say nothing of their being the official representatives of friendly Powers—should have permitted themselves to be involved in a proceeding so revolting in itself, and so certain to degrade Europeans in the eyes of the natives by proving that some few of them — such as the actors in this contemptible melo-drama — are indeed the "barbarians" the Mandarins delight to call them. The subject of duelling has been so often discussed — the illogical character of its argument so thoroughly exposed—and its barbarism as a practice so denounced, that it would be altogether superfluous at this time of day to judge the present outrage on the true and higher grounds of religion and reason. A couple of Chocktaw Indians, escaped from a caravan, and scalping each other in Hyde-park, in the midst of a group of London "roughs," would not be a greater anachronism than the "sensational" encounter between Senor CHECA, and ——, the gentleman with the *un*questionable antecedents, whom he hit in the shoulder. We have no fear that this sorry example of the state to which Castilian "honour" has fallen will be followed by any of our countrymen. Since Her MAJESTY'S disapprobation of the practice of duelling was publicly and authoritatively declared in Parliament, twenty-seven years ago, and a passage was introduced into the Articles of War in conformity with that declaration, none but a brace or two of demented shop assistants have been found empty-headed enough to play a match for "the satisfaction of a *gentleman*," with the certainty of getting their hair cut at the Government's expense, and doing a little journey on the "endless staircase"—which two such fools are performing now—for their pains. If Senor CHECA'S opponent had hit the head which he aimed at; or if Senor CHECA had pointed his pistol at the head of his notorious opponent—we suppose he had no "heart" to aim at—the loss to the world in the matter of brains would have been infinitesimal, even if both shots had taken effect. At the very moment when M. GEOFFROY is proceeding with so much tact and resolution to the consideration of the revision of the Treaties—at the very moment when the French Minister stands most in need of the co-operation of his subordinates—he finds the representative of his country at a most important port arraigned and punished for an outrage on civilisation. "See these Christians," exclaimed the natives, "see these Christians, who profess to love GOD and forgive "injuries, these men who declare they are guided by com-"mandments of mercy and grace. See how they meet to "murder one another by arrangement. Who will say, after "such an exhibition, that Spanish and French are not bar-"barians?" But we believe that better specimens of their countrymen will be speedily appointed by their respective Governments.

THE LAST RATEPAYERS' MEETING AT SHANGHAI.

THE Shanghai community is certainly a very public spirited one, for even in the heat of August, and at the height of the busy Tea and Silk season, it can turn its attention to matters pertaining to its local administration. The business brought before the special meeting held on the 12th August. was the adoption of the Bund extension scheme, the substitution of a new arm for the Volunteers, the laying of a line of tramway, the bridging of the Soochow Creek, and appending to the land regulations, a bye law with the view of more clearly defining the Council's action with respect to the examination of market produce. After an exposition by Mr. JOHN DENT, Chairman of the Council, on Municipal finance, prospective and retrospective, the schemes prepared by request of the ratepayers for the extension of the Bund in front of the so-called English settlement, and in part of Hongkew, having been discussed, it was decided to adopt the "*half bunding and slope*" proposition, at a cost of Tls. 106,000, Tls. 57,000 being spent on the English side, and Tls. 49,000 on the Hongkew.

This work will considerably improve both settlements, but we have our doubts if it will be any improvement to the river. The conservation of the Hwangpu is out of the province of the Council; indeed, important as this subject is to Shanghai, it seems nobody's business to take it up. The Chamber of Commerce has certainly opened the question, but in such a negative manner as to do more harm than good. The only thing now to save the river from filling up is dredging. The present prosperity of Glasgow is in a great measure owing to the careful way its water approaches have been dredged. And we hope soon to see such an agitation raised as will cause this long-needed work to be taken up and carried out in an energetic manner. The question of bridging the Soochow Creek is practically in *statu quo*. The meeting passed a resolution to establish "free ferries over the Soochow Creek" at such points as may appear desirable. The tramway question was referred to the Council, presumably on the grounds that it was not put sufficiently clear before the meeting. One feature in the scheme to which exception may with fair reason be taken, the narrowness of the guage proposed. We are glad to see the unanimous manner in which the meeting acceded to the request of the Volunteers to change *their* arm from the Snider to the Henri Martini. This *must be* most encouraging to the corps. The Volunteers, *however*, will do well to remember that great caution is necessary to be taken in the use of their new arm. The additional bye-law to the regulations is simply detailing the course of action to be observed by the Council in the examination of market produce, and springs out of the Land Regulations, so comprehensively framed for the "peace, order, and good government" of the Settlements. As special meetings of ratepayers have no authority to raise funds the works lately approved will not be proceeded with this year.

THE FRENCH TREATY.

THE Havre Chamber of Commerce has lost no time in replying to the circular of the Minister of Commerce relative to the revision of the Treaty with China. A committee was formed to examine the various questions involved, and that body has since presented to the Chamber the following report, the conclusions of which were adopted, and which has been transmitted to the Minister:—"In accordance with "the mission confided to us we have made inquiries "of several shippers and merchants of our town, who, "from the nature of their business and their rela-"tions with China, seemed the best qualified to enlighten "us as to the articles of the tariff which might be "made the subject of a demand for a modification, "but they all appeared to us to be generally satisfied with "the present *regime*. We must, however, add that this "district furnishes little matter for direct commercial rela-"tions with China. A revision of the tariff would probably "not have the result of developing more important relations "on our market, which does not possess the same advantages "as certain others; for example, Lyons and Marseilles for the "importation of silk, Bordeaux for the exportation of wines and "other liquids, and Paris for that of its various manufactures. "The Franco-Chinese Treaty of 1858 contained in several "places a clause to the effect that, with regard to the tariff "as well as for all stipulations that should be introduced in

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"the existing or future treaties, French merchants, and in "general all citizens in China, shall enjoy at all times and "places the treatment of the most favoured nation. It "therefore appears to us that the trade of Havre desires no-"thing more than a continuation of the *regime* inaugurated "by that Treaty."

MAJOR CROSSMAN ON THE CONSULAR SERVICE.

MAJOR CROSSMAN is undoubtedly a very clever and a very industrious officer, and it is a pity that his abilities were not exclusively devoted to the object for which he was sent to China and Japan. Had this been so, he might have been spared the ridicule which has been cast upon him, for the unsightly and unsuitable buildings he has caused to be erected in the ports of China and Japan. *Ne sutor ultra crepidam* is evidently a motto which is not regarded by him. His evidence given before the Committee of Inquiry on the Diplomatic and Consular Service attracted so much attention, and was so much esteemed by the members who studied only economy or the cutting down of salaries in the service, that we publish the report drawn up and handed in by the Major. Had the gallant major been contented to hand in his notes of a flying visit to each port he would not have erred so egregiously. The assumption and grandiloquence of his statements are truly military. He backs his opinions against men who have known China and its requirements for twenty years. His recommendation that the offices of Governor of Hong Kong, and Chief Superintendent of Trade or Minister at Peking, should be combined, and that the Southern Consulates could be worked by a Consul-General at Hong Kong is certainly unique, but hardly equals in absurdity his mode of computation of British residents at the Treaty ports, in which category he excludes missionaries and persons in the employ of the Chinese Government. On what principle, we would ask, does he denationalise persons who enter the Customs service? Are they not putting their powers to develop and increase trade, and are they any the less British subjects? We would remind Major CROSSMAN that a British Consul has other duties besides looking after and protecting the British residents; we may instance the attack on a man-of-war's crew at Swatow in 1868. The comparison of Hong Kong with Shanghai is preposterous. No sort of comparison can be instituted, the conditions of the two places being totally different. Such views are only excusable to any one who has not visited the ports and places described. It is not necessary to go fully into the extraordinary opinions of Major CROSSMAN, as our readers will be able to fully appreciate them. We may call attention to his horror of Newchwang. Oddly enough to-day's mail bring accounts of a large increase of trade there.

A DESPATCH from Suez mentions that between the 1st and 20th Oct. fifty-one vessels passed through the Canal, producing a sum of 972,000f. for tolls. The detailed return for the month of Sept. shows that the dues were paid on 116,060 tons of shipping, against 53,873 tons in the same month of 1870, and 35,226 tons in 1870. The tolls in the three months amounted to 1,260,039f., 612,360f., and 407,179f. respectively; and the total receipts from all sources to 1,672,011f. in Sept., 1872, 979,481f. in 1871, and 477,361f. in 1870. The 116,060 of gross tonnage last month represented only 76,272 of the net official tonnage, so that the company gained 39,788 tons, or a sum of 390,788f. in the month by the new scale of charges.

WE are glad to see by latest advices from Yokohama that Mr. LOWDER—whose resignation of the Consular Service we announced last month—has assumed his duties in the Japanese Customs Service, and has already effected improvements in the working, to the satisfaction of merchants and others. It is not, however, the intention of the Government to have a foreign inspectorate as in China, but simply to employ foreigners to assist in the administration.

THE following, received by last Bombay mail, is discredited. "The *Rangoon Times* has received the following telegram from Prome:—'Panthays severely defeated, if not crushed. Road to China open. Great rejoicings among Chinese at Bhamo and Mandalay.' The telegram is dated the 6th of September."

THE *Gazzetta di Spezia* states that the Italian Government is resolved to establish a penal settlement in Borneo. The transports *Cambria* and *Citta di Napoli* are being fitted out for that service, and the corvette *Magenta* will accompany them. In reference to this announcement we can state on the best authority that no place has yet been decided on by the Government. Islands in the West Indies, as well as the East, are under consideration.

THE P. and O. steamer *Pekin*, from Southampton Nov. 7, will convey to Ceylon, on a visit, Earl GROVESNOR, son of the Marquis of WESTMINSTER, the Marquis of STAFFORD, son of the Duke of SUTHERLAND, and Viscount LEWISHAM, son of the Earl of DARTMOUTH. These noblemen are all under age.

WE have much pleasure in calling the attention of old residents in Hong Kong to a subscription now being raised for the purpose of equipping the new choir of St. John's Cathedral with the necessary fittings. The circular will be found in our advertising columns.

THE steamer *George Reed*, reported lost on the Maldives, is one of the four steamers despatched from this for Saigon for the navigation of the rivers in Cochin China under a concession from the French Government granted to Mons. LARRIEU.

WE understand that Admiral DUPRE will resume the appointment of Governor and Commander-in-Chief of Saigon and its dependencies, and will probably proceed by the November mail from Marseilles.

THE Count de ROCHECHOUART, who, it will be remembered, was the French *Chargé d'Affaires* at Peking at the time of the Tientsin Massacre, and was at the time reported to be killed, has arrived in Paris.

A TELEGRAM from Paris announces that judgment has been given in favour of the Messageries Maritimes against the Suez Canal Company, and that notice of appeal has been given.

A DINNER was given at the Grand Hotel, Paris, on Thursday last by the Japanese residents in Paris in honour of the MIKADO'S birthday.

THE DIPLOMATIC AND CONSULAR SERVICE.

[Report by Major CROSSMAN.]

Though the trade between Great Britain and China is increasing steadily and rapidly, the gross amount of the exports and imports of England, India, and the Colonies, having been in 1868 nearly thirty-six millions sterling, while those of the rest of the world amounted only to a little over five-and-a-half millions, it is a question for consideration whether the Consular Establishments which cost the country so much annually, not only for salaries and office expenses, but also for buildings, might not (except at Shanghai), instead of being increased, rather be diminished, and without disadvantage to the public service.

The Foreign Office, acting upon the recommendation of Her Majesty's Minister at Peking, determines the number of Consular officials, and without venturing to give any opinion as to the amount of diplomatic work which devolves upon those gentlemen, I would beg to put forward a few remarks which have occurred to me during several visits to the various ports during the last three years as to the nature of the trade, and the number of British subjects under Consular jurisdiction at each of them. I do not take into consideration British subjects who may be officials in the Chinese Customs, as they are to all intents and purposes servants of the Chinese Government, nor do I include missionaries, for though many of them cause much trouble, I do not think that were missionaries to establish themselves at any place where there was no representative of the mercantile class, the British Government would be likely to establish a Consulate there for their protection. I have shown, however, in a tabular form at the end of this memorandum, the number of missionaries, and the approximate number of Englishmen in Chinese employ at each of the Treaty ports.

The import trade from the British Empire direct centres at *Hong Kong* and *Shanghai*; the exports into China proper from the former place are shown by the Customs returns to have amounted to a little more than three-eighths of the value of those imported from Great Britain; unfortunately no trade returns are published in the Colony, but as the consumption of foreign goods in the island cannot be large, probably nine-tenths of what is exported from England to Hong Kong finds its way to the mainland of China.

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From Hong Kong and Shanghai foreign goods are forwarded to the other ports; *Hong Kong* supplies *Canton* and the coast ports of *Swatow*, *Amoy*, and *Foochow*; *Shanghai*, which imported last year (1868) foreign goods to the value of about fifteen millions sterling, and re-exported to other Chinese ports* nine and a half millions, supplies *Ningpo*, the ports of *Chinkeang*, *Kewkeang* and *Hankow*, on the Yangtsze, the northern ports of *Chefoo*, *Tientsin*, on the Peiho, the port for Peking (which next to Shanghai takes the largest quantity of foreign goods), and *Newchwang*, at the head of the gulf of Pecheli. Goods are carried from Hong Kong to Canton in British steamers of American build running daily (ten hours), and to the coast ports in steamers belonging to the Peninsular and Oriental Company, and other firms.

From Shanghai large American steamers run to Ningpo (twenty six to twenty-eight hours); steamers belonging to the same firm, of about 2,000 tons burden, go up to the Yangtsze three or four times a week, an English company running two smaller boats of similar build. There are two lines of steamers, one English and the other American, trading during the season between Shanghai, Chefoo, and Tientsin, occasionally going to Newchwang. At nearly every port the regularly trading steamers enter into a bond with the Customs, and in consequence are generally relieved, if English, from depositing their papers at the Consulate, so that except in the case of a disturbance on board, or a riot amongst drunken sailors on shore, the consul has little or nothing to do with them. The shipping business at Shanghai is managed (under the consul) by a temporary clerk, with an assistant, and that at Whampoa and Foochow by the Vice-Consuls, without any assistance.

A good deal of the coasting trade, principally in Chinese produce and on Chinese account, is carried on in sailing vessels, of which there are nearly as many North German as British; these are very often chartered by Chinamen without the intervention of any foreign broker. The number of British residents at all the outports would appear to be decreasing. The Chinese are fast taking the trade into their own hands, and it is not to be wondered at; they keep no large establishments, live cheaply, can travel from any port to Hong Kong or Shanghai and back for a few dollars, buy exactly the quality of goods their countrymen want, and in quantities to suit the demand of the market, so that they are able to undersell the foreigner.

At *Canton* the British community, exclusive of Consular officials, Custom-house officers, and missionaries, consists of thirteen individuals belonging to nine firms; there are also six Parsees or Moormen. The large houses at Hong Kong generally have one tea taster here, the remainder of the fifteen are public tea tasters or commission agents. In the Customs Returns, the direct foreign trade of Canton is put down at, in round numbers, £2,000,000 sterling, but it must be borne in mind that not only at Canton, but also at Swatow, Amoy, and Foochow, the direct foreign trade (on page 19 of the Customs Abstract of Trade for 1868) refers almost entirely to the importation of goods from Hong Kong and the Straits; Hong Kong being a British colony is treated as a British port; the result to England is the same, however much the position of British residents at the ports referred to is affected. Goods now are imported from Hong Kong principally by Chinamen themselves, and not by foreign merchants as formerly. I may mention that there is another statement in the Customs Reports, relative to Canton, likely to mislead those unacquainted with the place; it is said that a large number of ocean steamers are entered at the port during the year; by far the greatest number of those are vessels belonging to the various mail companies, which during the intervals between the arrival and departure of the mails are sent up to Whampoa to lie in fresh water; others go up to be repaired in the docks at that place, which I hear, however, are likely to be given up, owing to the construction of larger and more convenient ones at Kowloon. Canton is the residence of the Viceroy of the province of Kwangtung, with whom, at any time, the Governor of Hong Kong may come into collision, and as all questions of dispute must pass through the Consul, the Canton Consulate must always be an important one. He lives inside the city, and the house built for him some years ago in the foreign concession has never been occupied. The present staff consists of a Consul, assistant, and interpreter, with a Vice-Consul at *Whampoa*, where the shipping of any size anchor, and where nearly the whole of the shipping business of the office is done.

At *Swatow* the trade seems to have decreased considerably during the last year, and here, as at Canton, the Chinese have nearly the whole trade in foreign goods in their own hands. There are two English firms, a merchant's and a storekeeper's; the former has only become English during the last three years, formerly it was American; the mercantile men with a doctor makes up a community of six individuals. The Consular staff, at present, consists of an acting Consul and an assistant; an interpreter is authorised; but if the present staff is considered sufficient, or a Vice Consul at Swatow with an assistant at Chow-chow-foo, to see that the goods of the *one* British merchant there are not subject to the squeezes of the mandarins, a saving will be effected in buildings, as it will not then be necessary to renew the interpreter's house, at probably a cost of £3,000.

At *Amoy*, too, the trade has decreased; this is owing, I understand, principally to the heavy taxes levied upon foreign goods in the interior; when this has been rectified it will probably recover. There are nine British firms with a mercantile community of about thirty; to look after their interests there is allowed a staff of Consul, interpreter, and assistant. Twenty-one British vessels entered and cleared during the last quarter of 1868, nearly all with China produce from and to Chinese ports and Singapore.

Foochow must always be a place of importance, as it is the great shipping port for tea, though the importation of foreign goods is even smaller here than at Swatow. As it is the residence of the Viceroy of Fuh-kien, it is an important Consulate, and perhaps a larger staff may be maintained here than the amount of trade would appear to justify, for though the export of tea in British bottoms is large, the whole of the shipping business of the Consulate is now transacted at the *Pagoda Anchorage*, where a Vice-Consul is stationed. A Consul, interpreter, and assistant, constitutes the present staff. Here, as at Canton, the Consul has a house inside the city, and if it is retained now that a new house has been built for him in the foreign settlement it ought to be utilised as quarters for the interpreter or assistant; hitherto the Consul has retained in his occupation both the house inside the city and the interpreter's residence in the settlement, rendering it necessary to give lodging allowance to the interpreters. There are twenty-three British mercantile houses, banks, &c., and about sixty British subjects, exclusive of Custom-house officers and missionaries.

The British population of *Ningpo* (mercantile, medical, and storekeeping) consists of about fifteen persons, members of firms, the principal business of many of whom, as officially reported by a former Commissioner of Customs at the port, consists in selling their names to Chinamen to enable the latter to pass their goods in the interior without payment of those transit dues to which they would be subject if they were sent in their own name, and not in that of a foreigner. Steamers run to Shanghai every other day, and here, too, the Chinese are their own importers, to a very great extent, of foreign goods. The authorised Consular staff consists of a Consul, interpreter, and assistant; a house for the Consul is being proceeded with, and though, on account of the nature of the ground, it was deemed advisable to drive piles for the foundation of the house for the interpreter, nothing further will be done at present. It may be found in a year or two that so many Consular officers are not required.

Shanghai forms quite an exceptional case; the gross value of the trade at this port last year amounted to nearly thirty-three millions sterling (*see* Customs Report, page 21, for extent and nature of the trade), and the British community consists of about 1,000, besides a floating number of distressed seamen, deserters, and other loafers. Though judicial affairs, except as regards matters in the Chinese mixed court, have been transferred from the Consulate to the Supreme Court, the Consular staff appears to be fixed on a very economical scale. It seemingly forms a great contrast to the establishments at some of the outports. It consists of a Consul, Vice-Consul, one interpreter, and two assistants, with two temporary clerks in the shipping office.

Chinkeang, after being abolished altogether, was first made an assistant's charge; within the last month, however, a married interpreter has been ordered there; so, I suppose, a new house will be asked for, as the present one, though well enough suited for a bachelor, is not, in such a climate, fit for the accommodation of a family. Four changes have been made in this Consulate in a little over two years. There are two British firms, comprising three individuals; one of these having just left for England. The British community, besides the Consul and his constable, consists of two, one of whom is agent for the British steamers running to Hankow. The whole of the trade, or nearly all (for a small amount of goods is carried in lorchas), is done by means of the river steamers, which, on their way up and down the river, remain alongside a hulk anchored in the stream for about an hour to discharge and take in cargo. It is at present a subordinate port under Shanghai, from which it can be reached by steamers in from eighteen to twenty-four hours.

At *Kewkiang* affairs are much the same as at Chinkeang, little or no trade for foreign merchants, though tea is exported to some extent. The British residents, who in 1868 amounted to fifteen, have now dwindled down to five. If it goes down any more it might be worthy of consideration whether, since Hankow is only 150 miles distant, or about twelve hours' steaming, an assistant detached from the Consulate at that port, as the one at Chinkeang is from Shanghai, would not be sufficient to carry on all the Consular business required. I cannot refrain from pointing out the great expense incurred here by Her Majesty's Government in giving half the cost of building a church for the benefit, as it now turns out, of about seven people, for those in the Chinese service can bring no claim to the boon. At the time the money was given, there were only fifteen. Government still pays half the chaplain's salary, £200 a year, I think. It is done under Act of Parliament, 6 Geo. 4, c. 87; but I might venture to suggest that some revision of this Act might now be made; if we are to pay for the religious instruction of persons who come to China for the purposes of trade at all events, before any money is granted, there should be some certainty as to the number of the congregation; it is hard that a taxpayer in England should have to pay to the means required to secure the spiritual welfare of half-a-dozen teatasters on the banks of the Yangtsze.

* This only applies to goods forwarded by vessels coming under the cognisance of the Chinese Foreign Customs Establishment, and does not include the value of goods sent into the interior by purely native arrangements.

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Hankow, being a large mart for the tea trade, and the present terminus of the steam navigation of the river being also in close vicinity to Wuchang, the residence of the Viceroy of Hukwang, is an important Consular port. The gross trade is, next to that of Shanghai, the largest in China, but the greater portion of the import, and, with the exception of tea, the export trade also, is in the hands of Chinamen; even tea they are beginning to send to Shanghai on their own account, and many shares in the Shanghai Steam Navigation Company are owned by them. The number of foreign residents is diminishing; some of the large houses in Shanghai merely send up a teataster during the season to make purchases, and close their establishments at Hankow during the remainder of the year. The British mercantile community consists of thirty persons and twenty-four firms. The Consular staff is composed of a Consul, interpreter, and assistant.

Chefoo is a place of rising importance, and should the Chinese ever allow mining operations to be carried on by foreigners, must increase considerably. A direct trade with Great Britain was commenced last year, and may eventually succeed, though the jealousy of the large houses in Shanghai, from which port nearly all foreign goods are exported to the northern ports, will throw every obstacle in the way. There are seven British houses employing about twenty individuals. The port has lately been made a Consulate, with a Consul and an interpreter; it has been hitherto under the charge of a Vice-Consul, with an assistant.

Tientsin, next to Shanghai, imports most foreign goods. Here the Chinese have nearly driven the foreigners out of the field; several houses have become bankrupt within the last two years; only four British firms are now left, doing business principally as commission agents. The whole of the British mercantile community consists of ten people. As at Chefoo, attempts have been made to establish a direct trade with England; but this, I fear, cannot succeed; ships of any considerable draught of water, such ships in fact as are employed in the ocean trade, have to lie five miles off the mouth of the Peiho in an open roadstead, and the port is closed by ice during the winter months, while Chefoo is open all the year round. Were there any chance of the Chinese introducing railroads, of which there seems little chance at present, one from Chefoo to Tientsin is, I think, one of the first most worthy of attention. The Consular staff consists of a consul, interpreter, and assistant, the latter lately added. A vice consul is also stationed at *Taku*, at the mouth of the Peiho. There are no foreign residents there except customs officials, most of whom are pilots.

At *Newchwang* there are two English firms and a storekeeper; the mercantile community (British) consists of five individuals, and there is little trade in anything but beancake, large quantities of which are sent to Swatow and other southern ports, to be used as manure for sugar, I think, principally. It has hitherto been a very highly paid consulate, but I presume that an opportunity will be taken, now that the late consul is dead, to reduce this very insignificant trading port to a Vice Consulate; an assistant should be sent to provide against any emergency, on account of its distance from any other port, the want of regular communication, and its inaccessibility during three or four months in the year.

In *Formosa* there are four ports; *Tamsui* and *Keelung*, in the north of the island, about thirty miles apart. *Taiwan* and *Takao*, in the south, at about the same distance from each other. There is one British firm in *Tamsui*, with a branch at *Keelung*, giving employment to six or seven persons. At these two places entered and cleared during the last quarter of 1868, probably one half of which were British. The trade is small, but will probably increase when the coal mines at Keelung are worked in a proper manner. The export of camphor is also increasing, and must continue to do so, now that the Chinese monopoly has been done away with. A Vice Consul with an assistant suffices for both ports. The trade at *Takao* and *Taiwan* is also small, but instead of increasing it is diminishing. As the post has been established, it is considered necessary to have a Vice Consul and assistant. The Vice Consul is at *Taiwan*, where the Governor of the island lives; he has to look after the interests of the branches of two firms at Amoy, represented by two individuals at Taiwan and two at Takao. Besides missionaries and Customs officials there are two other British subjects. The assistant is at Takao. During the last quarter of 1868 ten vessels entered at the two ports, five of which were British; and nine cleared, of which six were British. A small schooner makes periodical trips between Amoy and Takao, which would nearly, if not altogether, account for the British entries.

The accompanying Table shows the number of British subjects (exclusive of woman and children) engaged in trades or professions; the approximate number of Customs officials (by their names it is impossible to say who of those employed in that service are English and who are Americans); and the number of missionaries at each of the ports. I have only shown the total number of foreigners of all nationalities. It has been compiled from the *Hong Kong Chronicle and Directory for China, Japan, and the Philippine Islands*, for 1869, and, I think, may be depended upon as correct. There is in addition a certain number of people thrown from time to time into the various ports, such as distressed seamen, deserters from ships, and loafers from all parts of the world, who give the Consuls a great deal of trouble.

Unless the diplomatic work which the Consular officers have to do is very severe indeed, it would appear that the staff authorised at many of the ports is out of all proportion to the work required of them in connection with trade, looking at the small number of firms at the various ports whose disputes with Chinamen they may have to settle.

One thing to be deduced from this Table is, that there is—

One Consular officer at the ports (exclusive of Shanghai) to every three firms, counting branches of firms as separate establishments, and including banks, stores, hotels, &c.

One Consular officer to every six individuals of the trading class of British subjects; and including missionaries, but excluding Custom-house officials; one Consular officer to every seven individuals.

I have confined myself in this Memorandum to a statement of facts, and do not venture to make any recommendations as to how reduction can be best effected.

CONSULAR ESTABLISHMENT, CHINA, 1869.

Name of Port.	Number of houses of business, British.	Number of British subjects engaged in mercantile pursuits.	Present Consular staff.				Number of British missionaries.	Number of British subjects in Chinese employ (approximate).	Total number of foreigners of all nationalities permanent residents.
			Consul.	Vice Consul	Interpreter.	Assistant.			
Canton and Whampoa	9	20	1	1	1	1	9	20	124
Swatow	2	5	1	...	1	1	4	12	48
Amoy	9	30	1	...	1	1	7	11	116
Foochow and Pagoda	28	56	1	1	1	1	3	20	143
Ningpo	11	15	1	...	1	1	11	13	99
Chinkiang	2	2	...	...	1	...	...	8	23
Kewkiang	5	6	1	...	1	...	...	10	31
Hankow	24	29	1	...	1	1	8	15	90
Chefoo...	7	20	1	...	1	...	2	8	56
Tientsin and Taku ...	4	10	1	1	1	1	6	20	69
Newchang	2	4	1	..	1	..	...	14	42
Tamsin and Keelung...	1	7	...	1	...	1	...	5	22
Taiwan and Takao ...	3	5	...	1	...	1	2	5	27
	102	209	10	5	11	9	52	161	890
					35				

The above return does not include women and children, but only men following some definitive pursuit; there are, of course, in addition, many stray individuals at the ports, such as tramps, deserters, &c. The number of British in Chinese Customs' employ is approximate. Shanghai is omitted as being an exceptional case.

Approximately, we have one Consular officer to every six employed in trade; one Consular officer to every eight employed in trade, and including missionaries; and one Consular officer to every three houses of business, excluding every branch of the same house or different firm.

MEMORANDUM ON DIPLOMATIC AND CONSULAR ARRANGEMENTS IN CHINA BY MAJOR CROSSMAN.

Any material reduction in the cost of our Diplomatic and Consular Establishments in the East will be effected more by a reorganisation of the service than by the curtailment of salaries and incidental expenditure. England's interest in China is mainly commercial, and her public servants in that country, whether at Peking, Hong Kong, or the Treaty ports, should be looked upon as men sent expressly to advance the interests of trade rather than as diplomatic agents with great international duties to perform.

At present the Colonial Office rules Hong Kong, while the minister at Peking and the Consuls at the Treaty ports are under the Foreign Office. Hong Kong is in such close proximity to the mainland that constant questions must arise between the Governor of the Island and the Chinese authorities, which can only be settled through the medium of Her Majesty's Consul at Canton; so that not only are the communications between the Colonial and Chinese authorities not always of the most satisfactory nature, but there is a chance of a difference of opinion between the officers of two departments of the Crown, which might cause great delay in the progress of business. If the Colony and Legation were placed under one head, as they formerly were under the Superintendent of Trade, that difficulty would be obviated.

The policy established by the Home Government of dealing with the central power at Peking instead of with the local viceroys, *would render it necessary that the head quarters of the chief officer should be at Peking; but at the same time he might be Governor of Hong Kong, at which place he would remain for a certain time every year.* A Lieutenant-Governor might be appointed to take charge of all matters connected with the local administration of the island, reserving for his superior only similar questions to those now submitted by the Consuls at Treaty ports to the minister.

Another advantage in this arrangement would be that the minister, instead of being isolated at Peking, in which place he is frozen up during three months in the year, would have an opportunity of mixing more with his countrymen, and being en-

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abled on that account to judge better for himself as to the requirements of trade. A ship of war might be placed at his disposal every year to carry him from port to port, the cost of which would be covered by the saving in the expense of the Government of Hong Kong. The more frequent visiting of the ports would have a good effect upon the minds of the native officials, who would know that the minister would then be able to speak from his own knowledge, and consequently with greater force, to the Government at Peking of any failure on their part to fulfil Treaty obligations. Under what department of the Crown this arrangement would be best carried out is for the consideration of the Government: but I would venture to suggest that as profits of so many nationalities are mixed together at the various ports, and international disputes must sometimes arise, the Foreign Office would appear to be the proper authority.

I may mention here that even allowing for the large number of Chinese who are resident in Hong Kong, the contrast between that Colony and Shanghai is striking. The number of Foreign residents (exclusive of troops) at each place is about the same. At the one there is a Governor with a long array of colonial officials; at the other, a judge, consul, and a municipal council. Anyone who knows the two places cannot but acknowledge that Shanghai is in no degree inferior to Hong Kong in all the results of good government. *Owing to the large number of Chinese in the island, it is necessary to keep some European troops there;* but it is submitted that a great saving might be effected by a revision of the present military establishment.

The protection of our trade in the East must rest with the Navy. In the event of a war with China, the few soldiers at Hong Kong and Yokohama would alone be of little use; troops would, as on previous occasions, have to be sent out from India and from Europe. The garrison at Hong Kong should probably consist of Marines, who might be borne on the books of the flagships; they are more at home on board ships of war, and, should occasion arise for any display of force, there would be no difficulty arising from divided command, which might be the case if troops of the line were embarked.

The substitution of Marines, including a proportion of Marine Artillery to man the batteries at Hong Kong, would render unnecessary the present staff; the control officers would not be required, as the provisioning of the men would be looked after by the officers of the Naval Yard. A battalion would probably be sufficient; a portion of them might be sent by reliefs to Yokohama, but only as a sanitary arrangement, as the safety of foreign residents there is amply secured by the presence of ships of war of all nations, always at anchor in that port. Consequent on the alteration in the mode of government at Hong Kong would arise a saving in the reduction of the Consular establishments at Canton and Swatow, which, with Whampoa, might be Vice Consulates of Hong Kong, the Lieutenant-Governor of which might have the rank of Consul-General.

In discussing Consular matters in China, it cannot be too strongly stated that the trade in the hands of foreign merchants is, as regard imports, concentrated at Shanghai and Hong Kong, for though Chefoo is becoming a port of direct entry, the trade there is as yet too small to affect the general statement; and as regards exports, the trade may be said to be confined to Shanghai, Foochow, and Hong Kong; the teas from the Yangtsze nearly all come through the first-named place. The Chinese are taking the coast trade into their own hands, though it is carried on in foreign bottoms; it is therefore for consideration whether such large Consular establishments are required now as in former years and whether those at the minor ports might not be reduced to Vice Consulates, and made subsidiary to the principal centres of trade.

As stated in a former Memorandum (besides the arrangement proposed above for grouping Hong Kong, Canton, Whampoa, and Swatow), Amoy, and the new port of Woochang, if opened, might be placed under Foochow; Ningpo, Chinkiang (and Wahu, if opened), under Shanghai; Kewsung and any upper river ports that may be opened, under Hankow. The ports of Cheefoo, Tientsin, and Newchwang remaining as at present, though, in the case of the latter, now that the rule so long held to of not giving up any place in China when once occupied, however unimportant the trade might be, has been broken through in the case of Formosa, it is to be hoped that the establishment there if not removed altogether will be considerably reduced.

It is submitted whether it would not be advisable—

1. To place the Government of Hong Kong under the Foreign-Office. The minister, or superintendent of trade, in China to be Governor, with a Lieutenant-Governor under him, who should also be Consul-General for the southern ports.

2. To reduce the establishments at the minor ports from Consulates, making them subsidiary to the principal centres of trade.

3. Though this matter is hardly relevant to the question of Consular establishments—to remove the present military establishment at Hong Kong, substituting for the present garrison a battalion of Marines, under the orders of the Admiral on the station.

As regards matters of detail connected with the present Consular establishments, I understand that considerable reductions have lately been made in the number of Chinese servants and attendants, and were the staff at each station definitely settled, and a certain allowance made for contingent expenses, a saving of money might, I think, be effected. The expenses for chaplains have been greatly reduced; expenses than which, as formerly paid, nothing could be more unfair to the British taxpayer.

The payment for medical attendance to Consular officers Government ought hardly to be expected to provide for specially; it is an item of personal expenditure, which should be considered in determining their pay. There are no ports in China, with the exception only, I think, of Newchwang, where the Government pays a doctor £200 a-year, where civil or missionary doctors are not established; their usual custom is to make an annual charge of from £15 to £50, according to the numbers in a household.

As regards furniture, though I expressed myself lately in favour of granting it to junior assistants when quarters are provided for them, on further consideration, I am of opinion that it would be more satisfactory, both to the Government and to the officers, if they provided themselves, the expense they are put to on that account being also considered in their salaries.

Salaries in China may appear large when compared with those of other Civil servants of the Crown, but they cannot be considered too high. The expense of living is great, and it must be remembered that a voyage home every five or six years is almost a matter of necessity, during which expenses are incurred which their pay, especially that of the junior ranks, hardly covers; under the present regulations, too, they are liable to be moved continually from one port to another, not only at considerable expense to the public, but at a great cost to themselves. Should the Government think fit to make an increase to their salaries, say of from £50 to £150 a-year, according to the status of the officers, putting an end to the special allowances at Shanghai and Hankow, it would, I think, compensate them for expenses incurred for medical attendance, and by removal and loss upon furniture. If the staff were reduced, no extra expense could be incurred by Government. I have not been able to ascertain how much would actually be saved by the above proposals, not knowing the cost of the present establishment at Hong Kong, and not having seen the Consular Estimates for the ensuing year.

HIOGO AND OSAKA, 1871.

[Report of Mr. Consul Gower.]

I have purposely refrained from comparing the Imports and Exports of 1871 with those of the previous year, for the reason that the information furnished by such a comparison would be misleading, owing to the worthlessness of the Japanese Returns. These, in Enclosures 2, 4, and 5, have been compared with those of the Chamber of Commerce, which latter, it is well known, do not entirely represent the actual amount of trade, and the great discrepancy between the two will serve to show how little reliance can be placed on the statistics of the Custom-houses.

In compliance with instructions, however, Enclosures 1 and 3 have been compiled from the application for Permit Forms received by the native officials. Although these are printed with the headings necessary for a full statement of the description and value of the merchandise, they often are not properly filled up; so that the labour spent in endeavouring to compile correct tables is little better than lost. Indeed, even when details are furnished I have reason to suspect that these are not always correct, from the fact that these documents show more "White Shirtings," "T-Cloths," Chintzes," and "Merinos" than actually were imported; and I must therefore conclude that under these denominations were allowed to pass "Turkey Reds," "Taffachelas," "Velvets," and "Thibets," for the purpose of evading the difference of duty on these more expensive goods.

Exports.—The tea from the neighbouring districts has already acquired such a repute for superiority, that American houses have specially sent for ours in preference to that produced near the other open ports. The demand has so much increased that, to meet it, some native dealers endeavoured to dispose of old leaf by mixing it with that of the new season; but of course that did not succeed, and they naturally had to sustain losses which are not likely to encourage a repetition of such a fraudulent speculation, which also might have seriously affected the good reputation of our principal export.

Silk.—Does not show favourable results during last year. The native merchant, who could not understand that the war in Europe would greatly diminish the demand for this produce and silkworm eggs, instead of reducing his prices, preferred as a last resource to forward in native steamers the greater quantity of these articles to Yokohama, where he had to incur heavier loss than if he had disposed of them here.

General Observations.

With reference to Hiogo, I shall limit these to a few words, because when I have mentioned that the port has been provided with a lighthouse, that the railway works are progressing slowly, and that some wide roads are being made on the Kobe side of the native town, all other naturally expected improvements have either been altogether checked or badly executed by the late Gon chiji, Mr. Nakayama, whose short-sighted policy appears to have been that of accumulating money by illegally interfering with trade, or spending it badly when compelled to do so.

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To these misfortunes, which might have been avoided, I must also add that of our having been visited by a most frightful typhoon in July last, which caused much damage and greatly retarded the completion of our municipal works. The sea wall in front of the foreign settlement, which on this occasion was entirely washed away, was after a considerable delay replaced with a similar inadequate protection, which now extends all along the native town. This certainly improves the appearance of the place—but it has been built on such economic and faulty principles that it is sure to crumble down at the very first severe test.

At Osaka a lighthouse has also been placed near the mouth of the river, rendering it approachable by night. Exclusive of numerous native sailing crafts, the communication between the two ports is kept up by twenty-four small river steamers, some of which have been constructed at Hiogo; but never more than half the number are simultaneously running, in consequence of constant repairs being generally required by those which are entirely under Japanese control. This wonderfully increasing traffic with the commercial capital would also be greatly furthered by the completion of our railroad; but I suppose that before we can hope for any active steps towards this necessary end we shall patiently have to wait until the line between Yokohama and Tokei is entirely finished and in good working order.

The Mint, under the direction of Major Kinder, commenced to work on the 4th of last August, and has proved successful beyond all anticipation. The bullion sent in for coinage has hitherto far exceeded the powers of that establishment as originally constructed; and, indeed, the Mint authorities have been compelled to decline receiving any more silver until the completion of a large melting-house now in course of erection, which will also save much time in facilitating the valuation of larger quantities of that metal. Corresponding enlargements, wherever practicable, and strongholds which on Major Kinder's tasteful plans improve the front aspect of that edifice, are also being constructed—so that on the arrival of the expected new coining-presses from England the Mint will soon be able to meet any demand that may eventually arise.

The coins struck to the end of 1871 were as follows:—

SILVER.

1 Yen	pieces	2,168,406
50 Sen	,,	1,191,884
20 Sen	,,	840,910
10 Sen	,,	2,585,770
5 Sen	,,	1,438,080

Their total value being $3,263,011.

GOLD.

20 Yen	pieces	37,249
5 Yen	,,	156,639
2 Yen	,,	52,047
1 Yen	,,	63,191

Giving a value of Mexican $1,695,499.

Total gold and silver ... $4,958,510

THE JAPANESE EMBASSY.

The following address from the members of the Edinburgh Chamber of Commerce was presented to the Japanese Ambassadors on the 19th inst.:—

The Chamber of Commerce and Manufactures of Edinburgh gladly avail themselves of the opportunity of your Excellencies' visit to this city to present their hearty congratulations. In common with all their countrymen they have witnessed with the deepest interest the recent course of public events in Japan, by which not only have its harbours been opened to foreign shipping, and encouragement given to free intercourse with other countries, but the most praiseworthy resolution has been manifested to make use of that intercourse in order to acquire a knowledge of the advantages enjoyed by Western nations, and to promote their introduction into Japan. The presence of your Excellencies here is a striking proof of the energy with which this intelligent policy has been carried into effect, and is in keeping with the vigour and decision of action which was remarked in your countrymen by the earliest of European travellers many centuries ago. Such a course causes Japan to stand out in prominent contrast with other Eastern nations, which, it is hoped, may be stimulated to follow the example.

The Chamber of Commerce of Edinburgh was the first to avow the principle of freedom of trade, as distinguished from an exclusive commercial policy. Believing it to be the most effectual means for promoting mutual advantage and friendly intercourse of nations, they venture to urge on your Excellencies to use your powerful influence in behalf of this, the natural order of commercial relations. They cherish the hope that your Excellencies may carry away, from what you have witnessed in America and here, the conviction that every freedom compatible with good government may be given not only to the transactions of commerce, but to the researches of travellers, and to the benevolent efforts of those who seek your distant shores, not for the purpose of their own pecuniary profit, but to communicate even greater benefits than mere material wealth can confer. The Chamber conclude by expressing their earnest wish that your Excellencies may have a prosperous return to your native land, and that great and lasting benefits may be the result of so remarkable a mission.

On the 21st the leading members of the Embassy, accompanied by Sir Harry Parkes and General Alexander, left Edinburgh, and proceeded by rail for Galashiels, on their way to Newcastle. Before leaving the Ambassadors expressed their admiration at the hospitality, civility, and attention they had received from all with whom they had come in contact during their visit to Scotland. One circumstance pleased them greatly, viz., that they had been allowed to travel about and pursue their inquiries without being subjected to any inconvenience from the persevering curiosity of the public—a thing other distinguished visitors have sometimes had reason to complain of. At Galashiels the party was received by the chairman of the South of Scotland Chamber of Commerce, the Provost, and the magistrates. Carriages were in waiting, and the party drove direct to Mid Mill, the Scotch tweed factory of Messrs. J. and W. Cochrane, where the senior partner of the firm was waiting to conduct them through the works, which contain the latest improvements in machinery and processes belonging to the manufacture of Scotch tweeds. At the conclusion of the visit the Ambassadors were taken to the Public Hall to lunch with the Manufacturers' Corporation, the Local Committee of the South of Scotland Chamber of Commerce, and the Provost and magistrates of the burgh. The Deacon of the Corporation, Mr. W. Plumber Sanderson, presided.

After luncheon the Chairman said: The toast I have now the honour to propose is one never before offered to a public meeting in Galashiels—"The Mikado of Japan." From all we have heard I believe him to be a most intelligent prince, and every way worthy of the compliment we now pay him, and we could not have a better proof of this than in the presence of the illustrious strangers we have this day entertained.

Iwakura replied in Japanese, which was interpreted as follows:—On behalf of the country we represent here to-day, allow us to express our thanks for the honour you have done our Sovereign in drinking to the toast. We wish also to express our thanks and deep appreciation of your kind feeling and hospitality shown to us to-day. We have everywhere been received with much kindness, but nowhere with more than here, and we are deeply indebted to the Manufacturers' Corporation for the enjoyment and instruction we have received in Galashiels. We thank you all.

The Chairman then said: Though the time at our disposal is very limited, I cannot allow our illustrious guests to leave us without expressing to them our sense of the very great obligations for the honour they have conferred upon our Corporation and the town of Galashiels. I therefore call upon you to fill a bumper to our illustrious guests, the Embassy from Japan, who have honoured us by their presence to-day. I am sure it is a satisfaction to us all that those celebrated men of the East should have seen cause to direct their attention to the industries of the West, and knowing that our present illustrious guests are representative men of Japan, in all its aspects, it behoves us to encourage that spirit of inquiry which has prompted them to undertake such a long and arduous journey, and to give them a hearty welcome, feeling sure that the greater the interchange of thought—the more one nation knows of another—the sooner will that time arrive when all nations will live in peace.

Iwakura replied—Allow us to express our thanks for the kind manner in which we have been received, and for your kind proposal. We deeply appreciate your kind expressions to us, and hope that your wishes for prosperity and peace may be realised. We hope that the commercial business may be increased between this country and our country, and we hope that the prosperity you wish us may be enjoyed by both countries.

The Chairman, in the name of the Manufacturers' Corporation, thanked the Embassy for their kind wishes, and said it had given them very much pleasure to have received such distinguished guests. He hoped the interests of both countries would be benefited by the interchange of their respective products. Mr. Adam Cochrane proposed the European visitors connected with the Embassy. Sir Harry Parkes replied, thanking the company, and expressing faith that at no distant day even the products of Galashiels might be found in the Japanese market.

The Ambassadors arrived in Newcastle on the morning of Tuesday, the 22nd inst., and that day was spent in visiting Sir William Armstrong's works at Elswick and the Gosforth Colliery. They were conducted through the works by Sir William Armstrong. They were first shown one of the hydraulic cranes at work, and then passing into the erecting shop, the working of hydraulic machinery and a hydraulic engine was explained. The varied operations in the fitting shops, the turning and boring shop, the workmen in which were employed upon breech pieces for Armstrong guns, a twelve-ton hammer, a large number of fully-finished guns of various calibre next arrested the attention of the Ambassadors, and appeared to be objects of very great interest. The visitors then passed through a new forging shop, nearly completed, which contains a twenty-ton double acting hammer of 12ft. stroke, and two anvil blocks, one of 65 tons, and the other of 135 tons weight. The Gatling gun was then shown to the visitors, and they evinced no little surprise when a drum of 240 cartridges was placed above the breech, and in three minutes all fired off against a bank of earth some twenty yards distant. The blast furnaces, with the engines and machinery connected with them, next came under observation, and a passing inspection of the moulding shop, and a second view of the forges completed the visit. The Ambassadors then drove to the colliery, and having descended the shaft, went along the drift to the low main, 1,011 yards from the bottom of the shaft, where the miners are at work. From this point the party proceeded in various directions through the minor workings, and they remained in the pit upwards of two hours.

The Ambassadors proceeded to Bradford on Thursday. They were received at Leeds by the Mayor of Bradford (Mr. Thompson) and the President of the Chamber of Commerce (Alderman Law), and conducted to Bradford. During the afternoon addresses were presented to the Ambassadors on behalf of the Mayor and Town Council and the Council of the Chamber of Commerce. The

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Ambassadors were afterwards entertained at dinner by the President and the Chamber, and in the evening they accompanied the Mayor and other gentlemen to a concert in St. George's Hall, which was crowded by a vast audience.

The scientific branch of the Embassy has been divided into several sections, and some of its members have been pursuing their investigations in Glasgow, Edinburgh, and the vicinity, while others have joined the chief Ambassadors.

INTERVIEW BETWEEN THE AMERICAN PRESIDENT AND THE JAPANESE ENVOY.

(NEW YORK TIMES.)

Mr. Mori made an informal call upon the President for the purpose of introducing a Daimio of Japan who has just reached this country by way of Europe. The President shook hands warmly with the Daimio, and said that he was always glad to see a representative of his nation, to which his visitor made an appropriate reply. After some further exchange of compliments the President referred to the late news from Japan as given in these despatches, and expressed his extreme sorrow at the threatening tendency of affairs. Mr. Mori hereupon alluded to the acknowledged private source of the information, and said that his own advices up to this time did not sustain it, and he hoped within a few weeks to be able to lay full intelligence before this Government. The report probably grew out of the fact that the Retrogressionists or Conservatives have lately renewed their efforts to restore the lost balance of power between themselves and the Progressionists, who had gained a monopoly of the Government. The President remarked that the Progressionists appeared to be far in advance of public sentiment, which Mr. Mori admitted, repeating his views of a day or two ago that the best policy was to admit the Retrogressionists to their shape of power and assimilate them to the Progressives by education.

Mr. Mori next spoke of the religious feeling in the Empire, and here it should be remarked that he himself is regarded at home as a free-thinker of the Ralph Waldo Emerson school. He favours public worship as a matter of policy, but is opposed to a State Church. His desire to return to Japan is understood to be inspired by a view of labouring for the religious emancipation of his country as a private citizen. In answer to an expression of surprise from the President at his anxiety to leave this country, Mr. Mori said that he believed in improvement, and had lived long enough to know, as the President had probably discovered years before him, that in order to advance and improve, the levers of advancement and improvement must be directly applied. Japan for ages had been backward among the nations of civilisation, but he now hoped and believed she was entering upon a new era, the results of which would in a measure compensate for what had been lost.

The President said that he sympathised heartily in these desires, and that Japan may be made a close friend of the United States, with great advantage to both from the commercial relations likely to be established between the two nations.

Mr. Mori, in continuation, said that he had sent his resignation to the Tenno last January, but it was not accepted, and he did not know whether he should be able to carry out his plans. He had, however, sent his commission back to Japan, with the request that his successor be appointed without avoidable delay; but he was unable to say what the result would be, having no reply as yet.

The President next asked Mr. Mori, with much interest, what his opinion was in regard to the reactionary movement, and received for reply that Mr. Mori had but one opinion, namely, that the progressive tendency is irresistible; that he had too much faith in the inherent force of modern civilisation to believe that the onward march could now be arrested; that he looked upon his country as the rising sun of the East, and that his government was wise enough to recognise the fact that the age is everywhere moving onward, and that, if the progress of Japan be now hindered, a hundred or a thousand years hence would witness her at a standstill, the same Japan she had been in the past.

The President hoped that his eloquent visitor would not be disappointed, and the latter repeated his disclaimer of any fear upon the subject. Mr. Mori was unable to confirm the reported discharge of the Americans employed in the Japanese service, his latest advices about them being, indeed, of an opposite character, and suggestive rather of additional honours than of disgrace for General Capron and his colleagues. The conversation next turned upon the mission of the Embassy lately in this country, and passed thence to the thirty million loan which a Japanese Treasury officer, assisted by General Geo. B. Williams, late of our own Treasury Department, is endeavouring to place somewhere.

Mr. Mori said he would not conceal his disappointment at the appearance of the loan commission in this country, and fully bore out in his remarks the statement of his position in these despatches of Tuesday. Indeed, the opposition of himself and Mr. Iwakura, the Chief Ambassador, then in Washington, was no secret at the time, and their best efforts were directed towards the embarrassment of the negotiations attempted in New York. Their own idea was to fund the floating debt which the loan was intended to cancel by the issue of interest-bearing bonds, on the plan of the United States Five Per Cent. Loan, and thus keep the whole business at home.

With regard to the two vessels building in New York Mr. Mori informed the President that he had great hopes of a naval marine for Japan which would render her capable of coping with her possible foes, and knowing that his sentiments are shared by the home Government and the Embassy lately here, he is satisfied that the present stoppage of money is but temporary, and probably due to such a cause as would be liable to occur in the transactions of a well-regulated commercial house at such a distance from the base of supply. He looks for immediate remittances to go on with the work.

Upon this the Japanese *Charge d'Affairs* with the Daimio, who had been almost a silent participant in the interview, and who had evidently served as a means of arranging the opportunity for the conversation with the President, retired from the Executive Mansion. The Legation is evidently alarmed at the wide publicity given to the late despatches from here upon the internal situation of the Empire, and there is little doubt that the official dissimulation, which is a staple resort of Asiatic diplomacy, is made a present agency in counteracting or postponing the effect of the disclosure.

Monetary and Commercial.

The India and China banks have now made all their reports and held their meetings, and the extent to which the several banks have suffered is now known. The Agra Bank is a creditor for £67,500, and though 8 per cent. per annum was earned in the half year, and 5 was intended to be divided, the company suspends dividends. The Chartered Bank of India, Australia, and China earned 11 per cent. per annum, and after repaying a deficiency in the last half-year, had a balance of £19,361, out of which a dividend was contemplated, but the bank holds £28,000 of Gledstanes' paper, and more than this balance is expected to be absorbed in the loss which will thereby be incurred. The Chartered Mercantile Bank of India, London and China held £54,000 bills of this firm, of which £35,000 is expected to be actual loss; but as, after paying 8 per cent. per annum, a balance of £88,149 remains, the whole amount is met without affecting the dividend. The Oriental Bank is in a similar position. After the usual dividend of £1 10s. per share, the balance at profit and loss was sufficient to deduct £50,000 with which to provide for the loss on bills, amounting to £67,000. The two or three other Indian Banks are too small to come within the reach of this subject; they appear to have escaped the attention of the Gledstanes. The foregoing list in no way embraces all the losses inflicted upon the banks and discount houses, as not till January next will the London and Westminster Bank and the National Discount Company, and others, have an opportunity of reporting to what extent they suffered. Considerable indignation appears to be felt by the Indian banks at the London and Westminster Bank and Manchester creditors voting for a private liquidation, by which all exposure is intended to be prevented. In this, however, there is a prospect of their being defeated, as the feeling which is excited threatens to enforce the greatest publicity and disclosure.

A meeting of shareholders in the Imperial Bank of China was held at the London Tavern on the 22nd inst., to consider what steps could be taken for obtaining from the Bank of Hindustan a return of the calls paid to them by virtue of the amalgamation of the Banks, which they state has been decided illegal. The question is a very complicated one, but it appears that these shareholders believe that they can drive the shareholders in the Hindustan to a compromise. So long as this is pending no return can be made to them by the liquidators.

In our report of the meeting of the Oriental Bank Corporation we omitted to state that the chairman alluded to the bank's charter as follows:—The shareholders would remember that, on the 18th of April, they authorised the directors to apply to Government for the extension of the bank's charters for twenty-one years, or such other period as Her Majesty's Government might decide. That matter was still incompleted; but, as soon as it was decided, the shareholders would be called together.

A general meeting of the Singapore Gas Company (Limited) was held on the 22nd, when the directors' report, together with the statement of accounts, was unanimously adopted, and a dividend at the rate of 7½ per cent. per annum was declared for the half-year. The chairman, in addressing the meeting, pointed out that the small increase which has taken place in the last half-year in the gas rental, amounting only to about $142, is to be attributed to the fact that during the past six months the Chinese have been prohibited from holding their wyangs, and which naturally has diminished the demand for gas, causing a falling off in the receipts under this head to the extent of $400. There has been great difficulty in keeping up a supply of Australian coal. The chief supply has been from Labuan, which yields no coke, and their product receipts have been very much decreased in consequence. The new gas holder had not been at work, owing to the want of

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rain to fill the tank; when this was effected he anticipated larger receipts and a decrease in cost of production. A vote of thanks was voted to the directors, to Mr. Wells, Manager, and to Mr. King, Secretary.

A telegram from the ship *Investigator*, engaged in repairing the Australian cable, announces that the final splice has been made, and that the vessel, having now accomplished its task, will return at once to Java. This announcement will be duly appreciated by owners of cable property, as showing the comparative ease and certainty with which deep sea cables can be repaired. The fault in the Australian cable occurred at a depth of about 1,800 fathoms. It was immediately localised, and within a few days of the arrival of the repairing vessel at the spot indicated the fault has been successfully removed. As the Australian land lines have been for the last few weeks in working order, telegraphic communication with Australia is now finally established. The Mayor of Adelaide has now sent a congratulatory telegram to the Lord Mayor of London, in which he expresses the hope that the communication just opened may still further cement the feelings of loyalty and attachment to Her Majesty which "characterise the whole of the Australian Provinces of the British Empire." The tariff will be found in another page.

The Eastern Telegraph Company have determined, in consequence of the increasing business, to lay a duplicate cable from Falmouth to Lisbon, calling at some port in Gallicia, either Corunna or Vigo.

The *St. Brycedale*, of Hobart Town, has just arrived from the port of Taiwan, in Formosa, with 4,000 bags of sugar, consigned to Messrs. T. A. Gibbs and Co. We believe this is the first direct consignment from Formosa.

We understand that the underwriters on the *J. C. Stephenson*, have decided on presenting Capt. Beal (formerly in the China trade) with a present of £200 and a handsome chronometer watch, as a token of appreciation for his skill and exertion in saving that vessel, which caught fire on her passage from Calcutta.

The Manchester market has been firm in tone, but the business done has been chiefly confined to small lots for prompt delivery. Producers have not pressed sales, and at the close there is a steady, although generally inactive market.

The market for Bar Silver is quiet, with but little doing; the price is, as last quoted, 60d. per oz. standard. Of the large amount of Mexican Dollars (£400,000) per *Atlantic*, referred to in our last issue, the larger portion was sold at 59¾d. per oz., being the same price that was obtained for those brought per *Moselle*. The balance has realised 59½d. per oz. A considerable amount is expected by the West India steamer due on the 29th inst.

The rumours current in Paris of the resignation of Mons. Coullet, the Chief Director of the Comptoir d'Escompte, it appears are attributable to some stock-jobbers, who wished to drive down the shares. There is no truth in the report.

ARTICLES OF IMPORT.

TEA.

The Market has been very quiet during the week. Importers still hold very firmly for extreme prices, which limits business, the trade not being eager buyers, whilst the demand for export is also small. Prices on the whole show but little variation, with the exception of a slight decline in fair flavoury Congous, and a further fall in Ping Suey Greens, at public sale without reserve. Public sales have comprised 6,342 packages Green teas, and 4,292 packages of other kinds, all offered and sold without reserve. The deliveries for the week amount to 3,842,051 lbs., against 4,192,961 lbs. last year.

Black: Red leaf kinds; siftings of new Import have sold at ½d. to 1d. per lb. decline. Broken-leaf kinds show no material alteration; fair to common, free from dust, remain very firm at previous rates. Fair Kaisow kinds have sold rather easier; in good to fine business has been small, but prices remain firm; in finest there is no alteration. Pak Lin kinds show no improvement. Black-leaf kinds: The low qualities remain dull of sale; good common has been maintained in value; in fair to good medium a moderate business has been done at previous rates; in good to fine kinds some transactions have taken place at full prices. Finest remain steady, up to 2s. 8d. having been paid for superior quality. New-make Canton kinds have been sold at a shade under last week's prices. Oolongs: Fair to good have been dull of sale, fine in moderate request. Souchongs show no material change; the demand is still limited. Flowery Pekoes have been but little enquired for. Scented Teas: Capers, both in Canton and Foochow kinds, there is no new feature to notice. Orange Pekoes: In Canton kinds there has been but little done, and prices are unchanged. Foochow kinds are still difficult to move, except for those with strong scent. Uncoloured Japans show no material change. *Green:* The market has been over supplied, and the large sale referred to in our last passed off very heavily, establishing a further fall of fully 1d. per lb. on Gunpowders and medium Young Hysons, the quantity being more than the trade were disposed to buy at one time. Canton kinds remain without alteration.

The *New York Commercial and Shipping List* says the arrival of the British steamers *Glenartney*, *Sarpedin*, and *Craigforth*, from China (*via* the Suez Canal), has been an interesting subject of discussion among the Tea importers, who are contrasting the merits of the two short routes from China. These steamers made good passages, the longest but sixty-eight days, which includes five stoppages *en voyage* for coals, &c. Their cargoes have been delivered in splendid order, leaving nothing to be desired on this point; and, besides the cost of freight is less by from 2½c. to 3c. per lb. in gold than by the Pacific Mail Steamship Company and the Pacific Railroads. If the succeeding steamers, three in number, now *en route*, are as successful as those already arrived, it may be conceded that the route *via* Suez is a success, and will in future secure the greater part of the traffic, unless the rates of freight by the other route be materially reduced, and the vexatious delays to which shipments by rail are subjected done away with. In view of the profitable outward freights now ruling here for European voyages, which are likely to continue for some time, it is not improbable that succeeding charters for steamers from China to New York will be at lower prices than are now paid, and if the business can be made profitable at a uniform rate of about £4 there is not much doubt that the Suez route will command nine-tenths of the trade. There is only wanting a reduction in the Canal tolls to make it an almost absolute certainty. Since the above was written, advices have been received from China that the rate per steamer to New York, *via* Suez Canal, is £4 10s., a decline of 15s. This should serve as an admonition to the Pacific Mail and the Overland Railroad managers.

SILK.

Messrs. Kilburn, Kershaw and Co.'s Circular says:—There is no change whatever in the position of the market, which still continues extremely quiet, and for certain classes of Silk very dull. The public sales have been held this week, and although prices have been steadily maintained upon the basis of 24s. 9d. for Red Peacocks, 26s. to 26s. 6d. for good to best No. 4, and 28s. 6d. for chop 3rd Tsatlees, still very little has been doing either in the sale room or by private contract. We are inclined to think, however, that business is not far off, and that a stronger market may soon be looked for. Canton Silk is very quiet. Common market Tsatlees sell at 17s. 6d., but there are very few importers who will accept this price, and the bulk of arrivals are held for 18s. or more. In Japans common Mybash has been selling at lower rates, but good Silk remains firm. Bengals are still very dull, and but little is doing, notwithstanding prices appear so tempting; the difficulty of getting this Silk thrown is still as great as ever. Deliveries are satisfactory, being from 1st to 23rd instant:—China, 2,131 bales; Canton, 509 bales; Japan, 531 bales; Bengal, 344 bales; total, 3,515 bales.

The periodical public sales were held on the 23rd inst. The quantities offered were 1,300 bales Bengal Silk, 3,600 bales China, 1,200 bales Japan, and 1,500 bales Canton Silk. The whole was allowed to pass rapidly almost without biddings, even some small portions that were printed to be sold without reserve producing little animation.

Coffee.—The supply at auction has been both larger and more varied than for some time past, and the bulk of the offers has found buyers, with a steady but not brisk demand, the favourable result of the Dutch sale appearing to have little decided effect upon the market. Plantation Ceylon has brought previous rates, while Native is slightly dearer, and all ordinary kinds have sold readily. Plantation Ceylon has realised, triage and ordinary 67s. to 74s., small 75s. 6d. to 77s. 6d., fine fine ordinary grey and brown 77s., the bulk low middling at 77s. 6d. to 79s. 6d., a few lots middling and bold at 80s. to 84s., peaberry 94s. 6d. to 96s. 6d.; Native Ceylon has been sold to arrive at 72s. 6d. to 73s. 6d. An offer of 38 bags Singapore was sold at 74s. 6d.

Cocoa-nut Oil is steady at previous rates, viz., £36 to £38 10s. for Cochin according to quality, and £35 10s. for fine Ceylon. An offer of 61 casks Singapore has been quitted at £35.

Cutch.—Considerable sales have been made of Pegu, but at lower rates, viz., in bags at 20s., in boxes at 21s. 6d. per cwt.

Gambier.—Block has further advanced, 26s. and 26s. 8d. having been paid for small quantities. For arrival 50 tons July sailing have been sold at 24s. ex ship, and 100 tons per Europa now due at the same price.

Hemp.—Recent heavy arrivals of Manila keep the market in a very quiet state, and with only a limited demand sales have been small; at auction only 130 bales white Quilot have been sold at £55 to £55 10s. per ton.

Pepper.—*Black*: At the public sales, which have been less extensive than for several weeks past, Singapore has sold at a further decline of ⅛d. per lb., viz., at 6⅜d. to 6½d., Trang being bought in at 6⅜d.; by private contract sales of Penang have been made at 6½d. *White*: A large supply of fresh import Singapore has gone off flatly and at easier rates, fine 1s. 1¾d., fair to good 1s. 1⅝d. to 1s. 1½d., brown 1s. 1d., inferior 1s. 0¾d. to 1s. 1¼d. per lb.

Rice.—There has been little demand either on the spot or afloat, and business continues very scanty, but no alteration can be reported in prices. The floating cargo per Margareta, 610 tons Bassein, has been sold at 10s. ex ship London; the cargo per Gateshead, 725 tons Bassein, at 10s. ex quay for London; and the cargo per Victor, 830 tons Necransie, arrived off coast, at 9s. 6¾d. Continental terms.

Sugar.—There has been a fair demand for refining qualities and steady rates have been obtained, but soft brown kinds attract little attention except on lower terms. *China:* In auction 11,691 bags brown per Codova (duty 4s.) were offered, and 3,600 bags, common to good common, sold at 21s. 6d. to 22s., the remainder being bought in, low to common 21s. 6d. to 22s. 6d., good 24s. to 25s., but has since sold privately at 21s. 6d. to 24s. 6d., also 3,000 bags low pasty quality at 20s. *Singapore:* In auction of 1,321 bags offered, 300 bags sold, low yellow (duty 4s. 9d.) at 25s. to 25s. 6d., good heavy brown (duty 4s.), at 24s. 6d., the remainder being bought in, low brown at 23s. to 23s. 6d. fine soft brown 26s., but has since been sold privately at 22s. to 24s. *Java:* In auction 25,200 mats 511 bags syrups (duty 4s.) per Caprera were bought in at 21s., but 5,000 mats were afterwards quitted at 20s. *Manila*: No sales on the spot. The floating cargo, per Banda, about

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700 tons Ilo Ilo arrived off coast has been sold for Liverpool at 19s. quay terms.

Spices.—*Cassia Vera:* Of 22 baskets coarse Singapore offered, 10 baskets sold at 28s. to 30s. *Buds*: 45 cases bought in at £6 5s. *Cinnamon*: 7 bales ordinary Ceylon sold at 2s. *Cinnamon Chips*: Of 465 bags 400 half-bags Ceylon offered 145 bags and the half-bags sold at steady rates, coarse 3d., ordinary 4d. to 4¼d., medium 5d., good 6¾d. *Nutmegs*: Of 17 cases Penang offered 6 cases sold, average 108 nuts to the lb. at 2s. 11d., the remainder being bought in, 78 to 80s at 3s. 6d. to 3s. 7d. Of 28 cases Java offered, 3 cases sold, 93s at 3s. 3d., the remainder being bought in at 3s. 4d. *Mace*: 20 boxes good Penang were bought in at 4s. 8d., also 2 cases red at 4s. 3d.; 2 casks broken Java sold at 3s. 9d.

Tin.—Straits has slightly declined since last mail, but Banca and Billiton are unaltered in price. Quotations are:—Straits, on the spot and afloat, £141; Banca, £156 10s.; Billiton, £147 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Oct.17	Ornate	Sampson	Manila	London
17	Stonehouse	Bley	Do.	Do.
18	Cutty Sark	Moodie	Shanghai	Do.
19	Strathclyde (s.)	Pearson	Galle, &c., via S.C.	Do.
21	Lady Hincks	Davis	Ceylon, &c.	Do.
21	Grecian	Galloway	Rangoon	Liverpool
22	Una	Maxwell	Colombo	London
20	Rurik	Bergelund	Bassein	Falmouth
22	Rialto	Babot	Akyab	Queenstown
	John Bunyan	Stitch	Bassein	Do.
22	Lord Canning	Bentley	Rangoon	Do.
21	Florence Danvers	Simmons	Do.	Falmouth
21	Hercules	Lincoln	Do.	Do.
21	Hengist	Brown	Maulmain	Off Scilly
20	Atlantic	—	Rangoon	Crookhaven
	Topgallant	Phillips	Do.	Falmouth
19	Ilma	Wedgren	Do.	Do.
	Caroline Coventry	Ellery	Manila	New York
	Escort	Nichols	Singapore	Boston
19	E. F. Gabain	Klencke	Akyab, for Bremen	Falmouth
23	Golden Fleece	Willshire	Colombo	London
23	Charles Collett	Vigourex	Penang	Deal
18	Gateshead	Lamb	Bassein	Scilly
23	Pendragon	—	Rangoon	Liverpool
15	Russia (s.)	Soutcovy	Hong Kong., via S.C	Odessa

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct.15	Barbadian	McNeill	Galle	Greenock
17	Galley of Lorne (s.)	Robinson	Sing., China, &c., S.C.	London
	Kortenaer	—	Batavia	Rotterdam
16	Anton Gunther	—	Singapore	Newcastle
16	Tortola	Potts	Galle	Sunderland
18	Calcutta (s.)	Frederickson	Colombo, &c., via S.C	London
15	Wm. Clowes	Tattock	Galle	Newport
17	Hilarion	Reed	Do.	Swansea
18	Emiliano (s.)	Larrinaga	Manila, via S.C.	Liverpool
17	Index	Storm	Galle	Greenock
Aug29	Marion	—	Batavia	Monte Video
31	Hazard	—	Do.	Do
Oct.20	Seagull (s.)	Thatcher	Hong Kong	Falmouth
20	Antonia M.	Vignetti	Singapore	Swansea
21	Charles Albert (s.)	—	Bangkok	Newcastle
20	Varazze	Bollo	Singapore	Cardiff
20	Ulysses (s.)	Henderson	Sing., China, &c., S.C	Liverpool
20	Ambassador (s.)	Williams	Colombo, &c., via S.C.	Do.
16	Cito	Oberg	River Amoor	Cronstadt
18	Uranus	Berg	Singapore	Cardiff
18	Amalia Figlia	Olivari	Do.	Do.
18	Luigi C.	Larvisa	Galle	Do.
6	G. B. Murzi	Morello	Singapore	Penarth
16	Chance	Ulrich	Yokohama	Hamburg
23	Xantho (s.)	Cosens	Colombo, &c., via S.C	London
23	Eastern Star	Lankester	Yokohama	Do.
21	Michele Picasso	Penco	Galle	Newport
22	Queen Victoria	Quinn	Yokohama	Cardiff
Sept. 4	Mary Killam	—	Java	Monte Video
10	Jacob Rothenburg	—	Batavia	Do.
14	Tilda Figlia	—	Do.	Do.
	Cosmopolite	—	Do.	Amsterdam
	Oceanus	—	Sourabaya	Rotterdam
	Noah	—	Batavia	Amsterdam

See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

	Steamer.	From.	For.
Previous to Oct. 16	... Jeddah	... Glasgow	... Singapore
20	... Vaico	... Ayr	... Do.
20	... Ajax	... Shanghai	... London
18	... Menelaus	... Liverpool	... Singp., China, &c.

LOADING.

At London.—Steamers via Suez Canal.—For Hong Kong and Shanghai: H. C. Orsted. For Singapore, Hong Kong, and Shanghai: Scotland. For Penang, Singapore, Hong Kong, and Shanghai: Cheops. For Colombo, &c.: Scindia, Strathclyde.

Sailing Vessels.—For Yokohama and Hiogo: Glamorganshire. For Hong Kong: Nueva Providencia, Undine. For Chefoo and Tientsin: Carnarvonshire. For Batavia and Sourabaya: Capiolani. For Penang: Vanguard. For Singapore: Auriga, Havelock. For Colombo: Palestine. For Colombo, &c.: Spirit of the North, Elizabeth Ann.

At Liverpool.—For Penang, Singapore, Hong Kong, and Shanghai (via S C.): Nestor (str.), Glaucus (str.), Deucalion (str.). For Singapore: Olive.

At Glasgow.—For Penang, Singapore, Hong Kong, and Shanghai: Glenlyon (str.). For Singapore, Batavia, Samarang, and Sourabaya: Earl Canning.

SPOKEN.

Union, London to Batavia, Sept. 5, 11 N., 30 W.
Martin van Rossem, Amsterdam to Batavia, Oct. 19, 49 N., 8 W.
Fortuna, Cardiff to Singapore, Sept. 18, 13 N., 25 W.
Brend, Batavia to Falmouth, Oct. 7, 41 N., 27 W., 98 days out.
Lelia M. Long, New York to Shanghai, Aug. 13, 16 S., 34 W.
Rosedale, Singapore to Liverpool, Sept. 2, 34 S., 18 E.
4 D.P. 591, London to Shanghai, April 3, 11 S., 110 E.

FREIGHTS AND CHARTERS.

Outward berth freights are without alteration since our last issue, and there is still a good inquiry for suitable vessels homewards.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 85s. meast. To Hiogo: 85s. meast. To Nagasaki: 85s. meast. To Shanghai: 45s. meast. To Hong Kong: 45s. meast. To Manila: — meast. To Singapore and Penang: 45s. meast. To Sourabaya and Samarang: 85s. meast. To Batavia: 75s. meast. To Padang: 90s. meast. To Saigon: 80s. meast. To Galle: — meast.

Per Sailing Vessels.—To Yokohama: 40s. meast. To Shanghai, — weight, — meast. To Hong Kong: 25s. meast. To Singapore: — weight, 25s. meast. To Penang: — weight or meast. To Ceylon: — weight, — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: £42 10s. To Hong Kong: £36. To Batavia, Samarang, and Sourabaya: £24. To Singapore: £25. To Penang: —. To Galle: £21.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 40s. to 42s. 6d. To Shanghai: 45s. To Hong Kong: 33s. to 34s. To Manila: 27s. 6d. to 30s. To Singapore: 23s. 6d. to 25s. To Galle: 20s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong 27s. 6d. To Manila: — To Galle: 21s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s. ship 25s. to 27s. 6d.

CASUALTIES.

The Banda, Evans, which arrived at Plymouth, Oct. 16, from Batavia, reports having passed 1st point, Natal, Aug. 3, and that on the 7th she encountered a heavy gale from the westward, lasting nine days, during which she lost maintopsailyard, &c.

Further advices from Port Elizabeth, Sept. 13, state that the Queen of India, Knight, from Manila to Liverpool, which put in there 2, had encountered heavy gales from 25th to 30th Aug., between Cape Agulhas and Quoin Point; on the latter date she was struck by a sea which carried away bulwarks, ladders, &c.; as the water in the well increased to five feet she bore up for this port; she is discharging her cargo (hemp and sugar), a considerable portion of which is damaged.

A telegram from Galle, Oct. 19, announces that the George Reed (str.), London to Saigon, was totally wrecked at the Maldives, Sept. 25, and that her crew arrived there in a native buggalo.

Advices from New York, Oct. 11, state that the Yokohama (Amer. barque), thence to Hong Kong, had been cut down to the water's edge by collision, and abandoned; the master, Hamblyn, had arrived at St. Thomas.

The Lochnaw (British barque), from Manila to Valparaiso, put into Honolulu, Aug. 31, leaking badly, and would have to discharge for repairs.

A telegram from Sourabaya, Oct. 18, announces that the Anna Digna (Dutch), was totally lost, 4, near Cape Posang, Spermunde Archipelago, Macassar Straits, crew saved; the above vessel sailed from Shields, May 27, for Hong Kong.

MISCELLANEOUS.

At Suez, Oct. 21, Duna (str.), from Foochow, for London.

At Mauritius, Sept. 2, Deux Freres, Magneur, from Singapore; 6, Adeline, Thornton, from Singapore; Aug. 28, Mars, Homan; Sept. 9, Cosmopolite, Pannier, and both sailed for Galle.

Steamer for the China Trade.—There has been launched at Glasgow, by the London and Glasgow Shipbuilding Company, an iron screw-steamer, the third of Messrs. A. C. Gow and Co.'s line of steamers, for the China trade via the Suez Canal. The ship was named the Glenlyon. The principal dimensions of the Glenlyon are:—330 feet by 34 feet by 24 feet 10 inches, gross register about 2,300 tons, and she will be fitted by the builders with compound surface-condensing engines, combining all the most recent improvements, of about 250-horse power nominal.

Launch of a P. and O. Steamer.—Messrs. Caird and Co., of Greenock, have launched a steamship for the P. and O. Steam Navigation Company, named the Malwa. She is 360 feet in length, 39 feet in breadth, and 30 feet 3 inches in moulded depth. Her tonnage is 2,723; nominal horse-power 450; she will be rigged as a three-masted schooner.

New Steamer for the China Coast.—The screw steamer Namoa, built by Messrs. Hall, Russell and Co., Aberdeen, to the order of Messrs. John Morrison and Co., of London, for the coast line of Messrs. Douglas, Lapraik and Co., will leave Newcastle about the 1st prox., under the command of Capt. Gibson. The builders have another one in hand for the same account.

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CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

HATTON-COURT, THREADNEEDLE-STREET. LONDON.

Incorporated by Royal Charter.

Paid-up Capital, £800,000.

COURT OF DIRECTORS, 1872-73.

CHAIRMAN.
ANDREW CASSELS, Esq.

Frederick W. Heilgers, Esq. | Wm. Macnaughtan, Esq.
John Jones, Esq. | William Paterson, Esq.
Thomas Lancaster, Esq. | Ludwig Wiese, Esq.

MANAGER.
John Howard Gwyther.

SUB MANAGER.
James Macdonald.

SECRETARY.
William Charles Mullins.

BANKERS.
London—The Bank of England; the City Bank.
Scotland—The National Bank of Scotland.

AGENCIES AND BRANCHES.

Bombay.	Rangoon.	Hong Kong
Calcutta.	Singapore.	Shanghai.
Akyab.	Batavia	Hankow.

The Corporation buy and sell, and receive for collection, Bills of Exchange, payable at the above-named places; issue Letters of Credit; undertake the purchase and sale of Indian Government and other Securities; hold them for safe custody; and receive Interest or Dividends as they become due.

Deposits of Money are received for not less than twelve months, bearing Interest at 5 per cent. per annum.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, Yokohama, and Hiogo, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1872.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Carrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge: and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON Chairman.

K. de PIOTROWSKI,

COMMISSION MERCHANT & GENERAL AGENT.
HIOGO-KOBE,
JAPAN

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

Incorporated by Royal Charter.
Head Office—65, OLD BROAD-STREET, LONDON, E.C.

Branches and Agencies:—
In INDIA ..... Bombay, Calcutta, Madras.
,, CEYLON ..... Colombo, Kandy, Galle, Matale.
,, STRAITS SETTLEMENTS and JAVA—Singapore, Penang, Batavia.
,, CHINA ..... Hong Kong, Foochow, Shanghai, Hankow.
,, JAPAN ..... Yokohama.
Bankers:—
Bank of England,
London Joint-Stock Bank.

The Bank receives money on deposit, buys and sells Bills of Exchange, issues Letters of Credit and Circular Notes, and transacts the usual Banking and Agency business connected with the East, on terms to be had on application.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.

Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutt

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130, 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shares holders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

LONDON AGENTS—FEARON AND CO.,
34, GREAT ST. HELENS, E.C.,
By whom risks to all Eastern ports are taken at current rates.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... €800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France) Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office.

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SHIPBROKERS AND FORWARDING AGENTS,
AMSTERDAM

OSLER'S GLASS CHANDELIERS

WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

CHANDELIERS IN BRONZE AND ORMOLU.

MODERATOR LAMPS AND LAMPS FOR INDIA.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN.

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BIRMINGHAM—Manufactory and Show Rooms Broad-street.

ESTABLISHED 1807.

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CONTENTS OF THE FIRST NUMBER.

1. Introductory Notice. 2. The Shih King—a Review of the fourth volume of Dr Legge's "Chinese Classics." 3. The Adventures of a Chinese Giant—Translated from the Chinese. 4. A Chinese Farce, with an Introduction. 5. Su Tung-p'o—from an unpublished History of the Kwang-tung Province). 6. Mr. Wade, C.B., on China—an unpublished State Paper. 7. From Gotham to Cathay, being divers experiences in strange places. 8. Rhymes from the Chinese. 9. The name Hong Kong. 10. China's place in Philology—a Review of Mr. Edkins's last work. 11 Short Notices of New Publications. 12. Notes and Queries on Eastern Matters. 13. Books wanted, Exchanges, &c.

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Ava ...	Nov. 10		
Donnai ...	Nov. 24		
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Meikong ...	Dec. 22		
Sindh...	Jan. 5		

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Glengyle	100 A1	1,700	SWID	To follow
Drummond Castle.	100 A1	2,000	SWID	To follow
Braemar Castle ...	100 A1	2,200	SWID	To follow
Cawdor Castle.....	100 A1	2,200	SWID	To follow
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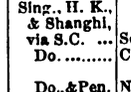

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Do.	Chin-Kiang, s.s.	100 A1	SWID	With des
Do.,&Pen.	Nankin, s.s.	100 A1	SWID	To follow
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Hong Kong	Undine	A1 16 yr	E.I.D.	With des.
Do.	JasShepherd	A1 13 yr.	SWID	To follow
Yokohama ...	Osaka	A1 17 yr.	E.I.D.	With des.
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Auriga.....	518	Wright Bros & Co.	Nov. 5
Glenroy, s.s.	2,000	Thos. Skinner & Co.	Nov. 10
Kromatah, s.s.	805	Smith, Son, & Cole	Nov. —
Bellona, s.	1,098	Robertson & Co. ...	Oct. 30
Scotland, s.	1,256	Norris & Joyner ...	Oct. 30
LIVERPOOL.			
Nestor, s.s.	1,414	Alfred Holt	Oct. 30
Glaucus	1,604	,, ,, ...	Nov.13
GLASGOW.			
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VIA MARSEILLES.]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 479.] LONDON, MONDAY, NOV. 4, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Oct. 31
JAPAN — Yokohama	July 19	Sept. 6	Sept. 11
Yedo			
Osaka and Hiogo	—	—	,, 5
Hakodadi			
Nagasaki	,, 12	Aug. 26	,, 8
CHINA — Peking	—	—	,, 4
Tien-tsin	—	—	,, 7
Chefoo	—	—	,, 9
New-chwang	—	—	,, 7
Hankow	—	—	,, 10
Kiu-kiang	—	—	,, 7
Chin-kiang	—	—	,, 9
Shanghai	,, 26	Sept. 5	,, 15
Ningpo	—	—	,, 12
Foochow	,, 26	,, 4	,, 14
Formosa			
Amoy	—	—	,, 16
Swatow	—	—	,, 16
Hong Kong	Aug. 9	,, 16	,, 21
Canton	—	—	,, 19
Macao	—	—	,, 20
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THE MAILS, &c.

The French mail, bringing advices as above, was delivered, *via* Marseilles, on Thursday last, the 31st ult., four days in advance of its due date. The next inward P. and O. mail, with dates Yokohama Sept. 18th, Shanghai Sept. 22nd, Hong Kong Sept. 28th, Singapore Oct. 6th, is due, *via* Brindisi, on Monday next, the 11th inst.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, five to six hours in transmission.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Cambodge*, arrived Oct. 30.—From Yokohama: Messrs. Winterburn, Graeffen, Levington, and Mrs. Levington. From Shanghai: The Rev. B. Vite, Messrs Gaiderich, H. Reid. From Hong Kong: None. From Batavia: Messrs. Kukler, Schumine. From Saigon: Mr. Nicolet. From Singapore: Messrs. Benoben, Mel'odo, Lopez y Felez, Villamozzo, Echevaria, Philippe, Delcamps, Bottela, Bas y Miro. From Galle: Messrs. Chapter, Simon, Abell.

PASSENGERS OUTWARD.

Per P. and O. steamer *Poonah*, from Southampton, Oct. 24.—To Yokohama: Mr. V. Vanden Brock and two second-class passengers. To Hong Kong: Mr. A. H. Thornton, Mr. and Mrs Alexander, and one second-class passenger. To Singapore: Mr. T. S. Chapman. To Penang: Mr. and Mrs. Ward. To Ceylon: Mr. C. Irvine, Sub Lieut. Wood.

Per P. and O. steamer *Pera*, from Venice, Nov. 1.—To Hong Kong: Mr. J. R Hughes.

Per P. and O. steamer *Pera*, from Brindisi Nov. 4.—To Yokohama: Mr. E. Grosser, Mr. H. Braunstedt. To Ceylon: Mrs. Stevenson and two children.

Per P. and O. steamer *Pekin*, from Southampton, Nov. 7.—To Yokohama: Mr. S. Ungawa, Mr. S. Ohuman. To Shanghai: Mr. Wulff, Mr. G. R. Johnston. To Hong Kong: Mr. K. Mac Iver, Mr. T. E. Ludlam. To Ceylon: Mrs. Bayley and child, Mr. Rudd, Mrs. Robertson and child. Earl Grosvenor, Marquis of Stafford, Viscount Lewi-harn, Dr. Gould, Miss Barrington. To Hong Kong (*via* Bombay): Mr. W. H. Fittock.

Per P. and O. steamer *Malta*, from Venice, Nov. 15.—To Yokohama: Mr. and Mrs. A. Ewers. To Shanghai: Mr. G. Lethbridge. To Ceylon: Mr. Quilty.

Per P. and O. steamer *Malta*, from Brindisi, Nov. 18.—To Shanghai: Mr. and Mrs. H. Robinson.

Per P. and O. steamer *Simla*, from Venice, Nov. 29.—To Singapore: Mr. and Mrs. J. R. Mac Arthur.

Per P. and O. steamer *Simla*, from Brindisi, Dec. 2.—To Hong Kong: Mr. C. V. Creagh.

Per French mail steamer *Ava*, from Marseilles, Nov. 10 (booked from London).—To Shanghai: Mr. and Mrs. Johnston. To Hong Kong: Mr. and Mrs. Lammer and four children, Mr. E. Beart, Mr. and Mrs. Peterson. To Singapore: Mr. and Mrs. W. Ullemeister, Mr. Mead. To Batavia: Mr. and Mrs. Nogel, Miss Klins, Mr. A. Matkins, Miss Clona, Miss Mees, Mrs. Praterms, Miss Guiem. To Galle: Mr. G. Phear.

Per French mail steamer *Donnai*, from Marseilles, Nov. 24 (booked from London).—To Hong Kong: Mr. M. Beart. To Batavia: Mr. and Mrs. Hora Siccoina, Mr. and Mrs. Kleberg, Mr. John S. Dick.

Per steamer *Scotland*, from London, Nov. 2.—For Hong Kong: Mr. Wm. Curtis, Mr. H. Curtis, Mr. Meyernk, seven officers and 454 men of the 80th Regiment.

Summary of News from the Far East.

JAPAN.

HIOGO.

In our last issue we gave the particulars of the arrest of Mr. Cousens. The day afterwards he was summoned to appear before the Court, Mr. Gower, Consul, presiding. After the hearing of the case Mr. Cousens was sentenced to forty-eight hours' imprisonment for the assault on the boatman. When the sentence was announced, in a crowded court, exclamations of "shame" came from the audience, and the Consul, in order to vindicate the dignity of the Court, had the doors immediately shut, took down the names of those present, and ordered that they should not be permitted to visit the Consulate again unless engaged in a case. As the sentence would have to be enforced in a Japanese prison, the constable of the Consulate resigned, rather than carry it out; the doctor sent for by the Consul certified that the prison was unfit for the reception of a foreigner; and the Municipal Council refusing to have Mr. Cousens in their lock-up, he was confined in some room in the Consulate. An indignation meeting, attended by forty people, has been held, at which a resolution was passed that the treatment Mr. Cousens received "was grossly and unjustly in excess of what the case demanded."

NAGASAKI.

We have advices from this port to the 7th September, and we take the following items of intelligence from the *Nagasaki Express*:—

The departure of several men-of-war for Chefoo has been regarded with no little curiosity and misgivings by the Chinese residents at this port. Their numerous enquiries respecting the object of the visit of the flagships and other vessels of the squadrons of Great Britain, France, and the United States of America to Chefoo, tend to show that fear is still lurking in the Celestial mind lest the Tientsin massacre has more to do with [illegible] foreigners are willing to admit. They seem unwilling [illegible] any reply stating that the object of the visit is to [illegible] tulations to the Emperor of China. Such an [illegible] dismissed with a significant shake of the he[illegible] given only for the purpose of concealing the tr[illegible]

Messrs. Boyd and Co. hav[illegible] steam launch, built by Mr. Stibol[illegible]ons:—Length, 26 feet 6 inc[illegible] will be 1½-horse po[illegible] of the best mate- [illegible] and sheathed with Muntz's [illegible] comfortable accommodation is pro- [illegible] sengers.

[illegible]ccent voyage of the *Iron Duke* from this port she took with her about thirty tons of Takasima coal for the purpose of testing its steaming qualities. It is gratifying to be able to

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state that the report on it is very favourable when mixed with Welsh or north country coal, the preference appearing to be given to the latter. It was not tried alone.

The French corvette *Cosmao*, while on the voyage from Yokohama to Nagasaki, ran down a junk with a rice cargo, the total damage being $9,000. Of seventeen people on the junk, fifteen were saved by the corvette. The accident happened at night, and is attributed to the want of lights on the junk.

We hear that it is the intention of the residents of Desima to secede from the general Municipal management, and return to their old system of separate administration. A letter announcing this intention has been signed by them and addressed to the Consular representatives.

A sharp shock of earthquake was felt here on the 2nd Sept., but it was of short duration; probably about five seconds.

CHINA.

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TIENTSIN.

A correspondent writing from this port says, in referring to the floods:—

If the sufferings of the poor in this country were great last year what must they be this year, during which they have been subsisting on charity? The crops must be all be spoiled again; and again must poverty and want stare them in the face. To the question, who is to blame for this state of things? the answer in general terms would be the authorities; but it is more difficult to fix the special portions of blame. If the Governor-Generals of provinces have almost absolute power during their term of office, as they are believed to have, then the Governor-General of this province is certainly very much to blame.

Judging from the Peking Gazettes, whom the Governor-General wished to be honoured and rewarded were honoured and rewarded by Government, and whom he wished to degrade were degraded. He was granted the liberty, on application, of keeping the best men he could find for their respective works, although his doing so was against custom. He seems, in fact, to have had absolute power in all but the name. When a man is given this power we have a right to ask, how has he used this power for the public benefit? He received for, and, it is said, there was expended some Tls. 90,000 on repairs of the Whei Ho at Yung-ting-ho, west of Peking, which burst its banks and did an immense amount of damage last year. It is now reported that this same river, in the same place where so much money was expended, and for which those who superintended the works were highly praised and promoted, has again broken its banks. The story now is that orders have come down to degrade those men who managed affairs so badly (this Li-hung-Chang feels deeply, it is said); the money so spent has not only been uselessly spent, but, far worse, the poor who trusted to its defence from the floods found themselves again subject to all its horrors. Again, with all the power he can command, with soldiers, said to be counted by tens of thousands in the province, the road, the military road, between Taku on the sea and Tientsin, the mercantile capital, is as yet only completed half way, the so-called completed half having a flat surface—where it has not a concave one—from Tientsin northwards towards Peking. I do not know how far it is completed; but having lately come over the southern road, I can safely say I never saw so bad a road, (not to say a military road, an Imperial highway), between the sea and the mercantile capital of the province and political capital of the Empire, in such a bad state; it was, in fact, no road; it was a complete quagmire over half the way, with soft splashy mud up to the axles of the cart on one side, and on a high bank at times on the other; in many places we crossed through water two feet deep.

Such has been the Governor-General's work, or want of work, at the city where he now resides. And if here such things are carried on, what must be the state of work in the country with no one to care for it? Is there an honest native in the country who can be trusted with money to perform work as it might be done, at prices which ought to be paid for such work? It is to be hoped there is; but I am sorry to say it is generally believed they are extremely few in numbers.

Will we this year again have a repetition of the sickening snake-worship in which all the officials, from Li-hung-Chang, the Governor General, indulged, or will the Governor-General—now that twice within two years the floods have devastated his province, slaying thousands of people, if not directly yet indirectly by famine and disease—the latter of which still rages about Tientsin, from the effect of last year's floods—will he, I ask, still prefer snake worship (which, to do him justice, he is said to have despised), or will he set to work for food with all the energy he is given credit for, and see with his own eyes that the work is being well and sufficiently done for the preservation of the province from the awful scourge of floods? The poor farmers have also had another scourge to contend with this year. Before the floods came the grasshoppers had been dealing destruction in some of the districts.

To keep the province of Chihli free of serious floods at all times will be a Herculean task, a task quite unfit for the shoulders of any native or body of natives of the present day. Nothing less than foreign machinery, under the hands of foreign scientific engineers of the first class, can at present hope to remedy the evil. I have seen the province of Chihli, where it borders on the highlands of Shansi on the west and Mongolia on the north, and the water-courses at many points between these places and the sea, and am convinced that unless the water-courses are all dredged out—and this can only be done efficiently by machinery—the province, in an extra rainy season will always be subject to these serious floods. I believe that the immense loss and damage done in one year to the crops alone is so large that a sum of money equivalent to the loss would be amply sufficient to put into thorough repair—in foreign hands—all the rivers and streams of the province. The question of repairs to the rivers, canals, and roads of this province should not be a provincial but a national one, as the waters which do the greatest part of the damage to Chihli come from the highlands of Shansi and Mongolia.

Many of the foreigners were last year generous in gifts for the starving native poor, and for this the recipients would in most instances seem to have been thankful, but many look upon it—as Easterns generally do—as a sign of weakness on our part. How far it will be wise to act again at present in the same spirit as last year seems doubtful. For some time past foreigners have noticed amongst the natives here a growing feeling of rudeness and incivility, and a calling of names not the most complimentary. Whether this is owing to the presence of more soldiers here than in former years, and of the import of Krupp's and other guns, rifles and torpedoes, it is difficult to say, but these things are generally believed to have a good deal to do with the feeling at present existing. The better-informed Chinese, who are acquainted with foreigners and their affairs, would gladly bring things to the notice of the Governor-General, but they have no means of access to him except through underlings, who require to be feed at every door. Foreigners, through their Consuls, without fee or reward, have access, but the native merchants have not this privilege of access to their rulers.

The Emperor coming of age, if rightly improved by Foreign Ministers, may be the means of doing much good to the country. Before the next Treaty revision takes place, a commission from all the principal European Courts should be here to see and judge of mercantile affairs, and how best to open the country—extremely rich in natural products—and yet the inhabitants sunk to the lowest ebb. Then foreign enterprise and machinery introduced, the face of the country would, in a short time, be completely altered for the better, and the wealth which is now hid in the bowels of the earth would circulate freely and cheaply to the benefit and comfort of many millions of the inhabitants.

Trade is at present at a standstill here. The steamers are coming up half empty, or even less. Goods cannot be sold at market prices, the prices being only nominal. Is not this state of things greatly owing to the great carelessness and negligence of the mandarins, who care for nothing but themselves? Cannot the foreign Governments, who have trade with China, do something for this trade—a trade which might be increased ten-fold under proper management? As Great Britain has the largest amount of this trade both in import and export, cannot she be pleased to take a part in the reorganising of this Empire in proportion to her trade?

SHANGHAI.

We have advices from this port to the 15th September. There had been no mail arrival from London since that of the P. and O Mail of July 26 on the 5th September, but the following French mail of 2nd August was due the day this mail left. The following summary of news is from the *North China Herald*:—

A correspondent writing on the 3rd September from Hangchow says:—Things go on so quietly here that we are sometimes tempted to think the authorities have almost forgotten that we are in the city. It is doubtful whether this state of things is to continue much longer however. Some weeks ago a placard was posted through the city cautioning natives against selling land to foreigners, and stating that the whole neighbourhood was injured by their presence. The paper further stated that any native so doing would be severely punished by the people. Within the last few days a much more serious step has been taken. The mandarins have issued a warrant for the apprehension of all natives who have ever sold land to foreigners in Hangchow. A copy of this warrant has been obtained; it contains the names of the natives who formerly owned Mr. Moule's land, Mr. Cryor's, Mr. Lyon's, Mr. Elwin's, Mr. Houston's, Dr. Galt's, and Mr. Dodd's, with the name of one middleman. Most of these men have already been arrested and are now in prison, and doubtless the others will be imprisoned as soon as caught. What will be the end of it, it is impossible to say. A copy of the warrant and a full statement of the case has been forwarded to both the English and American Consuls at Ningpo. The generally received explanation of the order is that the Taoutai lost several members of his family by sickness, and, going to the soothsayer, he was told it was because the *Fung-shui* had been interfered with by the foreign houses on a hill just over against his yamen. Hence the arrest.

We hear from Ningpo that the English and United States Consuls have left for Hangchow, in consequence of the representation made to them regarding the punishment of natives for selling land to foreigners. The Chinese seem to be bent on making some kind of disturbance. There is a report that the people

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intend closing and filling up Dew's Canal, and that operations are to be commenced in about twenty days time. H.B.M. gunboat *Dove* is anchored below the settlement, and in a line with the canal, to be in readiness for any emergency. The free ferry seems now to be permanently established. Shipping trade is brisk seven steamers and eight sailing vessels being in harbour, the latter, however, all to the consignment of Chinese, from Singapore and Penang.

The *Hopewell* having now discharged 6,509 packages of tea, the damages she received in the recent collision are visible both inside and out. As it happened, the bowsprit of the *Annie Gray* struck the mainmast of the *Hopewell*, thereby considerably breaking the force of the collision between the hulls of the two vessels, but notwithstanding this, the waterways, stringers, beams, kneebolts, inside and outside planking of the *Hopewell* are broken on the port side, and the starboard side is bulged out in consequence.

As the ship *Araby Maid*, from Foochow with poles, was approaching Woosung Bar, she fouled a Ningpo junk, which with several others was at anchor a short distance below the bar. After striking the junk, the vessel, which was being towed by the *Samson*, carried it along with her till she reached the bar, when the junk sank close by the side of the channel, nearly at the point where the marks indicate that the bar should be crossed. The ship reports that the pilot observed four junks anchored right in the fairway, and that in order to clear them the helm was put hard a-port, but owing to a strong flood tide running at the time, the vessel did not pay off as quickly as she otherwise would have done. As some twenty minutes elapsed between the collision and the sinking of the junk, her crew were enabled to leave her, and to save their personal effects and any portable articles they thought of value. The harbour-master at Woosung having been apprised of the circumstance, a red light was put on the wreck the same evening, while a red flag by day denotes its position. The *Araby Maid* was in charge of a licensed Chinese pilot.

The inspector of markets has made a seizure of the carcase of a diseased bullock, and after reporting the matter at the Mixed Court, was empowered to have the meat destroyed, on Mr. Henderson certifying that it was diseased. The bullock was one of a lot being shipped by the *Oregonian* to Nagasaki, but, as it appeared to be sick, was sent ashore, and had been dressed, for Chinese consumption, but the choicest portions had been cut, to be sent to the foreign market. The persons implicated in the attempt to pass it into consumption have been brought before the Mixed Court, but judgment has not yet been given.

There cannot be a doubt that a virulent epidemic is prevalent among cattle in Shanghai and the surrounding country, and there is much reason to fear that by the shipping of stock to Japan the disease will soon extend its ravages to that country. We understand that steps were taken by Dr. Macgowan, in the capacity of medical agent of the Japanese Government, to avert, as far as possible, danger to that country from any infection of cattle plague which might be communicated by the animals shipped per *Oregonian* for Nagasaki. In consequence of information received by him, concerning the lot of cattle shipped, Dr. Macgowan has advised the Japanese authorities to prohibit the landing of the cattle at Nagasaki or elsewhere, and suggested that they should be reshipped to Shanghai.

At a meeting of the English members of the Shanghai Rowing Club, Mr. Batt in the chair, it was resolved to get up a crew to challenge the Scottish Eight. As there are men equal to about three crews to choose from in making up the eight, we may hope to see a good international contest at the next Regatta of the Club.

The Cricket Club announce their intention to open the autumn season on the 16th Sept. The match selected, doubtless with a view to test the talent of new arrivals, is the First Eleven v. the Next Eighteen, and from the lists of names given we may safely augur some good cricket and an exciting contest.

Messrs. Hogg Bros. the agents for the Soochow Bridge Company have addressed a letter to the Chairman of the Municipal Council offering to sell the whole property of the Bridge Company to the Council with all rights, for the sum of sixty thousand Tls. This proposal will be formally laid before the ratepayers at an extraordinary meeting which is to be convened on the 15th October.

The following items are from the *Courier*:—

The principal member of the confederation of Ningpo lawyers and rowdies who, some time ago, sought to extort a second squeeze of $1,000 from the brothels of the settlement, has at length been sentenced for his share in that transaction. When the evidence adduced in Court against him proved so strong that a conviction was, perforce, inevitable, it was seasonably represented to Chen that the culprit was a mandarin. On this the Mixed Court Magistrate declared that he had no power to punish him, and handed him over to the Taoutai. The illness of the latter has delayed the decision of the case. But the Taoutai, as soon as he was able to take cognisance of the facts, stripped him forthwith of his rank, and ordered him to be decorated instead with the collar of the cangue for one month.

While H.M.S. *Juno* was lying alongside the wharf of the naval store-yard, Mr. Cass, the chief carpenter, accidentally fell overboard. He must have been carried under the ship and got entangled, as he was never seen to rise. [illegible] found two days afterwards, and was buried in the New Cemetery with the usual naval honours.

We hear from Hangchow that one of the Chinese who sold land to the foreigners there has already received 1,000 blows of the bamboo! If this be so, the presence of Mr. Lord and Mr. Solbé may prove very seasonable.

We understand that Mr. McCartee, M.D., who has for some time performed the duties of Interpreter at the U.S. Consulate-General and Assessor at the Mixed Court, and who has previously held the position of U.S. Consul at Chefoo and elsewhere, will shortly leave China for Japan.

HONG KONG.

Our advices by this mail extend to the 21st September; the P. and O. mail from London 9th August arrived out on the 16th Sept. The following items of intelligence are taken from the *China Mail*:—

The Legislative Council met on the 15th, when the consideration of the Estimates (those exclusive of establishments) was proceeded with. A lively debate took place on the question of sheriff's remuneration, and a minute was recorded to the effect that the Council was of opinion that the sheriff should be a salaried officer, his fees being handed to Government. The Educational, Medical, Police and Gaol estimates were passed without much discussion. Considerable debate ensued on the subject of grants to the Roman Catholic establishments and schools, and his Excellency spoke very fully on the question of endowment. On a motion of Mr. Ryrie, seconded by Mr. Lowcock, a grant of $2,400, instead of $1,600, for the Roman Catholic benevolent establishments, was lost. Mr. May pointed out that the reformatory is not quite what is understood by that term at home. Messrs. Whittall, Greig, May, Hayllar and Smith voted against it, and Messrs. Lowcock, Ryrie and Ball voted in its favour. Mr. Whittall then proposed that $1,800 be granted to the Sisters of Charity and $600 to the reformatory for this year. This motion was seconded by Mr. Greig, and, after a very long debate, was carried. After discussing the new hospital and the water works the Estimates for 1873 were carried, and the Council was adjourned to the 25th.

We learn that the damages to the *Ottawa*, which was recently reported as having put into Oosima with disabled machinery, were somewhat serious. She left Yokohama on the 4th, with the downward mails, and at five A.M. next day broke her pinion shaft and piston rod and smashed the bottom out of one of her cylinders. She reached Oosima at noon of the 5th, and the Austrian corvette *Fusana* happening to put in that afternoon for shelter, Captain Hockin wrote to Yokohama for assistance. The Japanese steamer *Chili* was despatched to take her in tow for that port, but finding her hawsers insufficient, took off the mails and returned to Yokohama for additional cordage. The mails have arrived here. We believe that there is some intention of letting the next downward mail steamer tow the *Ottawa* to Hong Kong.

We have to congratulate the police on their success in breaking up a haunt from which supplies of spurious and deleterious beer have emanated and passed into the Hong Kong market. This bottled stuff, which is labelled and capsuled, bears all the appearance of the genuine article, and looks as if it had come fresh from the brewery of Bass and Co. It appears that in the prosecution of some inquiries connected with a case then under investigation before the magistrate, Inspector Grimes went into a shop in Gilman-street, and to his surprise found a foreign bottling machine. This led him to further search, and his exertions were rewarded by the discovery of a quantity of bran new capsules manufactured in this shop. The capsule is so well finished that it is impossible to detect any difference between it and the genuine one. Every letter is clearly shown, while the red triangle is perfect in every way. It seems that the impression is obtained from a die which is made of tin and fastened on to a wooden handle, and by means of a stamping machine (which bears the name of Mortimer and Co., London, as the manufacturers) the capsule is stamped. As to Bass' labels, a quantity of [illegible] ones were found, and from this it is evident that the brewers must have a forged stamp.

The Editor of the *Oriente*, Dr. Magalhaes, has been, we learn, arrested by order of H.E. the Governor Viscount de S. Januario, for alleged malicious libels published in the last number of that paper against the Governor. Dr. Magalhaes, being a military man, has been sent to Monte Forte, as customary.

We regret to learn that Lieut. Ellis, of the *Princess Charlotte*, has been found lying insensible from a severe wound, inflicted evidently for the purposes of robbery, at the entrance to St. Paul's College, in the lane leading up from the Wyndham-street tank. Though severe, the wound is pronounced not to be dangerous. Lieut. Ellis's watch and chain were gone when he was discovered, and there is as yet no clue to the robbers.

We may note that the Pier Company owns a somewhat singular-looking locomotive, which, despite its eminently business-like and non-ornamental appearance, deserves notice as the first practicable tractive engine ever run in this colony. The *Thales* discharged by its aid in twenty-two hours.

During the sitting of the magistrate (Mr. Mitchell) the Rus-

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sian admiral, accompanied by his aide-de-camp, paid a visit to the Court, and occupied a seat on the Bench for a short time.

We hear it is stated in Chinese circles that since H.E. the Governor of Macao ordered the refractory leaders of the coolie strike to be flogged, he has been afraid to take his accustomed promenade, preferring to be driven out for his usual airing.

We note with pleasure an announcement concerning the proposed direct route by steamer to Melbourne and Sydney. The steamer *Parana* will leave this port on or about the 1st proximo, and the experiment so frequently thought of by many will then be made. Cargo, passengers, and correspondence may be taken hence, and delivered in Melbourne in say twenty-two days, while the mail *via* Galle takes nearly twice that time to perform the voyage (say forty-two days on an average); so that in speed the gain is very considerable. There are many other points of advantage which doubtless have been carefully considered by the promoters of the new route; but these we will speak of at another time. At present we may express a desire that the scheme thus inaugurated by a young but enterprising firm of this port may prove in every way a success.

THE LEVEE OF H.I.H. THE GRAND DUKE ALEXIS.

The following is the list of gentlemen presented to his Imperial Highness:—Sir Brooke Robertson, Mr. J. Whittall, Captain Waller, R.N., Lieutenant Lang, 10th Regiment, Lieutenant Blake, 10th Regiment, Lieutenant Meynek, 10th Regiment, Captain C. A. Denny, 10th Regiment, Lieutenant H. C. Huntley, 10th Regiment, Lieutenant G. B. Patan, 10th Regiment, Lieutenant F. R. Lowth, 10th Regiment, Lieutenant C. Talbot Peyton, 10th Regiment, D.C.D.G. Parkyn, Captain H. G. Carleton, 10th Regiment, Lieutenant R. G. Wharton, 10th Regiment, Mr. James B. Bahie, Staff Surgeon, D.C.G.A. Crocker, Mr. John Downs, Com.-General Perkis, Hon. H. J. Ball, Acting Chief Justice, W. R. Ashton, Control Staff, W. E. Wodehouse, J. A. P. Silveira, Lieutenant Robertson, 10th Regiment, Mr. J. Orton, surgeon, 10th Regiment, E. A. H. Ayers, A. C. Patyr, Colonel Phillips, R.A., Lieutenant T. M. Maurand, 10th Regiment, Mr. A. L. Agabeg, Mr. J. Oxley, Lieutenant W. W. Elliott, 10th Regiment. Lieutenant Taylor, 10th Regiment, Lieutenant R. Hyde, 10th Regiment, Mr. C. Apcar, Hon. P. Ryrie, Major Lucas, 10th Regiment. Captain Jones, R.E., Mr. A. W. Elliott, 10th Regt., Captain Dunlop, R.A., Dr. Belcher, R.A., Capt. Vaughton, 10th Regt., D. C. Paymaster G.N. Rippon, Assistant Controller Cleave, Lieut. Alexander, R.E., Mr. T. Newton, R.E., A. B. M. Hardy, D.W.E., Capt. Superintenden Deane, Lieut.-Col. Grein, L d'Almada e Castro, Captain Baird, R.N., Commander Magnay, R.N., Lieutenant-Comd. Antil, R.N., Mr. W. M. Tonnochy, Commodore Shortt, Mr. W. G. S. Cannon, Hon. C. C. Smith, Mr. D. Ruttonjee, Mr. G. F. Buxey, Mr. C. L. de la Forest, Mr. E. Chastell, Very Rev. T. Raimondi, Rev. G. Berghinoli, Mr. G. Overbeck, Mr. J. J. dos Remedios, Mr. A. G. Norman, Mr. A. Eimbcke, Mr. S. J. Gower, Mr. L. Beyer, Rev. R. Hayard Kidd, Captain Thomsett, R.N., Mr. F. W. Mitchell, Rev. Dr. Legge, Commodore H. H. A. Adams, U.S.N., Mr. W. K. van Refen, U.S.N., Mr. A. F. Magrueder, U.S.N., Mr. D. H. Bailey, Mr. R. Jensen, Mr. A. C. Dulcken, Mr. E. J. R. Wilcocks, Major-General Whitfeild, Lieutenant Burn, Captain O'Shaughnessey, Mr. J. F. Cordes, Mr. J. E. Manger, Mr. T. Pyke, Mr. H. Nicaise, Mr. J. Lanken, Mr. T. Magnussen, Mr. Kassamally Allyzuza, Mr. Alarikita Seevjee, Mr. H. Wicking, Mr. Lemann, Mr. S. A. Seth, Mr. Aratoon Seth, Mr. M. E. Sherazie, Mr. H. A. Sherazie, Mr. W. H. Forbes, Mr. P. M. Raderdina, Mr. N. M. H. A. Rahenen, Mr. Moosa Ahmed, Mr. R. Alexander.

SIAM.

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BANGKOK.

The *Siam Advertiser* says:—

The great event of the week to the natives was the grand procession of an idol of Budh, the statues of the last four kings of the present dynasty, each of whom reigned in this city, after it was made the capital by the celebrated Siamo Chinese known as P'ya T'ak. According to European notation this occurred on the 17th Sept. This week, however, all classes of the community have in one way or another made some demonstration in honour of the day. The Christian part of the community have doubtless fervently prayed that God's richest blessings may follow the young king during a long and prosperous reign. Others, again, have commemorated the day with feastings, balls, parties and illuminations. These tokens of respect show that all classes and grades of the community are glad to honour him as best suits their inclinations.

The Rev. Mr. and Mrs. Carrington, the American Presbyterian missionaries located in that city, have succeeded in renting a lot and a bambu house, having a board floor, at a point on the West bank of the river called Hua Raw, in the vicinity of Wang Chan, where they are comfortably located for the present. The location, though too small to be ever regarded as an eligible spot for the permanent location of the mission, has its advantages for missionary work. The population in that vicinity is numerous, and there is a constant stream of people passing to and fro by the present mission house. A native gambling establishment is close by, and is necessarily the focus of much noise and confusion.

Dr. Vrooman, of the American Presbyterian Chiengmai mission, and Rev. Mr. Culbertson, of the American Presbyterian mission of Bangkok, reached Ayuthia on the 27th. These gentlemen are bound to Rahaang; Dr. Vrooman's ultimate destination is Chiengmai.

STRAITS SETTLEMENTS.

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SINGAPORE.

Advices extend to the 30th September; the P. and O. mail from London August 23 arrived out on the 22nd and the following French mail of August 30 on the 27th Sept. The *Singapore Daily Times* supplies the following summary of news:—

The reported seizure of the little steamer *Eastern Star*, late the *Maha Ranee*, by Tunku dia Oodin's steamer *Telegraph*, turns out to have been well founded, though we believe there is no foundation whatever for the rumour that men taken on board the *Eastern Star* had been blown from the guns. The *Eastern Star* had, we learn, been chartered by Rajah Moosah, and while employed in his service was endeavouring to run the blockade established on the Langat river by Tunku dia Oodin—coming down at night without lights, and unprovided with a proper pass. She was therefore seized. As it appears, however, that she had been taken there in direct opposition to the orders of her owner, who had recalled her to Singapore, it is probable she will be given up to him. The rumour of blowing men from the guns may be correct, but has probably no connection with the steamer. The atrocities said to have been committed by Mahdie's followers are almost too horrible for credence—some of Tunku dia Oodin's men who had fallen into their hands having been tortured and mutilated in a fearful manner. Several, we are told, had their scalps split clear across, and the skin stipped entirely off their foreheads and faces. A messenger sent by a rajah properly accredited, was fastened by a collar and two chains to posts, and, with his hands pinioned behind, was kept standing for seven days without a morsel of food, and then with food for three days longer in the same position. Fortunately, the house in which he was confined caught fire, and, reduced almost to a skeleton, he escaped with his chains and collar and returned. After such barbarities as these, it would not be surprising if Tunku dia Oodin should resort to strong measures in retaliation.

The principal event of last week was the trial before the sitting magistrate at Malacca of two Government officials, viz., the assistant colonial treasurer here, and his chief clerk, the former for embezzlement of Government moneys to the extent of $9,616 61, and the latter for aiding and abetting in the offence. The case occupied three days, no less than twelve witnesses having been examined by the Solicitor-General on behalf of the prosecution. Mr. J. G. Davidson appeared on behalf of the first defendant (the assistant treasurer), and Mr. J. D. Vaughan, on behalf of the second defendant (the head clerk in the Treasury). The case has been sent up for trial at the next criminal session, but as that will not be opened here for another six months, the Solicitor-General made an application to his Honour the Chief Justice to have the case tried at Singapore, at the next criminal session, to be held on the 10th proximo, and the Chief Justice has granted the application, so that the petty jurors there will have an opportunity afforded them of hearing both sides of the story, whilst the community of this place are entirely in the dark as to what the line of defence is to be, the counsel for both the defendants having reserved their defence until the case comes on for hearing before the Supreme Court.

H.N.M. steam frigate *Vice Admiral Koopman*, Captain Van Trojen, arrived here the other day from Batavia, on her way to Bangkok, with Mr. Hoogeven, Resident of Batavia, who, we learn, has been deputed by the Governor General of Java to invest the King of Siam and several Siamese officials with decorations. The *Vice Admiral Koopman* will return here by the middle of next month.

We understand the Government contemplate the erection of a new Post-office, the site chosen being the very best that could have been selected, namely, Fort Fullerton. This is a step in the right direction, and if the same site could be utilised for the Stamp, Import, and Export Offices, the concentration would greatly facilitate business, and would be recognised as a grateful boon by the whole mercantile community.

There exists a well-defined apprehension among the Chinese of another outbreak between the Teo Chew and Hokien tribes, though there is no telling when it may take place. Both tribes appear to be secretly preparing themselves for it, and it only needs some overt act of hostility on either side to cause a renewal of the scenes of October last. It is to be hoped that Government, having been fully warned, will take summary measures, short and stern, to check the first attempt at any disturbance.

The Messageries Maritimes Company's steamer Cambodge, with the present inward mail, arrived at Marseilles at 8 A.M. on the 30th ult., having put into La Ciotat harbour the previous day, in consequence of a strong north-westerly gale. She brings 52 passengers, 289 bales of silk, 1,624 packages of tea, and 508 packages of sundries for London. Her cargo for London will be forwarded per company's steamer Indus, which may be expected here on or about the 10th inst.

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Commercial Report.

(*For dates see first page.*)

IMPORTS.

TIENTSIN. — Advices were still unsatisfactory. The water near Tientsin continued to rise, and no steps were being taken by the authorities towards repairing the banks of the river or canals. Trade, in consequence, was almost at a standstill, and there was no immediate prospect of its active resumption. A few 8-lbs. Shirtings had been placed at Tls. 1.77 per piece, and some English Drills, 15-lbs. at Tls. 3.07 per piece. Otherwise there was almost nothing to report.

HANKOW.—Advices report great dullness in Shirtings, with, however, a scarcity of the 7-lbs. weight. T-Cloths showed a decline in value, with a very limited inquiry. For Drills a good demand still existed, rates showing no change. In Fancy Cottons business had been much restricted. Tea: Arrivals had been limited, but a fair business is reported at prices rather in favour of sellers. Exchange on London was 6s. 4½d. per tael for six months' sight credits.

CHINKIANG.— The market for Shirtings and T-Cloths continued quiet, prices being about the same as those formerly current. English Drills were sought for, and Malwa Opium was in good demand. The steamers Trafalgar and Otago were loading rice for Canton. Both vessels have since passed Woosung en route for the South.

SHANGHAI.—The market had been extremely depressed since the English mail, and in spite of more favourable telegrams from Liverpool and Manchester prices of several Cotton fabrics showed a decline. The proximity of settling day, 17th and 18th Sept., was the assigned reason. The accounts from the outports have not been such as to stimulate purchases. Grey Shirtings: The business done had been scarcely sufficient to establish a market. Rates for commoner chops of 7 lbs. and 8½ lbs. were again easier; 7 lbs., Tls. 1.65 to 1.68; 8½ lbs., Tls. 1.83 to 1.86. White Shirtings: No business. T-Cloths: About 12,000 pieces 6 lbs. common, 4,000 pieces 8 lbs., and 7,500 pieces 7 lbs. Mexicans, had changed hands.; 6 lbs. at Tls. 1.18 receding to Tls. 1.15, 8 lbs., Tls. 1.67 to 1.75, 7 lbs., Tls. 1.46 to 1.50; natives were more disposed to buy, but were acting very cautiously in the face of heavy and increasing stocks. Drills: Steady demand, but quotations barely sustained, though holders firmly refuse concessions. English, 14 lbs. to 15 lbs., Tls. 3.5 to 3.14; Dutch, Tls. 3 to 3.6 per piece. Jeans: The low prices current had led to the settlement of about 7,000 pieces English. Fancy Cottons: 22-inch Black Velvets in demand for Japan, but stock exhausted; 500 pieces Dyed Spots sold at Tls. 2.66, and 500 pieces Gentian Shirtings at Tls. 2.50 per piece. Woollens: A quiet market had ruled, but Long Ells was the only article that had fallen in value. Scarlet C. P. H. cargo sold at Tls. 6.50. Assortments (half scarlet) on offer at Tls. 6.10 with no buyers. Crape Lustres sold at Tls. 4.20. Plain Lustres for Japan at Tls 4½. Medium Cloths had changed hands at Tls. 0.92½ to 0.96 per yard. Metals: Telegrams from London quoting a decline of 20s. per ton had had the effect of stopping both speculation and business. Lead: No business for cash.

HONG KONG.—Raw Cotton was saleable at a slight decline upon former rates. Cotton Yarns of all counts were receiving but little attention, and Nos. 16/24 could only be placed at lower figures. 7 lb. Grey Shirtings were again lower and 8-4 lb. had not improved in value: Drills firm and wanted, but T-Cloths neglected. No special movement had taken place in Woollens, other than a slight advance in both Assorted and Scarlet Long Ells. In metals, all kinds of iron were quieter as previous prices had been too high. Tin and tin plates were firmly held. Quicksilver steadily maintained its value, and Californian was quoted $100 to 101. Rice was not much wanted, and holders readily parted with their supplies at a fall of 5 to 6 cents per picul.

EXPORTS.

TEA.

HANKOW.—Advices report settlements of 7,000 chests Tea for the interval, chiefly third crop Oopacks, at very full rates.

SHANGHAI.—Black: A fair business had been done in Congous, the prices paid ranging from Tls. 23 per picul upwards, showing an advance of 5 mace to 1 tael per picul, while common Shantams could be bought on easier terms. Green: A lower range of prices generally had ruled; Pingsueys could be bought on what may be called reasonable terms, while two or three chops of Moyune had been bought at rates showing some weakness. Advices from America were unfavourable, and were it not for the high Exchange prices would be quoted at a decline. Concerning the qualities of the Greens on offer, it was reported that though the Moyunes were very good in cup, they were in appearance, probably, the worst ever offered, as far as make and style are concerned. Settlements for the week—Congou, 12,804 chests at Tls. 14 to 30¾. Green Tea: Moyune, Fychow, &c., 14,664 half-chests at Tls. 29½ to 51½; Pingsuey, 350 half-chests, Tls. 39; Shanghai-packed, 2,040 half-chests, Tls. 30 to 38.

FOOCHOW.—During the week a fair amount of business had been transacted, and prices for all kinds were firm and steady. Congou: Settlements, 17,144 chests at Tls. 3 to 22½, and for boxes Tls. 29; prices show little change, but latterly have been more in favour of sellers; arrivals, 20,000 chests. Souchongs: 1,026 chests taken at Tls. 15 to 25, and Tls. 34½ for boxes; arrivals, none. Oolongs: Settlements, 10,012 half-chests at Tls. 27 to 37; prices had been rather irregular but fully maintained; arrivals, 3,010 half-chests. Scented Teas: Settlements, 367 boxes at Tls. 15 to 19; arrivals, none. Pekoes: Settled, 50 chests at Tls. 26; no arrivals.

AMOY.—The Ooloong market continued very quiet, with ward tendency until the 14th Sept., when a buyer re-entered t ket, and settled a large string of chops at fully previous quo Buying had been continued at these rates, and 9,000 half-ches had been settled, leaving a stock of about 13 000 half-chests on offer. Total receipts for the season estimated at 220,000 half-chests. The Tamerlane sailed on the 16th Sept., taking 898,483 lbs. Ooloong, leaving the Anglo-Saxon on the berth for New York. The Surprise, s.s., was daily expected from Shanghai to fill up for New York.

CANTON.—A few small settlements reported at unchanged values. Musters of fourth crop Scented Capers had been placed on the market, but being much mixed in leaf and coarse in cup, had not found favour. Later on, however, some better Teas were expected. The Teamen continued firm at last quotations, though buyers, in view of the high rate of exchange, showed little disposition to purchase, except at a reduction in prices.

SILK.

SHANGHAI.—Notwithstanding unfavourable advices, there had been only a small decline—say on the average about Tls. 5 per picul. The business done had been confined to a very few buyers, but their individual purchases had been considerable, and settlements for the week were estimated at 800 bales, making total since the opening of the season 32,000 bales. In Tsatlees the following chops have been settled:—Dragon, No. 1, 2, and 3, at Tls. 620, 600, and 580; Fruit Chop, Nos. 2 and 3, at Tls. 550 and 530; Elephant, blue, at Tls. 522½; Dancing Bear, at Tls. 522½; Phœnix "Yuch-hwa," at Tls. 495; stock of Tsatlees estimated at about 5,500 bales, fully one-half being inferior and foul Silk from No. 4½ downwards. This was difficult of sale, but good and clean parcels, on the other hand, were firmly held, and seemed more likely to maintain their value. Hainangs: No settlements; stock about 200 bales; Fatmow's No. 2 scarce, and held for Tls. 510. Taysaam: Tsu-ke-yuen's "Ting-how" and "Gua-ling" Kahings bought at Tls. 525 and 495; stock of Kahing estimated at 500 bales, and of coarse Taysaams at 300 bales. Re-reeled Tsatlee of fair to good quality had been taken for America at Tls. 570 to 590; stock large, say 1,500 bales, the bulk Tsatlee. Yellow Silk: Some purchases of Mienchow reported at Tls. 385; stock, 1,000 bales.

CANTON.—Since the English mail of 11th Sept. the market had been rather quieter, and dealers were firmer at the reduced quotation, partly owing to the fourth crop just finishing and reports of the shortness and inferiority of the fifth crop, to arrive in about ten days from date. Settlements for this (French) mail were estimated at from 300 to 400 bales, but it was said that considerably more had been purchased and was being kept back for a more favourable rate of exchange. The reduced prices and bad reports of the fifth crop had induced purchasers to go into the market, and in consequence there were very few desirable parcels offering, most of the best having been picked out. Only some 200 to 300 bales Re-reels were reported as going forward to the United States by the Pacific mail leaving Hong Kong 21st Sept. Market Tsatlee was quoted at $470 to 480. Re-reeled Cumchook and Lacklow No. 1 at $540 to 560. Stock estimated at 2,000 bales Tsatlee and 100 bales Loongkong.

EXPORT OF TEA AND SILK, SEASON 1872-73.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Aug. 31, 1872	—	48652561	27958846	—	8283215	84894622	28930
Corresponding period last season ...	—	50513348	23294865	—	7272847	81081061	26210

Shipments Since:

Aug. 30 per Everest	From Foochow	...	743,693*	
— 31 ... Hopewell	... Shanghai	...	807,232*	
— 31 ... Australia (str.)	... Do., &c.	...	—	2,943*
Sept. 1 ... Burdwan	... Canton	...	910.967	
— 4 ... Langstone	... Shanghai	...	1,088,319	36
— 4 ... Thyatira	... Do.	...	1,331,458	
— 7 ... Ava (str.)	... Do., &c.	...	165,496	1,055

* Included in above total.

TO THE CONTINENT:

							Bales
From June 1 to Aug. 31, 1872	...	...	...	...	...	2964116	7700
Corresponding period last season ...	...	...	...	...	...	2021734	

Shipments Since:

Aug. 27 per Russia (str.)	From Odessa	...	217,900*

* Included in above total.

TO UNITED STATES.

							Pcls.
From June 1 to Aug. 31, 1872...	...	...	...	...	...	14814599	
Corresponding period last season ...	...	...	...	...	...	11343581	

Shipments Since:

Aug. 27 per St. Paul	From Canton	...	63,407*
Sept. 1 ... Cashmere	... Shanghai	...	826,040
— 7 ... Aurora Australis	... Amoy	...	507,80[illegible]

* Included in above total.

TO AUSTRALIA.

From June 1 to Aug. 31, 1872	[illegible]b
Corresponding period last year	[illegible]8

Shipme[illegible]nce.

Aug. 28 per Albatross	[illegible]oche[illegible] [illegible]ne
Sept. 5 ... Geffrard	[illegible]o.
Do.	[illegible]. [illegible],000

[illegible]ota.

[illegible]AIN.

		[illegible] Japan.	From	Tea—lbs.	Silk bales China & Japan
	[illegible],000	...*	1862 to 1863.....	121,273,580	73,887
	[illegible],334,200	18,600	1863 to 1864.....	117,463,586	46,603
....	63,972,000	22,144	1864 to 1865.....	121,236,870	32,313
[illegible]64.....	77,327,800	61,283	1865 to 1866.....	118,333,042	62,890
to 1856.....	92,240,300	50,481	1866 to 1867.....	118,423,290	50,052
1857 to 1858.....	76,990,255	68,315	1867 to 1868.....	116,890,430	57,449
1858 to 1859.....	65,789,792	83,134	1868 to 1869.....	142,789,804	70 917
1859 to 1860.....	85,560,452	64,169	1869 to 1870.....	139,740,193	63,807
1860 to 1861.....	90,066,160	70,644	1870 to 1871.....	131,969,850	51,329
1861 to 1862.....	109,854,040	79,199	1871 to 1872.....	149,774,895	54,589

* Including the Continent.

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TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Leucadia	July 9	Shanghai	1,154,400
Eliza Shaw	„ 10	„	945,000
Gungner	„ 24	„	810,600
Doune Castle	„ 30	„	1,282,000
Taitsing	Aug. 6	„	1,084,300
Glaucus (str.)	„ 1	„	1,519,705
Northampton	„ 14	„	1,567,344
Weymouth	„ 15	„	1,114,253
Leicester	„ 19	„	1,764,249
Annie Braginton	„ 20	„	545,333
Hopewell	„ 30	„	807,232
Langstone	Sept. 4	„	1,036 400
Thyatira	„ 4	„	1,331,500
Northfleet	June 28	Foochow	1,117,100
Denbighshire	July 4	„	615,500
Sir Lancelot	„ 6	„	1,218,200
Grenadier	„ 18	„	666,800
Maitland	„ 19	„	1,110,300
Star of the North	„ 23	„	983,100
Jungfrau	„ 28	„	810,200
Harlaw	Aug. 1	„	1,152,500
Everest	„ 30	„	743,693
Essex	Sept. 6	„	1,688,100
St. Andrew's Castle	June 15	Canton	340 500
Carmarthenshire	„ 25	„	895,000
Ambassador	July 23	„	880,800
Falcon	Aug. 4	„	909,800
Wemyss Castle	„ 24	„	878,841
Burdwan	Sept. 1	„	911,000

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 6¾d. to 4s. 6¾d.	4s. 7d.	4s. 7¼d.
Shanghai „ „	6s. 2¼d.	6s. 2¼d. to 6s. 2⅜d.	6s. 3d.
Canton „ „	4s. 7⅞d.	4s. 8¼d.	4s. 8⅜d.
Hong Kong „ „			
Macao „ „			
Singapore „ „	4s. 7½d.	4s. 7½d.	4s. 7⅝d.
Manila „ „	4s. 3d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	317¾	233½
„ Hong Kong	25¼ to 26½ dis.	—
Bar silver	111.2.5	7½ prem.
Mexican dollars	78.8.5.	5 per ct. prem.

Shipping Intelligence.

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ARRIVALS.

At YOKOHAMA.—From Liverpool, Dovenby.

At SHANGHAI.—From London, Sept. 9, Mikado; 10, Sir Jamsetjee Family; 11, Aracan; from Liverpool, 14, Priam (str.); Oct. 31, Menzales.

At HONG KONG and CANTON.—From London, Sept. 18, Glance; Oct. 30, Canton (str.); from Liverpool, Petersburg (str.); from Sunderland, James Vinicombe; from Southampton, 20, Delta (str.); from New York, 17, Early Morn; 18, Galatea; from Calao, 18, America.

At SINGAPORE.—From London, Sept. 24, Sree Singapura; 28, Gordon Castle (str.), 25, Empress of India; Oct. 30, Pakwan; from Cardiff, 24, Blackwall; 26, Josephine; from Sunderland, 26, Mary; from Shields, Duke; from Liverpool, Oct. 30, Diomed (str.).

At BATAVIA.—From Holland, Sept. 11, India Packet; 13, Mr. Jacob van Lennep; 17, Drie Gezusters; 23, Stad Middleburg; Oct. 29, Hoek van Holland.

At PENANG.—Oct. Antenor (str.), Odessa (str.).

DEPARTURES.

From SHANGHAI.—For London, Sept. 7, Ajax (str.); 11, Yeavering Bell; 14, Glenroy (str.); Oct. 31, Hong Kong (str.).

From FOOCHOW.—For London, Sept. 6, Essex; 7, Duna (str.); 11, Zenobia.

From HONG KONG and CANTON.—For London, Oct. 30, Hector (str.); for New York, Sept. 19, Bowmah.

From SINGAPORE.—For London, Sept. 20, Ajax (str.); 21, Orchis (str.).

From BATAVIA.—For Holland, Sept. 12, Princes Amalie, 14, Nicolette; 15, Robertus Hendrikus, Hebe; 18, Otto; 21, Susanna Elizabeth, Michael Angelo, Jupiter; 24, Minister Fransen Van der Putte.

CASUALTIES.

SHANGHAI.

The Arracan, which arrived at Shanghai on Sept. 11, will have to dock, as she encountered heavy weather off the Cape of Good Hope, and since that time has been leaking considerably. The Araby Maid British ship, which arrived on Sept. 9, from Foochow, fouled a junk lying at anchor near the Woosung bar. The junk sank, and the ship will dock for examination.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Sept. 8	Atma	Singapore	London
„ —	Europa	Boston	Hong Kong
„ 9	Star of the North	Foochow	London
„ —	Alice Ritson	Sunderland	Singapore
„ —	St. Fatohay	Macao	Havana
„ 10	Pegasus	Ilo Ilo	New York
„ —	Chamia	Manila	Do.
„ —	Cartvale	Greenock	Hong Kong
„ —	Laddy Turner	Formosa	Falmouth
„ —	Boussole	Bangkok	Marseilles
„ 11	Gem	Ilo Ilo	Falmouth
„ 12	Kate Kearney	London	Singapore
„ —	Franklin	Batavia	Boston
„ —	Seabur	Singapore	Do.
„ —	Black Prince	London	Shanghai
„ —	Noach III.	Batavia	Rotterdam
„ —	George Shotton	Siam	London
„ 13	Alexandro	Liverpool	Manila
„ —	Pepita	Zebu	Liverpool
„ 14	Elizabeth Nicholson	New York	Shanghai
„ —	Empress of India	London	Singapore
„ —	Parraca	Aden	Japan
„ 15	Drie Gezusters	Amsterdam	Batavia
„ —	Three Singapurer	Glasgow	Singapore
„ —	Royal Family	Cardiff	Shanghai
„ 16	Robertus Hendrikus	Batavia	Rotterdam
„ —	Star of the South	Singapore	London
„ —	Diadem	Rio Janeiro	Batavia
„ —	Duke	Shields	Singapore
„ 17	Chinaman	Shanghai	New York
„ —	Josephine	Cardiff	Singapore
„ —	Kaizow	Shanghai	New York
„ 18	Sunda	Cardiff	Hong Kong
„ —	Ferdinand	Hamburg	Do.
„ —	Bengal	Boston	Samarang
„ 19	Elizabeth Graham	London	Shanghai
„ —	Scindia	Do.	Do.
„ 20	County of Lanark	Samarang	Rotterdam
„ 21	Belle of Southesk	London	Singapore
„ —	Maasnymph	Cardiff	Hong Kong
„ —	Golden Fleece	Ilo Ilo	New York
„ —	Kadosh	Manila	Boston
„ —	Royal Family	Cardiff	China

LATEST TELEGRAMS.

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THE EMPEROR OF CHINA.

SHANGHAI, Nov. 1.—Imperial edicts have been issued at Peking which imply that the Emperor of China will assume power in February next.

COMMERCIAL.

CHINA.

HONG KONG, Nov. 1.—Nothing doing in Cotton Goods; Market for Woollens quiet; Grey Shirtings, 6¼ catties, 8¼ lbs., $2.42. Cotton Yarn 16-24, $118. T-Cloths, 6 lbs., ordinary $1.60; 7 lbs. Mexicans, $2.03. Tea: Large business at Foochow at previous rates; Canton market, quiet; settlements for the season at Foochow 570,000 chests, at Canton 480,000 chests; stock at Foochow 100,000 chests, at Canton 45,000 chests; total export (from China and Japan) since the commencement of the season 114,500,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 6½d.

SHANGHAI, Oct. 31.—Market for Cotton Goods quiet, Woollens unchanged; Grey Shirtings 6¼ catties, 8¼ lbs., Tls. 1.8.9; T-Cloths, 6 lbs., ordinary, Tls. 1.1.6; 7 lbs. Mexicans Tls. 1.5.0. Silk: Market firmer; No. 3 Tsatlee, Tls. 595, No. 4, Tls. 510; total export (from China and Japan) since the commencement of the season to England 39,000 bales, to the Continent 16,000 bales. Tea: Black in fair demand, Green weaker; total settlements for the season, black 500,000 chests, green 560,000 chests; stock of green 78,000 chests, of black 14,000 chests. Exchange on London: Bank bills six m.s., 6s. 1¼d.; Mexican dollars, Tls. 78.

STRAITS SETTLEMENTS.

SINGAPORE, Oct. 30.—Cotton Yarn, 40's, $127; Grey Shirtings, 39-in., 8¼ lbs., $2.50; 7 lbs., $2.10. T-Cloths, 6 lbs., ordinary, $1.62½. Gambier, $4.55. Pepper: Black, $12.25; White, nominal. Tin, $35.50. Exchange on London: Bank bills, six m.s., 4s. 6¾d.

PENANG, Oct. 30.—Tin, $34.75; Pepper: Black, $12.10; White, $22; Sugar, No. 2, $5.10, No. 3, $3.12½; Cotton Yarn (Mule Twist) 40's $134, 30's $117; Grey Shirtings, 8¼ lbs., $2.55; T-Cloths, 6 lbs. $1.65. Exchange on London: Bank bills, six m.s., 4s. 6¾d.

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SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—Oct. 29, at Texel, from Batavia, Electra; Nov. 1, at London, from Galle, &c. (via S.C.), Azalia (str.); at Falmouth, from Maulmain, Braemar; from Akyab, Prince Llewellyn; —, at Queenstown, from Maulmain, Nor; Nov. 1, at Liverpool, from Bassein, British Statesman.

DEPARTURES.—Oct. 31, from Cardiff, for Trincomalee, Norge; 30, from Sunderland, for Singapore, Kishon; 31, from London, for Singapore, China, &c. (via S.C.), Cheops (str.); Nov. 1, from London, for Hong Kong, Neuva Providencia.

LAID ON.—At London, for Singapore, China, &c. (via S.C.), Craigforth (str.); for Singapore and Saigon, Charles Collett.

SPOKEN.—Angela (Spanish barque), Glasgow to Manila, Aug. 27, 3 N., 24 W.; Java Packet, Batavia to Rotterdam, Sept. 25, 7 N., 23 W.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

BARNES—On the 26th Oct., at Shanghai, the wife of F. D. Barnes, of a daughter.
MILLER—On the 28th Oct., at Shanghai, China, the wife of Rowley Miller, of a son.
SPEIDEL—On the 12th Sept., at Saigon, Mrs. T. Speidel of a son.
YOUNG—On the 12th Sept., at Shanghai, the wife of Capt. Young, steamer *Acantha*, of a daughter.

MARRIAGES.

CLARKE—LEICESTER.—On the 24th Sept., at St. Andrew's Cathedral, Singapore, by the Rev. Canon Beckles, William Clarke, fourth son of the late Mr. James Clarke, to Nancy Primrose, fourth daughter of Mr. W. S. Leicester.
HOLDSWORTH—WHITLEY—On the 26th Oct., at Christ Church, High Harrowgate, by the Rev. P. W. Hulbert, Edward Holdsworth, of Shanghai, China, to Janey, youngest daughter of the late James Whitley, of Burrage House, Harrogate, formerly of Morton, near Bingley. No cards.
MCDONELL—COPE.—On the 24th Oct., at St. Giles's, Camberwell, by the Rev. George Viner, of St. John the Baptist, Enfield, William, son of the late George McDonell, of Trinity-square, E.C., to Emily Hannah, eldest daughter of Augustus Lidbrook Cope, H.M.'s Customs.
MORRIS—GEORGE.—On the 26th Oct., at Christ Church, North Brixton, by the Rev. J. McConnell Hussey, M.A., incumbent, Benjamin John Morris, of Foochow, China, to Florence Elizabeth, elder daughter of Ben. George, Esq., of Hattongarden, and Bayswater.
MOSS—LAING. On the 31st Aug., at H.B.M.'s Consulate, Kanagawa, by Russell Robertson, H.M.'s Consul, Edward J. Moss, of Cirencester, Gloucestershire, to Helen F. Laing, of Ayton, Berwick.
RUTHERFORD—BREDIN—On the 10th Oct., at St. Thomas's Church, Dublin, by the Rev. Canon Beach, M.A., Chaplain to the Forces, the Rev. W. A. Rutherford, D.D., Royal Navy, H.M.S. *Asia*, Portsmouth, to Elizabeth Frances, third daughter of Hall Bredin, Esq., M.D., No. 181, Great Brunswick-street, Dublin, No cards.

DEATHS.

BAUMGARTEN—On the 19th Sept., at Singapore, Anne Caroline, the beloved wife of Christian Baumgarten, Registrar Supreme Court, aged 57.
CROSSE—On the 27th Oct., at Shepherd's-bush, Harriette Arabella, the beloved wife of Hammond Andrew Crosse, late of the Clarendon-road, Nottinghill, aged 43.
FISHE—On the 28th Aug., at Taichowfoo, of diarrhœa and dysentery, Jessie Marion, infant daughter of Edward and Annie Fishe, of the China Inland Mission.
MILLS—On the 30th Oct., at Dudley House, Sutton, Surrey, Maud, the infant daughter of Thomas and Eleanor Mills, aged 4 weeks and 3 days.
STAEL—On the 24th Sept., at Hong Kong, Mrs. Johanna Stael, aged 50 years.

GRANT OF THE ALBERT MEDAL TO MESSRS. MARGARY AND DODD.

The *Gazette* contains a notification that the Queen has conferred the "Albert Medal of the First Class" upon Mr. Augustus Raymond Margary, of the China Consular Service, and upon Mr. John Dodd, merchant, of Ke-lung, Formosa. The services on account of which this exceptional honour has been conferred upon the gentlemen named are detailed in the *Gazette* as follows:—

"During the raging of a very violent typhoon which burst over the north coast of Formosa on the 9th August, 1871, the schooner *Anne* of Hong Kong and the French barque *Adele* were blown from their anchorage and driven on the rocky shore of Ke-lung Harbour. Messrs. Margary and Dodd had a rope fastened round their bodies and went into the surf to the aid of the crew of the *Anne*, the nearest ship, and the only one which could at that moment be discerned. They waded and swam a distance of forty yards through the surf, and the rope being too short they had to abandon it and trust themselves without its aid. Eventually they reached the ship by swimming, and then made an unsuccessful effort to return to the shore with a rope from the schooner. They were unable to accomplish this, and also failed in a subsequent effort to row ashore in a small boat. The boat was capsized and Mr. Margary but narrowly escaped drowning, both the adventurers being cast on shore bruised and exhausted. The captain of the *Anne* was of opinion that his vessel being strongly built would last out the typhoon, and advised Messrs. Margary and Dodd to desist from further efforts.

"Affairs remained for some time in this position, when it became known that the *Adele* was in need of assistance, which Messrs. Margary and Dodd proceeded at once to render. They had to make their way in the dark over the rugged rocky shore, and having done this they arrived within a short distance of the vessel, which had by this time become a total wreck. The captain threw overboard a rope attached to a buoy, which was seized by Mr. Dodd, who was joined by Mr. Margary with another rope from the shore, and a splice was effected. All the crew were saved by means of this rope with the exception of four men who were paralysed with fright, and another, the boatswain, who had broken his leg. Messrs. Margary and Dodd swam ashore with all these five men successively, and Mr. Margary was on board the vessel at the time she actually broke up, when he finally came ashore with the ship's cat clinging to his shoulder."

The Mosquito, composite gunboat, 400 tons, and 360-horse power, was commissioned at Devonport on the 30th ult. for on the China station, by Lieutenant-Commander W... Bond. The Mosquito is expected to sail this week.

The screw-steamer Scotland, 2,145 tons, 500-horse p... James, sailed on Saturday for Queenstown, where ... embark the reliefs for the 10th and 80th Regiments, and proceed to Singapore and Hong Kong, *via* the Suez Canal.

THE JAPANESE EMBASSY.

In our last issue we briefly recorded the arrival of the chief members of the Japanese Embassy at Bradford, and the presentation of addresses from the Municipality and the Chamber of Commerce. The following is the full text of the Chamber of Commerce address:—

MAY IT PLEASE YOUR EXCELLENCIES,—The Council of the Bradford Chamber of Commerce beg most respectfully to offer a most hearty welcome to the illustrious representatives of a monarch who, by the appointment of your Embassy, has evinced his strong desire to draw closer and closer the bonds of friendship and brotherhood between our two countries. This Council hail with peculiar satisfaction the visit of your Excellencies to the seat of an industry which, almost more than any other, is able to produce objects of exchange for those in which Japan is so rich. While fully acknowledging the great facilities which the Government of Japan has of late afforded to the development of international trade, this Council trust that your Excellencies will permit them to take advantage of this auspicious occasion to call the attention of your illustrious Emperor to some others which it is to be hoped his Government may soon deem it expedient to grant. Nothing would tend more to facilitate the profitable exchange of the rich produce of Japan for that of our various industries than improvements in the roads and means of communication between the sea board and the interior; while the two nations would learn to appreciate each other more thoroughly if permission were granted to British subjects to travel freely all over the country, subject to such passport regulations as may be deemed expedient by the Mikado's Government. The mines in his Majesty's dominions are reported to contain a large amount of wealth, and would no doubt yield a greatly increased production if Englishmen were permitted to apply to the working of these mines the practical science which they bring to bear upon their works at home. But if the granting of such a privilege should not be deemed advisable at the present, a great improvement would be effected if advances made to the owners by foreigners could be legally secured.

Your Excellencies will have witnessed the beneficial effects which the unrestricted freedom of trade have had upon this country, and they trust that on your return you will lay before your gracious Sovereign the results of an experience which must have the effect of confirming him in the path of enlightened reform by which he has inaugurated his reign. In conclusion, we beg your Excellencies to convey to your illustrious monarch the prayer of this Council that he may long reign over a happy and contented people, and that the relations of his Government with all the nations of the world may be ever those of friendship and peace.

The following reply was given by Iwakura in the Japanese language:—

GENTLEMEN,—The Ambassadors of his Imperial Majesty the Emperor of Japan, fully appreciate the cordial welcome you have extended to them, as well as the earnest words you have spoken in commendation of their Empire, and of them as its representatives. We have come, as is set forth in the words of our commission, "to select from the various institutions prevailing among enlightened nations such as are best suited to our present condition, and to adopt them, with gradual reforms and improvements." We have come, not only to examine your factories and mines, and shipbuilding, but also that, by personal contact with your people, we may succeed in establishing more firmly those relations of peace and friendship which shall create a feeling of lasting brotherhood between our two countries.

In regard to the suggestions you have made as to increased facilities of intercourse and travel, we can only express the conviction that whatever difficulties may exist are the results of years of education under a different policy, which will be obviated by increased foreign intercourse, and by such other influences as are now at work. We shall convey the words of this day to our Sovereign, and it will be a great gratification to him to know, as it will ever be to us to remember, that his representatives were so universally received with expressions of good-will, and were so kindly assisted in their labours.

On Friday, the 25th ult., the Ambassadors proceeded by special train to Saltaire to view the far-famed works of Sir Titus Salt and Co. They were attended by Mr. M. W. Thompson (the Mayor) and Alderman Law (President of the Chamber of Commerce). After inspecting the works and lunching with Sir Titus Salt, the party proceeded to Messrs. S. C. Lister and Co's. silk manufactory at Lillycroft, were they were conducted through the works by the manager, and minutely inspected the manufacturing processes from the base of the building to the topmost story. The Ambassadors afterwards returned to Bradford, and in the evening a banquet was given at the Victoria Hotel by the president and members of the Chamber of Commerce. The chair was occupied by Alderman Law, and Sir Harry Parkes, Gener... Alexander, Major Aston, the Mayor of Bradford, Mr ... Powell, M.P., and Mr. John Darlington, were amon... while letters of apology from Lord Frederick C... the Right Hon. W. E. Forster, M.P., and M... read.

On Monday, the 28th, the Ambass... ...sheffield, and they have since visited the ... ...orks in the district.

The Ambassad... ...General Alexander, were ... ...at the Sheffield Cutlers' ... ...ue the principal speech of

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...ed that at the visit lately paid by some of the mem... ...the Embassy to the works of Messrs. Henry Balfour and Co., Leven, who are constructing materials for the copper mint in Osaka, orders were given for plans and estimates of cattle food, starch, and flax mills.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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The LONDON AND CHINA EXPRESS "is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum

JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, NOV. 4, 1872.

THE MESSAGERIES AND THE SUEZ CANAL. JUDGMENT.

THE judgment in this *cause célebre*, delivered in Paris on the 26th, appears to us to be convincing and conclusive. It is not necessary to reopen arguments which have been already discussed in these columns, and which are of too great interest to our readers to be easily forgotten. Suffice it to say that the judgment fully corroborates the view taken by the *Messageries*, and that the Canal Company is ordered for the future to confine its tariff to the limits laid down in its first constitution. It would have been a monstrous iniquity if it had been ruled otherwise. The Suez Canal is, without doubt, the most important—nay, necessary—highway in the world; and that its tolls and rates could be raised at the dictation of a few directors, when the original projectors were only too eager to form it on terms drawn up by themselves, would be simply intolerable. The judgment of the Parisian Tribunal will give universal satisfaction. Notice of appeal was, no doubt, formally given; but there is little prospect of the judgment being reversed, even if the appeal should be pushed on. The grounds of the present judgment are too clear to admit of reversal, as our readers will see from the short sketch given below. While congratulating the *Messageries* on the victory they have won, we cannot but express the hope that they will not be left to bear the whole expense of the litigation, of which every steamship owner, whose vessels pass through the Suez Canal, will partake the benefit. Nor can we close our comment without also expressing our regret that an undertaking of such world-wide importance—such incalculable influence on future history—as the Suez Canal, should for a moment have been attempted to be muddled into disgrace by such a plea as that of an *alibi*. Our readers will, however, see what very short work the Judge made of the "domicile" which the directors tried to shift from France to Egypt:—

The Suez Canal Company contends that it is strictly an Egyptian Company, and that it merely took the form of "La Societé Anonyme Francaise" for the sake of convenience; that the Viceroy of Egypt, as head of the State, when he authorised its constitutiown represented, both in his firman and his charter, only his own country and countrymen, and that he had authority to make no stipulation except in favour of those on whom he imposed the rates. The conditions of the 17th Article of the firman were imposed (say the company) solely for the profit of Egypt, and not for that of third parties, unknown, or at least unrecgnised. But that same firman declared the Canal open to the mercantile marine of all the world, and the company was restricted from the right to give special advantages to any particular nationality or company. Consequently, there can be no doubt that the Viceroy, in granting the concession, had but one object—uniformity of rate to all nationalities alike. The argument that the Canal Company is an Egyptian, and not a French Company, falls to the ground, because they had adopted the French form and domicile. They had the opportunity of choosing their own domicile as such, and it must stand by their own election—which was Paris.

Thus the low basis on which the Canal Company first sought to try conclusions with the *Messageries* is dismissed somewhat contemptuously—and not undeservedly so. This point being settled, the real question under dispute admitted of but one solution. "Ten francs a ton on the actual carrying capacity of the vessel was fixed by the firman as the "maximum rate that could ever be demanded without upsetting all the conditions on which the enterprise was "founded." The judgment proceeds:—

In adopting French currency as a standard rate, there can be no doubt that the company implied also the adoption of the French method of measurement.

What that means is, that a ton is a ton; and the Judge says, moreover, that the ten francs per ton, settled as the first and final rate by the firman itself, "*est une valeur "monétaire officielle Francaise parfaitement certaine et indis-"putable.*"

Such is the judgment against which the Directors of the Suez Canal have lodged notice of appeal. There is no chance of the judgment being reversed; and, if the shareholders are not more indifferent to dividends than shareholders generally, they will do well to impose some restraint on their Board.

THE FLOODS IN CHILI.

THE letters from our Tientsin correspondents are full of ominous forebodings. The floods which devastated the province of Chili last year have hardly subsided before a threatening rise in the height of the rivers is again observable. Already the Peiho washes its banks at a higher level than it did at any time last year; already the plain in the neighbourhood of Tientsin is covered with water, and reports from the interior speak of crops wasted and villages desolated by the rising floods. It is officially announced that the Hwanho, in repairing the banks of which, last year, LI-HUNG-CHANG asserts that Tls. 90,000 were expended, has again burst its bounds, inundating the country far and wide; and from the provincial capital, Paon-ting-Foo, we learn that the inhabitants have been obliged to close and plaster over the gates of the city, to protect themselves against the advancing element. The full significance of these facts will be apparent only to those who have watched the consequences of similar disasters in China. They mean more than the fact that thousands will be driven from their homes, destitute and starving; they mean more than that death will count its victims by hundreds daily, and that much which would have been spent in buying shirtings and Manchester goods will be expended in supplying the necessaries of life to the crowds of sufferers who will be thrown on the charity of the rich. They mean above and beyond all this that we must look forward to a winter when brigandage, if not movements of a more organised character, will be rife throughout the Province. They mean that when the wretched sufferers that have been reduced to the last extremity of famine, the able-bodied amongst them will take to pillage for a livelihood, and the weaker being unable to resist them will throw in their lot with them. They mean that another strain will be put upon the strength of the Government, already shattered by the many blows which have fallen upon it during the last fifteen years, and that we must look forward to another of those periods of disorder which each time they recur imperil the safety and jeopardise the interests of foreign subjects throughout the Empire.

The overwhelming nature of the calamity which has thus overtaken the Imperial province two years in succession will render absolutely necessary the adoption of extraordinary remedial measures. The system of patching up the banks of the rivers, and of suppressing, as far as possible, the knowledge of the real extent of the damage done and the sufferings incurred, to which recourse is commonly had in similar cases, will be too absurdly inadequate and impossible in the present instance. The real cause of the disaster is too deeply-seated and too general to allow of the application of any but the most thorough and powerful remedies. No mere effort to repair the banks of the rivers will render the Province safe from another flood next year. It is not due to any very unusual fall of rain that hundreds of square miles were inundated last autumn, and that these are now again under water, but to the gradual silting up of the beds of the rivers. It is a geological fact that the coast line of the Province is gradually rising from the sea, and that the rivers which dissect the vast plain extending southwards from Peking are becoming choked with the immense amount of alluvial soil continually deposited by them in their courses. Gigantic as are the resources at the command of the Chinese Government, experience has proved that they are quite inadequate to cope with a difficulty such as this. The embankments which make the whole course

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of the Yellow River one of the wonders of the world, are a lasting monument to the folly of attempting in such a country as China to confine large and rapid rivers, raised by nature above the level of the surrounding country, by artificial barriers. Terrible as will be the distress caused by the present inundation, it will not have been endured in vain if it teaches the authorities this lesson; if it serves to break down the absurd pride which forbids the adoption of any measure but such as have been employed in similar emergencies from time immemorial, and if it compels the Government, in its hour of need, to seek the assistance of foreign scientific skill and appliances.

If there can be any gleam of consolation to be found in the terrible picture of misery which is presented to us, it is to be sought for in the facts that the scene of the catastrophe, being in the immediate neighbourhood of the capital, a consideration of the merits of the remedies proposed, both by natives and foreigners, will be forced upon the attention of the Government, and that LI-HUNG-CHANG is the Governor-General of the Province. It is commonly reported, and we believe on good ground, that this officer is the leader of the political party which is most strongly opposed to the introduction of foreign ideas into China. The magnitude of the difficulty, however, with which he now stands face to face, renders him powerless to deal with it single-handed. He must, therefore, either court disaster by attempting that which he is manifestly unable to carry out, or he will have to choose between employing foreign engineers and dredging machines, and yielding place to one who will.

WE understand that Messrs. D. and T. STEVENSON, of Edinburgh, have in hand at their works four more lighthouses for the Japanese Government Next to the appropriation of money, for such useful purposes as lighthouses on the coast of Japan, is the manner and instruments used for the accomplishment of such objects. We congratulate the Japanese Government on the success which has attended their appointment of Mr. BRUNTON, C.E., to carry out the erection of these lighthouses. While the Chinese Government, or their foreign employés, have been haggling and disagreeing as to the number and mode of erecting lighthouses on their coast, we have been recording from time to time the completion of some new lighthouse on the coast of Japan. We trust that Mr. GODFREY, the mining engineer, now in Japan, will be equally successful in his explorations for the mineral productions of the country.

THE assembly of the combined fleets of England, France, and America in the harbour of Chefoo is calculated to puzzle the Chinese Government. It is beyond their comprehension that we should attempt any display purely in honour of the marriage of their EMPEROR. We presume that any nearer approach to the capital—say, for instance, Taku —would have been a real terror to the Chinese. It is to be regretted, however, that the EMPEROR and his Ministers could not see for themselves these combined fleets, with their manned yards and big guns.

WE notice with pleasure the honors conferred upon Mr. MARGARY, of the British Consulate at Formosa, and upon Mr. DODD, a merchant of the same place. There are numerous instances on record of bravery displayed in rendering services to shipwrecked crews; but we believe there are few instances of such heroic devotion as that manifested by Messrs. MARGARY and DODD. The "Albert medal" is a decoration which is granted only to those who have shown special bravery in saving life. The notice from the *London Gazette* will be found in another column.

IN our account of the progress of the Japanese Embassy we give the address of the Bradford Chamber of Commerce. Of all the addresses yet presented we think it is the best. It contains practical suggestions for the benefit of both countries, and gives less of the adulatory feature. We may mention that YOSHIDA, Vice-Minister of Finance, has left for Paris, and is now quartered at the Grand Hotel with his Secretaries. It is believed that his visit is in connection with a loan.

THE Government of Berlin, it seems, has thought proper to give a semi-official contradiction to the rumours current in China as to the Prussian Treaty being denounced. It is further stated that alterations in the Treaty are now being negotiated at Peking. In a late number we gave an article on the subject, which was quoted in *The Times*, and this has no doubt attracted the attention of the Government at Berlin.

THE steamer *H. C. Orsted* left Gravesend on 31st ult. with fifty-five miles of telegraphic cable for connecting the coast ports with the Great Northern Hong Kong and Shanghai cable. The *H. C. Orsted* will remain on the station as a repairing steamer.

THE *Times'* correspondent at Shanghai has given us the benefit of his jottings of a visit to Pootoo and Chusan and the English graves there. The letter is most interesting, and forms an agreeable contrast to most of the news from China, which is necessarily confined to trade and disputes with the Chinese.

Monetary and Commercial.

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We are glad to see that the importance of having a Chamber or Tribunal of Commerce in London is now being recognised. At the last meeting of the Common Council Sir Sydney Waterlow proposed that the question be referred to the City Committee on Local Government. This was seconded in a very able manner by Mr. M. McGeorge and Mr. Wheatley, who detailed the great advantages of such institutions in France, Italy, and Germany. It is something anomalous that London has not such an institution. The necessity for it is now being very distinctly shown in the affairs of Messrs. Gledstanes and Co., where disputes and rival interests occur as to the disposition of certain documents, which could be disposed of by a Tribunal composed of men of business at a trifling expense, and not thrown into the clutches of the lawyers, to fight over until not a vestige remains for the creditors. With reference to this particular estate of Gledstanes and Co., we know that one of the creditors has devoted the utmost energy to settle such disputes amicably, or by arbitration, but without success, and it is feared that this estate will form no exception to the general rule.

Mr. Sam Mendel has issued a Circular on the subject of mildew shirtings, which fearlessly exposes where the fault lies. He suggests that the Chamber of Commerce should have a special meeting on the subject and devise an effectual remedy for this growing evil. He says:—"It would be surely better to send out what now pass as 8¼ lbs. to weigh 7¼ lbs., leaving out the filth now used to give the additional weight. Many shirtings weighing 8¼ lbs. do not contain more than 6¼ lbs. of yarn, yet buyers, both here and in the East, accept these because they can buy such makes at 6d. less than pieces with 1 lb. more yarn in; and sales are often made in the East at a difference of not more than 3d. to 4½d. per piece between the one and the other. This is no excuse for dishonesty; the wrong-doing should be stopped by every means, however severe or onerous."

At extraordinary general meetings of the British Indian Submarine, Falmouth, Gibraltar, and Malta, Marseilles, Algiers, and Malta, and Anglo-Mediterranean Telegraph Companies, held on the 1st inst., the special resolution for effectuating and completing the amalgamation of these undertakings was passed unanimously.

The China Submarine Telegraph Company have notified that the receipts for the year ended the 30th of June enable the directors to declare a final dividend of 4s. per share, making, with those already paid, a distribution of 8 per cent. per annum.

The Foreign-office having requested the opinion of the Liverpool Chamber of Commerce on the negotiations between Great Britain and the Netherlands relative to the new Treaty of Commerce, the Council have expressed their entire approval of the principle upon which the negotiations between the two countries are being conducted, viz., that no special stipulations will be made on either side, each country being placed on the footing of the most favoured nation as to commerce or navigation.

The market for Bar Silver is very inactive, and sales have been effected at 59⅞d. per oz. standard, the lowest price touched for more than twenty years. A still further reduction is probable. Mexican Dollars show a downward tendency. About £370,000 have arrived per *Tagus* from the West Indies; these have not yet been sold, but will not realise the prices last obtained.

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ARTICLES OF IMPORT.

TEA.

The market has been liberally supplied with a good selection of first crop leaf, chiefly of medium quality, and during the past week a fair business has been transacted, but at ½d. to 1d. per lb. decline on Teas selling from 1s. 3d. to 1s. 7d. per lb.; fine quality, however, shows a hardening tendency, and this movement is quite in accordance with the falling off in supplies of this class, through the loss of Parnassus and Lahloo, and the quantity sent direct from Hankow to Russia, via Odessa. The export from China by latest telegraphic advices is falling off, being now about the same as last season, and present prices for common Tea do not tend to encourage shipments from China, as thousands of chests can be bought in this market at 7d. to 9½d. per lb., or 1d. to 2d. per lb. under China quotations. The Continental trade has been on the most limited scale, but for Canada and New York rather more inquiry has set in during the past few days. The Deliveries have been on a large scale, the total for the week being 3,451,597 lbs., against 3,354,863 lbs. last year. The public sales have comprised 1,455 packages, offered on the 25th, and 10,573 packages on the 29th ult., all without reserve, and sold without material change in prices.

Black.—Red-leaf, below common Congou, more inquiry; dust 3½d. to 4½d., siftings and broken leaf 5d. to 9d., and bold leafy kinds 9½d. to 11½d. per lb.; flavoury kinds, twisted leaf at 1s. to 1s. 1d. per lb. are scarce; at 1s. 1½d. to 1s. 4d. a large quantity has been on sale, chiefly Sayune district; medium Kaisow sells at 1s. 5d. to 1s. 8d. per lb.; finest has been selling at up to 2s. 4d., and for two or three well-known chops 2s. 5d. to 2s 7d. has been bid. Pakling kinds, are difficult of sale. Tayshan leaf: In the absence of further imports, no change has taken place. Black leaf: Low and ordinary common is unsaleable except at forced rates, consumption being still on the most limited scale; good common to fair is worth 11d. to 1s.; good to medium at 1s. 1d. to 1s. 4d.; good medium kinds at 1s. 5d. to 1s. 8d. have been largely dealt in; fine and finest at 1s. 9d. to 2s. 2d. in better request; extra fine, is held for 2s. 4d. to 2s. 7d. per lb. Souchong: Medium quality sells at 1s. 6d. to 1s. 8d., fine and finest 1s. 10d. to 2s. 3d. per lb. Oolong: In limited demand, with moderate supplies. Scented Tea: Canton kinds; with no new imports there is nothing of interest to advise. Foochow Scented Orange Pekoe: Some 15,000 boxes have been on offer, and are selling at further reduced rates; strong scented can now be bought at 1s. 5d. to 1s. 7d., fine quality at 1s. 8d. to 1s. 10d. per lb. *Green*: At the moderate range of prices now current for Ping Suey the home-trade demand has improved. The bulk of the business transacted has been at public auction without reserve, in fact, this course is now almost generally adopted in quitting Green Tea. Canton Gunpowder, in no demand. Japan leaf: A few parcels of Nagasaki leaf have been on offer of good common to medium quality, but no business has transpired.

SILK.

The market is still without animation, though there has been rather more business doing, and the downward tendency of prices seems to a certain extent checked. In Chinas there is a small dail business doing, almost entirely for the home trade and prices have experienced but little alteration, Red Peacocks being still quoted at 24s. 9d., Blue Elephants at 26s., and Kukee Chin Jan chop at 26s. to 26s. 6d. In medium and common Tsatlees some sales have been made from 22s. to 23s. 6d. Japans still continue neglected, large arrivals now taking place leading buyers to think that they may do better by waiting. Deliveries 1st to 30th Oct. inclusive:—China, 2,638 bales; Canton, 657 bales; Japan, 680 bales; total, 3,975 bales.

LONDON QUOTATIONS.—Nov. 1.

CHINA.	
Tsatlee, No. 1	30s. 6d. to 31s. 0d.
,, ,, 2	29s. 6d. to 30s. 0d.
,, ,, 3	28s. 6d. to 29s. 0d.
Red Peacock	24s. 9d. to 25s. 0d.
Yuenfaa and Haimin, Nos. 1, 2, and 3 ...	23s. 0d. to 26s. 0d.
Taysaam Keying, Nos. 1, 2, and 3	23s. 0d to 27s. 6d.
Long Reel	18s. 0d to 21s. 0d.
Canton	13s. 0d. to 23s. 0d.
Chinese Thrown	24s. 0d. to 25s. 6d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	24s. 0d. to 30s. 0d.
Idah, No. 2	26s. 0d. to 27s. 0d.
Sodai, No. 2	24s. 0d. to 25s. 0d.
Oshiu, Nos. 1, 2, and 3...	25s. 0d. to 30s. 0d.
Koshiu, No. 2	23s. 0d. to 24s. 0d.
Eichizen	20s. 0d. to 24s. 0d.
Mashta	20s. 0d to 23s. 0d.
Hatchoji	20s. 0d. to 24s. 0d.

CARDAMOMS.—Ceylon are firmly held for advanced rates, at which sales is not at present practicable.

...—The following sales have taken place:—*Borneo*: 1,100 ... to 2d.; 6,300 Tonkin, ⅝d. *Penang Lawyers*: 25 bunples, ... *Java*: 18,640 bundles, 2⅞d. to 3d.

China: Market steady; of 391 cases at auction, half sold ... cwt., and subsequently about 100 cases have been quit... ...hts. *Japan*: No ... ...ions.

CHI... ... business done; n... ...tion £50 per ton.

CHINA ...rm; 100 bales ret... ...rage quality.

CHINA P... ...VED GINGER continue... at auction were retired ... 6½d. to 6¾d. for fair to g... ...etired, candied at 8d., and fine Chyloong withdraw...

CUBEBS are very dull, and there are no transac... nominal quotations 19s. to 20s. per cwt.

COCOA-NUT OIL.—Large supplies have been placed ... e have met with a moderate demand at previously current r... the last sales, of 256 casks Ceylon offered, 57 casks good to fine ... £35 10s., and one lot yellowish £35 5s., the remainder being boug... in at £35 10s., also 56 casks Singapore at £35, and 80 casks Penang at £36. Privately there is a steady, though not active, business doing in Ceylon at £35 to £35 10s. per ton.

COIR GOODS.—At the last public sales a larger supply of Yarn was offered at the auctions than for some time past a portion consisting of second-hand parcels being mostly withdrawn, but the remainder in first hands met a good demand, and was all disposed of with spirit, good qualities at dearer rates, common and roping at fully previous rates to an occasional advance. The quantity of Fibre offered was also large, and only a small part sold on reduced terms. Of 201 bales Ceylon Yarn offered, 166 bales sold, medium £33 15s., good well made £36 5s. to £37 5s., fine even make and colour £46, 77 tons ditto in ballots and dholls nearly all sold, common to good common £27 15s. to £29 10s., good £35 15s. to £36. Of Fibre only 4 tons Ceylon sold at £16 to £17 10s.

CUTCH.—Holders having accepted a further reduction, a large business has resulted, about 7,000 packages having changed hands at 21s. 6d. for fine Pegu in boxes, and 20s. in bags.

DRAGON'S-BLOOD.—In auction, of 29 cases lump offered, a few only old, one lot good bright at £7 10s., fair at £6 5s. to £6 7s. 6d.

EBONY.—The high prices now current for Ceylon are having the natural effect of producing increased supplies, 98 tons being now afloat, against 88 tons last year. As these come to hand prices are likely gradually to recede. A few tons have been placed at £24 per ton for good quality.

ESSENTIAL OILS.—*Aniseed* is dull, and 1s. lower; 30 cases at auction mostly sold at 9s. 9d. to 9s. 11d., but subsequently and more recently some business has been done at 9s. 6d. per lb. *Cassia* is very firmly held, and 12 cases at auction retired. *Nutmeg* firm; 9 cases sold at 8¾d. to 9d. per oz. *Cinnamon*: fine scarce and wanted; 4 cases retired. *Citronelle* lower and dull; 175 cases at auction retired; sales privately at 2¼d. to 2⅜d. *Lemon Grass*: value nominal, and difficult of sale; 68 cases retired.

GALANGAL ROOT.—In good demand; fair bright quality held for 24s. per cwt.

GAMBIER.—An active inquiry has again been experienced, and as only limited supplies have been offering prices have further advanced, fair block having been sold at 27s., 600 to 700 bales having been disposed of; 2,000 bales Cubes are also reported sold at 27s. 9d. to 29s. per cwt.; and for arrival 200 tons July sailing at 24s. to 24s. 6d. ex ship, and 50 tons August sailing at 23s. 9d., ex ship.

GALLS.—*China*: The market is steady and firm, and there have been no transactions; the nominal value of fine quality is £2 18s., and a parcel of 200 cases offered in auction yesterday was bought in at £2 17s. 6d. per cwt. *Japan*: No supply.

GUMS.—*Benjamin*: Siam quiet; of 58 cases at auction, half sold at £18 15s. to £19 for fine tear in block; £15 15s. do. foul; £16 15s. to £17 siftings and small tear, mostly clean; £8 to £8 2s. 6d. dull brown. Sumatra also quiet; of 115 cases, few sold; small almondy seconds £7 (1 lot £6 15s.). *Copal*: Cheaper, and very dull; of 2,008 cases offered, only a few sold at 30s. per cwt. for good hard. *Damar* quiet, with large arrivals; 455 cases chiefly retired. *Gamboge* quiet; 105 cases offered were mostly firmly held and bought in; few only sold—clean pipe at £15, drossy and mixed at £11 to £12.

GUTTA-PERCHA.—Rather more business has been done at easy rates; of 1,913 packages, and 2 tons offered, a small proportion only sold; fine at 2s. 9d., chiefly common to middling reboiled at 9¾d. to 1s. 4d. per lb., and a large quantity White Borneo at 1s. to 1s. 3d. for good clean quality.

HEMP.—Business is still checked by heavy arrivals, and the market continues dull, with an easier tone; white Quilot rules as before at £55 to £55 10s.

HIDES.—There was a limited attendance of the home trade at the last periodical auctions, and as exporters bought sparingly only two-thirds of the quantity offered was disposed of. Prices were chiefly ¼d. to ½d. in favour of the buyer, the greatest reduction being in the middling and low qualities; Singapore and Penang sold at late prices to a slight decline. Of Buffalo Hides a smaller quantity was offered than of late, and of the total quantity about one-half sold at previously ruling prices.

HORNS.—*Siam Buffalo* firm at the last quoted rate, viz., 36s. 6d. to 39s. 6d. per cwt. for 3 lb. to 4 lb. horns. *Ceylon Deer* also firm; ten tons 1 lb. to 1¼ lb. horns sold at 75s. per cwt.

ISINGLASS.—Penang firm at previously ruling prices, viz., good and fine pale leaf, 3s. 9d. to 4s. 5d.; middling tongue, 3s. 2d. to 3s. 4d.; good cake, 2s. 3d. to 2s. 5d. per lb.

INDIA-RUBBER.—Market quiet; 50 baskets common foul East India have been quitted at 1s. 5d. per lb.

JAPAN WAX.—In fair demand, and fine saucers are firm at £4 12s. per cwt.; 42 cases dull saucers were quitted in public sale at £4 10s. 6d.

MUSK.—Market steady; at the auctions 49 caddies Tonquin were offered, and all sold; pile 1 of fair shape, but rather skinny at 38s. to 39s. 6d.; very unsightly ditto, but good grain and thin skin at 32s. 6d. to 33s. 6d.; pile 2, generally rough, but containing a few sightly pods at 19s. to 20s.; inferior skinny ditto at 18s. to 18s. 6d.; wet pickings at 21s. to 23s.; trimmings at 1s. 1d. per oz.

PEPPER.—*Black*: Slightly improved, and as high as 6½d. to 6⅝d. has been obtained for Singapore, and 6¼d. for Penang, which prices have also ruled in auction. Of 1,356 bags Siam offered, barely half sold, very dusty at 6⅜d. to 6½d. *White* is ¼d. to ½d. lower, and the market is quiet; Singapore rules at 1s. 1d. to 1s. 1½d. for middling to good; Penang at 1s. 0¾d. to 1s. 1d. for fair.

PLUMBAGO.—The demand has been limited, but former prices have been sustained. At auction 472 barrels partly sold, fine chips 22s. to 24s., fine dust 12s. per cwt.

RATTANS are firm at the last quoted rates.

RHUBARB.—China is rather quieter. At public sale, of 155 cases offered, about half found buyers; selected very bold root, of good right pinky fracture, 3s. 6d. to 4s. 6d.; small to medium ditto, 2s. to 2s. 11d.; fairly trimmed middling fracture, 1s. 11d. to 2s.; a... ...h dried dull wormy roughish at 1s. 6d. to 1s. 8d.; high... ...s. 3d. to 1s. 4d. per lb.

...ed with difficulty both on the spot and afloat,

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and business is unimportant. There has been more pressure to sell floating cargoes of soft grain and several have changed hands at reduced rates; other kinds are also cheaper. The business done comprises 150 tons Dacca September-October shipment, via Cape, at 10s. 3d. The floating cargo, per Ontario, 1,271 tons Rangoon at 9s. 9d., ex ship London; also two cargoes arrived in dock, viz., the Top-Gallant, 1,750 tons Rangoon at 9s. 7½d., ex quay, and the W. G. Russell, 1,735 tons Necransie at 8s. 9d., ex quay.

SAGO.—Market steady; private sales of fair quality at 16s.; 'of 2,125 bags offered at auction, the bulk sold—good and fine medium and large, 18s. 6d. to 19s. 6d.; fair small, 16s. to 16s. 6d. *Flour* is very firmly held; of 798 bags offered, half sold at 16s. to 16s. 6d.

SHELLS.—Market quiet pending the next periodical sales, which will be held to-morrow.

SAPANWOOD.—*Manila* and *Siam* quiet; no transactions. *Ceylon* continues scarce.

STAR ANISEEDS.—Steady; of 186 cases and 10 bales offered at auction, only 75 packages sold; fine bright at £5 12s. 6d.; fair, slightly mould, at £5 2s. 6d. to £5 5s.; badly moulded being retired at £5.

STICKLAC.—Market for Siam firm; at public sale 490 boxes newly arrived, per Ravensworth Castle, sold at £4 8s. to £4 9s. for good, and £4 2s. 6d. to £4 3s. 6d. for slightly blocky; a further offer of 82 boxes fine free quality was quitted at £4 8s. 6d. to £4 9s. per cwt.

SOY.—*China*: There have been large arrivals, and the market continues very flat; the parcel bought in at 1s. 9d. a fortnight since has been sold privately at a lower figure. *Japan*: No transactions.

SPICES.—*Cinnamon*: A rather better demand prevails for good kinds, but business is not large. *Cassia Lignea*: Steady; 737 cases unworked at public sale brought 87s. to 88s. per cwt. for fair quality. *Buds*: Quiet; 45 boxes bought in. *Cloves*: Amboyna firm; Penang steady. *Mace*: Again offers more freely, but there is a fair export trade; of 35 packages at auction, part sold; good pale 4s. 4d., middling reddish 3s. 9d. *Nutmegs*: Flat; 73 cases chiefly retired, few bold sold, 68's at 3s. 9d., 78's at 3s. 5d. per lb.

TURMERIC—China scarce, Java unsaleable.

TAPIOCA.—In spite of a falling off in the quantity afloat, and in spite of high prices quoted from the other side the stock here is so heavy that prices, if they rally one day, decline the next. Singapore in auction has sold, fair at 2¼d., good and very fair at 2⅜d. to 2½d., and a few bags of extra fine at 3d. per lb. Privately, really fine has been sold at 2½d. per lb. Penang; fair Alma brand has been quitted at 2d. to 3¼d., and greyish ditto at 2d. per lb.

TIN.—Market firm, and prices slightly advanced; quotations:—Straits, on the spot, £142 to £142 10s.; afloat, £142; Banca, £156 10s.; Billiton, £147 per ton.

TOBACCO.—In the public sales 943 bales China leaf sold at 4½d. to 8½d., 11 bales ditto damaged at 2⅞d. to 4d., 193 bales Japan ditto 7½d. to 8¾d., part at 2⅞d. to 3d., 83 bales ditto damaged at 2d. to 7d. Of cigars one case Manila damaged sold at 4s. 6d., and 21 cases Cheroot and Cigars at 1s. 1d. to 4s. per lb.

VERMILION.—China has slightly advanced, 10 boxes having been sold at 3s. 10d. per lb.

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
Oct.24	St. Brycedale	Pearce	Formosa	London
24	Amarapoora (s.)	Leslie	Rangoon, via S.C.	Liverpool
26	Secret	Roberts	Rangoon	Helvoet
26	Seadrift	Pybus	Colombo, &c.	London
25	Wifstawarf	Hulhnan	Akyab	Falmouth
25	Ontario	Scott	Rangoon	Do.
25	City of Nankin	Muir	Bassein	Do.
24	Arizona	Lewellyn	Akyab	Liverpool
24	Andaman	Collier	Do.	Do.
24	Banda	Evans	Ilo Ilo and Batavia	Do.
	Armanella	Mack	Bassein	Queenstown
21	Maria Giasapphina	Lottera	Akyab	Bremerhaven
26	Argonaut	Nicholson	Shanghai	London
27	Blackadder	Moore	Foochow	Do.
26	Marronople	Benvenuto	Akyab	Falmouth
25	Wm Stewart	Cock	Rangoon	Glasgow
	Horsa	M'Kinley	Do.	Queenstown
	Randama	Maumus	Macao	Callao
Sept12	Hong Kong	Irriberry	Do.	Do.
15	Solent	Meldrum	Hong Kong	Do.
Oct.	Cyclirenes (s.)	Train	Shanghai, v. S.C.	New York
	Elsinore	Clark	Manila	Do.
	Garibaldi	Bowden	Do.	Do.
	Concord	—	Colombo	Do.
	Dexterous	Robinson	Do.	Do.
	Evening Star	Le Bœuf	Singapore	Do.
	Wilhelmina	—	Batavia	Do.
29	Delaida	Massone	Rangoon	Falmouth
Sept16	Canadienne	Equenne	Macao, &c.	Callao
19	Joaquin Rigan	Urtubiaga	Macao	Do.
Oct.27	Presidente Sarmiento	Ricci	Akyab	Falmouth
25	Anna and Johanna	Hofstee	Batavia	Texel
	Forward Ho!	Hossack	Manila	New York
30	India	Kettle	Rangoon	Plymouth
30	Ivanhoe	Putt	Do.	Liverpool
	Bengal	Code	Do.	Queenstown
29	Fenice	Solari	Akyab	Flushing
Sept22	Providencia	Vidauzarraga	Macao	Callao
22	Callao	Arancoa	Do.	Do.
	Cosmopolite	Holmwood	Akyab	Queenstown

VESSELS PASSED THE SUEZ CANAL.

Steamer.	From.	For.
Prins v Oranje	... Nieuwe Diep	... Batavia
Vibilia	... London	... Colombo, &c.
Petre	... Do.	... Singp., China, &c.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct.22	Ottavio M.	Rossi	Singapore	Cardiff
18	Prospero	Repetto	Do.	Penarth
23	Wilhelm Aberg	Langstroom	Galle	Sunderland
24	Havelock	Sauvage	Singapore	London
21	Prymont	Diedrichsen	Copenhagen & Yoko.	Cronstadt
26	Spirit of the North	Durrant	Colombo, &c.	London
28	H. C. Orsted (s.)	Gottleib	China, via S.C.	Do.
Sept14	Herzogin Anna	—	Batavia	Monte Video
Oct.17	Surprise	Ranlett	Shanghai	New York
Sept22	Camillo Cavour	Astorguia	China	Callao
Oct.30	Nestor (s.)	Hill	Sing., China, &c., S.C	Liverpool

See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai: Scotland. For Penang, Singapore, Hong Kong, and Shanghai: Cheops, Bellona. For Colombo, &c.: Scindia, Strathclyde.

SAILING VESSELS.—For Yokohama: Osaka. For Yokohama and Hiogo: Glamorganshire. For Hong Kong: Nueva Providencia, Undine, James Shepherd. For Chefoo and Tientsin: Carnarvonshire. For Batavia and Samarang: Frederik Pettersen. For Batavia and Sourabaya: Capiolani. For Penang: Vanguard. For Singapore: Auriga. For Saigon: Doriga. For Colombo: Palestine. For Colombo, &c.: Elizabeth Ann.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Glaucus (str.), Deucalion (str.), Sarpedon (str.). For Singapore: Olive.

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai: Glenlyon (str.). For Singapore, Batavia, Samarang, and Sourabaya: Earl Canning. For Batavia and Sourabaya: County of Argyle.

SPOKEN.

KINRUSSAN, Amsterdam to Java, Aug. 12, 22 S., 31 W.
GREEN JACKET, for Hong Kong, Sept. 7, 12 N., 27 W.
CANTON, Singapore to Stettin, Oct. 7, 39 N., 29 W.
G. G. T. L., Formosa to London, Sept. 9, 4 S., 18 W.
HELENA AND HENRIETTA, Amstdm. to Macassar, Sept. 19, 16 N., 26 W.
EDWARD PERCY, Cardiff to Galle, Oct. 1, 12 N., 26 W.
LIBERATOR (Dut.?), Java to London, Aug. 21, 24 S., 58 E., 15 days out.
ANNA LETITIA, Amsterdam to Sourabaya, Oct. 1, 13 N., 25 W.
APOLLO (barq.), Philippines to Liverpool, Oct. 26, 46 N., 21 W.
LAKE LEMAN, for Singapore, Oct. 2, 15 N., 29 W.
CONSTITUTION, Clyde to Colombo, 17 N., 26 W., 21 days out.
ELIZABETH (Dutch barq.), Monte Video to Batavia, July 28.
MIKADO (ship), London to Shanghai, Aug. 28.
LUVIUS (?), Padang to New York, Aug. 1, 25 S., 54 E.
KRIMPEN-AAN-DE LEK, from Batavia, Sept. 26, 28 N., 25 W.
JEVERLAND, from Batavia, Sept. 24 (?), 22 (?) N., 22 W.
AN AMERICAN VESSEL, from Singapore, No. 0,593, June 4, 52 S., 28 E.
EMPRESS, Sunderland to Colombo, Sept. 10, 14 N., 27 W.
CORNELIA, Bremerhaven to Batavia, Sept. 23, 1 S., 20 W.
MONKCHESTER, Colombo to London, Oct 17, 42 N., 37 W.

FREIGHTS AND CHARTERS.

Rates of freight to the Eastern ports remain steady at the current quotations. Homewards there is a fair amount of business doing. In coal freights there is no alteration to report.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 85s. meast. To Hiogo: 85s. meast. To Nagasaki: 85s. meast. To Shanghai: 45s. meast. To Hong Kong: 45s. meast. To Manila: — meast. To Singapore and Penang: 45s. meast. To Sourabaya and Samarang: 85s. meast. To Batavia: 75s. meast. To Padang: 90s. meast. To Saigon: 80s. meast. To Galle: — meast.

Per SAILING VESSELS.—To Yokohama: 45s. weight, 40s. meast. To Hiogo: 50s. weight or meast. To Shanghai: — weight, — meast. To Hong Kong: 35s. weight, 30s. meast. To Chefoo and Tientsin: 45s. weight or meast. To Singapore: 30s. weight, 25s. meast. To Penang: 30s. weight, 35s. meast. To Batavia: 20s. weight, 25s. meast. To Ceylon: — weight, — meast. To Saigon: 40s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: £40. To Shanghai: £42 10s. To Hong Kong: £36. To Batavia, Samarang, and Sourabaya: £24. To Singapore: £25 to £26. To Penang: —. To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 40s. to 42s. 6d. To Shanghai: 45s. To Hong Kong: 33s. to 34s. To Manila: 27s. 6d. to 30s. To Singapore: 23s. 6d. To Galle: 20s. to 21s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Manila: — To Singapore: 20s. To Galle: 21s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s. ship 25s. to 27s. 6d.

CASUALTIES.

Later advices from Honolulu, Sept. 24, state that the Lochnaw (British barque), from Manila to Valparaiso, with sugar, ex Kedar, which vessel was condemned at Manila, put into Honolulu, Aug. 31, leaky, and reported having experienced heavy weather from July 27 to Aug. 5, during which she sprung a leak, and jettisoned some cargo; after discharging, the leak was discovered and stopped, and the vessel would be ready for sea about Sept. 27.

The Yokohama (American barque), from New York for Hong Kong, reported in our last issue as having been abandoned, &c., was subsequently burnt.

MISCELLANEOUS.

The John Clark, from Cardiff to Singapore, put into Rio Janeiro, Oct. 5, with master (Ross) sick.

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EXPORTS FR[illegible]EAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship	For	Cls.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Zinc.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Beer in Bulk.	Beer in Glass.	Brandy.	Rum.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Tar and Pitch.	Gunpowder.	Earthenware & Glass.
			Tons.	Tns.	Tons.	Tons.	Tns.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	Brls.	lbs.	£
Laurel	Yokoha[illegible]	Oct. 3	...	278	...	...	42	...	...	3037	1267	...	...	...	229	560	1500	60000	...	119	228	...	172	901	2436	2013	132	633	...	141	912	15	...	1781
Portland	Shan[illegible]	,, 5	...	349	...	...	6	...	...	26	1688	499732	...	...	...	583	...	2800	...	376	1344	426	1397	1079	2113	1809	3175	1606	410	...	122	...	...	2169
Aurorita	M[illegible] Liverpool	,, 5	...	135	...	...	...	...	...	20	2158	499785 &£100	22372	...	2045	282	...	8000	60ck	84	88	...	325	...	250	1234	...	580	120	...	...	...	...	2342
Harrington	[illegible]	,, 7	...	...	...	...	22	...	...	...	5309	343600	...	...	...	...	1624	185420	...	...	3cks.	...	...	139	1000	261	...	...	...	...	...	...	...	263
Maggie Leslie	Singa[illegible] Glasgow	,, 11	170	...	...	...	...	...	...	...	2907	89001	15000	36	...	175	...	4359	251	...	...	...	...	...	110	378	...	180	...	348	200	...	31000	422
Eastern Star	Yokohama London	,, 23	...	50	...	...	...	...	...	125	664	40000	...	...	...	...	610	41232	...	198	531	...	...	567	300	349	640	297	161	42	25	75dms	...	544

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

	For	Candles and Soap.	Hams, Cheese, and Butter.	Beef and Pork.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		Cwt.	Cwt.	Cwt.	£	£	Cwt.	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
[illegible]	Yokohama	8	...	...	194	12	...	...	302	225	550 &3cs.	...	...	377	318	80	...	...	...	...
[illegible]	Shanghai	376	14	...	421	64	3 &5cs.	176	220	100	96	6	...	119	144	48	...	...	84	...
[illegible]ita	Manilla	...	...	£250	76	103	..	...	1095	60	564 &53pk	...	140	67	150	140	...	260	150	120
Harrington	Japan	174	...	...	...	50cs.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Maggie Leslie	Singapore	...	...	...	...	...	...	...	112	...	135	...	...	...	...	357	...	120	128	...
Eastern Star	Yokohama	105	...	...	134	100	...	...	180	25	114 &2cs.	135	13	...	1743	40	...	...	134	...

ADDITIONAL.—Per LAUREL.—Effects, £30; mineral waters, £276; goods manufactured, £119; flax, £10; cement, £205; wine and brandy, 69 packages; felt, £16; philosophical apparatus, £50.

Per PORTLAND.—India-rubber manufactures, £380; goods manufactured, £105; sugar, 155 cwt.; corks, 1 case; mineral waters, £232; matches, £1,037; hose, £23; effects, £69; grindstones. £60; mouldings, £90; oakum, £66.

Per AURORITA.—Jute bagging, £449; soda water, £100; sugar, 20 cases; fire bricks, £64; mouldings, £10.

Per HARRINGTON.—India-rubber manufactures, £37; cement, £400; railway waggons, £250.

Per ISABELLA KERR, from Greenock to Galle, cleared Oct. 9.—Tobacco, 125 lbs.; coals, 1,825 tons.

Per BARBADIAN, from Greenock to Galle, cleared Oct. 14.—Coals, 887 tons.

Per INDEX, from Greenock to Galle, cleared Oct. 16.—Coals, 794 tons.

Per COUNTY OF STIRLING.—Biscuits, £64; earthenware and glass, £225.

Per EASTERN STAR.—Goods manufactured, £79; sugar, 40 cwt.; effects, £80; bricks, £17; oakum, £15.

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OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR .. MALTA.....	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA. ADEN ..... BOMBAY.....	,, ,,	Every Friday, at noon.	Every Monday, at 5 A.M.
GALLE..... MADRAS..... CALCUTTA ... PENANG..... SINGAPORE ... CHINA ..... JAPAN	Thursday, Oct. 10 & 24, at 2 P.M.	Friday, Oct. 4, 18, & Nov. 1, at noon.	Monday, Oct. 7, 21, & Nov. 4, at 5 A.M.
AUSTRALIA ... NW. ZEALAND (Cargo only.)	Thursday, Oct. 24, at 2 P.M.	Friday, Nov. 1, at noon.	Monday, Nov. 4, at 5 A.M.

And all Ports at which the British India Company's Steamers call.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

STEAM TO BOMBAY,

via the Suez Canal.—Passengers and Shippers are respectfully informed that the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY propose to despatch steamers from SOUTHAMPTON to Bombay, via the Suez Canal, as follows:—

		Tons.	H.P.
Nov. 7 ...	PEKIN ...	3,777 ...	600

RATES OF PASSAGE MONEY.

First-class	£66
Second-class	£36

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

HATTON-COURT, THREADNEEDLE-STREET. LONDON.

Incorporated by Royal Charter.

Paid-up Capital, £800,000.

COURT OF DIRECTORS, 1872-73.

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John Howard Gwyther.

SUB MANAGER.

James Macdonald.

SECRETARY.

William Charles Mullins.

BANKERS.

London—The Bank of England; the City Bank.
Scotland—The National Bank of Scotland.

AGENCIES AND BRANCHES.

Bombay.	Rangoon.	Hong Kong
Calcutta.	Singapore.	Shanghai.
Akyab.	Batavia	Hankow.

The Corporation buy and sell, and receive for collection, Bills of Exchange, payable at the above-named places; issue Letters of Credit; undertake the purchase and sale of Indian Government and other Securities; hold them for safe custody; and receive Interest or Dividends as they become due.

Deposits of Money are received for not less than twelve months, bearing Interest at 5 per cent. per annum.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, Yokohama, and Hiogo, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street, London, 1872.

JAPAN AND CHINA.

Great Mail Route via New York and San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY, under their new arrangement with the United States Government, despatch the following magnificent STEAMERS, of 3,000 tons burden and upwards, with Mails and Passengers, from San Francisco, on the 1st and 16th of every month, for Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, connecting at Hong Kong with the Peninsular and Oriental Line, for Ports in India:—

Acapulco	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	Ariel

Returning from Hong Kong on the 12th and 27th of every month.

The Pacific Mail Steamship Company's steamers also leave New York on the 10th, 20th, and 30th of every month for San Francisco, via Panama, calling en route at Kingston, Jamaica, and ports along the North Pacific coast.

For rates of fare from England, which include railway transit across the American continent, and other information, apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	18 days	from England.
Japan	in 38	,, ,,
China	in 44	,, ,,
New Zealand	in 42	,, ,,
Australia	in 47	,, ,,

Passengers for California and intermediate points on this road are now booked rough from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Steamship Company and United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

AROUND the WORLD in NINETY DAYS,

by Steam and Rail, by Land and Sea, via North America, Japan China, Sandwich Islands, New Zealand, Australia, Ceylon, India, Egypt, and Continent of Europe.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, either by way of Japan and China or New Zealand and Australia, at one reduced and inclusive fare.

The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, or to New Zealand and Australia, by the United States, New Zealand, and Australia Mail Steamship Line, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

The journey may be broken at any point, and resumed at pleasure

Fare, via China, £221; via New Zealand and Australia, £197.

For further particulars apply to H. STARR and Co., 22, Moorgate-street, London. Agents Union and Central Pacific Railway, &c.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Arrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, executed.

J. THOMSON Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid

Reserve Fund, $9

COURT OF DIRECTORS AND HEAD OFFICE, HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Harkow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutt

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... €800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

Incorporated by Royal Charter.

Head Office—65, OLD BROAD-STREET, LONDON, E.C.

Branches and Agencies:—

In INDIA ..... Bombay, Calcutta, Madras.
,, CEYLON ..... Colombo, Kandy, Galle, Matale.
,, STRAITS SETTLEMENTS and JAVA—Singapore, Penang, Batavia.
,, CHINA ..... Hong Kong, Foochow, Shanghai, Hankow.
,, JAPAN ..... Yokohama.

Bankers:—
Bank of England,
London Joint-Stock Bank.

The Bank receives money on deposit, buys and sells Bills of Exchange, issues Letters of Credit and Circular Notes, and transacts the usual Banking and Agency business connected with the East, on terms to be had on application.

CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130, 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

LONDON AGENTS—FEARON AND CO.,
34, GREAT ST. HELENS, E.C.,
By whom risks to all Eastern ports are taken at current rates.

SCHOUT AND CO., SHIPBROKERS AND FORWARDING AGENTS, AMSTERDAM

THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of the JOURNAL commenced on the 1st of January 1872. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	RICHARD & Co, Passage des Princes.
Brindisi.....	Mr. COCOTO.
Hamburg	R. CARL.
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Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
Lisbon.....	AUGUSTE PEDRO CARLHO, Rua dos Poyaes de'8. Bento 20.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 510, Washington-street.
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Aden	COWASJEE DINSHAW.
Point de Galle	Mr C. M. BARKER, Oriental Hotel.
Colombo	MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS BUTTERY, & Co.
Saigon.....	d Co.
	o.
	BERG & Co.
	r Hotel.
.....	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy.....	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO. MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON
Nagasaki—Japan ...	PIGNATEL & Co.
Yokohama	
Osaka and Hiogo ...	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C (Over the JERUSALEM.)

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CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED),

IN CONNECTION WITH THE

EASTERN TELEGRAPH COMPANY, LIMITED.

TARIFF TO CHINA AND JAPAN.

On and after 15th OCTOBER the following Rates for Telegrams of Twenty Words will come into force :—

	FROM LONDON.	FROM PROVINCIAL STATIONS.
TO HONG KONG }	£6 0 0	£6 1 0
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Half the above Rates for every additional Ten Words beyond Twenty Words.

No charge for Postage will be made on Messages to China and Japan, which are posted at Hong Kong, Shanghai, or Nagasaki.

Messages should be given in at the Falmouth Company's Office,

No. 74, OLD BROAD-STREET, LONDON.

Messages sent from Postal Stations should be ordered

VIA FALMOUTH

these words being signalled as an instruction by the Postal authorities free of charge.

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
9th October, 1872

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
Cowper's-court, Cornhill, London, E.C.

THE
NAVAL AND MILITARY GAZETTE
East India and Colonial Chronicle.
A SATURDAY MORNING PAPER,
ESTABLISHED 1833,
Now under new Editorship, gives all the Naval and Military News of the Week, from both Home and Foreign Stations, interesting alike to those in the Services and to their Friends.
Price THREEPENCE.
166, FLEET-STREET, E.C.

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TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS residing abroad would find this a most desirable home. References can be given for England, India, and Japan.

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LONDON—Show Rooms, 45, Oxford-street, W
BIRMINGHAM—Manufactory and Show Rooms Broad-street.
ESTABLISHED 1807.

K. de PIOTROWSKI,
COMMISSION MERCHANT & GENERAL AGENT,
HIOGO-KOBE,
JAPAN.

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

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BRITISH AUSTRALIAN TELEGRAPH COMPANY, LIMITED AND REDUCED.

Messages for all parts of Australia, Tasmania, and New Zealand are now accepted for transmission at the Office of the Eastern Telegraph Company, No. 74, Old Broad-street, and at all the Postal Telegraph Stations in the United Kingdom.

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COUNTRIES AND PLACES.	FROM LONDON.	FROM PROVINCIAL STATIONS.
To AUSTRALIA, Port Darwin, including terminal tax of £1 for South Australian Government	£9 6 6	£9 7 6
„ AUSTRALIA, South...	9 6 6	9 7 6
„ „ Victoria	9 8 6	9 9 6
„ „ Queensland...	9 16 6	9 17 6
„ „ New South Wales ...	9 11 6	9 12 6
„ TASMANIA	9 16 6	9 17 6

Half the above rates for every additional Ten Words or Fraction of Ten Words.

Messages from New Zealand will be posted from Melbourne, and for Western Australia from Adelaide. Postage, 1s. 6d., in addition to the rates to those Stations.

Messages from Great Britain should be ordered VIA FALMOUTH, and from Australia VIA SUEZ.

By Order,

GEORGE LYONS, Secretary.

ST. JOHN'S CATHEDRAL,

HONG KONG.

COMPLETION FUND.

JUST before embarking from Hong Kong, on Tuesday, Nov. 16, 1869, H R H. the DUKE OF EDINBURGH was graciously pleased to lay the first stone of a choir for this, the mother Church of the Diocese of Victoria. The cost of the fabric has been shared by the Executive Government and the local community; and it is proposed, by a general subscription among former residents in and visitors to China, to provide the necessary furniture and fittings. Should sufficient funds be raised, it is proposed to erect a stone pulpit.

The Committee will gladly receive and forward any special gifts with which they may be entrusted. This scheme having received the cordial approval of the Colonial Chaplain and the Trustees, is circulated by the Executive Committee.

The Rev. W. R. BEACH, M.A., Chaplain to the Forces, Canon of St. John's Cathedral, Hong Kong, and late Colonial Chaplain.

CHAS. S. GEORGE CLEVERLY, Esq.

ROBERT S. WALKER, Esq., Hon. Treasurer, the Hollies, Beckenham, S.E.

HERBERT LAURENCE, Esq., Hon. Secretary 1, Royal Exchange-buildings, E.C.

P.O. Orders to be made payable at Cornhill, E.C.

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Great economy effected by using

LIEBIG COMPANY'S EXTRACT OF MEAT.

Read carefully the printed instructions.

CAUTION.—None genuine without Baron Liebig's the inventor's, signature.

Beware of all imitation extract.

CEYLON.

COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 1,500 acres, and in price from £200 to £21,000. ALEX. BROWN, Kandy.

N.B. — Fifty-seven estates now on the register. Thirty-eight have been sold.

ALEXANDER BROWN,

ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

HOLLOWAY'S PILLS

The changes of temperature and weather prevalent in autumn frequently upset persons who are most cautious of their health, and most particular in their diet. These corrective, purifying, and gently aperient Pills are the best remedies for all defective action of the digestive organs; they augment the appetite, strengthen the stomach, correct biliousness, and carry off all that is noxious from the system. Holloway's Pills are composed of rare "balsamic matter," and on that account are particularly well adapted for the young, delicate, and aged. The field of beneficial work done by Holloway's well-known and widely appreciated Pills is too large to attempt to catalogue all the diseases and distempers remediable by these means.

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TANJONG PAGAR DOCK COMPANY
(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.) ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Ava ...	... Nov. 10	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Donnai	... Nov. 24		
Peiho	... Dec. 8		
Meikong	... Dec. 22		
Sindh...	... Jan. 5		
Provence	... Jan. 19		

The steamers of the 24th Nov., 22nd Dec., and 19th Jan. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 10th Nov., 8th Dec., and 5th Jan. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples... Every Thursday (noon)
" Constantinople ... ... " Saturday, 5 P.M.
" Algiers ... ... " " "

The Company's weekly steamers to Alexandria connect at Alexandria with the English mail steamers from Brindisi to Bombay.

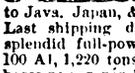
For Passage, Freight, or Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

CASTLE LINE OF STEAM PACKETS for PENANG, SINGAPORE, HONG KONG, SHANGHAI, JAVA, and JAPAN.—The following high-classed and full-powered STEAMSHIPS will be despatched as under:—

Steamer.	Class.	Tons.	Dock.	To sail.
Glenroy	100 A1	2,100	SWID	Early in Nov.
Glenlyon	100 A1	2,200	SWID	To follow
Gordon Castle	100 A1	2,000	SWID	To follow
[illegible]oyle	100 A1	1,700	SWID	To follow
[illegible]nd Castle.	100 A1	2,000	SWID	To follow
[illegible]stle ...	100 A1	2,200	SWID	To follow
[illegible]	[illegible]0 A1	2,200	SWID	To follow
[illegible]	A1	2,096	SWID	To follow
Gl[illegible]	[illegible] A1	2,000	SWID	To follow

For Fr[illegible] ly to THOMAS SKINNER and Co., 5, E[illegible] don, E.C.



S[illegible]PORE, I[illegible] G[illegible]HAI; taking [illegible] to Java, Japan, &c., at through [illegible]

Last shipping day, 25th November. The new and splendid full-powered screw steamer CHIN-KIANG, 100 A1, 1,220 tons gross; 800 tons net register; 160-horse power nominal. J. HOGG, Commander; South West India Docks. This magnificent steamer, just built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, bids fair to be one of the fastest in the trade. Has splendid accommodation for first-class passengers.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopgate-street Within, E.C. (Corner of Cornhill).

All Packages must be marked distinctly with port of destination.

PENANG, SINGAPORE, CHINA, and JAPAN. The following high-classed SCREW STEAM and SAILING SHIPS will be despatched as under:—

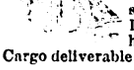
Destination.	Ship.	Class.	Dock.	Last Shipping day.
Sing., H. K., & Shanghi, via S.C. ...	Chin-Kiang, s.s.	100 A1	SWID	Nov. 25
Do.,&Pen.	Nankin, s.s	100 A1	SWID	To follow
Shanghai ...	Carmarthenshire	A1 14 yr.	E.I.D.	With des
Chefoo and Tientsin...	Carnarvonshire	A1 14 yr.	E.I.D.	With des.
Yokohama & Hiogo.....	Glamorganshire	A1 14 yr.	E.I.D.	With des
Yokohama*	Denbighshre	A1 15 yr	E.I.D.	To follow

* And to Hiogo if sufficient inducement offers.

Excellent accommodation for first-class passengers.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal. To sail on the 25th Nov.



FOR SINGAPORE, YOKOHAMA, and HIOGO (with liberty to call at Hong Kong), the splendid full-powered screw steamer DUNA, 100 A1, 852 tons register, 150-horse power nominal; Victoria Docks. Cargo deliverable at Japan without transhipment.

For Freight, apply to D. R. MACGREGOR, Esq., owner, Leith; to SMITH, SUNDIUS, and Co., 33, Gracechurch-street; or to SHAW, MAXTON, and Co, 2, Royal Exchange-buildings, London, E.C.

CHINA AND JAPAN.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Shanghai ...	Sir Lancelot	A1 16 yr	E.I.D.	With des.
Hong Kong	Undine	A1 16 yr.	E.I.D.	With des.
Do.	JasShepherd	A1 13 yr.	SWID	To follow
Yokohama...	Osaka	A1 17 yr.	E.I.D.	With des.
[illegible]	[illegible]	A1 17 yr.	E.I.D	To follow
[illegible]	[illegible]	[illegible]	SWID	With des.

[illegible]N, and Co., 10, [illegible]

With quick de[illegible]

FOR SINGAPORE, [illegible]N, the very fine clipper ba[illegible] COLLET, 3-3rds L.I.I. 400 South West India Docks; VIGONREAUX, Commander. This high-c[illegible]sel, built in 1870, is strongly recommended to [illegible]

For Freight or Passage apply to JOHN WILLIA[illegible] York-chambers, 55, King-street, Manchester; or ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
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Glenroy, s.s.	2 000	Thos. Skinner & Co.	Nov. 20
Chin-Kiang, s.s. ...	1,000	Norris & Joyner ...	Nov. 20
Kromatah, s.s.	807	Smith, Son, & Cole	Dec. 1

LIVERPOOL.

Glaucus, s.s.	1,604	Alfred Holt	Nov.13
Deucalion	1,596	" "	Nov.20

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Via the Suez Canal, with all possible despatch, calling at Tanjong Pagar Wharf, Singapore, the new, powerful, first-class screw steamer KROMATAH, 805 tons, 150-horse power, nominal, W. B. HAFFENDEN, Commander; South West India Docks. Splendid accommodation for passengers.

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SUCCESS IN INDIA,

AND HOW TO ATTAIN IT.

EFFINGHAM WILSON, Royal Exchange.

The writer is evidently well acquainted with the East, and the information afforded by him is both useful and interesting.—*Daily News.*

The honest yet hopeful way in which practical information is communicated in these pages concerning actual life in India will awaken the dormant enterprise of young men of education and ability, whose prospects may be somewhat indifferent at home.—*Globe.*

A valuable little pamphlet.—*Morning Post.*

The author of this very sensible work appears quite at home in his subject.—*Financier.*

We leave the little book with much the same impression as would be derived from the conversation of an intelligent and observant man of the world.—*Bullionist.*

A real and practical knowledge has been brought to bear upon the subject.—*Money Market Review.*

The author of the above-named pamphlet formerly editor of the *Indian Examiner*, and since on the staff of daily and weekly Journals in London, seeks a re-engagement as editor in China, Japan, or Ceylon. The advertiser has a thorough knowledge of the practical working of a newspaper, and could undertake the business department also.

Address, J. D. B., care of the Editor of the *London and China Telegraph*, 2, Cowper's-court, Cornhill, to whom references are kindly permitted.

[illegible]nted for the Proprietors by WOODFALL and KINDER [illegible]Milford-lane, Strand, W.C., and published by JAMES [illegible]ST, at the Office of the "LONDON AND CHINA [illegible]GRAPH," 2, Cowper's-court, Cornhill, in the [illegible]of St. Michael's, in the City of London.—Nov. 4, 1872.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 480.] LONDON, MONDAY, NOV. 11, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Nov. 11
JAPAN — Yokohama	—	—	Oct. 2*
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA — Peking	—	—	Sept. 14
Tien-tsin	—	—	,, 18
Chefoo	—	—	,, 20
New-chwang	—	—	,, 16
Hankow	July 26	Sept. 9	,, 17
Kiu-kiang	—	—	,, 17
Chin-kiang	—	—	,, 16
Shanghai	Aug. 2	,, 16	,, 22
Ningpo	—	—	,, 20
Foochow	,, 2	,, 14	,, 22
Formosa			
Amoy	—	—	,, 23
Swatow	—	—	,, 24
Hong Kong	,, 16	,, 27	,, 28
Canton	—	—	,, 26
Macao	—	—	,, 27
PHILIPPINES— Manilla	,, 9	,, 15	,, 24
COCHIN-CHINA— Saigon	,, 16	,, 22	,, 26
SIAM — Bangkok	—	—	,, 23
BORNEO—Labuan	—	—	,, 30
Sarawak	—	—	,, 29
JAVA — Batavia	,, 23	,, 25	,, 30
Samarang	—	—	,, 29
Sourabaya	—	—	,, 28
MALACCA STRAITS— Singapore	Sept. 6	Oct. 5	Oct. 6
Penang	,, 6	,, 3	,, 7
CEYLON—Galle	,, 20	,, 13	,, 17
Colombo	,, 20	,, 14	,, 16

* Via San Francisco.

THE MAILS, &c.

The P. and O. mail, bringing advices as above, was delivered, *via* Brindisi, this morning, its due date. A portion of our correspondence by the Pacific mail, bringing dates from Yokohama up to the 2nd Oct., was also delivered this morning. The next inward French mail, with dates Yokohama Sept. 25th, Shanghai Sept. 29th, Hong Kong Oct. 5th, Singapore Oct. 14th, is due, *via* Marseilles on Monday next, the 18th inst.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, five to six hours in transmission. The Great Northern line is in working order, with the exception of the Hong Kong and Shanghai section.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Malta*, arrived Nov. 8.—From Hong Kong: Mr. J. Armstrong. From Singapore: Mr. W. Aden. To Venice, from Shanghai: Mr. Kehlken, Mr. Hopimann. From Hong Kong: Mr. Walter.

To Southampton, per P. and O. steamer *Nubia*, expected to arrive Nov. 19.—From Shanghai: Mr. J. Barker, Capt. Legoosion, Capt. Tucker. From Hong Kong: Lieut. Cumpton, Mr L. H. Moorsoom, Mr. S. Deacon, and two second-class passengers. To Suez, from Singapore: Mr. L. Haber.

PASSENGERS OUTWARD.

Per French mail steamer *Ava*, from Marseilles, Nov. 10 (booked from London).—To Yokohama: Mr. H. Riley, Mr. Hagase, Mr. Itsutruye, Mr. Takatouge, Mr. Kagawa and two second-class passengers, Mr. C. Ekeda, Mr. Kobayashi. To Shanghai: Mr. and Mrs. Johnston, Mr. Mead. To Hong Kong: Mr. and Mrs. Lammer and four children, Mr. E. Beart, Mr. Morgan, Mr. and Mrs. Peterson, Mr. and Mrs. Delavel, Mr. W. Sturrock. To Singapore: Mr. Rubin, Mr. and Mrs. Ryk, Madame Ryk and governess, Mr. Tefta, Mr. and Mrs. W. Ullemeister, and three second-class passengers. To Batavia: Mr. and Mrs. Nogel, Miss Klins, Mr. A. Matkins, Miss Clona, Mr. and Miss Mees, Mrs. Praterms, Miss Guiem. To Batavia: Mr. J. Roland, Mr. Van der Ploeg. To Galle: Mr. G. Phear. To Saigon: Admiral Dupré and suite, Mr. M. de Montesquir, Mr. de Langemden, Mr. Berthanst, Mr. Tibbout.

Per French mail steamer *Donnai*, from Marseilles, Nov. 24 (booked from London).—To Shanghai: Mr. and Mrs. Holdsworth. To Hong Kong: Mr. M. Beart. To Singapore: Mr. M. Englebach, Mr. M. Mether, Mr. and Mrs. Van der voes de Bye. To Batavia: Mr. and Mrs. Hora Siccoina, Mr. and Mrs. Kleberg, Mr. Sholten, Mr. R. W. Besier, Mr. John S. Dick.

Per P. and O. steamer *Pekin*, from Southampton, Nov. 7.—To Yokohama: Mr. S. Yugawa, Mr. S. Ohuman, and one second-class passenger. To Shanghai: Mr. Wulff, Mr. G. Lethbridge, Mr. G. R. Johnston. To Hong Kong: Mr. K. Mac Iver, Mr. T. E. Ludlam. To Ceylon: Mrs. F. Bayley and child, Mr. J. R. Loftus, Mr. Rudd, Mrs. Robertson and child, Miss Burrington. To Hong Kong (*via* Bombay): Mr. W. H. Fittock. To Batavia: Mr. Burgoyne.

Per P. and O. steamer *Malta*, from Venice, Nov. 15.—To Yokohama: Mr. and Mrs. A. Ewers. To Hong Kong: Mr. D. Petrie. To Ceylon: Mr. Quilty, Earl Grosvenor, Marquis of Stafford, Viscount Lewisham, Dr. Gould.

Per P. and O. steamer *Malta*, from Brindisi, Nov. 18.—To Shanghai: Mr. and Mrs. H. Robinson, Mr. and Mrs Ferguson.

Per P. and O. steamer *Mooltan*, from Southampton, Nov. 21.—To Ceylon: Mr Bell.

Per P. and O. steamer *Simla*, from Venice, Nov. 29.—To Singapore: Mr. and Mrs. J. R. Mac Arthur.

Per P. and O. steamer *Simla*, from Brindisi, Dec. 2.—To Hong Kong: Mr. C. V. Creagh.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates from Yokohama by this mail extend to the 18th Sept., but by San Francisco we have advices to the 2nd Oct. The following telegraphic summary is from the *New York Herald* :—

The steamer *Colorado*, from Hong Kong, September 21st, and Yokohama, October 2nd, has arrived here, and brings the following news :—

The Korean Government has sent more threatening letters to Japan. Sailing vessels, conveyed by a Japanese man-of-war, have been sent to Korea for the purpose of bringing back all Japanese in the country, preparatory to further measures on the part of the Imperial Government.

The Japanese Government has liberated the coolies brought by the Peruvian vessel *Maria Luz*, which was driven ashore in stress of weather, under the plea of ill-treatment to the coolies when on board.

A Chinese mandarin had arrived to take charge of the liberated people, and they will be returned to China.

In Yedo the mortality was excessive. The authorities had notified foreigners residing outside of foreign settlements to return at once, and the Japanese were forbidden to lease premises to them.

The new paper money made in Berlin has been already counterfeited.

The telegraph line from Yedo to Nagasaki has been opened. The railroad from Yedo to Yokohama has been completed, and was to be formally opened by the Mikado.

CHINA.

TIENTSIN.

The waters in the east and west plains are still rising, and it was expected that the same condition of things as regards flooded country would prevail this autumn and winter as were witnessed last year. Two British, one French, one Russian, and one American gunboats will be stationed off the Settlement during the winter; so the foreign residents will have ample protection in the way of a naval force, should any disturbances unfortunately arise through dearth of food amongst the Chinese population. The territorial authorities have not taken any measures for the purchase of rice or grain for the alleviation of the coming winter's dearth of food among the poorer classes. The crops of millet have been entirely destroyed by the inundations, and owing to two continuous years' floods the means of a great mass of the

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population have been reduced to the lowest ebb, so that there was no doubt that Government aid will be required to meet the dearth of food, which will exist to a great extent and with much severity during the coming winter.

On the 8th Sept. General Vlangally, the Russian Minister, and Herr Annecke, the German Minister, arrived at Tientsin from Chefoo. On the 9th they called on Li Hung-Chang, and immediately after that proceeded on to Peking by the north river. Mr. Robert Hart, Inspector General of Customs here, will also proceed on to Peking; so when he reaches the capital all the chiefs of the different foreign departments will have returned to their posts at the metropolis.

The import trade at Tientsin has for some months back been in a very deplorable condition, which may be attributed principally to the heavy *Lekin* or *Letseuen* taxes which are levied on every article of foreign imports by Li Hung-chang, for the support of his southern legions. This action on his part has driven away from the Tientsin market, over one-half of the Shanse inland traders.

SHANGHAI.

We have advices from this port to the 22nd Sept.; the French mail, from London August 2, arrived out on the 16th Sept. The following summary of news is from the *North China Herald*:—

The junk sunk close to the Woosung Bar, by collision with the *Araby Maid*, has been entirely removed; Mr. Henderson, the engineer, made endeavours to remove the junk as it lay, by getting divers to discharge the cargo—consisting of about forty tons of bones and miscellaneous articles—and then having chains slung under the bows and stern, in order to tow it away. This plan, however, did not succeed, the junk having become imbedded firmly in the mud. It was therefore resolved to blow up the wreck. Three torpedoes, each containing 50 lbs. of powder, were placed under it—at the bow, midships, and stern—and these were exploded one after the other. An agitated heaving of the water followed the dull thud beneath, a little smoke and some air bubbles came up, and then followed pieces of the wreck, which were shot into mid-air, while the mud displaced by the downward force of the explosion rose and spread in a circle extending to a radius of perhaps 100 yards. The experiment was completely successful.

The monthly general parade of the Volunteer corps passed off with every success. The corps was divided into defence and attack parties. The artillery, under Captain Dallas, Rangers under Captain Dunn, and the Rifle Companies, commanded by Lieut. Pearson, Captain Cann, and Lieut. Tucker, assembled in front of the Custom-house, and having gone through the usual preliminaries, marched down the Foochow Road, headed by the bands. When they arrived at the Parsee Cemetery, the gala march was suddenly broken by the rattle of musketry in front, and Captain Brewer, in command of the line, disposed the companies in safe positions, while the artillery unlimbered smartly and swept the road (with grape). The enemy retreated, and the advancing party resumed the march. The tactics subsequently consisted of advancing companies to fire on the enemy, which met the attack in the same form or by skirmishing. The programme was altogether well calculated to interest and to improve, combining as it did the pleasurable excitement of a sham fight with a valuable practical lesson in road warfare. The muster of all arms was about 140.

Chen, the Mixed Court magistrate, is to proceed to Japan, to take part in the investigation of the case of the *Maria Luz*. Chen will, we understand, be accompanied by the Japanese Consul, and during his absence the Chehsien will carry on the business of the Mixed Court. The fact of Chen's projected visit to Japan on such an errand, taken in connection with the measures instituted by the Canton Viceroy, to prevent the kidnapping of coolies, or their being induced to go to Macao under false pretences, shows that the Chinese authorities are becoming more alive to the evils of the traffic as it is at present carried on.

The 17th September, which was the 15th day of the 8th Chinese moon, was a partial holiday and grand chin-chin day among the natives, who observe it as a sort of harvest-moon feast. It is also one of the settling days of the year.

The steamer *Great Northern* has left for Amoy, with Mr. Dreyer, manager of the Great Northern Telegraph Company, in order to carry out arrangements for the branch cable which is to connect that port with the main line.

It is believed that the cotton crop round Shanghai will not turn out quite so well as was at one time anticipated, the heavy rains which succeeded the seasonable showers that ushered in the autumn having beaten the flower off before the bud had matured. The plants look if anything too luxuriant, while the bursting cotton pod appears sparse by comparison.

A proclamation has just been issued by the Hai-fang-ting (Marine Magistrate), notifying that the bye-law forbidding Cantonese and Fukienese living in the city will be strictly enforced.

The autumn regatta is fixed for the 29th and 30th Oct., and as the races come off on the 31st Oct. and 1st and 2nd Nov., the week in which they occur will be almost a complete holiday.

Hankow has been visited with a terrible gale of wind from the north. The waves on the river may be well described by the usual and pardonable hyberbole, as "waves running mountains high." They were beating against the bund, as if bent on its destruction, and it was found, indeed, when the storm passed, that it had been a good deal damaged in several places. Its restoration will probably deplete the full purse of the Municipal Council. Three of the steamers in port were obliged to anchor on the Wuchang side. Rafts came down, and, of course, were broken up when they came in contact with the hulks and chains which lie above the bund. Damage was done to the bund of Teh Hing Heng, and also to the hulk at which U.S.N. steamers are moored. No less than four junks were wrecked in that vicinity, but the lives of the crews were all saved. A number of boats were also smashed at the mouth of the Han. No loss of life is reported.

The following is from the *Courier*:—

A Chinaman has been brought before the Mixed Court, charged with the theft of a quantity of telegraph cable, cut from the Great Northern Telegraph Company's lines. For the second time within a short space the Company found, in March last, that their connections were interrupted by the cutting away of a piece of cable, on this occasion of a length of a mile and a half. They applied to the police to discover if possible the depredators, and some fishermen were found with pieces of the cable in their possession, and about four months since they were brought before the Court, but received punishment which must, for so grave an offence, be deemed wholly inadequate—a month's cangue. In the present case the accused confessed that, while dredging in the Woosung, he grappled a piece of cable, which, with the help of his wife, he got into his boat. Acting upon the advice of some cautious friend, however, who told him its possession might involve him in trouble, he sunk it in the Soochow Creek, somewhere between the Gasworks and Stone Bridge. The locality was dragged by the police, and two coils of cable, containing about 100 yards, were found. The case was remanded for a fortnight, in order that the police may prosecute their inquiries. The weight of the cable and the quantity stolen are both evidence that a large number of men must have a share in the business.

Early on the morning of the 21st Sept., the inhabitants, native and foreign, of Shanghai and its environs were startled by the occurrence of the unusual phenomenon of an earthquake. It appeared to combine a vibratory and an oscillating motion, and caused beds, gasaliers and all similar objects to shake with a noise that startled and terrified those near them. It lasted from 6 to 10 seconds. The direction was N. W. and S. E. We have not heard of any serious damage done.

An advertisement of a special meeting of the rate-payers to be held on the 15th Oct. has appeared. The business which has led to the calling of the meeting is the recent proposal of the Bridge Company to transfer all their property and rights to the community for Tls. 60,000.

It is said that the Grand Duke Alexis of Russia will not visit Shanghai on his way north, but will go from Hong Kong direct to Japan, and thence to the Amoor; but he will probably look in upon us on his way south.

The *Avon* is to leave for Hankow, and the *Thistle* for Chefoo, on the arrival of the next English mail, due on the 22nd Sept. The *Cadmus* will remain there for some considerable time, and it is expected that the *Iron Duke* will revisit Shanghai about the end of October.

HONG KONG.

Dates by the French mail extend to 28th Sept.; the outward mail of 16th Aug. (French) arrived on the 27th.

The following summary is from the *China Mail*:—

The meeting of the Legislative Council took place on the 25th Sept. There were present:—H. E. the Governor, the Acting Chief Justice, Acting Colonial Secretary, Acting Attorney General, Acting Colonial Treasurer, Hon. P. Ryrie, Hon. H. Lowcock, Hon. J. Greig, Hon. W. H. Alexander, and Hon. J. Whittall.

Reverting to the question of water supply, H.E. said he had given the subject a very careful consideration, and had come to a determination which he should like to lay before the Council. He thought the best and cheapest plan for them to do now was to apply to England to send out a competent man, who would make a proper survey, draw up plans and give an estimate of the costs of the water supply. Anything else would be going from blunder to blunder. He thought the Colony should not begrudge the preliminary expenses, since so much money had been spent on water works. If the Council concurred with him, it was necessary to place the resolution on record.

The minutes of the previous meeting were then read and signed. Mr. Ryrie said the unofficial members fully concurred with H.E.'s views. It was much better, when they were about to incur a large expenditure, that the best scientific aid should be got and paid for, and it would not be got unless it was paid for. They should get a man and pay him a liberal sum, and he proposed that a competent man should be engaged to come out. He did not think it possible for him to do anything unless he came ott. The motion, having been seconded by Mr. Greig, was unanimously carried. H.E. observed that no new vote was necessary, as the expenses would come out of the $25,000 already voted.

It is stated on good authority that the Viceroy of Canton has failed in his object of building an arsenal or shipyard at Whampoa because the Cabinet is afraid of putting too much power into the hands of a Governor who is so far located from the Central Government.

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Our Canton correspondent writes:—The Canton community has been cast into gloom and sorrow by the sudden and unexpected death of Mrs. Hance, the wife of Her Majesty's Vice-Consul at Whampoa. The deceased lady had been resident many years in China, and the news of her death will be received with much sorrow by many friends at all the Treaty ports.

The Canton Consulate was closed as a mark of respect, and the Viceroy placed one of his steamers at the service of the community to convey to and from Whampoa, where the funeral was to take place, those who might wish to follow their friend to her last resting-place. All flags were half-mast high.

The manufacturers of spurious Bass' ale were brought up before Mr. Mitchell. Inspector Grimes described how he accidentally came across this native brewery, wherein he found a large quantity of beer already bottled and ready to be sent to the auctioneers or for exportation. Searching the house the Inspector found among other things two bills, one from Messrs. Lambert, Atkinson and Co., and the other from Messrs. MacEwen, both being for draught ale bought by this shop. As the master was still at large the magistrate remanded the case, to give the police time to apprehend him. The defendants, who were only shopmen, were allowed bail in $300 each.

Sunday, Sept. 22nd, being the anniversary of the birthday of H.I.H. Konstantin Nicolajewitsch, the Emperor's brother, and Lord High Admiral of Russia, a salute was fired by the various men-of-war in harbour at one o'clock. All the men-of-war in the port dressed ship, with the Russian standard at the main.

The *Ta Anlan* being, we believe, the first Chinese Imperial gunboat built at the Foochow Arsenal, commanded and manned throughout by Chinese that has been attached to the Kowloong Station, is a vessel of about 700 tons, and is a fourth-class ship in the newly-organised Chinese navy; her engines are of 150-horse power nominal, but can be worked up to 230; her armament consists of 7 guns—4 French rifled guns throwing a 62 lb. shell; 2 other guns of a smaller calibre; and a Krupp gun at the bow. Her usual rate of speed is 11 knots, but with sails a speed of 15 knots, it is said, can be obtained. She is commanded by Captain Leboo, a native of Amoy, and has a complement of about 150 men, including forty marines.

Several of the leading Chinese waited on his Excellency the Governor, but were received by the Acting Colonial Secretary and the Acting Registrar General, the Governor being otherwise engaged at the time. The deputation proposed to the Government to make a law against adulterers and adulteresses, especially the latter. They urge as a reason for the necessity of the enactment that Hong Kong has already acquired for itself a bad name for morality, from a Chinese point of view. So far as we can learn, the proposed measure tends rather to the protection of bigamous husbands, who choose to allot to themselves half a dozen or more wives each, than to the maintenance of morality.

The Union Insurance Society have held their half-yearly meeting; Present, Messrs. T. Pyke (Chairman), S. D. Sassoon, A. Joost, Hon. H. Lowcock, Hon. P. Ryrie, Hon. J. Whittall, H. B. Lemann, N. J. Ede, Jensen, Arthur, Deacon, Heaton, Hon. J. Greig, W. H. Forbes, McDouall, Cairns, Eimbcke, Karberg, Behre, Cordes, and Huntington.

The Chairman, after having read the report, said, the directors regretted exceedingly that they were not able to present a more favourable one, but the losses had been unusually heavy this year. Still it was not so unfavourable a state of things as it might appear. The profits to 30th June were, as they would see, $426,371, and carrying $250,000 to the Reserve Fund, the balance was $176,371; add premia earned since the end of June to the 16th instant $125,600, this would give $301,971 in hand to meet the losses since the 30th June, say $228,134. The balance this day as far as could be ascertained, was therefore $73,836, and he very much doubted whether any of the other offices could show a more favourable report.

The directors regret to say that the claims paid since the 30th June, 1872, and the further losses to date, as far as can be ascertained, are estimated at the unusually large sum of $228,135, which includes the estimated amount of claims pending per *Hailoong* and the known total losses per *Parnassus*, *Astarte* and *Lahloo*, making together $172,729. Under these circumstances, the directors do not think it advisable to propose an interim dividend.

The P. and O. steamer *Delta*, arrived 20th, is a side-wheel steamer, which has lately been employed on the home side, and is now going to remain on the China coast.

The very handsome gift of seventy-four volumes has been lately presented to the City Hall Library by Mr. D. C. Tata. They include a Rees' Encyclopædia, Smollett's History of England, and twenty-seven other volumes of Biography, History, &c. We trust that this liberal example will be followed.

Among the passengers of the last French mail from Shanghai was M. le Comte de Chappedelaine, who resumes charge of the French Consulate at Canton, M. Godeau having relieved him at the Consulate-General, at Shanghai, at the beginning of the month.

IMPORTANT COOLIE PROCLAMATION.

The following anti-coolie traffic proclamation has been recently issued by the Governor-General and Lieutenant-Governor of Kwangtung:—

The Grand Secretary of Man Wah Palace, Minister of War, and Governor-General of the Two Kwang, Jui; Vice Minister of War, and Lieutenant-Governor of Kwangtung, Chang, fully and sincerely proclaim the following for information.

There are in the different departments of Kwangtung vagabonds who decoy and kidnap people for the purpose of sale to go to a foreign land, a thing commonly known as "pig-selling."

The simple-minded villagers, not knowing any better, frequently fall into the snares of their artful devices, having small regard for their person and consenting to go to a distance, little knowing, however, that when they go out to the ocean the wide expanse of the sea will be before them, and that they have to traverse a journey of many thousand *li*. They will find that they are placed in a foreign land, where they are deprived of their liberty, and the chance of seeing the dearest and nearest relations is distant and uncertain, while their parents, wives and children receive no intelligence of them. Grief and sorrow present themselves in ten thousand ways, while day and night is spent in suspense and anxiety—all the miseries of separation fill their hearts.

The "pigs" sold are mostly conveyed to Peru and other colonies of Portugal. The climate of these places is malignant, and it is extremely difficult to withstand it. The treatment from the natives, again, is very cruel, and those from China are ruthlessly made to perform all sorts of hard labour, without ceasing day and night. They are also subjected to oppression, beating and reviling, while their clothing and food are both insufficient, a situation far different from that of a labourer in China. Therefore, Chinamen arriving there die, some from illness resulting from the effects of the climate, and some from the insustainable nature of the ill-treatment. If some happen to survive, their lot is extraordinarily hard. Under those circumstances, you wish to come back but cannot, and it is then too late to retrace or repent. This state of things is indeed worthy of sympathy and compassion. You, people, born in the good land of China! why do you walk into pit-falls by going to a foreign land afar to undergo all these everlasting miseries? You, kidnappers! Every line of business is open to you for a living, how can you bear to practice this cruel device? to send fellow-men into the doom of cages? Though you may succeed in kidnapping one man, yet the gain to you is not very great, and though a stupid man from his own folly voluntarily consents to emigrate, it is still your duty to dissuade him from going. How much greater (is your crime) when you add to your enticing deceit personal violence? Is this not an act devoid entirely of conscience? Supposing your brothers, sons and nephews are decoyed away by other people, could you help feeling pain in heart and affliction in head? Consider when in this world there is the law of the sovereign, and in hell, there are the ghosts and spirits! From a grain of coveteousness, you commit this great wickedness and crime! Though you may gain money, will you be able to enjoy it with peace and quietness? When once your crime is full to the brim, do you think you can escape punishment and destruction? In the stillness of the night you ought to place your hand on your heart, and be quickened to a sense of repentance.

It is hereby proclaimed that all you people, inhabitants of the different departments and others, ought to know that emigration to Peru to become labourers is the most miserable thing. You ought to be quickly enlivened to the evils, and not mistakenly fall back again into your vicious ways so as to kidnap other men and sell them to emigration. It is an act most at variance with law and most devoid of feeling. You ought, moreover, to repent of your past misdeeds, each preserving in his own mind the dictates of conscience, never allowing himself to decoy away simple people or to sell them from hand to hand. All Macao fruit boats and passage boats of other places ought to obey the law, and not to carry "pigs" to Macao for the sake of lucre, thereby bringing upon themselves seizure of their boats and apprehension of their persons. The Governor-General and Lieut.-Governor have at heart the preservation of their subjects, so they have spoken with great firmness. If you people should still transgress, we have only to resort to instructing officials to make arrest everywhere and to stretch the law to its extreme penalty, without showing the least leniency. You ought to give consideration and not look upon our words as the water of the rivers. All ought to obey with awe and transgress not.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates extend to the 6th Oct. The outward P. and O. mail of 6th Sept. arrived on the 5th Oct.

The following summary is from the *Straits Times*:—

The Legislative Council held meetings on the 26th Sept. and 1st and 3rd Oct. At the first meeting the Ports and Harbours Bill was passed, its final reading being proposed by one of the unofficial members who had so strongly opposed one part of the measure. At the second meeting the Council concluded the consideration of the garrison report, and passed an important resolution, declaring its conviction that the defence of Singapore should fall upon the Imperial Government and not upon the colony, a decision in which they will have the support of every taxpayer in the colony. The reasons urged by the Council are cogent ones,

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but are scarcely set forth at sufficient length to carry conviction to those unacquainted with the nature of our trade and the geographical position of the place; and the assistance of Straits people in England may be necessary to explain them fully to the Secretary of State for the Colonies. At the same meeting a resolution was passed that the management of the pauper hospitals be taken over entirely by the Government, assisted by a committee of gentlemen of influence in the community, who will endeavour to raise funds by subscription in aid of the support of the institutions. There was no business of importance transacted at the meeting on the 3rd.

The great topic of interest has been the autumn races, which were run on three days. The weather has been all that could be desired, and the meeting a very successful one. All the principal prizes have fallen to two horses, which were ridden by the same rider, and did not run against each other. Several of the other horses did not turn out so well as was anticipated, and should we have a spring meeting, it will probably be contested by a number of horses entirely new to the course.

After a long period of stagnation and several heavy failures, it is gratifying to be able to announce that mercantile business is again reviving, and confidence beginning to be restored. There is certainly an encouraging activity in the bazaar, and things generally wear a more healthy look than during the past two or three months.

The arrivals of steamers *via* the Suez Canal have been the *Gordon Castle* on the 28th Sept., from London, *Hector* 30th from Liverpool, the *Benmore* 2nd Oct., from Marseilles, the *Patroclus* on the same day from Liverpool, and the *Auguste Leffles* on the 4th from Bordeaux. The departures have been the *Orchiz* on the 24th, *Glenroy* on the 26th Sept., and *Priam* for London on the 4th and *Teviot* for New York on the 5th Oct.

During last week no less than 813 dogs were killed in town, the proportion of males and females being nearly equal. The necessity that existed for thinning the number of dogs in the town is shown by the fact that these 800 do not seem to be missed.

We understand that the Rhio farms were sold at auction on the 27th and 28th September. The opium farm was let for the year 1873, for Java Rupees 14,415 per month, against a monthly rent of Java Rupees 26,120 for the present year. The spirit farm for 1873 brought Java Rupees 2,660 per month, against Rupees 3,410 the present year. There is thus a decrease of Java Rupees 11,705 in the opium, and Rupees 750 in the spirit farm, making a total decrease of Java Rupees 12,455 per month.

☞A letter from Malacca says:—The two defendants who were lately committed for trial in the embezzlement case have been admitted to bail; the first defendant himself to the amount of $6,000, and four sureties in $1,500 each, and the second defendant, himself $3,000, and two sureties in $1,000 each. Jewellery and a grant of land, altogether valued at $900, have also been deposited by the second defendant as further security for his appearance. Both defendants proceed to Singapore per steamer *Japan* to-day.

Commercial Report.

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(*For dates see first page.*)

IMPORTS.

TIENTSIN.—The advices continued to be most unsatisfactory. A further fall in the price of Cotton Goods had failed to induce large settlements, and the market had a strong downward bias.

HANKOW.—The improved demand for Grey Cottons recently noticed was of very short duration, and the market had again relapsed into quietude. The approach of the Chinese autumn settling day had restricted the operations of the dealers, and when it had passed over there would doubtless be more doing. With the exception of Long Ells all classes of Woollens were firm, though with but little business passing.

CHINKIANG.—There was great stagnation in the Piece Goods market—English Drills being the only article readily saleable. There was a moderate enquiry for Scarlet Long Ells and Spanish Stripes, as also for Turkey Red Cloths of full weight. Malwa Opium showed signs of weakness in price—though the quoted value was unchanged.

SHANGHAI.—Plain Cottons had been in somewhat better enquiry, but the business passing had not been large. The cash prices for all, save Drills, showed a decline, which had been the more readily submitted to by holders in order that they might secure the high sterling exchange ruling on England. Woollen Goods had received almost no notice. Grey Shirtings: 20,000 pieces 7lbs. at Tls. 1.65 to 1.68; 55,000 pieces 8¼-lbs. at Tls. 1.81 to 1.88; and a few 9 and 9¾ lbs. at Tls. 2.02 to 2.47, made up the sales, and the market closed quietly with no scarcity of goods offering. White Shirtings: best 64 reed and ordinary 66 reed placed at Tls. 2.10 and Tls. 2.00 respectively. T-Cloths: had been more freely dealt in; but the desire to sell was strong, and the market was very irregular. Tls. 1.36 paid for 7-lbs., Dewhurst's T; Tls. 1.52 to 1.53 for Mendel's hand and branch, and Collie's cnop dollar; Tls. 1.44 per piece; and Tls. 17.0 to 1.80 for good to best ordinary chops of 8lbs. Drills: Demand prevailing sufficient to enable holders to command former rates; Dutch, Tls. 3.00 to 3.08; English, Tls. 3.07 to 3.15½. Jeans: Considerable transactions; inquiry freely met, however, and prices further declined; favorite English chops, Tls. 2.13 to 2.14; ordinary import, Tls. 2.10. Sheetings: Nothing done. Fancy Cottons: Gentian Shirtings and Turkey Reds had been the only articles finding buyers, the former at Tls. 2.40 to 2.55, the latter at Tls. 2.10. Woollens: Unusual quietness had pervaded the market, and very few transactions had been entered into; the value of every article was nominally unchanged. Metals: There had been very little market for any one article.

FOOCHOW.—The following sales had been reported:—500 pieces 7 lbs. T-Cloths at $2.07½; 300 pieces 8 lbs. T-Cloths at $3.10; and 1,200 pieces 8½ lbs. Grey Shirtings at $2.77½ a $2.82½.

HONGKONG.—Business in Manufactured Goods during the fortnight had continued upon a most trivial scale. The small enquiry from the consuming districts, the dearness of money and the decline in Manchester, had all tended to reduce transactions to the smallest possible extent. When any improvement was likely to take place was very difficult to say; but as stocks generally in native hands were not excessive it was hoped that no great reaction in values will occur at present.

CANTON.—Lead:—The transactions reported had been small, and values shewed a decline of fully 20 cents per picul for W.B. As no supplies had been received stocks were much as last given, with the exception of the few settlements that had been effected. Quotations, Sales and Stocks were as follows:—Common quality, $6.45 to 6.50; W.B. quality, 6.65 to 6.70; Sales, 500 piculs; Stocks, 1,800 piculs.

MANILA.—During the fortnight there had been no great demand for goods. With the exception of light weights of Shirtings, Grey staples were in absolutely no demand, as the market was still labouring under the large parcels of damaged goods recently forced off. White goods were in quiet demand at about last rates. Coloured goods continued to improve in inquiry, but rates were still very irregular. Yarns were out of demand.

SINGAPORE.—Messrs. Boustead's Report says:—There has been a fair demand for most descriptions of Manchester goods at rather weaker prices. The advices from Manchester have been unfavourable to holders, and stocks have been increased by heavy arrivals. 39-inch Grey Shirtings, 8¼ lbs., sales to fair extent at $2.50 to 2.52½, closing at the lower quotation; 7 lbs. in some inquiry at $2.10 to 2.12½; 6 lbs. very quiet at $1.90 to 1.92½. 45-inch 8 lbs. in good request at $2.50. 32-inch Grey T-Cloths: Light weights in moderate inquiry at $1.10 to 1.12½ for 4 lbs., $1.17½ to 1.20 for 4½ lbs.; 5 lbs. little wanted; 6 lbs. in good demand at $1.60 to 1.62½; 7 lbs. quiet at $1.80 to 1.82½. 32-inch Grey Madapollams: A few sales of 2½ lbs. at $18; in other weights nothing doing. 36-inch White Shirtings: Medium descriptions in good inquiry at previous rates, and fine qualities steady and in some request; no demand for low makes. 45-inch White Cambrics: Sales to some extent of ordinary 15/16s at $32¼ to 32½; medium kinds in less demand, stocks increased; low in small stock, but demand very limited. 30-inch White Madapollams scarce and asked for at $19 to 19½. 45-inch T. R. Mulls are scarce and wanted at $32 to 34. Grey Yarn 40's very dull at $130 to 132½; 30's scarce and wanted at $113 to 114; 18-24's in very poor inquiry at $105 to 107½. T Red Yarn firm, with small sales; Dark Green held for $85 to 86. Woollens: Scarlet Long Ells are without inquiry; Lastings, Blue wanted, Assorted colours and Black neglected; Camlets, no transactions. Metals: Iron firmly held. Nailrods sold for $4.10; Common Flat Bar nominally $3.70 to 3.75; Hoop, saleable at $4¾ to 5; Swedish Flat Bar at $4.15 to 4.25; Yellow Metal, sales to fair extent at $26 to 25¾.

EXPORTS.

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TEA.

HANKOW.—Messrs. Drysdale, Ringer and Co.'s Report is as follows:—We have to report a good business for the past fortnight at former prices, viz., Tls. 10½ to 21. At the corresponding time last year prices ranged from Tls. 9½ to 17 for Teas in every respect quite equal, if not superior in quality. To make up our export to last year's total we still require about nine million pounds. Natives estimate the quantity up country at the outside at 50,000 chests, or say five million pounds. This is supposed to be the total quantity of leaf available, but at current rates here and in Shanghai it is certain that the quantity will be made as large as possible. We estimate total arrivals to date, exclusive of Ningchow, at 50,632,900 lbs., against last year 53,630,800 lbs. Customs export to 12th Sept. was 49,907,859 lbs., against 51,131,827 lbs., or, including Ningchows, 55,020,566 lbs., against 54,485,351 lbs.

KIUKIANG.—No settlements had been made, but fair quantities of Congous and Greens had been shipped to Shanghai on native account.

SHANGHAI.—*Black*: A fair amount of business had been transacted. The better Teas had been taken readily at a further advance of Tls. 1 to 2 per picul; common descriptions had not been in much demand, and rates for them were rather weaker, though still much above latest telegraphed London value. Prices had been irregular, but the average business was considered a worse one than the previous fortnight's. Supplies had been fairly liberal for the time of year, and for the rest of the season they would doubtless be somewhat regulated by the demand for common Teas, the bulk of which was yet to arrive. Settlements for the fortnight, 22,500 chests; re-shipments on owners' account, 384. Stock 24,000 Hohow, 1s. 1½d. to 1s. 4d.; Oonam, 0s.10½d. to 1s. 4d.; Oanfa, 1s. 3d. to 1s. 9d.; Ningchow, 1s. 2½d. to 1s. 6¾d.; Oopack, 1s. 2½d. to 1s. 6d. *Green*: The departure of last English mail was followed by rather a lull in this market, after which considerable activity was shown, resulting in settlements for the fortnight which were fully up to the average. Prices generally showed but little change in values, but fine Teenkai had ruled easier, and a decline was noted of from Tls. 1 to 2 on the rates current a few weeks ago. The prices paid had been about as follows:—For Moyune fine to finest, Tls. 40½ to 45; good medium to fine, Tls. 38 to 40; Medium Moyune kinds, Tls. 35 to 37; Teenkai fine and finest, Tls. 40½ to 44; Fychow good to fine, Tls. 38 to 40: common to fair, Tls. 38 to 40; Pingsueys, Tls. 25 to 56¾; Local-packed, Tls. 30 to 38. Settlements, 46,455 half-chests; Stock, 43,585 half-chests.

FOOCHOW.—Business in Congous had continued fairly active at previous quotations during the week. Settlements had been 19,214 chests at Tls. 4½ to 23, and at Tls. 30 for boxes; prices showed no alteration; arrivals, 17,550 chests. Souchongs: 1,788 chests taken at Tls. 12 to

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27; arrivals, 400 chests. Oolongs: Owing to the firmness of Teamen the market had been very inactive, settlements only amounting to 1,824 half-chests, at Tls. 18½ to 27½; arrivals, 4,900 half-chests. Scented Teas: 5,374 boxes settled at Tls. 18 to 24½; arrivals, 5,000 boxes. Scented Pekoes: No business transacted.

AMOY.—Further moderate transactions had taken place in Ooloongs and the settlements for the season thus far reported had been 157,854 half-chests. Prices had ruled at about former quotations, but the market closed weak as Teamen were anxious sellers. Current prices were—cargo grades $22.00; goods $24 at 25.00, and choice $54.00 per picul, and a further reduction was expected. The arrivals to date were 169,581 half-chests, and the stock was 11,727 half-chests; supplies yet to come in being estimated at 40,000 half-chests. The Tamerlane had sailed, and the Anglo Saxon was on the berth for New York at £3 10s. per ton. The steamer Teviot had arrived from Shanghai, and would take about 200 tons of Tea for New York at £4 10, and the steamer Surprise was expected for the same destination. Advices from Formosa estimate the season's supply of Ooloongs at 80,000 half-chests, against 65,000 for last year, and the export to date to all countries is placed at 1,620,000 lbs.

CANTON.—Tea:—A little more business has been transacted than during the interval last reported upon, owing to a few holders being disposed to meet the views of buyers. Scented Capers had received the most attention, and two or three large parcels of well-made Teas, of good appearance but poor quality in the cup, had been purchased at rates a little below the lowest point of last year. The fourth crop musters shewed no improvement in quality, and well Scented Teas of clean leaf were very scarce. Scented Orange Pekoes had been offering at lower prices, but the large quantity already shipped had deterred buyers. In other descriptions there was nothing of interest to note. Settlements:—Scented Orange Pekoe, 2,000 boxes at Tls. 14.50 to 25 per picul; Scented Caper, 12,000 boxes at Tls. 13.50 to 24 per picul; Gunpowder, 1,500 boxes at Tls 20. to 27 per picul.

SILK.

SHANGHAI.—Messrs. Skeggs and Co.'s Circular says: Since our issue of the 7th Sept., the London mail of the 1st August has been received, and telegrams to 19th report Silk quiet, common unsaleable, chop 3rd 29s. 6d., Red Peacocks, 25s. 6d., discount 4 per cent. For the first week under review, business was on a moderate scale, but more activity has lately prevailed, and settlements for the fortnight reach about 2,500 bales. Prices of chops and all good Silks shows a decline of Tls. 10 to 15, and on re-reels Tls. 20 to 25, but a higher Exchange makes the sterling cost only from 2d. to 9d. per lb. lower than current a month ago. Dealers towards the close are getting more anxious to sell, and would make further concessions if foreigners were willing to go on, the large quantities of Silk rejected, amongst which are some well-known chops, causing much anxiety to them; holders of these rejected Silks are shipping them on their own account or in joint account with foreigners, chiefly with a view to support the price of their particular chops. For the American market about 550 bales have been settled mostly re-reels of the best qualities, for which extreme quotations have been paid.

CANTON.—Owing to the high rates of exchange and the unfavourable reports from London, the Silk market has been very quiet, and there had been only 70 bales of new settlements since the departure of the French mail on 21st Sept., from Hongkong, by which mail 435 bales were shipped. Prices were quoted $5 to 10 lower, but more owing to the inferiority of the musters of the fourth crop left on the market than to any modification in the demands made by the country silkmen. The fourth crop was all in, and some 50 bales Kowkong of the fifth crop had arrived; they were inferior in colour and cleanliness to the first arrivals of the fourth crop but somewhat finer: the yield was estimated at 3,000 bales. Reeels were very quiet and a good deal of diversity of opinion seemed to prevail among the dealers, some being anxious to sell and others more inclined to hold their stocks, which were generally of very poor quality. Stock 1,500 bales Tsatlee, 100 Loongkong, and 300 to 400 of commoner kinds.

EXPORT OF TEA AND SILK, SEASON 1872-73.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cases
From June 1 to Aug. 31, 1872	—	48652561	27958846	—	8283215	84894622	28930
Corresponding period last season	—	50513348	23294865	—	7272847	81081061	26210

Shipments Since:

Sept. 6	per Essex	From Foochow	...	1,688,061	
— 7	... Duna (str.)	... Do.	...	1,457,952	
— 9	... William Ritson	... Canton	...	733.583	
	Yeavering Bell	... Shanghai	...	661,127	10
— 10	... Orchis (str.)	... Do., &c.	...	—	139
— 11	... Zenobia	... Foochow	...	1,357,783	
— 12	... Ajax (str.)	... Shanghai	...	1,469,974	1,473
— 14	... Norman Court	... Canton	...	1,047,308	55
— —	... Cathay (str.)	... Shanghai, &c.	...	—	890
— —	... Glenroy (str.)	... Do.	...	1,614,047	177
— 21	... Cambodge (str.)	... Do.	...	43,532	389

TO THE CONTINENT.

							Bales.
From June 1 to Aug. 31, 1872	...	...	...	...	...	2964116	7700
Corresponding period last season	...	...	...	...	...	2021734	

Shipments Since:

Sept. 12	per Ajax (str.	From Shanghai	...	15,460	
— 14	... Cathay (str.)	... Do., &c.	...	—	71
— 21	... Cambodge (str.)	... Do.	...	23,120	1,066

TO UNITED STATES.

							Pcls.
From June 1 to Aug. 31, 1872	...	...	...	...	...	14814589	
Corresponding period last season	...	...	...	...	...	11343581	

Shipments Since:

Sept. 10	per Beamah	From Canton	...	66,792
— 13	... Teviot (str.)	... Shanghai	...	1,184,648
— 16	... Conqueror	... Do.	...	736.552
	Benefactor	... Foochow	...	560,900
— 20	... Archos	... Canton	...	78,766

TO AUSTRALIA.

From June 1 to Aug. 31, 1872	4,266,500 lbs.
Corresponding period last year	6,823,819

Shipments Since.

Sept. 3	per Australian Sovereign	From Canton	...	283,100
— 7	... Helen	... Foochow	...	426,700
— 15	... R. J. Robertson	... Do.	...	255.500
— 17	... Jylland	... Do.	...	295,400
	August Friedrich	... Do.	...	406,500

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844.....	51,022,600	...*	1862 to 1863.....	121,273,580	72,887
1845 to 1846.....	57,334,200	18,600	1863 to 1864.....	117,463,586	46,603
1850 to 1851.....	63,972,000	22,144	1864 to 1865.....	121,236,870	32,313
1853 to 1854.....	77,327,800	61,283	1865 to 1866.....	118,333,042	62,890
1855 to 1856.....	92,240,300	50,481	1866 to 1867.....	118,423,290	50,052
1857 to 1858.....	76,990,255	68,315	1867 to 1868.....	116,890,430	57,449
1858 to 1859.....	65,789,792	83,134	1868 to 1869.....	142,789,804	70,917
1859 to 1860.....	85,560,452	64,169	1869 to 1870.....	139,740,193	63,807
1860 to 1861.....	90,066,160	76,644	1870 to 1871.....	131,969,850	51,329
1861 to 1862.....	109,854,040	79,199	1871 to 1872.....	149,774,395	54,869

* Including the Continent.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...			
Shanghai ,, ,, ...	6s. 2¼d.	6s. 2¼d.	6s. 2¼d. to 6s. 2⅜d.
Canton ,, ,,	4s. 7½d	4s. 7⅝d.	4s. 7½d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 7d. to 4s. 7¼d.	4s. 7⅛d.	4s. 7⅛d.
Manilla ,, ,, ...	4s. 2⅛d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	317	238½
,, Hong Kong...	25½ to 26½ dis.	—
Bar silver	111.2.5	7½ prem.
Mexican dollars	78.4.5.	

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 68 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 26 per cent. discount.
China Traders' Insurance, $1,350 premium.
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, $30½ to $31 premium.
Hong Kong Fire Insurance Company, $322½ prem.
Union Insurance Company, $1,250 premium.
China and Japan Marine Insurance Company, Tls. 38 to Tls. 40 premium.
China Fire Insurance Company, $43 to $44 premium.
Victoria Fire Insurance Company, $38 to $39 premium.
Indo-Chinese Sugar Company, $52½ dis.
Shanghai Steam Navigation Company, Tls. 39 premium.
Hong Kong Distillery Company, $5 dis.
Hong Kong Pier and Godown Company, $12 dis.

SHANGHAI SILK SHIPPERS.

From 1*st June to* 21*st Sept.*, 1872.

	Bales.		Bales.
Adamson, Bell, and Co. ...	282	Jardine, Matheson, and Co.	625
Balfour, Butler and Co. ...	256	Jarvie, John, and Co. ...	506
Barnet and Co.	455	Lacroix Cousins and Co....	1,413
Birt and Co.	11	Lindsay and Head... ...	17
Birley, Worthington, & Co.	324	Maertens, A. H.	692
Blain and Co.	35	Nachtrieb, A., and Co. ...	617
Bower, Hanbury and Co....	1,610	Overbeck and Co.... ...	41
Bourjau, Hubener, and Co.	465	Pila and Co.	935
Bovet, Brothers and Co. ...	105	Reiss and Co.	2,093
Bull, Purdon and Co. ...	120	Russell and Co.	658
Butterfield and Swire ...	1,611	Sassoon, E. D. and Co. ...	88
Chapman, King and Co. ...	80	Sassoon, D., Sons, and Co.	1,290
Coutts and Co.	32	Scheibler, Matthaei, and Co.	558
Dent and Co.	61	Shaw Brothers and Co. ...	375
Dickinson and Co. ...	50	Siemssen and Co.	318
Essex and Co.	1,405	Skeggs, C. J. and Co. ...	47
Findlay, Wade and Co. ...	57	Textor and Co.	1,978
Fogg and Co.	174	Telge Nolting and Co. ...	82
Gamwell, F. R.	35	Vogel, Hagedorn, and Co.	147
Gibb, Livingston, and Co...	562	Westall, Brand, and Co. ...	503
Gilman and Co.	426	Wright, Burkill and Co. ...	1,010
Heard, Augustine, and Co.	249	Sundries	8,852
Helbling, J. C., and Co. ...	211		
Hogg Brothers	70	Total bales... ...	31,487
Holliday, Wise and Co. ...	30		

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TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Leucadia	July 9	Shanghai	1,154,400
Gungner	„ 24	„	810,600
Doune Castle	„ 30	„	1,282,000
Taiting	Aug. 6	„	1,084,300
Glaucus (str.)	„ 1	„	1,519,705
Northampton	„ 14	„	1,567,344
Weymouth	„ 15	„	1,114,253
Leicester	„ 19	„	1,764,249
Annie Braginton	„ 20	„	545,333
Hopewell	„ 30	„	807,232
Langstone	Sept. 4	„	1,036,400
Thyatira	„ 4	„	1,331,500
Yeavering Belle	„ 9	„	661,127
Northfleet	June 28	Foochow	1,117,100
Denbighshire	July 4	„	615,500
Grenadier	„ 18	„	666,800
Star of the North	„ 23	„	983,100
Jungfrau	„ 28	„	810,200
Harlaw	Aug. 1	„	1,152,500
Everest	„ 30	„	743,693
Essex	Sept. 6	„	1,688,10
Duna (str.)	„ 7	„	1,457,952
Zenobia	„ 11	„	1,357,783
St. Andrew's Castle	June 15	Canton	340,500
Carmarthenshire	„ 25	„	895,000
Falcon	Aug. 4	„	909,800
Wemyss Castle	„ 24	„	878,841
Burdwan	Sept. 1	„	911,000
William Ritson	„ 9	„	733,583
Norman Court	„ 14	„	1,047,308

LATEST TELEGRAMS.

THE FLOODS AT TIENTSIN.

Telegrams from Shanghai announce that the floods at Tientsin had subsided, and that the Cotton crop was expected to be a full one.

COMMERCIAL.

CHINA.

HONG KONG, Nov. 7.—Grey Shirtings, 6¼ catties, 8¼ lbs., $2.42. Cotton Yarn 16-24, $117. T-Cloths, 6 lbs., ordinary $1.60; 7 lbs. Mexicans, $2.03. Exchange on London: Bank bills, six m.s., 4s. 6d.

SHANGHAI, Nov. 6.—Grey Shirtings 6¼ catties, 8¼ lbs., Tls. 1.9.1; T-Cloths, 6 lbs., ordinary, Tls. 1.1.6; 7 lbs. Mexicans, Tls. 1.5.0. Silk: Market continues firm. Exchange on London: Bank bills six m.s., 6s. 0¾d.

STRAITS SETTLEMENTS.

SINGAPORE, NOV. 5.—Cotton Yarn, 40's, $127; Grey Shirtings, 39-in., 8¼ lbs., $2.50; 7 lbs., $2.10. T-Cloths, 6 lbs., ordinary, $1.62½. Gambier, $4.40. Pepper: Black, $12.25, White, $23.50. Tin, $35⅝. Exchange on London: Bank bills, six m.s., 4s. 6¼d.

PENANG, Nov. 5.—Tin, $34.60; Pepper: Black, $11.80; White, $22; Sugar, No. 2, $5.10, No. 3, $3.12½; Cotton Yarn (Mule Twist) 40's, $134; 30's, $117; Grey Shirtings, 8¼ lbs., $2.55; T-Cloths, 6 lbs. $1.65. Exchange on London: Bank bills, six m.s., 4s. 6¼d.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Nov. 7, at London, from Ilo Ilo, Edward Gressier; at Deal, from Colombo, Ceres; at Plymouth, from Rangoon, Ida; 6, from Batavia, for Rotterdam, Triton; at St. Nazaire, from Manila, Veritas; 7, off St. Catherine's Point, from Hong Kong (via S.C.), Ajax (str.); —, at Queenstown, from Ilo Ilo, Matchless; 7, off Dover, from China, Corona; 8, at Liverpool, from Bassein, Savernake; 4, at Cuxhaven, from Manila, Tony; 8, off the Start, from Colombo, Queen of the West; 6, at Cuxhaven, from Maulmain, Dorette; from Saigon, Heros; 7, at Brouwershaven, from Batavia, Vier Gebroeders; 10, off Dover, from China, Carmarthenshire.

DEPARTURES.—Nov. 7, from London, for Cardiff and Yokohama Canaan; 8, from London, for Colombo, &c. (via S.C.), Strathclyde, (str.); for Colombo, &c., Chanticleer; 9, for Chefoo and Tientsin, Carnarvonshire; 8, from Newport, for Singapore, Battistina; from Newcastle, for Hong Kong, Namou (str.); 9, from Liverpool, for Singapore, China, &c. (via S.C.), Glaucus (str.).

pool Nov. 2, for Singapore, put back to the former port on the 8th.

LAID ON.—At London, for Shanghai, Sir Lancelot.

SPOKEN.—Sarah and Emma (ship), Liverpool to Singapore, Oct. 14, 9 N., 25 W.; Leucadia, Shanghai to London, July 29, 8 N., 128 E.; Adria, Philippines to Falmouth, Oct. 8, 6 S., 16 W.; H. L. J. F. (Eng ship), Hong Kong to Hamburg, Oct. 16, 12 N., 27 W., 93 days out; Tamesa, Manila to London, Sept. 19, 35 S., 28 E.; Walsgrif, Manila to Falmouth, Oct. 15, 10 N., 22 W.; Leucadia (ship), Shanghai to London, Sept. 22, 35 S., 21 E.; Zeafluir (?), from Sourabaya, Sept. 11, 31 S., 36 E.; Aurora, Batavia to Amsterdam, Oct. 1, 19 S., 2 W.; Oleander (barque), Ajuda (Portugal) to Galle, Oct. 9, 6 N.. 22 W.; Noord Brabant, Batavia to Amsterdam, Oct. 26, 42 N., 30 W.

MISCELLANEOUS.—The Olive, Clark, which vessel sailed from Liver-

STEAMER PASSED THE SUEZ CANAL.—Galley of Lorne, from London for Singapore, China, &c.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From Cardiff, Sept. 16, Dieke Rickmers; from London, Nov. 2, Scindia; 7, Glengyle (str.), Canton (str.), Hindostan; from Cardiff, 4, Royal Family.

At HONG KONG and CANTON.—From London, Sept. 16, Her Majesty; Nov. 4, Malacca (str.); 8, Gordon Castle (str.), Lauderdale; from Hamburg, 24, Olympia; from Liverpool, 4, Achilles (str.); Diomed (str.).

At MANILA.—From Cardiff, Sept. 13, Gloria.

At SINGAPORE.—From London, Sept. 26, Hong Kong (str.); from Glasgow, 29, Belle of Southesk; from Liverpool, 30, Hector (str.); Oct. 2, Pratoqius (str.); from London, Nov. 5, Enterprise (str.), Lord of the Isles (str.); from Sunderland, Oct. 2, Laju; from Marseilles, Benmore (str.); from Bordeaux, 3, Hilda.

At PENANG.—From London, Nov. 4, Drummond Castle (str.).

DEPARTURES.

From SHANGHAI.—For, Portland Sept. 16, Red Deer; for New York, 16, Conqueror.

From FOOCHOW.—For New York, Sept. 16, Benefactor.

From HONG KONG and CANTON.—For London, Sept. 21, Priam (str.); for Falmouth, 26, Hesperus, 14, Norman Court.

From MANILA.—For Liverpool, Sept. 10, Burmah; for Channel (f.o.), 15, Sedmi Dubrovaki; for New York, 17, George Peabody.

From SINGAPORE.—For London, Sept. 25, Glenroy (str.), 27, Hope, Oct. 4, Priam (str.), 5, Huddersfield, 19, Alexandrina; for Boston Sept. 28, Rocket, Oct. 4, Cutwater.

VESSELS LOADING.

At YOKOHAMA.—For London, Audax; for New York, Leander, Ceylon.

At SHANGHAI.—For London, Classina, Woodlark, Paragon, Araby Maid, Lalla Rookh, Melbrek, Sir Jamsetjee Family, Atalanta (str.); for New York, Duke of Athol, James S. Stone, N. B. Palmer, Mikado.

At FOOCHOW.—For London, Eme, Endymion, Maiden Queen, Zibe; for New York, Guinevere, Teviot (str.).

At AMOY.—For New York, Tamerlane.

At HONG KONG and CANTON.—For London, Corea, Star of China; for New York, Sea Serpent, Annesley, Samuel D. Carleton.

At MANILA.—For London, Victoria, Eugenio, for Liverpool, Berend, T. E. Lemon; for Channel (f.o.), Janet Dalglish, Giovani, Jupiter, Mary Edey, Hermon; for New York, North East, Agnes; for Boston, Bunker Hill, Archer, Gaspee, Nehemiah Gibson, Belted Will.

At SINGAPORE.—For London, Windermere, Min, Josephine; for Liverpool, Clymene, Mary; for Channel, Princess Louise, Ranavola; for Marseilles, Isaure, Emilie, Ernestine, Lenore.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, steamers, £3 10s.; sailing vessels, £2 15s

At FOOCHOW.—To London, per steamer, £3 10s. per ton of 40 feet; per sailing vessel, £2 10s. to £3 for 50 feet.

At HONG KONG and CANTON.—To London, per sailing vessel, £2 15s. for 50 feet.

At MANILA.—To London, £2 15s. sugar; £4 5s. per ton hemp.

At SINGAPORE.—To London, £2 15s. per ton, dead weight.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Sept. 10	Lady Turner	Formosa	Falmouth
„ —	Boussole	Bangkok	Marseilles
„ 11	Gem	Ilo Ilo	Falmouth
„ 12	Franklin	Batavia	Boston
„ —	Robur	Singapore	Do.
„ —	Black Prince	London	Shanghai
„ —	George Schotton	Siam	London
„ 13	Alexandro	Liverpool	Manila
„ —	Pepita	Zebu	Liverpool
„ 14	Elizabeth Nicholson	New York	Shanghai
„ —	Parraca	Aden	Japan
„ 15	Royal Family	Cardiff	Shanghai
„ 16	Star of the South	Singapore	London
„ —	Diadem	Rio Janeiro	Batavia
„ 17	Chinaman	Shanghai	New York
„ —	Kaizow	Do.	Do.
„ 18	Sunda	Cardiff	Hong Kong
„ —	Ferdinand	Hamburg	Do.
„ —	Bengal	Boston	Samarang
„ 19	Elizabeth Graham	London	Shanghai
„ —	Scindia	Do.	Do.
„ 20	County of Lanark	Samarang	Rotterdam
„ 21	Maasnymph	Cardiff	Hong Kong
„ —	Golden Fleece	Ilo Ilo	New York
„ —	Kadosh	Manila	Boston
Oct. 17	Lammermuir	Cardiff	Shanghai
„ 21	Zenobia	Foochow	London

THE *Beethoven*, one of the newly established line of steamers from Marseilles to New Caledonia, will leave, via Suez Canal, to-morrow, calling at Galle and Batavia.

Messrs. Christie, Manson, and Co. announce a sale of Japan goods from the Exhibition at Kioto.

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BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

ANTON.—On the 24th Sept., at Hong Kong, the wife of J. Ross Anton, of a daughter.
BOOKER—On the 5th Nov., at the Rowals, Lee, Kent, the wife of Frederick Booker, of a son.
EDE—On the 21st Sept., at Hong Kong, the wife of N. L. Ede, of a son.
GERNON—On the 20th Sept., at Singapore, the wife of P. Gernon, of a son.
HALLAM—On the 31st Oct., at Bushey-hill, Camberwell, the wife of William R. Hallam, of a daughter.
IRVING—On the 22nd Sept., at Singapore, the wife of Charles John Irving, Auditor-General of the Straits Settlements, of a son.
PADDAY—On the 4th Nov., at St. Petersburg-place, Bayswater, the wife of Percy C. Padday, of a daughter.
PHILLIPS—On the 5th Nov., at Maidstone, the wife of George Phillips, of H.M.'s Consular Service, of a daughter.
WILD—On the 20th Sept., at Foochow, the wife of Chas. A. Wild, of a son.

MARRIAGES.

EVERS—HAMMOND.—On the 26th Oct., at Hamburg, Aug. Evers, Consul for the German Empire at Hiogo-Osaka, Japan, to Mathilde Caroline, youngest daughter of the late G. C. Hammond, of Hamburg.
FOSTER—WATERHOUSE.—On the 6th Nov., at St. Philip's, Chorley, by the Rev. J. W. Consterdine, vicar, assisted by the Rev. J. P. Foster, vicar of Dartmouth, brother of the bridegroom, Thomas Foster, jun., of Blackheath, to Henrietta, daughter of Henry Waterhouse, Oak View, Alderley Edge, Cheshire.

DEATHS.

CHUBB—On the 30th Oct., John Chubb, of 57, St. Paul's-churchyard, and Brixton-rise, aged 57.
EMMET—On the 27th Sept., at Hong Kong, Walter Emmet, of New York, aged 25 years.
GEORGE—On the 23rd Oct., at Holloway, Susannah George, wife of Charles George, of Shanghai, aged 39.
HANCE—On the 12th Sept., at Whampoa, Anne Edith Baylis, wife of H. F. Hance, H.M. Vice-Consul at that port.
HUNT—On the 4th Sept., at Yokohama, Henry Hunt.
NORTON—On the 16th Sept., at Hong Kong, the wife of Edward Norton, aged 24.
PENCHI—On the 5th Sept., at Yokohama, Jean Baptiste Penchi, aged 38 years.
PEREIRA—On the 5th Nov., at his residence in Grosvenor-square, Edward Pereira formerly a partner in the firm of Messrs. Dent and Co., China.
REILLY—On the 15th Sept., at Foochow, Mrs. Elizabeth Jean Reilly (from the effects of an explosion of kerosine).

THE JAPANESE EMBASSY.

On the 1st inst. the Japanese Ambassadors brought their visit to Sheffield to a close, and proceeded, in company with Sir Harry Parkes and General Alexander, to Burton-on-Trent, for the purpose of viewing the brewing operations carried on in that busy town. As illustrating the newest and most improved establishments, the brewery of Messrs. Allsopp and Sons, which is close to the railway station, and covers nearly fifty acres of adjacent land, was selected, and the ambassadors were invited to enter a couple of open railway cars, seated in which they were conveyed by one of the firm's private locomotive engines over the outlying works of the brewery, including the malt-houses, the barley and hop stores, the cooperage, &c. They then commenced an inspection of the interior of the brewery. The inspection being concluded, the various qualities of ale were tested in the good old English fashion, with "a crust of bread and cheese;" and the opinion of the distinguished visitors was invited. Upon this knotty point the chief ambassador expressed himself in true British fashion, declaring, through his interpreter, that he liked the strong beer best, an announcement which created general amusement, and was followed by Mr. Allsopp begging his acceptance of a butt of the beer of his own selection. The work of inspection occupied more than three hours, and the ambassadors, having expressed to Messrs. Allsopp their acknowledgments for the attention they had received left Burton by special train for Birmingham.

On their arrival at Birmingham the Ambassadors were received by the mayor, town clerk, and other local officials, with whom they proceeded to the Queen's Hotel. Next day (Saturday) they paid a visit to Coventry and Warwick. After visiting several of the celebrated manufactories in the city, the party proceeded to Warwick, where they were conducted through the Castle, and shown the State apartments, with their costly art treasures and articles of virtu, the celebrated Warwick vase, and the reputed armour of the redoubtable Guy. The distinguished visitors dined with the mayor at his private residence and returned to Birmingham in the evening. On Monday the members of the Japanese Embassy visited the Exchange, where an address was presented to them by the Chamber of Commerce. There was a large attendance of members of the Chamber, and other prominent townsmen, including Mr. G. Dixon, M.P. (President of the Chamber), Mr. T. Lloyd (High Sheriff of Warwickshire), and the Mayor (Alderman Sadler). Mr. C. S. Hawkes, the Chairman of the Council, read the address, and presented it to the Chief Ambassador. The address was bound in morocco, beautifully illuminated, and the covers were lined with blue watered silk. Embossed in gold letters on the outside was the following:—"Address to their Excellencies the Japanese Ambassadors by the President, Chairman, and Council of the Birmingham Chamber of Commerce, 1872." On the fly-leaf was the following:—"To his Excellency Sionii Tomomi Iwakura, Ambassador Extraordinary of his Majesty the Emperor of Japan, and to their Excellencies and Associate Ambassadors Kido, Okubo, Ito, Yamagutsi.—G. Dixon, President; C. S. Hawkes, Chairman; Samuel Booth, Vice-Chairman; H. J. Harding, Secretary." The text of the address was as follows:—

"May it please your Excellencies,—The Council of the Birmingham Chamber of Commerce have great pleasure in availing themselves of this opportunity to offer to your Excellencies a most cordial and respectful welcome to this town, and they desire to express the great satisfaction they derive from the presence of such distinguished representatives of the flourishing Empire of Japan. This Council cannot but regard the visit of your Excellencies to this country as a gratifying proof of a desire on the part of the Sovereign and people of Japan to maintain and extend the relations of friendship and commerce which have happily been established between the two Empires, a desire which your Excellencies may be assured is cordially reciprocated in this town, and by the people of this kingdom at large. The interests and objects of both nations, notwithstanding their wide geographical separation, are identical, and this Council are fully impressed with the conviction that a free and unrestricted intercourse, commercial and social, cannot fail to be productive of great mutual benefit by promoting the interchange of industrial ideas and progress, as well as a generous rivalry in the pursuits of peace, by extending the application of science and art to the material wants of an advancing civilisation. Commerce has always been found a powerful means of attaining these ends, and of thus contributing largely to the happiness and well-being of nations; and highly appreciating, as we do, the declared purpose of your visit to this country, we would most respectfully invite the attention of your Excellencies to the many proofs surrounding us of the great benefits to be derived from a liberal commercial policy, which, by removing antiquated restraints from the operations of trade and unnecessary impediments to individual liberty, has vastly increased the prosperity of this kingdom and its colonial dependencies.

"In the progress which your Excellencies have already made through other manufacturing districts you doubtless have observed many interesting processes in which raw material is rapidly transformed by ingenious scientific and mechanical appliances; but we venture to think that in no single district will you have found more numerous or varied examples where the hidden properties of nature are fully explored, developed, and adapted to useful purposes than are to be found in this town and neighbourhood. We therefore trust that the impressions produced on your minds by your visit to Birmingham will be not only pleasing in themselves, but specially favourable to the national and enlighted objects your Excellencies have in view. In conclusion, we pray that his Majesty the Emperor of Japan may reign many years to see a constantly increasing prosperity to his people, resulting from his wise and benevolent policy in holding out the hand of friendship to ourselves and the other nations of the world."

The Chief Ambassador read a reply in the Japanese language, which was translated by the interpreter as follows:—

"To the Honourable Council of the Birmingham Chamber of Commerce. Gentlemen,—The cordial manner in which you have welcomed us, as the Ambassadors of his Majesty the Emperor of Japan, is very gratifying, and we feel grateful for this reception, as well as for the very decided interest you have manifested in the welfare of our Empire. We have come under direction of our Sovereign on a mission of peaceful inquiry, endeavouring to make ourselves more intimately acquainted with the people and institutions of the most enlightened nations, and intending to carry back what we can of the spirit which shall encourage the same progress amongst us. You represent a people with whom we are pleased to be on terms of the most friendly character, and you represent at the same time an agency in the work of civilisation which is most highly valued by us. We hope henceforth to be bound more strongly by our many mutual interests, the chief of which is commerce. Trusting that our visit may be of some interest to you, as we are certain it will be of profit to us, we again thank you very heartily for this cordial welcome."

The Ambassadors afterwards paid visits to several of the manufacturing establishments of the town, and in the evening they were entertained at dinner by the Mayor. The next day, Tuesday, they made further progress with their inspection of the manufactories, after which a grand banquet was given in their honour by the Birmingham Chamber of Commerce. Mr. S. C. Hawkes (the Chairman of the Council) occupied the chair, and there were a number of guests present. Letters of apology were read from Lord Leigh (Lord Lieutenant of the County), Mr. G. Dixon, M.P., Mr. P. H. Muntz, M.P., Mr. Bromley-Davenport, M.P., and the Recorder of Birmingham (Mr. C. S. Adams).

In proposing the first toast, that of "The Queen," the Chairman said that he was fully persuaded that the illustrious gentlemen whom they were entertaining that night had already seen sufficient of our national characteristics to require no explanation why that toast always took precedence of all others. In the course of their travels they must have discerned, being close observers, that we respected and loved our Queen. "The Prince and Princess of Wales and the other members of the Royal Family" followed.

The Chairman said it was his honour and privilege to propose the next toast, "Our distinguished guests, their Excellencies the Japanese Ambassadors." He said the gentlemen present would agree with him that no mission had ever approached the shores of this country of a more interesting character, or more thoroughly charged with a message of peace and goodwill, for that Embassy did not come armed merely with the powers of subtle diplomacy, to adjust an old-standing dispute, or re-arrange a boundary line, or even to negotiate a one-sided treaty of commerce. Their aim and object was cosmopolitan—it was to observe and inspect our institutions, our industrial life, and the mission of their Excellencies was to introduce into their own country that which they found to be good, and, at the same time, to warn their countrymen of whatever they found to be bad. And they might be quite sure that that function would be discharged with judgment and success when they were informed that the eminent personages who composed that Embassy were selected by their Sovereign by reason of their eminent abilities, experience, and accurate perception of the newly-found requirements of their country. We have had Embassies here composed of their most distinguished nobles and statesmen. We have had in our colleges and educational institutions their forms and lecture rooms occupied in considerable numbers by the youth of Japan. These young men would carry back to their own country not only a familiarity with

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the language of Shakspere and Dryden, but somewhat of an acquaintance with the political wisdom of a Peel, a Cobden, and a Gladstone; and the great scientific achievements of a Watt, a Stephenson, a Davy, and a Murchison, and who should attempt to estimate the future effects on the prosperity of Japan and the other countries to the East and West? After some further remarks, in which he alluded to the desirability of co-operating with the Emperor of Japan and his Council, who had inaugurated a new era in their country, by extending the right hand of fellowship to the other nations, to render those relations beneficial to all, the chairman concluded by asking them to join with him in giving a hearty welcome to the Ambassadors of Japan. The toast was drunk with full honours. The Chief Ambassador responded in Japanese, which was translated by the interpreter. He said: Mr. Chairman and Gentlemen—In response to the toast which has just been proposed, permit me to thank you, both for myself and my associates, for the cordial manner in which we have been received by the city of Birmingham, and especially by this Chamber of Commerce. Our visit has been one of much pleasure and profit, and we shall carry home most pleasant remembrances of the various objects of interest which we have had so kindly pointed out and explained to us. In the future, we trust to become more familiar with your arts and manufactures, and to be brought into more intimate acquaintance with the interests you represent.

The Chairman proposed the next toast, "Our Diplomatic Representatives Abroad," coupled with the name of Sir Harry Parkes, K.C.B. Sir Harry Parkes, in responding, said that although the service he had the honour of belonging to was perhaps not brought before the public notice so much as the other great branches were, at the same time he hoped they would believe, though much of their labour was done quietly and apart from the public view, they did not yield to any other branch in zeal and in the desire to acquit themselves conscientiously in their trust. He referred to the new regulation, by which the relations between the diplomatic service and commerce would be more directly brought in contact—a regulation by which the secretaries of Embassies and Legations were engaged in drawing up annual commercial reports, which were submitted to the public, and which, he believed, well deserved the public scrutiny. Into one subject especially, the prices of labour and the purchasing power of money in foreign countries, the inquiry had been declared valuable, and the papers published were popularly known as the "People's Blue-book." In conclusion, he alluded to the presence of their illustrious guests, and he trusted they would continue to wish that the friendly relations now subsisting would increase, by which Birmingham and Japan would become better known to each other. As far as rested with him, he should continue to do all in his power to promote those interests, and his reward would be sufficient if he remained in the same position in their good opinion which had just been expressed. (Applause.)

The Chief Ambassador proposed the health of the Chairman of the Chamber of Commerce, and again thanked the company for the generous reception which had been accorded him and his associates. The Chairman responded, and the proceedings terminated.

On Wednesday the Embassy and their suite visited Worcester. They were received at Shrubhill Station by Mr. H. Allsopp, Master of the Worcestershire Hunt, who accompanied them to Cotheridge Court, where the meet of the hunt took place. They afterwards paid a visit to the Royal Porcelain Works, from whence they returned to Birmingham. In the evening they proceeded to Chester, and they have since visited Northwich, on the invitation of the Salt Chamber of Commerce. They were received by some of the leading members of the Chamber, and conducted to one of the salt mines, into which they descended. The mine was illuminated for the occasion, and after the party had examined its chief points of interest, the Ambassadors were presented with an address from the salt trade.

Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, NOV. 2.

Since my last letter several organs of the press at Berlin have noticed the impending revision and renewal of the Treaty between Germany and China, and unite in hoping that the Plenipotentiary in his negotiations with the Court of Peking will profit by the experience of other nations and avoid the errors into which they fell. In connection with the line of policy to be pursued, are no doubt the instructions given to Commodore Werner, in command of the German squadron now on its way to South America, and whose ultimate destination is understood to be the Far East; but leaving that out of the question, and only with reference to the extension of the German trade and shipping, which now takes rank as the third in those waters, a corresponding augmentation of the naval forces appears nothing more than natural, as England, France, and America have constantly from ten to fifteen ships-of-war in that part of the world—the first and second being represented in 1870 by seventeen and twenty-one respectively—whilst for many years past the Germans have had but two small corvettes for the protection of their interests. It is expected that the squadron will be strengthened by being joined by the *Arcona*, now stationed in the West Indies, as well as the *Hertha* and *Medusa*, at present in the waters of Eastern Asia. They would thus be enabled to put in an appearance with a comparatively imposing force of six ships-of-war, including an ironclad and three frigates. The intention of establishing a permanent naval station in the Far East, the importance and even necessity for which was fully explained and insisted on in the last Memoire of the Marine Department, would thus appear to receive further confirmation.

The fourth steamer belonging to the Hamburg Shipowners' Company is advertised to start from this port on the 25th of November for Singapore and China. Her name is the *Sylvia*, and she is described as of 1,800 tons. When the Company was formed in June, 1871, it cost some trouble to get together the comparatively small capital of $500,000, because all the accounts received from the German merchants in the Far East concurred in believing that a regular line of steamers would never pay. But when, in February last, the special general meeting agreed to the proposal for augmenting the capital by an additional million the shares were rapidly taken up, and even more subscribed for than were needed, so that a reduction in the allotment had to be submitted to. In the meantime the steamers have been very lucky and earned large profits, and the company's credit has become so firmly established that offers and proposals have been made to them to open regular lines from Hamburg to Liverpool, Leith, Harwich, Antwerp, Portugal, Spain, and the Mediterranean ports. That the directors should refuse to entertain any of these tempting offers and cultivate—for the present, at least—the Eastern trade exclusively, is a proof of their firm conviction that it is capable of a much larger development and extension in the course of time. The Company are now in possession of four steamers—the *Atlanta*, *Bellona*, *Olympia*, and *Sylvia*,—and contracts have been entered into for building several more, which are in course of construction, and will be completed and placed on the line early in the spring, when it is proposed to increase the number of departures from a monthly to a fortnightly service. The shares of the Company command a premium of nine per cent.

By decree of the King of Denmark, dated Copenhagen, Oct. 18, the resignation of Herr G. J. Helland, hitherto Royal Danish Consul at Hong Kong, has been accepted.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, NOV. 6.

The East India Budget was brought under discussion in the Second Chamber last week, and in the four days' debate which ensued, the whole Colonial policy passed under review. Messrs. Nierstrasz, 's Jacob, and van Houten had dreamed the most terrible dreams about the future of Java and the finances of Holland. According to their opinion too much is already expended on behalf of our Eastern Colonies, and the "goose with the golden eggs" is being murdered. It is noticeable that Mr. van Houten, a *Liberal*, voted against the Java tariff, against the Contagious Diseases Bill, and against this Budget. It must be difficult for a Government to hold the reins while such Liberals exist to oppose progress. I regret that two of the most important proposals of the Minister were negatived, namely, that to grant a credit of one million for the construction of a harbour at Batavia, and that which proposed the opening of a credit for works to be constructed at Batavia, to protect that town against inundations. The vote proposed with the same purpose for Samarang was, however, carried. The Minister has promised to further regulate the *Heerediensten* (personal services of the natives); but a revision of the Royal decree respecting the Agrarian Law is *not* promised. The proposal of the Minister to repay to the Trading Company the loan of ten millions was approved of by 43 against 21 votes. If the First Chamber, which will assemble on the 6th of November, also carries the Budget, then the Government will be totally free from its obligations to the Trading Company, when the new contract is made in 1874. The expedition to Deli was of course a point about which information was asked. The Minister, however, was not able to say anything, as it was only yesterday that the telegraph brought the satisfactory news that the military expedition would be soon brought to an end, and the native chiefs, who have been made prisoners, will be brought to Batavia. This news is all the more satisfactory because the mail, which arrived the same day, brought anything but favourable intelligence. Chapter I. of the Budget was carried by 58 against 5 votes, a larger majority than has been obtained for several years. The Second Chamber now stands prorogued until the 18th of November, when the ordinary Budget—the section reports upon which are published—will be brought forward. The election of a member for Amsterdam has not given a definitive result, and another election must take place between Messrs. Fabius and Jolles.

Wanted a Reform Bill! has been the cry for years past of all parties, and especially of the Conservatives, who hoped to obtain a new lease of life by it, having failed in their negotiations for a union with the orthodox Protestants and the Ultramontanes. The Reform Bill was the last "shot in the locker," and they have now got it. Mr. Geertsema has laid his project before the members of the Second Chamber. He proposes that in the country a minimum sum of f.20 paid in direct taxes should confer the right to vote. In the small towns—those of the second and third rank—the amount must be f.24 and f.32, whilst the happy inhabitants of Amsterdam, Rotterdam, and the Hague are not to obtain the franchise under a taxation of f.50. Will this Bill do? and will the question be settled? Notwithstanding that much indifference prevails with regard to Parliamentary matters, it is, nevertheless, generally acknowledged that an increased franchise ought to infuse new blood into the Second Chamber, which for some time past has done nothing but oppose every measure brought forward. The fact is that the Reform question blocks the path of legislation, and Parliament cannot set to work. General discontent prevails at this system of doing nothing except making speeches. The question now is: Will the desired change be brought about by this Bill? I fear that it is highly improbable.

The weekly paper *het Amsterdamsch Effectenblad* (*Byblad*) has published an interesting article upon the Netherland India Trading Bank, the shares of which have within the last few months received more attention on the Bourse than formerly. The quotation, which was for a long time stationary at 64 per cent., has gradually gone up to 73 per cent. The reason for this is thus explained:—The Bank at first invested its capital in undertakings in Java, which were anything but lucrative; the managers were, however, wise in time and altered their *plan de campagne*, and their motto now is no immobilisation of capital on a large scale. This policy has already borne fruit. The books shew

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one account—a wood-cutting undertaking in Java—which will involve a loss of f.180,000; which is not of much importance, as it is divided over three years, and will figure in the balance sheet each year till 1875 for f.60,000. The Bank, the article continues, has a good future before it; new agencies have been established at Batavia, which are promising well, and large dividends may be expected. The same article contradicts the rumour which was set in circulation by the Brussels *Moniteur des intérets matériels*, that a union would take place between this Bank and the *Œsterreichishe Seehandlungs Gesellschaft* at Trieste. It seems that the negotiations with this object were not successful, and this had some depressing influence upon the quotation of the shares.

In nearly all the departments of the Bourse a rather dull tone has prevailed, and business has been very limited; quotations, it is true, have been well maintained, but this was principally owing to the reservedness of the holders. Our Money Market is in anything but a favourable condition. The Bank has again raised its rate of discount, which is expected to be further increased next week. The weekly account of the Bank is very unsatisfactory. The official paper, *De Staats Courant*, publishes a Royal decree, by which a commission is appointed to examine the question whether it is desirable to re-introduce the gold coinage, which was abolished several years ago. The general opinion is that this commission is in favour of the restoration of the golden standard.

I sincerely regret to state that the efforts made to secure the necessary capital for the East India Dry Dock Company have been unsuccessful. Some hundreds of shares have been taken up, but not sufficient. The committee has, however, not yet given up its task, and still hopes for ultimate success.

The members of the First Chamber meet to-day for the despatch of business. Several merchants have forwarded petitions to the Chamber to maintain the protection clauses of the East India tariff.

The screw steamer *Riouw*, built for the East Indian navy, was launched some days since from the yards at Feyenoord.

The King has accepted the resignation of our Consul at Hiogo and Osaka, Mr. A. J. Bauduin.

PRODUCE MARKETS.

A firm tone has continued to prevail throughout the past week for most of our leading articles of colonial produce, and transactions have been on a fair scale, notwithstanding the unfavourable influence which continues to be exercised on business generally by the tightness of the money market. The rate of discount of the Netherlands Bank was again raised yesterday one-half per cent., and is now for bills of exchange 4½ per cent., and for promissory notes 5 per cent.

COFFEE.—A fair consumptive demand continues to prevail at steady prices. The business done since my last has, however, mainly been confined to the undermentioned sales of shipments, imported on private account, viz.:—2,883 bags Java and Babe, ex Wyberton; 1,905 bags Java, ex Prins Hendrik; 795 bags Java, ex Wyberton; 1,175 Java, ex Prins Hendrik; 1,839 bags Java, ex Wyberton; 1,550 bags Java, ex Prins Hendrik; 1,000 bags Java, ex sundry vessels; total stock, 332,600 bags.

SUGAR continues in a very firm position. Any available parcels on the spot are already secured by our home refiners; there is very little on offer, and stocks are extremely reduced. A couple of sales of Java of the new crop have been closed, together about 1,300 baskets, mainly composed of medium numbers, at the parity of the late September sale. Trading Company's stock, 11,245 baskets, and private stock here 2,500 tons.

SPICES.—The shipment ex Æolus, recently imported here from Banda, and comprising 181 casks Nutmegs, 97 casks Mace, and 22 casks Cloves, has been wholly disposed of by secret tender, prices being kept secret. Sales have also been closed in the same manner at Amsterdam. Of 4 casks and 2 cases Nutmegs; and 19 casks Mace; 30 casks Nutmegs simultaneously offered remained unsold. Stock on warrants in the Trading Company's stores: Nutmegs, 2,779 casks; Mace, 298 casks; Cloves, 2,254 casks. Unsold stock of the Trading Company's Nutmegs, 273 casks; Mace, 134 casks; Cloves, 9 casks.

JAVA TOBACCO.—Prices remain very high, and there is a lively demand. Several parcels of sundry headmarks changed hands by secret tender. Stock of Java, 3,956 bales.

TEA.—The public sales of Java held at Amsterdam on the 29th ult. have gone off actively at high prices.

JAVA INDIGO.—About 155 cases were offered for sale by secret tender on the 31st ult., out of which 87 cases were adjudged at the bids made, and 15 cases more were subsequently disposed of by private contract.

ARRACK.—Sales have been closed of 50 casks Batavia, ex Cornelius Gips, and 49 casks, ex Kosmopoliet I.

HIDES.—Several parcels, ex Lichstraal, found buyers at prices that did not transpire.

TIN.—A firm tone has prevailed for this article the last few days, consequent upon the satisfactory returns of the deliveries from the Trading Company's stores during the past month. Sales have been closed of banca for public sales prompt at f.92, for delivery, ex the coming spring sales at f.87, and in Billiton on the spot and afloat at f.87½. Trading Company's stock on warrants, banca, 10,000 slabs; Billiton, 400 slabs. Total stock in second hands, Banca, 45,112 slabs; Billiton, 2,731 slabs. New stock unsold with the Trading Company, Banca, 32,725 slabs.

COCOA NUT OIL quiet, and prices are stationary.

RATTANS.—The whole quantity of about 49,500 bundles, put up at public auction at Amsterdam for account of the Netherlands Trading Company, on the 30th ult., found ready buyers as follows, viz.: Borneo, f.19.10 to f.23.20; Banjermassing, f.22.10 to f.22.80; Koetie, f.16; mixed parcels, f.17.10 to f.20.30. A shipment of 120 piculs, ex County of Argyle, changed hands by private contract. The article looks firm.

RICE.—Without any change or transactions to report in our market. 859 bags Java, ex Falcon, were sold at Amsterdam yesterday.

TORTOISE SHELL.—Offers by secret tender are invited at Amsterdam for 3 cases imported from Java, per Prins Hendrik.

SHIPPING.

ARRIVALS.—Oct. 29, at Flushing, from Akyab, Enice; Nov. 1, at Brouwershaven, from Akyab, Maria Napoli; 2, at Brouwershaven, from Batavia, Krimpen aan de Lek; from Akyab, Unione: at Texel, from Batavia, Java Packet; 4, at Brouwershaven, from Rangoon Petronella.

DEPARTURES.—None

PASSENGERS INWARD.—From Java, per Java Packet: Messrs. J. van der Haes and family; J. Geill, A. F. C. Meyer, J. C. van Blokland and family; Mrs. Geerstsema and family; Mrs. de Vogel and family; Miss H. M. Murgadant, Messrs. Jan van den Heer Reerink, G. A. Scherer.

PASSENGERS OUTWARD.—For Java, per Nicolaas Witsen, Messrs. H. v. d. Meer, H. Schilling, E. Denninger, F. Kramer, Miss H. Buchenau, A. Hacklander, E. Heil, Mrs. Broeckman and son; per steamer Prins Hendrik, Messrs. W. Scheepmaker, C. Scheepmaker, Timmerman and family, G. van Mensch, J. J. Donner, P. C. Vrijberghe de Coningh, W. H. van Leeuwen and family, F. W. C. Ledeboer, J. Merker, H. R. J. J. Thorbecke, J. C. de Lannoy, D. C. Kool, W. van Gelder, J. R. Couperus and family, J. J. Cambier, L. A. Dittlof Tjassens, G. Arntzenius, W. A. J. Katz, B. van der Zwaan and family, J. ter Marsch and son, Merkus Doornik, P. A. Bloys van Treslong Prins, Herman Herring, J. A. Kal and family, G. de Bont, G. J. van Kooten, C. J. Brouwer, Miss R. A. Klein, C. C. C. Gude, Chalmers H. van Papendrecht, Franckle. Mrs. Kist v. Gelder and family, J. H. v. d. Leeuwen and family, MacLeod and family, besides fifty soldiers; per Vruchtzoeker, Messrs. C. de Graaf and family, Miss M. and N. Holtz.

PORTUGAL.

(FROM OUR OWN CORRESPONDENT.)

LISBON, Nov. 2.

Since my last letter until the present time nothing has occurred with reference to the discussion upon the legality of the decree for the convocation of the House of Peers for the trial of the Marquis d'Anjega. As I stated in the same letter, the Government obtained their end, the assembling of the Peers, independently of the other House, which was resolved upon by a majority of twenty-seven votes, after a debate which lasted three days. Many of the members of the House, belonging to the party of Duke de Loule, withdrew from the House at the time the resolution was carried. On the same day the resolution was transmitted to the Legislative Commission, and the day before yesterday the Commission presented its opinion, and it was announced by the President of the House that the first day for the constitution of the House as a tribunal would be Monday, the 4th inst. Some letters have been published, signed by members of the House, declaring that they will not take their seats, and, it is believed, that the number of Peers who attend will be very small. The Marquis d Anjega has addressed a communication to the Chamber, protesting against its being constituted as a judicial tribunal. He points out the anomaly of the Chamber of Peers being called upon to act as judge in an affair in which it stands in the position of accused. Viscount Carvalho has been selected to be the reporter of the trial.

The press calls the attention of the Government to the subject of Surrate in India. The last mail brings advices that there is a privilege for Portuguese goods and for goods belonging to the Portuguese, in Surrate, which ought to be maintained for both parties. This privilege was not established by the English, but accepted by them when they took possession of Surrate. It seems, that the English have by degrees raised impediments to the importation and exportation of Portuguese goods under the former conditions, and that at last the English authorities of Bombay notified to the Portuguese Governor, that the privilege was entirely suspended till further notice. Our Government is now in treaty with reference to this affair with the English Government.

Yesterday a statement of the revenue of the State during the financial year 1871-72; was published. The amount is £4,260,000. The expenditure is not yet known, but I hear on good authority that it is not more than £4,800,000. The Government papers say that the new Minister of Finance has, amongst other proposals, to present to the Cortes, next January, one to revise the Customs duties, by which the receipts are to be increased. The *Budget* for 1873-74 is already in the press, and as soon as it appears I will send you a summary of the present state of our finances.

Rabagas, a play of Victorien Sardou's, which has made great noise in France, and caused some disturbance in several theatres where it has been acted, has been produced at the Donna Maria Theatre here. The house was extremely full during the first performance. The first act passed off without any display of feeling being manifested by the spectators. But when the monarchist principles began to be proclaimed with elogium, and the Republicans censured, signs of approval and dissent were noisily expressed from all points of the saloon, and at last it was found necessary to call for the interference of the police to restore order. Subsequent performances have passed off with greater quietude, and nothing serious has occurred.

NAVAL AND MILITARY.

The screw steamer Scotland is now at Queenstown, and is expected to sail this day, for Singapore, with the reliefs for the 80th Regiment. Particulars of the officers and troops proceeding by this steamer will be given in our next issue.

The gunboat Mosquito, recently commissioned for the China Station, is at Devonport awaiting sailing orders.

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LITERATURE.

—o—

Travels in Indo-China and the Chinese Empire. By LOUIS DE CARNE. London: Chapman and Hall.—This book is entitled to respectful sympathy, if for no better reason than that it is the posthumous work of a son edited by his father. The work has, however, other and more distinct claims to attention. There can be no doubt of the *bona fides* of the young explorer; and we are certainly not disposed to question in any material way the fidelity of the comments of the Count. The worst thing that can be said of the book is that it is a little too French for our practical ideas. Here was a very noble young gentleman who was cut off at the age of twenty-seven in the endeavour to trace a certain line of communication. Everyone must regret his early death; but we really cannot see our way to closing up a path of discovery in any part of the world, merely because we have it on record that some particular persons failed to trace it, or surmount its obstacles. We have no hesitation in saying that if the present volume is in existence a generation hence it will be quoted merely as one of those incentives which have ever contributed to excite the higher spirits of mankind to achieve what has been dreamed of by the ambitious, and reflected on by the thoughtful, without success in their own time. The route that M. De Carné traversed, or went in search of, will be discovered as surely as the world goes round. And no one will then deny the credit of the conception which he endeavoured to carry out. No one will then refuse Louis de Carné the talent to perceive the truth, which he has expressed in the last pages of his book, that "the remedy for the evil which oppresses France may be summed up in two plain words—emigration and colonisation." But it is not by discouraging worthy followers in the path of De Carné that such a remedy is to be brought about; and we believe that fifty books like the one before us would not have the effect of preventing the trade of Saigon from finding its own way. The volume is very readable, and pleasingly illustrated with a map and some views.

A daily contemporary, which is generally known to be "nothing if not sensational," has made short work of Cochin China in a paragraph which we reproduce below. But, while we are quite willing to admit that there is no better authority for whatever takes place between Fleet-street and the Guildhall it scarcely carries equal weight on Eastern subjects, and we must confess that we are not prepared to consider Cochin China as deprived of "half its value," on the evidence of a bookseller's version of the experiences of an explorer who is alleged (after his death) to have failed to discover what he went in search of. It is unnecessary to expose the inconsistencies in the narrative, which are calculated to make our friends in Saigon despair of their beautiful province, if they were not too well assured by the material prosperity it has attained in the last eleven years. Ever since Saigon was acquired by France in 1861 there have been continual evidences of the wonderful resources it contains and of the readiness of the surrounding tribes to assist the French in their development. Even if it should be true that the Mekon (not Mekong as our Fleet-street friend spells it) is an "impassible" river—we presume that here again there is a slight clerical error, and that he means "impassable"—the woods and tracts already made available for commerce are sufficient to build up a settlement of permanent and increasing importance. But we are by no means ready to assume that the Mekon is impassable. We mean no sort of imputation on the memory of M. de Carné, but we cannot put out of mind Dr. Johnson's remark that "for one man to be unable to do a thing is no proof that it cannot be done." At this moment we should have had neither a Livingstone nor a Stanley, if stories, far better authenticated than our contemporary's, could have discouraged resolute men. The following is the paragraph referred to:—

A geographical mystery has been cleared up, and an illusion of commerce dissipated, by the explorations of some French travellers, whose narrative has just been published. M. Louis de Carné started in the summer of 1866 from Saigon, in French Cochin China, to track the great river of Cambodia, the Mekong, to its sources. The hope of the French Colonial-office was that this large stream, unknown like the Salween, the Meinam, and the Tonquin, might offer an available waterroad through Laos and Gunan to the back of China, and give to the Cochin China delta, which is held by France, the commerce of a second Nile or Ganges. This hope has failed; the Mekong, which the Frenchmen traced at the cost of terrible hardships and great sacrifice of brave and valuable life, is an "impassible river," broken at least thrice by furious cataracts, and having a current against which nothing could be navigated. The discovery, purchased at the cost of existence by the leader of the expedition, and by M. de Carné, whose story is posthumously published—takes away half the value of Cochin China. It is our turn to find out whether the great streams which have their embouchure at Bangkok and Moulmein offer any better chance of a backway to the Yang-tse-Kiang.

We have before us the first number of the new Chinese magazine, published by the Society for the Diffusion of Useful Knowledge, which was formed in Peking last November, under the patronage of the various foreign Ministers and residents in the capital of the Chinese Empire. This first number appeared in August. It contains papers by Drs. Bushell and Martin, Revs. J. S. Burdon and J. Edkins, and some native scholars on a variety of subjects calculated to interest and enlighten the Chinese. Its title is appropriate—*The Chino-European Information Record*, which is quite in Oriental style. The aim of the society is exceedingly good, and the time for issuing such a publication opportune. The Chinese are beginning to inquire after European products connected with the arts, machinery, &c., and we therefore wish the Society success in carrying out its benevolent objects. The committee in Peking solicit the co-operation of the friends of China, and desire to enrol new members. They have appointed Professor Summers, of King's College, the honorary secretary for Great Britain. A few copies of the first number are at his disposal for members and subscribers. The magazine is published at six shillings per annum, but is sent free to members.

The China Review, or Notes and Queries on the Far East. China Mail Office, Hong Kong. London: Quaritch, 15, Piccadilly.—It is with peculiar pleasure that we welcome the first number of this very interesting and promising miscellany, which is announced for publication every two months. For the first number the editor, Mr. N. B. Dennys, has collected a variety of striking and original papers; and, if he can maintain the standard at which he has set out, we make no doubt that his magazine will be a valuable contribution to the literature of the Far East. Among the contributors are the Rev. Dr. Eitel, Mr. A. Lister, Mr. E. C. Bowra, Mr. H. E. Wodehouse, Mr. T. Watters, the Rev. J. Chalmers, and others. Perhaps, however, the most novel and amusing of the contents is the translation of "The Adventures of a Chinese Giant," by a Gentleman, who will be generally recognised under the initials, "H. S."

Ocean Highways. By Clements Markham, Esq. George Philip and Son.—The November number of this magazine—which, by the is marvellously cheap at sixpence—contains some of the most interesting papers we have ever seen. We know of no publication bringing so nicely to one's notice all that pertains to geography and travel, and science generally. Amongst the contents for this month is, of course, a paper on the "San Juan Question," with a map, which illustrates the position of the vexed little island and its bearings. There is also a capital *exposé* of the Livingstone dispute, with which we heartily sympathise.

The Coffee Planter's Manual. By ALEX. BROWN. London: Haddon and Co.—This is a *brochure* which cannot fail to be of interest to all connected with the trade of Ceylon, and of great value to any who may be about to embark in coffee planting operations, as it contains a complete description of the whole proceedings of the coffee planter, from the preliminary clearing of the jungle to the realisation of the first crop. The information supplied is thoroughly practical, and is evidently the result of much experience of the subject treated on.

The *Edinburgh Review* contains an excellent article on the Korea, giving a description of that country, including its religion, productions, and government. Korea is now the most interesting spot in the Far East, as having defeated both the Americans and French in attempts to force an opening. These engagements are of course detailed. Our own, as well as Russian, negotiations for treating with the country have also failed. The writer gives the invasion of the country by the Japanese in 1592, the introduction and expulsion of the Jesuits. The reports of our Consuls in China, bearing on the country, as also of travellers, have been carefully studied and extracted. Articles in our own paper are also quoted, and the author has succeeded in furnishing the most comprehensive and exhaustive account of the Korea, which will be highly interesting to all who take an interest in the Far East. The writer concludes the article as follows:—

It is eminently desirable that Western prestige, seriously diminished by these two abortive expeditions, should be redressed in countries where prestige is but another name for the shadow of force in the background, which alone keeps life and property safe, and secures without perpetually recurring warfare the enjoyment of commercial rights. Equally necessary is it that some security be obtained for the proper treatment of shipwrecked mariners who, with the increasing growth of commerce in these Eastern seas, must from time to time be cast upon the shores of Korea; whilst commerce itself looks to this necessary undertaking as the step which shall facilitate its introduction to supply the wants and develop the resources of the only remaining country whence it is now rigidly shut out. Accident, or the lapse of time alone, may possibly be trusted to as the means of overcoming that politic antipathy to intercourse with the outer world which is fostered by the despotic statecraft of Korea; or on some favourable opportunity the longings manifested by Russia for the possession of this territory may be indulged to gratification; but on the other hand, those who are interested in watching the legitimate development of European commerce and Navigation in Eastern Asia, as well as the numerous class who view the subject in a simply philanthropic light, will continue to cherish an earnest hope that well-considered measures may ere long be adopted, to bring the Korean people, under adequate safeguards for their protection against violence and oppression, into beneficial relations with the remainder of mankind. The undertaking is one in which all maritime nations have an identical interest, and one which should be jointly prosecuted to a successful end.

The following letter having reference to the history of Korea has been addressed to *The Times* by Mr. Beal, F.R.A.S.:—

In the current number of the *Edinburgh Review* there is an article on "Korea," in which I find it stated (p. 300) that "with the exception of some scanty notices collected by the earlier Jesuit missionaries in China, and by writers such as Kœmpfer and Siebold in Japan, no pub-

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lished accounts of the geography or constitution of the Korean kingdom are in existence." I have met with similar statements elsewhere. I should be obliged, therefore, if you will permit me to call attention through your columns to a work written by a Japanese author, Rinsifee, in 1786, called *San Kokf Tsou Ran To Sets*, or "A History of the Three Kingdoms," viz., Korea, Yezo, and Loo-choo. This work has been translated into French by Klaproth, and is to be found among the publications of the Oriental Translation Fund. In 1856, after visiting Korea, I found Rinsifee's book of great use in drawing up a paper on the subject, which I read before the Hong Kong branch of the Royal Asiatic Society.

Fraser's Magazine contains an article on the "Panthays of Yunnan," to which the initials of W. F. M. are appended; these we take to be Mr. Mayers', the Chinese Secretary of Legation at Peking, at present in England. The paper is most acceptable, and dispels much of the ignorance existing in reference to these peculiar people. The writer describes the mission of Major Sladen in 1868, when he ascended the river Irawaddy to Bhamo, and thence by land to Momein, where he found the Panthay commander of the troops, who treated him with every civility. The late mission to London of the Panthay Envoy, it seems, grew out of Major Sladen's visit. The writer concludes this very interesting article as follows:—

As a Mahommedan movement, it must be looked upon as entirely distinct from those insurrectionary outbreaks which have within the last score of years deprived the Chinese Government of its outlying dependencies in Turkestan and Ili, and have carried devastation far into the heart of the North-Western Provinces of the Empire. The vast and almost trackless distances which intervene between Yunnan and the territories now ruled over by the Atalik Ghazi of Kashgar, prevent, in all probability, any mutual knowledge of each other's existence on the part of that warlike and fanatical ruler of the so-called Sultan Suleiman in Yunnan; whilst although communications are interchanged between the Mahommedans of Yunnan and their co-religionists now in rebellion against China in the mountain fastnesses of Kansuh, no effective co-operation is possible between bodies so widely separated. The utmost that either of these Mahommedan communities can do for the other is to divide the forces of their antagonists; and it is the devotion for a series of years past of the chief efforts of the Chinese Government towards the suppression of the rebellion in the north-west that has enabled the Panthays to maintain a successful contest against the ill-paid and inefficient bodies of troops who are periodically represented in the *Peking Gazette* as waging an active warfare for the recovery of the lost territory.

The September number of the *Phœnix* contains some interesting papers, notably amongst them one by Mr. Mayers, on "Bibliographical Notes on Chinese Books." "Practical Lessons on Japanese," by the editor, is continued in this number.

The November number of *Art* contains some most charming specimens of the Heliotype process, each one worth a frame, and to be had for a shilling.

MISCELLANEOUS.

THE VOYAGE OF THE GRAND DUKE ALEXIS.

A correspondent sends us an account of the voyage of the Grand Duke Alexis of Russia, and after recording the incidents of the passages from the Cape to Batavia, and noticing a visit paid to the Governor-General of the Dutch Colony goes on to say:—

The *Svetland* is to leave for Singapore, but the *Bogatir* has another destination. She is bound for New Guinea, and, as the expedition of the corvette is connected with a scientific journey undertaken by a Russian naturalist under peculiar circumstances, it may not be uninteresting to say a few words about it. Some time ago a gentleman of the name of Miklouha Maclai expressed a strong desire to explore New Guinea, and as his researches were likely to be advantageous to science every facility to enable him to carry out his views was afforded both by the Russian Geographical Society and by the Imperial Government. It is now nearly a year since the *Vitas* corvette, which belongs to the Pacific squadron, under Admiral Fedoroffsky, touched at the Bay of Astrolabe, on the north-east coast of New Guinea, with the enthusiastic young naturalist on board. At first the natives were so shy that there was great difficulty in communicating with them; but they had an evident desire to conciliate their visitors, as they deposited a heap of presents on the ground, which they made signs to the Russians to come and take, though they had not the courage to await the approach of the dreaded strangers. After a time, however, they reappeared, and willingly took possession of the gifts the Russians had left in exchange. The next morning they summoned courage to return to the corvette, bringing friends with them, and by a judicious distribution of presents the apprehensions of the natives were gradually allayed. While the officers of the *Vitas* were endeavouring to conciliate the natives the crew cleared a plot of ground, which they surrounded with a palisade; the carpenters built a house for the new settler, and the artillery officer planted some mines for his defence, which he could fire without leaving his house. When everything was ready he was very comfortably established. He had a good supply of fuel, plenty of provisions and stores, and the captain left him one of the ship's boats, with a complete set of rigging. So, bidding him farewell, the *Vitas* left him to his fate, and now the *Bogatir* is going to look after him. The account of the adventures of this bold naturalist will undoubtedly prove extremely interesting. Let us hope he has been able to hold his own. Whatever may be his fate, he has shown a great deal of courage, and will undoubtedly make himself a name, if anybody can be found to pronounce it.

CHINESE GAMBLING.

A correspondent of *The Times*, writing from Hong Kong, forwards some interesting information with reference to the prevalence of gambling amongst the Chinese. He states that in Hong Kong the gambling farmers paid a fee to Government of $216,000 per annum for their licence. Let us for a moment discard the 7 per cent. which the bank claimed from all winners, and suppose that they cleared 12 per cent. by their transaction, which would be but an ordinary return under such circumstances. It follows that they won $237,600 per annum, and because winnings are paid trebly, it will be seen that the bank always gains on the average one-half of what is played. The sum of $475,200, or £105,600, was the sum actually staked, and yet hardly a man ever played that was not dressed in rags. Now, let us suppose that on the average each man who entered a house played 25c., then we find that 1,900,800 visits were made each year. No play being permitted on Sundays, an average of 6,072 visits per day is the result, or 506 in each room 15ft. square, and of these many remained half the day.

In another part of the letter the correspondent says:—At the time of which I write—viz., the spring of 1872, when the long wished-for news of the result of the Wai-sing lottery reached Canton by the telegraph to Hong Kong—the Chinese most stoutly refused to believe it, as they possessed reliable information of the date of the examinatio, and knew how long, by their own means, the news would be in travelling. Not only would they not believe that the telegraph could transmit a message in so short a space of time, but they were at a loss to know how the tones of the different Chinese names, upon which all the distinction depends, had been carried along, and they naturally concluded that the message was the fabrication of some one largely interested in the lottery. After the receipt of the telegram, and before the confirmation of the news by their own methods of communication, the winners of the highest prizes were quite willing to dispose of their tickets at a slight profit utterly incommensurate with the value of their legitimate prize. When the telegraphic report was afterwards confirmed by the *Peking Gazette*, the wonder of the Cantonese knew no bounds; their eagerness to learn something of the telegraph was proportionately increased, and their appreciation of foreign science, although certainly advanced, was not unmixed with the dread of spiritual influence for evil haunting them for ever afterwards.

DINNER TO SIR BARTLE FRERE.

On Friday last the Council and Fellows of the Royal Geographical Society entertained their Vice-President, Sir H. Bartle Frere, and his suite, at a farewell banquet, on his departure for Zanzibar. Major-General Sir H. Rawlinson, President of the Society, occupied the chair. Among the company, which numbered some 250 in all, were Viscomte Duprat, Count Strzlecki, Captain Sherard Osborn, R.N., Sir Rutherford Alcock, Admiral Collinson, Sir Donald M'Leod, Sir F. Buxton, Mr. J. W. Crawford, M.P., Sir E. Perry, Sir F. Arthur, Sir A. Kemball, Sir F. Arrow, Sir C. Nicholson, the Hon. G. C. Brodrick, Mr. H. W. Peak, M.P., Admiral Sir W. H. Hall, Mr. Kennaway, M.P., Sir H. Verney, Sir T. Fremantle, Sir H. Holland, Lord A. Russell, Lord A. Churchill, Sir Cecil Beadon, Sir J. W. Kaye, Sir L. Mallet, Colonel Stewart, Sir Frederick Goldsmith, Sir Vincent Eyre, Sir J. Hay, M.P., General F. Cotton, Sir H. Anderson, Sir H. F. Greene, Mr. H. Rassam, Mr. R. R. Murchison, Mr. Clements R. Markham, C.B., Dr. Mouatt, and others.

THE QUEEN OF HOLLAND.—On Friday her Majesty the Queen of the Netherlands and suite arrived at Frampton Court, near Dorchester, the residence of Mr. H. B. Sheridan, as his guest for a few days, they having started the same day from the Duke of Bedford's residence, Woburn Abbey. Her Majesty's suite consisted of the Countess Stierim, Lady in Waiting, Count de Bylandt, Minister of Holland, and M. Gevaerts, Grand Marshal; while those who accompanied her Majesty consisted of the Duke of Somerset, Mr. and Mrs. Motley, and Miss Motley. On Saturday the distinguished party arrived at Weymouth by a special train on the Great Western Railway. In addition to the above-named, Her Majesty was accompanied by Mr. R. B. Sheridan, Lord and Lady Poltimore, Mrs. Thomas Poynton Ives, and Mr. and Mrs. Algernon Sheridan. A carriage, drawn by four handsome greys, and two outriders, were in readiness to meet Her Majesty, and the Royal party at once drove to Portland. On arrival at the Royal Victoria Pier, a steam launch and boats belonging to Her Majesty's training ship *Boscawen* were in waiting for the distinguished visitors, and by these they were taken to the ship, where Captain Hare was introduced to the Queen and suite. A splendid luncheon was provided for the guests in the ward-room. About half-past three the yards were manned, and Her Majesty took her departure from the ship, making the trip to Weymouth across the bay in one of the ship's boats, Captain Hare being in command. The party left Weymouth shortly after their arrival by a special train for Frampton Court.

THE EMPEROR'S MARRIAGE.—In an article on the marriage of the Emperor of China, the *Pall Mall Gazette* mentions some curious facts. For example, it is stated that the number of wives and concubines is so arranged as to form a series in geometric l progression, with 3 as its common ratio. Thus, by law—for the "Rituals" have the force of law—the Emperor is compelled to take unto himself, besides the Empress, three ladies as *petites femmes* of the first degree—three have already been selected for his Imperial Majesty—nine of the second degree, twenty-seven of the third degree, and nine times nine concubines. With equal precision the various duties of these ladies are minutely laid down, and not much more latitude as to the choice of his companions appears to be allowed to the Emperor after his marriage than in the original selection of the members of his household.

THE dinner in celebration of the opening of telegraphic communication with Australia is fixed for Friday, the 15th inst., at the Cannon-street Hotel. The Earl of Kimberley will take the chair, and will be supported by a number of noblemen and gentlemen interested in the Colonies.

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The London & China Telegraph.

LONDON: MONDAY, NOV. 11, 1872.

THE MARRIAGE OF THE EMPEROR OF CHINA.

THE announcement of the marriage of the Emperor of CHINA will be received with satisfaction by all interested our political relations with that country. It is the preliminary step to the event upon which so much depends—the assumption of power by his Imperial MAJESTY, and thus a more than usual interest attaches to it. The telegram which announces the fact briefly states that "the Emperor "of CHINA was married at Peking on the 16th October. There "was no public ceremony outside the palace beyond the pro-"cession to bring the bride thither, and the whole affair passed "off very quietly." We could have wished that REUTER'S agent at Shanghai had exercised a little more liberality on this occasion, and had given us some further particulars on the subject of so important an event. The peculiar position occupied by women in China and the lofty rank of the bridegroom would render the celebration of anything like a public marriage ceremony out of the question, and the nature of the alliance purely a *marriage de convenance* removes it from the sphere of all sympathetic interest. Little or nothing is known of the young EMPRESS. It is to be presumed that she is beautiful, but only by experience shall we find out the bent of her tastes and her political leanings. These will be carefully watched, for though theoretically women in China are but the playthings of their lords, yet practically clever women there acquire the same influence which is enjoyed by their intellectual sisters all over the world, and the History of China supplies not a few instances in which the destinies of the country, whether for good or evil, have been swayed by the ladies of the Palace. Indeed we need not go further back than the period succeeding the death of the late EMPEROR, when the support given to Prince KUNG by the widowed EMPRESS saved the country from anarchy and bloodshed, to find an example of the immense power which is sometimes acquired by Imperial consorts in the management of the affairs of State.

No one who remembers the career and early death of the late EMPEROR can look forward to the future in store for his youthful successor without feelings of misgiving and pity. At the boyish age of seventeen he is released from all restraint, and is suddenly surrounded with every temptation to indulge in a life of ignoble idleness and of sensual indulgence. Report speaks of him as being a lad of a wilful disposition and of childish tastes, and as such likely to fall a ready victim to the allurements of his harem and its concomitant excesses. The choice of political advisers, upon which so much always depends in Oriental countries, becomes therefore an affair of even more than ordinary importance in his case. On it may be said without exaggeration to depend the stability of his throne and the future of his country. A telegram published a few days since informs us that "Im-"perial edicts have been issued at Peking which imply "that the EMPEROR will assume power in February "next." Within the next three months, therefore, he will have to decide whether he will call about him those who by frankly holding out the hand of friendship to foreigners will enrich his Empire, elevate his countrymen, and establish his throne on a broad and enduring basis, or whether he will throw in his lot with those bitterest enemies to his country's weal, the anti-foreign party, of which LI HUNG-CHANG is the leader. We shall not be kept long in suspense as to the political proclivities of the young EMPEROR. The "Audience Question," which is now ripe for discussion, will prove an unerring touchstone of the course he intends to pursue. That once granted, other concessions would naturally follow, foreigners would be officially placed on a level with the natives, and the time would not be far distant when they would enjoy the privileges possessed in almost every other nation in the world by subjects of other Powers. That refused, war cannot be very long delayed, and again would the unhappy country have to pass through a short period of vain struggling, internal disorder, and financial difficulties, only to find herself at the end once more at the mercy of the Treaty Powers.

The anxiety with which the course of events in China during the next few weeks will be watched is considerably enhanced by the unfriendly tone which has in many instances been lately assumed by the Mandarins towards foreigners. It is impossible to shut one's eyes to the fact, that the warlike preparations which have for some months been in progress in the neighbourhood of Tientsin and the capital, have assumed threatening proportions, and the belief is very general among those qualified to form an opinion in China that rather than give way on the Audience Question to the full extent, the ruling Powers will risk the consequences of another war with the European Powers. This attitude renders it imperative that the Foreign Ministers in insisting on the right of audience with the EMPEROR should set their faces stedfastly against the adoption of any half-and-half measures. We have patiently submitted to be defrauded of our Treaty rights long enough. We have allowed weight to every shifty excuse which the Government has found it convenient to make to delay yielding to us those privileges to which we are reasonably entitled. And what have we gained by it? Nothing but well-merited contempt and aversion. Even in the Metropolitan province it is at the present moment with difficulty that the Consular authorities are able to maintain friendly relations with the native officials. It is time that such a state of things should cease to be, and that our position in China should once and for all, be placed upon a basis sufficiently firm to enable us to defy the machinations of warlike Viceroys and obstructive underlings.

THE REPORTS ON THE CONSULAR SERVICE.

THE Memorandum by Sir RUTHERFORD ALCOCK on the Consular Service in China, which we reprint in its turn, is in striking contrast by its businesslike, and at the same time elevated tone, with the rhetorical, rambling, and inaccurate statement presented by Major CROSSMAN. It is satisfactory to find that H.M.'s late Plenipotentiary should dwell so strongly as he has done upon the importance of maintaining the Consular Service in a position, as regards emoluments and prospective distinctions, such as shall continue to hold out inducements for efficient officers to make it the career of their lifetime; and we see no reason to dissent from any of the moderate proposals which have been made by Sir R. ALCOCK in the interest of the service generally. It is characteristic of the Government under which the country is at present suffering that, as is stated in the Memorandum, not one of the recommendations which involve any increase of cost has been sanctioned; and to the predominance of a huckstering—yet in reality thriftless—policy at headquarters may doubtless be attributed the tone of Major CROSSMAN'S singular Report. We will not venture to suppose that it expresses the writer's sober opinion; nor is it easy to understand on what grounds an officer of Royal Engineers should be called upon to report on subjects so remote from his own province. Major CROSSMAN was employed, as we believe, between the years 1866 and 1869 in preparing plans and contracts for the Consular buildings in China and Japan; and in the course of his professional undertakings he doubtless visited most of the ports and came in contact with the majority of H.M.'s Consuls; but these last-named gentlemen will probably be much astonished when they find that in entertaining Major CROSSMAN under their hospitable roofs they were harbouring a critic prepared

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to advocate the reduction of all salaries but his own, and to suggest impracticable changes in a Service, his knowledge of which could not be otherwise than superficial. Taking all economy as his province, he has not hesitated to give an oracular opinion upon the proper method of garrisoning Hong Kong, and we are not inclined to dispute the probability of a saving being practicable in that direction; but the CROSSMAN method of simplifying our Chinese affairs by superadding the cares of Colonial government to the diplomatic duties of the Minister at Peking is scarcely worthy of serious comment.

It would be easy to show that the cost of such a plan as Major CROSSMAN favours, with its inevitable duplicate Minister at Peking and Lieutenant Governor at Hong Kong, must be as great, if not greater, than the existing system; and it is characteristic of the gallant economist's method of theorising that his views are advanced, as he is obliged to admit, without "knowing the cost of the present establish-" ment at Hong Kong, and not having seen the Consular " estimates for the ensuing year." One of the first results of any such amalgamation as that proposed by Major CROSSMAN would be, we have little doubt, a serious difficulty in reconciling the pittances now paid to Consular officers of many years' standing with the large salaries enjoyed by Colonial officials of corresponding rank in Hong Kong. It has always appeared to us a striking proof of the inadequacy of the pay of the Consular Service that, under the Colonial Government of Hong Kong, Civil servants corresponding in rank and functions with the Consular assistants and interpreters receive salaries greatly in excess of, and in some cases double, the amounts allotted to the latter. The junior members of the Consular service have, until within the last few years, been able to console themselves with the prospect of rising in the course of time to moderately well-paid posts and independent positions; but these hopes are now materially curtailed by reductions already decreed and by counsels such as are urged in the same direction by men of the time like Major CROSSMAN. We can only hope, in the interest of an efficient Consular service, indispensable for the protection and furtherance of our commercial interests, that the counsels of Sir RUTHERFORD ALCOCK may be followed rather than those of the ill-informed and self-constituted adviser of the Treasury. Our interest in the question is that of the main bulk of our supporters, the mercantile community connected with China; and they, we feel convinced, would be the first to protest, if consulted, against the pecuniary reductions which might enable the Foreign-office to show a saving of a few hundreds in its annual estimate, but which could not be carried into effect without lowering the tone, checking the energies, and seriously diminishing the efficiency of a most useful service.

JAPAN AND KOREA.

Now that the Japanese have learned civilisation, and entered the comity of nations, of course they must fight. This is, undoubtedly, one of the strongest features of the Anglo-Saxon. A story, of recent occurrence, is told of a young Siamese, who had been sent over to this country to be educated, and on leaving our shores to return to his native country, took with him some fine specimens of bulldogs and fighting cocks, stating that he had found these things to be some of the most cherished emblems of civilisation amongst the students at college, and, moreover, that they were utilised as good accessories in replenishing their purses, and that he had himself found it so, having won in bets on these animals a considerable sum. According to the last news from Japan, *via* San Francisco, it seems that the feud between the Koreans and the Japanese is growing, and there is little doubt but that our American cousins have fanned the flame, and promised the Japanese their support in attacking the stubborn Koreans, who so lately defeated them in an attempt to obtain satisfaction for the murder of the crew of the American schooner *General Sherman*. It really looks as if Japan will be the instrument for bringing about the opening of Korea, and as Great Britain has had her share of "opening up," we trust Japan, backed by the stars and stripes, will accomplish it. That the Koreans can much longer estrange themselves from the influences of the West is not likely. The sooner Japan moves on the better.

THE last two numbers of the *London and China Telegraph* have chronicled the case of Mr. COUSENS. The arrest of this gentleman is altogether one of the most extraordinary events on record in the Consular annals of either China or Japan. Mr. WILKINSON, acting Vice-Consul at Osaka, has certainly shown more pluck than discretion, and has made a most unwarrantable use of his position. The decision of Mr. Consul GOWER, who tried the case, was equally egregious, and showed very distinct animus, which is the most damaging feature in a judicial functionary. To order Mr. COUSENS to be imprisoned was a gross abuse of Consular power. We trust that the Foreign Office will have the whole case laid before them, and that we shall in due time have their view of the same. Mr. WILKINSON has also to account for the imprisonment in a Japanese jail in Osaka, of a British subject named NOBLE, who, it is stated, died in the jail in consequence of the unfitness of the place to confine any European in.

THE Great Northern Telegraph Company announce that the Siberian land lines, which have been interrupted for some months, having been re-established, the Company's line to China and Japan is again in perfect order, and that messages for those countries are accepted at all postal stations, at the uniform rate of £4 6s. for twenty words. A few messages from Yokohama were received by this line from the 1st to the 4th inst., indicating that the land line from that place to Nagasaki had been completed. Since the 4th, however, no messages have come in, and it is feared that the line has been interrupted. In alluding to the despatch of the *H. C. Orsted* last week we should have stated that the cable taken out by that vessel is to connect the port of Amoy only. The *H. C. Orsted* had to put into Portsmouth through stress of weather, but she sailed again on Thursday.

HIS Excellency Admiral DUPRÉ, the Governor and Commander-in-Chief of Saigon and the French possessions in Cochin China, left by the last mail. Several Japanese are returning, amongst whom is Mr. KOBUYASHI, a student of some note, who has been for some time in England studying the constitution of our Government. Mr. JOHNSTON, Secretary to the Shanghai Municipal Council, also returns by the same mail. We believe that Mr. JOHNSTON has taken much pains to inform himself of the working of the Municipal administration of most of the cities at home, and on the Continent.

IN the report of the speech of Sir RUTHERFORD ALCOCK, at the dinner given by the Geographical Society to Sir BARTLE FRERE, he is stated to have made allusion to the efforts of Portugal in putting down the slave trade. Our ex-Minister, we fear, has not kept himself posted up lately, or he would have known that the Macao coolie trade fostered by Portugal has led to atrocities quite equal to the African slave trade. The efforts of Portugal are more honoured in the breach than in the observance.

A TELEGRAM has arrived from Shanghai, stating that the Municipal Council, acting under the authority of a special meeting of ratepayers, has offered forty thousand taels for the property and so-called rights of the Soochow Creek Bridge Company. A diversity of opinion exists among the shareholders in England as to whether the offer should be accepted or not.

WE have much pleasure in announcing that Admiral the Hon. Sir HENRY KEPPEL has hoisted his flag as Commander in-Chief at Devonport. Our readers who have had the pleasure of knowing him, will join us in congratulating the gallant Admiral on this mark of distinction.

MR. YASHIMA, who has been studying Political Economy, has gone to Frankfort to assist in the despatch of the bank-notes now under manufacture there, and to adopt some effectual means to prevent their being counterfeited.

THE appointment of Mr. JAMES WHITTALL as a member of the Hong Kong Legislative Council is officially announced in the *London Gazette*. The QUEEN has signified her approval of the appointment of Mr. J. S. GOWER as Italian Consul at Hong Kong.

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DIPLOMATIC AND CONSULAR COMMITTEE.

[Statement by Sir RUTHERFORD ALCOCK, K.C.B.]

We have at the present moment under treaties with China right of access to twenty ports, or including a port in the Island of Hainam—where I believe it has been recently determined, at the request of the merchants, to place a Consular authority—21. Of these, 11 rank as first-class ports, each having its Consul, and two of them, Canton and Shanghai, a Vice-Consul in addition. This 9 (or 10) to be classed as secondary or subsidiary ports. Most of them are outlying ports essential as anchorages to the business and working of the larger places, such as *Whampoa* for *Canton*, the *Pagoda Anchorage* for *Foochow*, *Taku* for *Tientsin*, &c.

In every one of these ports, principal or subsidiary, where British subjects and shipping have access, Her Majesty's Government is bound by treaty stipulations to maintain effective means of control and protection; and of adjudication in cases of difference between Chinese and British subjects. The ex-territorial privileges are subject to this condition; nor is it expedient either in our own interest or that of the Chinese, that we should repudiate the obligation. Any saving in expense would ill compensate the obstructions to trade and constant danger of complications, which would certainly follow the withdrawal of our Consular establishments from any ports frequented by merchants and ships. Other countries may, and do, in fact, avoid the burden of paid establishments, but many have no trade to risk; and the few that have anything to lose are enabled to dispense with salaried Consuls, chiefly by reason of the position maintained by Great Britain in the China Seas, and at every Treaty port.

The actual cost of the Consular establishment is not easily distinguished in the Civil Service estimates. For the current year 1872-73, apart from that which forms no legitimate part of the Consular expenditure—that is, excluding the expenses of the legation at Peking, of prisons and the Supreme Court, of allowances to chapels and chaplains, and relief to distressed British subjects—it amounts in round numbers to £51,461. Of this £31,900 is paid in salaries to the officers, and £19,561 for expenses. This gives the total cost per annum of the existing establishments, including 12 students, maintained for the Consular service, and as its feeders, at Peking. Deducting these last, it consists of 48 working members of all ranks.

Of this total of 48 and 12, equal to 60, the only permanent reduction which I conceive can be made without impairing efficiency is in the number of students. At this advanced period, I think, the whole service in China having now been nearly supplied with Chinese speaking juniors, a permanent training school of *six students* will supply the necessary demands to fill up the vacancies as they occur, and meet the waste of strength and life.

The number of interpreters may also, I think, be reduced from 10 to 6. But inasmuch as I should propose 9 instead of 6 Vice-Consuls, as now maintained, there would only be an effective reduction of 1, the other 3 passing into the ranks of Vice-Consuls. So in like manner, out of the 12 students, 3 would be required to fill up the ranks of assistants, to the number proposed of 24 instead of the existing scale of 21. This will be seen more clearly perhaps by reference to the annexed tabular Return of the proposed establishment, showing its distribution at each port. I am satisfied, from long experience and observation, that this gives the lowest working strength. That is, if all the ports are to be occupied, there must be *at least* and *always* that number on duty. This only amounts to 38. I venture to insist upon this the more strongly, because it has been suggested that a smaller nnmber might suffice. To keep this number of 38 constantly at their posts and on duty, provision must be made for the necessary reliefs required to supply the place of those absent on leave. Many are compelled to return to Europe from illness without completing their five years; and to all, some change and rest each year is necessary for the preservation of health and strength. The experience of the past twenty years has shown sufficiently conclusively that this waste of power cannot be estimated at less than from one-third to one-fourth of the whole number kept on duty. This brings the establishment up to 50, by the addition of 12 to the number always on duty.

I have not proposed to do away with the class of interpreters, though I would reduce their number, for a very sufficient reason: it is important that this Government should always be able to command the services of men thoroughly qualified to speak, and read and write the Chinese language. The ordinary routine of business at the ports may generally be got through with a lower qualification in the Consul or his officers as regards linguistic proficiency. But from time to time, both at Peking and elsewhere, it is essential that there should be no room for doubt or misapprehension, either as to facts or arguments, in the transaction of business with the Chinese authorities. Such a degree of proficiency as this implies can never be secured, as a rule, without a separate class, who for several years at least shall be able to devote nearly all their time and attention to the language. Their chief occupation must be the use of Chinese written and spoken, by which means alone a high standard will be kept up permanently. Students after two years' training at Peking, who are drafted into the Consulates for active work in the Consular offices, will rarely, if ever, attain more than a fair practical knowledge of the Chinese language either written or spoken; but especially the former, perhaps. For these reasons, and because it would be hard to retain the more promising of the students among the class of interpreters for successive years without adequate advancement, I would propose that the six retained with the title of Interpreter should be of first and second classes; three in each, the first at salaries of £700, and the second at £600, as at present.

The pecuniary result of such a recast of the existing establishment would be a saving of some £940. The Committee, however, is aware that I have strongly urged the expediency of increasing by £50 per annum the salary of all the assistants—first, second, and third class alike. If this were done, instead of a saving there would be an increased cost of some £260, with, as I conceive, a more than corresponding gain in efficiency and character.

This estimate is framed without prejudice to the further recommendations made in my Despatch of the 29th of October, 1869, to Lord Clarendon, and printed in the Blue Book, "China No. 5," of 1870 (at page 10), although none of those which involved any increase of cost were sanctioned by the Treasury; at page 75, it may be seen that his Lordship in great part endorsed my suggestions for the improvement of the service in a letter signed by Mr. Hammond, and addressed to the Secretary of the Treasury, 7th February, 1870. Much to the same effect is a previous Despatch of the 12th March, 1869, printed in the Appendix to the First Report of the Committee.

I hope I may be permitted to suggest, in conclusion, that after all is done that can be attempted compatible with a rigid economy, something more is needed to foster a certain *esprit de corps* and pride in the service, which I believe will be found the most reliable, if not the only effective safeguard against a tendency to deterioration and a lowness of standard which ends in demoralisation. In China, Consular officers are exposed to many temptations by their position, with very limited and often inadequate means, in the midst of wealthy trading communities, all eager to make rapid fortunes, and many succeeding—not always by means which would bear strict scrutiny. In such conditions the facilities are great for making money without the parties interested ostensibly appearing to be in any way engaged in trade. Whether called investments, or by any other name, money may be employed in various ways, and to those who are on the spot, the opportunities are frequent in connection with mercantile houses of obtaining large returns for small ventures in actual cash. It is unnecessary to say that this can never be done by a Consular officer without a loss of independence and serious injury to the service. Of course the interests they are specially appointed to protect must suffer in corresponding degree. Many of my suggestions and recommendations to Her Majesty's Government to make more frequent acknowledgments of faithful and honourable service had special reference to this condition of things, and the necessity of counteracting the influences resulting from it. The evil is not to be remedied even by increased salaries, were it possible for the Treasury to adopt any general measure of this kind. In certain cases such increase is required, and would remove a danger. But the occasional bestowal of a C.B.ship, or honorary title, as has been done in two or three cases within the last twenty-five years, would probably do more to encourage exertion, and to create a higher tone of feeling in regard to the service. Governments have always at their disposal this cheap reward of nations for those who serve them. And all other States fully profit by the knowledge of the efficacy and economic advantages of stimulating zeal and supplementing insufficient pay by giving that which has a high and substantial value to the recipient, though it costs nothing to the donor.

In the same general interest I have recommended greater facilities for weeding the service in China of objectionable elements, either by the removal to less responsible situations elsewhere of individuals failing in the necessary qualifications for good service there, or by inducing their retirement on some small annuity. The latter would cost money, but it would be difficult to calculate how much it would save in credit, character, and efficiency. It has been argued that such individuals would be sufficiently punished by being passed over without promotion; and possibly they might; but it was not the interests of the individuals with which I was concerned, but that of the public, and the prejudice to the service their presence occasioned. Their retention would not relieve the establishment, nor enable the Minister to put in their place more eligible and effective men. Neither would such a course prevent Her Majesty's Government going on year after year paying salaries, five times the amount of a retiring pension, to officials occupying, to the disadvantage of the public and deserving members of the establishment, places which should, in the interest of both, be filled more worthily.

After all, it cannot be forgotten that this Chinese division of the Consular service, the duties of which are performed with great efficiency by some fifty officials, at a cost of little over £50,000 per annum, including all expenses, rent, wages, and contingencies of every kind, of which the Indian Government bears a third—materially aids the development of a commerce which already exceeds £40,000,000, and is yearly increasing in value apart from £10,000,0000 of a distributing trade between the ports and another £8,000,000 of a coasting trade in Chinese produce chiefly; the largest portion of all which is British, giving employment to 7,165 vessels, with a tonnage of 3,332,092 tons. Nor is this trade less important in a fiscal point of view, as yielding to

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the British and Indian Governments a revenue of over £9,000,000 while it employs profitably a large number of workmen in Great Britain in the production of £8,000,000 worth of cotton goods annually exported to China, and yields back in Consular fees some £9,000 in diminution of the expenditure chargeable to the State. Compared with these interests the tax paid by Great Britain in the cost of the Consular establishments does not amount to *one per mil* on the gross trade, and not *one-half per cent.* on the revenue it yields. I stated in my evidence, and it will be otherwise, I think, manifest to the Committee, that, although this is no reason why a single pound sterling should be unnecessarily spent, it affords the strongest possible argument for doing all that may be required to maintain the highest efficiency; I therefore cannot help hoping that the Committee, considering the special and, so to speak, isolated character of this service, even taken in conjunction with that of Japan and Siam, and the exceptionally responsible nature of the duties discharged, will not allow a question of increased expenditure within very narrow limits to deter them from making such recommendations for its improvement as may seem to be called for by the evidence received.

THE MINIMUM STRENGTH OF EFFECTIVES ON DUTY.

Primary or Consular Ports.	Secondary outlying Ports.	Consuls.	Vice-Consuls.	Interpreters.	Assistants.	Total.
I. Canton ...	... ...	1	1	...	1	3
	1. Whampoa ...	...	1	...	...	1
II. Swatow ...	... ...	1	...	...	...	1
	2. Chowchowfoo ...	...	...	1	...	1
III. Amoy	... ...	1	...	...	1	2
IV. Foochow ..	... ...	1	...	1	1	3
	3. PagodaAnchorage	...	1	...	...	1
V. Ningpo ...	... ...	1	...	...	1	2
VI. Shanghai ...	... ...	1	1	1	3*	6
	4. Chinkiang ...	...	1	...	...	1
VII. Hankow ...	... ...	1	...	1	...	2
	5. Kiukiang ...	...	1	...	...	1
VIII. Chefoo ...	... ...	1	...	...	1	2
IX. Tientsin ...	... ...	1	..	1	1	3
	6. Taku	...	1	...	...	1
X. Newchwang ...	... ...	1	...	1	...	2
		10	7	6	9	32
	FORMOSA.					
XI. Taiwan ...	... ...	1	...	...	1	2
	7. Takow	...	...	...	1	1
	8. Tamsuy	...	1	...	...	1
	9. Keelung	...	...	...	1	1
	HAINAN.					
	10. Kiungchow ...	...	1	...	...	1
	Total numbers ...	11	9	6	12	38

* Inclusive of shipping clerk.

[Statement by Mr. W. H. MEDHURST].

There is considerable room for the practice of a wise economy in the wages and other expenses connected with the Consulate Establishment at Shanghai, and this without any prejudice to its working efficiency. The staff of writers and linguists has been reduced to its lowest standard by the reduction last ordered, and, as I have shown in my official reports, these men constitute the most useful and important part of the Consular staff. The only modification possible is that of requiring the mixed courts to sustain the entire expense of the third writers, half of whose salary is now borne on Consulate account. The court, being properly a Chinese institution, should be called on to bear its own expenses. One first-class and one second-class Chinese writer, with one copyist and the two linguists now employed, would suffice for the Consulate work alone.

The gaol and staff of constables have always been a heavy charge on the Consulate, and now that the new gaol has been completed the expenditure is likely to be considerably increased, owing to the much larger scale on which it has been instituted and the greater distance at which it is located from the British Consulate. A joint report on the subject by Sir Edmund Hornby and myself, under date the 15th November, 1871, has already conveyed the suggestion that, rather than maintain this new gaol on the expensive footing which is essential if it is to be kept up at all, it would be advisable to make an arrangement for its transfer to the Municipal Council of Shanghai, who possess all the appliances for working such an institution in a satisfactory manner. The expenditure of the Consulate would thus be limited to a daily charge for each prisoner consigned to the care of the Council, and to such casual medical attendance as would prove necessary.

Could such an arrangement be effected the estimates for the Shanghai Consulate would not only be relieved of the charge for support of new gaol establishments (estimated by Sir R. Alcock, in his despatch of 17th November, 1869, at £1,280, and in the report by Sir E. Hornby and myself at £830 at the very least), but the necessity of the attachment to the Consulate of any European constables at all would be obviated, thereby securing a saving upon former estimates of over £500. The services of a daily constable in attendance at the Consulate would still be needed for maintaining order in the office, sending or taking seamen in custody, &c., but it would be quite possible to enter into an arrangement with the Municipal Council to supply a daily orderly for this duty out of their very effective body of police, and so save the necessity of engaging a couple of men for the purpose.

The transfer of the gaol to the Municipal Council would further occasion a saving of the £200 per annum which is now paid to a local practitioner for medical attendance on the prisoners and constables in the gaol.

The staff of office servants at Shanghai was reported by me in November, 1869, to be capable of reduction, and the suggestion having been acted upon in the estimates for 1871-72, there appears to be no further room for economy in that portion of the establishment.

Note.—The expenditure on account of constables and office servants in 1869 was:—

	£.	s.	d.
Constables and gaol	525	6	0
Servants	427	2	6
	952	8	6
In the Estimates for 1871-72, Mr. Hammond's proposed reductions, under the head of servants, took off...	164	9	6
	787	19	0
In the Estimates for 1872-73 the Expenditure for the two departments is put down at	838	19	0
Making an increase of	51	0	0

(presumably for four boatmen needed in consequence of distance of new gaol).

The hospital charges for seamen and distressed subjects fall very heavy upon the Consulate at present, owing to the necessity of consigning sick men, when in the Consul's hands, to a hospital, over the direction of which the Consul has no control. There are always sufficient patients from the navy and Consulate together to support a hospital, and although there are many difficulties in the way of establishing an independent hospital on the Consulate account, yet I cannot help thinking that medical men could be found ready to fall in with a scheme for the reduction of our expenditures under this head, and the Consul should be encouraged to take steps towards introducing an alteration in the existing arrangement. Sir R. Alcock has already put forward some suggestions in this direction in his despatch of Nov. 17, 1869.

Personal.—I think it necessary to bring before the notice of the Committee the fact of Chinkiang being placed under the Consular charge of the Consul at Shanghai, without any provision being made in the estimates for an additional allowance to him on this account. This arrangement was made by the Foreign-office in 1868, when I was appointed to officiate at Shanghai during the absence of Consul Winchester on leave. I continued in charge of the post (not without serious accession of responsibility, as the Blue Book on Yangchow will show) until last year, when, being permanently gazetted to Shanghai, I represented to Earl Granville the necessity of according me some remuneration for the additional duty. My application has been met by an unqualified refusal. This is scarcely fair to me, even in a business point of view; but I feel the hardship the more acutely when I come to remember that, although my service extends over a period of thirty-two years, during which my conduct has been repeatedly commended; and although I am one of the few old servants who relied upon the pledges given by the Foreign-office to regard with special favour those who gave themselves to the study of the language, I am at this moment without the slightest recognition of my service, even in the shape of a pecuniary allowance, such as that granted to Sir R. Alcock, on personal grounds, when he was appointed to succeed Dr. Bowring as Consul at Canton in 1853, and afterwards continued to Sir H. Parkes, when he succeeded Mr. Alcock.

W. H. MEDHURST.

CHINA MEDICAL REPORTS.

We have received the new part of the China *Customs Gazette*, containing the Medical Reports for the half-year ended 31st March last. We give the following summary of the contents, merely remarking, that next year a little more promptitude in the publication may be observed.

From Peking Dr. Dudgeon reports only two deaths among the foreign community. *Carbuncles* were unusually large and frequent among the Chinese; but by far the most common affection was ague, owing to the rains, which were unprecedented; in three months the rainfall exceeded three feet. The condition of the city during and after these rains was indescribable. Communication was almost impossible; trade well nigh suspended. Several foreigners, in carts and on horseback, in proximity to the Western Hills, narrowly escaped with their lives. Great numbers of the mud-houses of the natives (Dr. Dudgeon *naively* says) "resolved

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themselves into their original constituents"—which we suppose is "medical" for being melted by the rain and heat—but it would be unfair to leave the mud out of the present report.

From Newchwang Dr. Watson reports the great prevalence and severity of "complaints of the respiratory system." In other respects health was good. In nearly all the deaths which have occurred among residents for the last seven years some distinct organic disease has been discovered, which must have caused death in any climate. The people "enjoyed immunity" from contagious fevers, with the exception of small-pox. The principal food of the people is millet, a grain which Dr. Watson thought contained all the essential elements of nutrition. Accordingly he became "anxious to try the effect of millet on European constitutions, and, a good opportunity occurring in the case of a sailor who had been guilty of several offences," Dr. Watson "availed himself of it." The sailor was sentenced to solitary confinement for forty-nine days, and Dr. Watson fed the unhappy man on millet and water throughout that time, *weighing him every now and then to see how he was getting on, and promising to change his food if he seemed to suffer from his monotonous diet!* It is satisfactory (for science) to learn that this gallant tar gained one pound six ounces during his incarceration. "The experiment," says Dr. Watson, "is interesting" Perhaps he will agree with us that it is so clearly demonstrated as to render any further experiments in the same line a little more than unnecessary. We may have something more to say of Dr. Watson's "experiment" in another place. Towards the close of his report Dr. Watson gives some vague information of a sporting rather than a medical character.

From Canton Dr. F. Wong reports excellent health among the foreign residents. No deaths occurred. Among diseases common to natives Dr. Wong mentions a neuralgic disorder which he calls *formication*, or a sensation as of ants crawling over the body. Rest and tonics seem to be the only cure.

From Amoy Drs. Muller and Manson report an unusually cold, but not unhealthy, season. Elephantiasis is a disease often met with in this part of China.

From Takow and Taiwan-foo Dr. David Manson reports favourably, describing the climate of Formosa as one of the best in China, and well suited to persons labouring under diseases of the lungs.

From Chefoo Dr. W. W. Myers reports a favourable condition of the general health. The winter, though severe, is considerably modified as to its effects by the equable temperature preserved during the day and night, and the dryness of the air. The water supply is unsatisfactory.

From Hankow Dr. A. G. Reid reports insufficient drainage, and gives an account of some cases of not uncommon disorders.

From Swatow Dr. Scott reports 394 cases of disease, excepting two cases of drowning and one of stabbing (which, though Dr. Scott includes them, we do not think can strictly be called "diseases"), there were but two deaths from disease.

From Kiukiang Dr. G. Shearer reports some selected cases, which may interest the professional reader. The rest of his remarks, he says, he "must withhold for another occasion."

Dr. Edward Henderson contributes a memorandum on Steppe murrain in Shanghai. This form of cattle disease seems to have been very fatal. The native butchers slaughter the animal as soon as they are satisfied that it is diseased, and, if this be done promptly, Dr. Henderson is of opinion that it is not possible to distinguish such diseased meat from beef taken from an animal slaughtered in perfect health.

From Shanghai, also, Dr. Jamieson reports that the health of the settlement is steadily rising. No epidemic prevailed last winter. There were thirty-nine deaths among foreigners in the half-year. Foreign children were, as a rule, healthy during the winter six months; but dysentery occurred frequently when the cattle disease broke out—no doubt on account of the milk on which the children were chiefly fed. The reputation of Shanghai for healthfulness has undergone many changes. Dr. Jamieson is of opinion that, presuming ordinary care during the heat of the summer, nobody diminishes his chance of life by leaving England and removing to this port.

THE HONG KONG CORRESPONDENT OF THE "COLOGNE GAZETTE."

A correspondent of the *Cologne Gazette* at Hong Kong thus describes the present state of feeling in China with regard to the principal European States:—"Of all the nations which are represented here, the sagacious and observant Chinese place Germany in the highest rank. Germany never landed a soldier on Chinese territory, never threatened China with war, and never bombarded either Peking or Canton; her sons only looked after their trade, and never took possession of a foot of Chinese soil. The Americans are also popular, though last year the foolish expedition to Korea somewhat diminished their influence. The British, on the other hand, are very unpopular, and it is only by their gun-boats that they maintain their influence, which has already reached its zenith. The complaints of the Chinese Government against England are very frequent, and no Chinese comes in contact with the brusque and arrogant 'fair-haired barbarians' without wishing in his heart that he may live to see them humiliated. Still more disliked, however, are the French, who for many years have behaved in China even more arrogantly than the British. No other nation sent so numerous an army of 'blacks' into the country, or supported the often unfair and insulting demands of the missionaries with such unscrupulousness as the French. Their conduct in the last war too, when they marched to the capital with their British allies, will never be forgiven by the Chinese. Nothing in the world is holy to a Chinaman but his family; a single glance from 'the Western devil' at the wife of any man who does not belong to the lowest class is regarded as an irretrievable disgrace, and a European may live for a quarter of a century in China without seeing any more of a Chinese house than the antechamber. During the war, while the sons of Albion were looking for silver and drink, the Zouaves persecuted the Chinese women with their attentions, and many hundreds of the latter killed themselves in consequence. This produced a feeling of bitter indignation against the French all over the country, and their defeat by Germany is generally regarded here as a judgment upon them for the acts of their troops in China." The correspondent concludes by urging the German Government to act in future with the United States in all Asiatic questions. "Now is the time," he says, "to lay the foundation for great results in the future, for it is on these waters and on this neutral Asiatic territory that the conflict between America and England for the predominance on the seas will be fought out. The struggle will not be so warm either on the Thames or the Hudson as in Eastern Asia; and in another five-and-twenty years the centre of gravity of the United States will rather be on the Pacific than on the Atlantic. The sympathies and the interests of Germany under such circumstances clearly point to an understanding with America. Washington now seeks an alliance with Berlin, in view of future contingencies, and both should place their affairs in very efficient hands, in view of the approaching struggle against England and Russia."

Monetary and Commercial.

Telegrams have been received from Singapore, announcing the failure and arrest of Joshua, a native of India, dealing largely in opium. The liabilities are reported at $300,000 to $400,000 (printed pounds sterling in some newspapers). The arrest is for the appropriation of property.

The Government have sanctioned a subsidy for a monthly postal service between Aden and Zanzibar, and have accepted a tender by the British India Steam Navigation Company for its performance. The service will be inaugurated on the 5th of next month, in connection with the arrival at Aden of London mails on the 22nd of November. By selecting the port of Aden for the starting point, India, as well as England, will be brought into direct communication with the East Coast of Africa, and it is confidently expected that the service will not only develop trade, but tend to diminish slavery by conveying information of the movements of vessels employed in that traffic, while it will also provide means of communication between Sir Bartle Frere's Mission and the authorities. It is proposed to connect this service at Zanzibar with one from Natal, and thus bring the entire ontline of the African coast under the influence of regular postal communication.

The following is the directors' report of the China Submarine Telegraph Company, to be presented at the meeting of the shareholders on the 13th inst.:—

The directors submit the accounts, showing the result of the working of the Company during the first year of its operations, ending 30th June, 1872. Since the last ordinary meeting, on Nov. 14, 1871, the Company's cables have continued in good working order, and have not suffered a day's interruption. The directors have thought it advisable to raise the rate of messages between China and London to £6, which they consider to be a fair charge in reference to the length of line traversed and the capital expended. This alteration came into effect on the 15th October, and will, it is hoped, increase the revenue. The completion of the Australian line will also add to the receipts of this Company.

The gross revenue has amounted to £69,109 1s. 6d., and the expenses to £16,328 19s. 6d., showing a balance of £52,780 2s., which, after the deduction of income-tax and interest on debentures, leaves a nett profit of £50,943 5s. 10d. The directors have already paid three interim dividends, equivalent to 6 per cent. per annum, and they now declare a dividend of 2 per cent., making a total of 8 per cent. for the year; carrying forward £8,943 5s. 10d. to reserve. The directors regret to announce the death of Mr. James Henry Crawford. They do not for the present propose to fill the vacancy in the direction thus occasioned. In accordance with Article 78 of the Articles of Association, the Baron Emile D'Erlanger retires from the direction by rotation, but being eligible offers himself for re-election. The auditors are also elected annually, agreeably to the Articles of Association. The present auditors are Messrs. W. W. Deloitte and Robert Strong, who offer themselves for re-election.

The Hong Kong and China Gas Company have announced an interim dividend for the six months ended the 30th of June at the rate of 10 per cent. per annum.

The traffic receipts of the Eastern Telegraph Company for the month of October amounted to £31,407 9s. 2d., against £27,251

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2s. 6d. in the corresponding period of 1871. The traffic returns on the European lines of the Great Northern Telegraph Company for the month of October amounted to 130,058f., against 106,957f. at the corresponding period of 1871, and on the China and Japan lines to 90,690f., against 60,222f.

Messrs. Bowles Bros. and Co., of 449, Strand, American bankers, have suspended, and issued the following circular. The firm had some transactions with Japan. The liabilities are said to be £100,000 :—

We regret to be obliged to inform you that, owing to the non-receipt of remittances from New York, we have been compelled to suspend payment. We have requested Mr. William Freer Scholfield, who has been suggested by some of our largest creditors in London, to act as inspector of our affairs here, until some arrangement shall be made, and we shall do nothing except with his approval.

Our firm has ample resources in the United States, and we have every reason to believe that we shall very shortly be in a position to resume payment. We remain, &c., BOWLES BROS. AND CO.

It is understood that an appeal has been lodged against the decision of the Tribunal of Commerce of the Seine in the action recently brought against the Suez Canal Company by the Messageries Maritimes, respecting the increased dues for passing through the canal, and that the Canal Company's transit agents, Messrs. Mosses and Mitchell, are receiving the canal dues, as heretofore, on the gross instead of on the net tonnage, as fixed by the regulation which came into force on the 1st of July last. It is stated that the British Consul at Port Said has been instructed to protest generally, on the part of British ships using the Canal, against the payment of the increased dues. The fall in the shares of the Company occasioned by the decision in the action brought by the Messageries Maritimes has not been recovered. The present quotation is 355f.

A rule has been granted for a new trial in the case of Cator v. the Great Western Insurance Company of New York, an action tried last term on a policy of insurance on 70,000 lb. weight of tea in 1,711 packages sent by the ship *Euridice* from New York to London, and in which the jury returned a verdict for the defendants.

The shares of the Comptoir d'Escompte of Paris are quoted at 620f., and those of the Messageries Maritimes at 530f.

Since the 1st inst. the Liverpool Cotton Market has shown signs of weakness, which has induced buyers in the Manchester Goods Market to hold aloof, and the business transacted has been limited. Owing to the existing engagements of producers there has been no pressure to sell, and although the tone at the close is very quiet, there is no material change in prices.

The Dutch ship *Sophia Konder Nederland* has arrived from Bangkok, after a passage of seven months, with a cargo of sugar in concrete. The *Geo. Schotton* follows with a similar cargo on behalf of the Indo-Chinese Sugar Company of Hong Kong. These cargoes are consigned to Messrs. Bremner and Laycock, the London agents.

Tenders for £650,000 in bills on India were received on the 6th inst. at the Bank of England, when the amounts allotted were :—To Calcutta, £565,300 ; to Bombay, £75,000 ; and to Madras, £9,700. The minimum price was fixed, as before, at 1s. 10 d. on all Presidencies ; and tenders on Calcutta and Madras at 1s. 10⅛d. will receive about 44 per cent., above that price in full, and on Bombay at 1s. 10⅜d. in full. These results indicate no alteration in the demand for means of remittance to the East.

Bar silver is again slightly lower, and may be quoted 59¾d. per oz. standard. The amounts to hand have been but small, and they have been purchased principally for transmission to Holland. The large amount of Mexican Dollars on the market have nearly all been sold at 61¼d. per oz. for the old and 58¼d. per oz. fo the New Coinage, the former showing a reduction in price of ¼d. per oz., the latter of 1d.

The amount of bullion by the P. and O. Company's steamer, *Pekin*, which left Southampton on Thursday, was, in gold—to Galle £115 ; to Bombay, £1,225 ; to Madras, £5,000 ; to Batavia, £2,000. In silver—to Alexandria, £150 ; to Penang, £25,000 ; to Singapore, £133,200 ; to Hong Kong, £100,728 ; to Shanghai, £8,895. Total in gold, £8,340 ; in silver, £267,973.

THE BOARD OF TRADE RETURNS.

The Board of Trade returns for the past month show the declared value of our exportations to have been £22,657,736, being an increase of £2,309 863, or 11 per cent. on the corresponding month of last year, and of 29 per cent. on that of 1870—a difference, however, which probably fails to represent adequately the rise in prices that has occurred during the interval. The value of the exportations of coal, for instance, was £1,301,409, being more than double that of the exports of October, 1871, while in the total quantity shipped there was an actual decrease of 8 per cent. In the exports also of steel and iron there has been an increase of 34 per cent. in value and a diminution of 10 per cent. in quantity. On the other hand, cotton yarn shows an increase of 16 per cent. in value and 20 per cent. in quantity, and cotton manufactures an increase of 6 per cent. in value and 8 per cent. in quantity. An increase is also shown of 5 per cent. in earthenware, 2 per cent. in haberdashery, 10 per cent. in hardware, and 72 per cent. in machinery, while there has been a decrease of 12 per cent. in linen manufactures, 19 per cent. in silk manufactures, 5 per cent. in woollen manufactures, and 15 per cent. in miscellaneous articles.

The duty paid entries of Tea during the month were half a million lbs. larger than in the corresponding month last year, raising the total four million lbs. above that of 1871 ; the exports were less, but the total is still nearly one million lbs. less. The imports in the month amounted to nearly eighteen million lbs., against thirteen million lbs., of which Indian comprised 2,124,880 lbs. and 1,439,440 lbs. respectively in 1872 and 1871 ; and the total for the first ten months shows a total increase of 9,700,000 lbs., and the stock at the end of October showed an enlarged surplus of eight million lbs. The imports during the ten months ended the 31st Oct. present the following totals :—

1872. Lbs.		1871. Lbs.	Difference. Lbs.
China, 131,292,170	...	123,226,228	Increase, 8,065,942
Indian, 13,132,546	...	11,516,425	Ditto, 1,616,121
Total, 144,424,716		134,742,653	Increase, 9,682,063

Home Consumption.				Exportation.
1872, 108,061,066 lbs.	...	...	...	34,090,030 lbs.
1871, 104,030,339	...	...	...	33,426,007
Increase, 4,030,730				Increase, 664,023

The stock in bond on the 31st of October was 84,410,031 lbs., against 76,469,190 lbs. in 1871, and 73,219,235 in 1870.

The following is an extract from these returns of the figures which refer to our Export trade with China and the Far East :—

COTTON YARN.

To		For the Month ended 31st Oct. 1870.	1871.	1872.
China and Hong Kong	lbs.	1,492,240 ...	905,500 ...	1,136,830
Japan	,,	1,007,300 ...	894,640 ...	600,400
Straits Settlements ...	,,	333,250 ...	114,000 ...	263,200
Ceylon	,,	45,600 ...	73,800 ...	47,300
		For the Ten Months ended 31st Oct.		
China and Hong Kong	lbs.	10,070,349 ...	7,601,980 ...	8,252,260
Japan	,,	8,598,600 ...	8,232,330 ...	11,312,560
Straits Settlements ...	,,	2,278,040 ...	2,185,840 ...	1,689,810
Ceylon	,,	243,262 ...	297,760 ...	133,550

COTTON MANUFACTURES.

To		For the Month ended 31st Oct. 1870.	1871.	1872.
China and Hong Kong	yds.	41,149,607 ...	29,961,800 ...	23,526,425
Japan	,,	6,121,640 ...	1,315,600 ...	3,054,500
Philippine Islands ...	,,	1,806,900 ...	1,633,000 ...	992,600
Java	,,	3,589,188 ...	1,641,300 ...	1,709,350
Straits Settlements ...	,,	6,980,444 ...	6,081,700 ...	11,640,500
Ceylon	,,	2,315,930 ...	2,353,921 ...	3,720,800
		For the Ten Months ended 31st Oct.		
China and Hong Kong	yds.	299,428,853 ...	410,120,475 ...	341,239,525
Japan	,,	27,999,148 ...	33,625,144 ...	25,006,100
Philippine Islands ...	,,	24,714,610 ...	10,396,136 ...	10,374,660
Java	,,	27,598,842 ...	29,395,054 ...	20,804,150
Straits Settlements ...	,,	81,380'112 ...	61,883,780 ...	85,364,500
Ceylon	,,	23,781,750 ...	23,387,163 ...	27,851,200

WORSTED STUFFS.

To		For the Month ended 31st Oct. 1870.	1871.	1872.
China and Hong Kong	yds.	924,783 ...	1,435,100 ...	829,080
Japan	,,	236,920 ...	44,100 ...	307,100
		For the Ten Months ended 31st Oct.		
China and Hong Kong	yds.	14,669,538 ...	13,653,061 ...	12,654,480
Japan...	,,	1,584,594 ...	1,544,134 ...	2,375,890

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1870.	1871.	1872.
For the month ...	yds.	126,639 ...	172,090 ...	161,356
For the ten months	,,	1,776,759 ...	1,481,396 ...	1,686,759

LEAD TO CHINA AND HONG KONG.

		1870.	1871.	1872.
For the month ...	tons	839 ...	962 ...	9
For the ten months	,,	10,887 ...	7,457 ...	6,978

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the three months and nine months ended Sept. 30, 1872, compared with the corresponding periods of the two preceding years, is returned as follows :—

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To	For the Three Months ended 30th Sept. 1870.	1871.	1872.
China (exclusive of Hong Kong and Macao) ...	... £1,512,256	... £1,605,164	... £1,834,262
Hong Kong	1,116,708 ...	528,455 ...	708,637
Japan	365,217 ...	338,555 ...	728,264
Straits Settlements	704,986 ...	413,047 ...	715,608
Ceylon	219,623 ...	220,853 ...	249,528
Philippine Islands	204,474 ...	102,795 ...	56,632
Java	239,856 ...	191,521 ...	176,103
Siam	25,653 ...	6,323 ...	789
Cochin China	9,679 ...	57 ...	—

To	For the Nine Months ended 30th Sept. 1870.	1871.	1872.
China (exclusive of Hong Kong and Macao)...	... £4,461,096	.. £5,373,603	... £5,332,204
Hong Kong	2,458,728 ...	2,039,143 ...	2,076,653
Japan...	1,174,490 ...	1,217,620 ...	1,579,602
Straits Settlements	1,819,153 ...	1,542,814 ...	1,796,897
Ceylon	655,057 ...	656,422 ...	739,587
Philippine Islands	581,252 ...	335,967 ...	291,029
Java	601,738 ...	669,696 ...	581,093
Siam	25,653 ...	87,722 ...	23,061
Borneo	1,102 ...	890 ...	—
Cochin China...	9,679 ...	449 ..	151

The value of the Imports into the United Kingdom from the several ports and countries of the Far East for the three months and nine months ended September 30, 1872, compared with the corresponding periods of the two preceding years, is returned as follows :—

From	For the Three Months ended 30th Sept. 1870.	1871.	1872.
China (exclusive of Hong Kong and Macao) ...	... £1,847,132	... £3,033,314	... £3,917,298
Macao...	22,471 ...	7,805 ...	5,058
Hong Kong	61,969 ...	134,702 ...	330,023
Japan	6,158 ...	23,243 ...	48,054
Straits Settlements	421,809 ...	621,143 ...	987,565
Ceylon	1,034,537 ...	1,038,176 ...	578,160
Philippine Islands	202,587 ...	250,961 ...	287,313
Java	47,993 ...	135,743 ...	95,590
Siam	15,703 ...	— ...	—
Cochin China, &c.	4 ...	8,267 ...	8,640

From	For the Nine Months ended 30th Sept. 1870.	1871.	1872.
China (exclusive of Hong Kong and Macao)...	... £6,176,397	... £8,439,792	... £8,954,540
Hong Kong	145,575 ...	308,134 ...	639,837
Macao	133,161 ...	83,302 ...	121,701
Japan...	80,942 ...	63,726 ...	122,464
Straits Settlements	1,377,594 ...	1,954,230 ...	2,628,097
Ceylon	2,494,614 ...	2,594,009 ...	2,520,569
Philippine Islands	836,428 ...	919,343 ...	960,190
Java	258,368 ...	441,727 ...	494,400
Siam	191,788 ...	— ...	12,637
Borneo	66,557 ...	42,263 ...	29,570
Cochin China, &c.	4 ...	39,612 ...	8,640

ARTICLES OF IMPORT.

TEA.

Business has been unusually small for the period of the year, but has no doubt been considerably checked by the firmness of importers, more especially for the medium to fine descriptions of Congou, which dealers will only consent to take from hand to mouth at the present range of prices. The scarcity of the good common grades from 1s. to 1s. 2d. has also tended to limit operations. The deliveries for October although good are only 14,900,000 lbs., against 17,100,000 lbs. for same month last year, making the total as compared with same period last year as follows :—

Home consumption for London	1872.	1871.
from Jan. 1 to Oct. 31	... 78,211,000 lbs.	74,574,000 lbs.
Export do. do.	... 33,348,000 ,,	29,747,000 ,,
Sent coastwise do.	... 31,072,000 ,,	33,573,000 ,,
Total delivered ...	142,631,000 lbs.	137,894,000 lbs.

Total shipments from China up to 31st October as advised by telegram reach 114,000,000 lbs., as against 109,500,000 lbs. to same date last year, but deducting the losses of the Parnassus and Lahloo the quantities will closely approximate. The quantity afloat we make 33,160,000 lbs., against 37,200,000 lbs. same time last year.

Black.—Congou : There is no change of moment to quote in Broken leaf and Siftings, which have been sparingly dealt in. Good common shipping qualities of Red leafs from 11d. to 1s. 1d. are scarce and inquired for, whilst there has been a plentiful supply of the grades ruling from 1s. 2d. to 1s. 4d. Medium kinds from 1s. 5d. to 1s. 8d. have met with fair demand, but fine and finest have not been in much request, one or two of the best chops of the season having realised 2s. 5d. to 2s. 7d. A few parcels of Paklins in boxes have been sold from 1s. 8d. to 1s. 10d. Black leafs : A few sales of fair Shantam kinds are reported from 8½d. to 8¾d. ; good common to fair Blackish-leafs are saleable from 11d. to 1s., superior grades up to 1s. 1d. being scarce and inquired for; fair medium kinds from 1s. 3d. to 1s. 5d. being comparatively dear, have only met with limited inquiry ; good medium to fine from 1s. 8d. upwards have also been difficult to move, fine and finest being held for prices not yet obtainable. In Tayshan Congous but little has been done beyond the sale of a few old season's import from 11d. to 1s. Souchongs have sold rather freely at 1s. 5d. to 1s. 8d. for medium, and 1s. 10d. to 2s. 3d. for superior. Scented Teas, Canton makes, have been comparatively neglected, but Foochow Orange Pekoes have been overabundant, and prices have consequently further given way, good medium strong scented only realising 1s. 5d. to 1s. 8d., and fine 1s. 9d. to 1s. 10d. per lb. *Green* : Notwithstanding the continuance of large and frequent public sales, the tone of the market has somewhat improved, although no actual advance in prices can be quoted. In Uncoloured Japan there is nothing to report.

SILK.

The market exhibits a quiet tone, and business has been restricted. Manufacturers buy cautiously, but in the case of the best classes of China Silk some fair sales have been made, and for these sorts prices are a shade firmer. Japans are more inquired for, the very reasonable rates now quoted having attracted notice and have induced some important transactions. In Canton Silk the arrivals have been large, and the increased stock has had a depressing effect upon buyers; still, at a concession upon ruling rates, it is probable that business would at once result. The imports warehoused in October were :—

	1871. Bales.	1872. Bales.
Bengal	869	586
China	5,164	5,459
Canton	1,902	2,615
Japan	964	1,520
Thrown	10	12
	8,409	10,192

Coffee.—The supplies offered by auction have been extensive, the bulk consisting of second-hand parcels, but with a continued good demand nearly the whole has found buyers at the improvement quoted last week for *Plantation* and a further advance for *Native Ceylon*. The prices paid have been Plantation, triage, 70s. to 75s. 6d. ; small, 77s. to 79s. ; low middling, 79s. to 80s. 6d. ; middling, 81s. to 83s. 6d. ; good middling to fine middling bold, 84s. to 89s. ; pea-berry, 96s. 6d. to 99s. *Native*, small, 72s. 6d. to 73s. ; real good ordinary, 75s. ; bold, 76s. ; pea-berry, 82s. Some business has been done in *Manila ;* early in the week an offer of 250 bags pale was bought in at 77s., except 96 bags damaged, which sold at 75s. 6d. for first-class, subsequently 2,013 bags have been offered, and 1,000 bags sold, good ordinary mixed pale, 74s. to 74s. 6d. ; good pale, 75s. 6d. ; Indian sort sea damaged pale first-class, 75s. ; the remainder being bought in, sound pale at 77s. per cwt. No business has been done in other descriptions of East India.

Cocoa-Nut Oil continues quiet ; Ceylon at £35 to £35 10s., and Cochin at £36 to £38 15s. ; at auction 274 pipes good to fine Cochin sold at £38 15s., and 55 casks Ceylon at £35 10s. Afloat business has been done in Ceylon, November to February shipment, at £36.

Cutch.—The market is still improving, and Pegu has further advanced, fine being quoted 22s. 6d., good 21s. 6d., medium 21s. per cwt.

Hemp.—A large supply of Manila offered at the auctions went off slowly, and only a few small parcels found buyers at about the previous value, the bulk being bought in. Of 2,272 bales of fresh import offered only 300 bales sold, fair roping at £47, good roping at £48, first class sea damaged £47 to £48, the remainder bought in, good roping at £48 10s., Boluzan (1,300 bales) at £49 10s.

Pepper.—*Black* : The market is dull, Penang is obtainable at 6¼d. and Singapore at 6½d. At the public sales offers were made only on lower terms and nearly the whole of the supplies have been bought in. Singapore at 6¼d. to 6⅜d., Siam at 6⅜d., and Penang at 6¼d. to 6⅜d. *White* : Singapore has sold steadily at 1s. 1d. to 1s. 1⅛d. per lb.

Rice.—A dull tone still prevails in the market, and business is restricted. On the spot 3,000 bags Necransie have been sold at 9s. 3d.

Spices.—*Cinnamon :* 6 bales Ceylon sold at 2s. 7d. to 2s. 11d. per lb., 8 cases Batavia at 76s., coarse 36s. per cwt. *Cloves :* 3 cases dull Penang sold at 1s. 4d. to 1s. 4½d. *Nutmegs :* At public sale 105 cases 54 boxes Penang of fresh import met a good demand, and nearly the whole found buyers at better prices; bold, average 69 nuts to the lb., sold at 3s. 9d. to 3s. 11d., 77's at 3s. 5d., 85's at 3s. 4d. to 3s. 5d., 90's at 3s. 3d., 116 to 104's at 2s. 9d. to 2s. 10d., 145's at 2s. 7d., 145's and 160's shrivelled 2s. 1d., limed 145 to 130's at 1s. 10d. to 2s. 1d., 160's at 1s. 8d. *Mace* : 24 cases Penang were held firmly and nearly all bought in at 4s. 2d. to 4s. 4d., only one case selling at the latter price.

Sugar.—There has been less demand for refining kinds than during last week, the public sales have gone off flatly, and only small sales have been effected by private contract, but prices are steadily upheld ; low brown sorts still meet a moderate inquiry at firm rates, and a limited business has taken place. *China* : At auction of the 4th inst. 7,366 bags low common brown were bought in at 23s. to 24s ; by private contract on the same day 2,500 bags low quality were sold at 20s. 6d. to 20s. 9d., and subsequently 800 bags have been taken at 22s. ; also in public sale 12,534 mats and 159 bags at 22s. 6d. to 25s. 6d. for low to good brown. *Manila* : By private contract 7,400 bags dried Ilo Ilo (duty 4s. 9d.) have been quitted at 26s. 6d. ; no public sales. *Penang* : In auction1, 899 baskets date sort were bought in at 22s. 6d. to 23s., also 238 bags low yellow (duties 4s. and 4s. 9d.) at 29s. to 29s. 6d. ; privately 500 baskets and 1,800 bags date sort have been sold at 22s. *Java* : By private contract 1,000 bags low quality have been sold at 21s. per cwt.

Shells.—The periodical sales were held on the 5th inst. *Mother-o'-Pearl* : Moderate supplies offered met an active demand, and were nearly all disposed of at full to rather dearer rates for all descriptions ; 9 cases fine bold Manila sold at £13. *Tortoise* : A good demand was experienced and fully last sale's rates were realised ; of 10 cases Singapore offered 8 cases sold at 28s. to 28s. 6d., inferior 22s. to 24s. *Other Shells* : 197 cases Japan Ear bought in at 20s., and 10 tons loose at 10s. per cwt., 18 baskets 7,160 loose Green Snail withdrawn, 7 cases Bull Mouth sold at 2¼d., 13 pockets ditto at 1½d. each, 430 pockets Cola sold at 14s. 6d. to 15s., 3 cases Panther at 43s., 23 mats Murex at 12s. to 12s. 6d., 22 cases Singapore Trocas at 7s. 6d., and 71 bags Turbo at 14s. 6d. per cwt.

Tin.—A steady business is doing, and deliveries have been considerable ; prices are firm with an advancing tendency ; quotations are :—Straits, on the spot, £142 to £143 ; afloat, £142 ; Banca, £156 10s. ; Billiton, £147 per ton.

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ARTICLES OF EXPORT.

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EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London, Liverpool, and Southampton:—

		Pieces Long Ells.	Pieces Camlets.	Pieces Lastings and Crape Lastings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Stripes.	Pieces other Woollens.
Shipped to this date during the present year	To Hg. Kg.	15,780	10,770	4,794	27,625	8,088	40,085
	,, Shanghai	46,400	37,330	11,490	275,677	31,836	35,701
	,, Japan	1,200	2,300	2,236	123,468	472	146,108
Total		63,380	50,400	19,520	426,770	40,396	221,894
Shipped to the same date last year ...	To Hg. Kg.	10,700	10,061	7,190	33,550	4,422	25,138
	,, Shanghai	74,920	41,610	24,720	260,451	40,663	26,239
	,, Japan	—	900	1,880	57,515	500	31,311
Total		85,620	52,571	33,790	351,516	45,585	82,688
Do. 1870	To Hg. Kg.	17,040	6,036	20,585	32,820	4,658	38,051
	,, Shanghai	108,200	54,000	28,580	227,323	36,572	39,760
	,, Japan	200	1,400	6,555	42,040	2,887	23,381
Total		125,440	61,436	55,720	302,183	44,117	101,192
Total shipped during the year 1871...	To Hg. Kg.	11,700	11,100	8,500	40,335	5,236	25,578
	,, Shanghai	86,720	49,210	26,920	296,411	46,003	27,880
	,, Japan	—	1,140	2,360	63,774	500	33,951
Total		98,420	61,450	37,780	400,520	51,739	87,409
Do. 1870	To Hg. Kg.	27,140	7,496	21,985	37,690	5,378	42,272
	,, Shanghai	115,380	58,640	31,440	243,413	42,318	43,813
	,, Japan	200	1,640	7,155	47,470	2,887	25,796
Total		142,720	67,776	60,580	328,573	50,583	111,881
Had arrived out when the last accounts left of this year's shipments ...	To Hg. Kg.	12,180	9,220	3,614	24,295	6,932	29,348
	,, Shanghai	34,600	28,520	7,090	199,922	25,458	21,563
	,, Japan	—	600	1,616	64,988	—	25,663
		46,780	38,340	12,320	289,205	32,390	76,574

Shipping Intelligence.

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ARRIVALS.

Date.	Ship.	Captain.	From	At
Oct.29	Electra	Landweer	Batavia	Texel
Nov. 1	Azalea (s.)	Joy	Galle, &c., via S.C.	London
1	Braemar	Griffiths	Maulmain	Falmouth
1	Prince Llewellyn	Owens	Akyab	Do.
Oct.31	British Statesman	Ward	Bassein	Liverpool
	Nor	Hock	Maulmain	Queenstown
Nov. 2	Sep. kon der Nederl'd	Klein	Bangkok	London
2	Ormesby (s.)	Cram	Colombo, via S.C.	Do.
5	Granville	Gallichan	Colombo	Do.
4	Mallowdale	Melville	Rangoon	Do.
4	Rosedale	Wright	Singapore	Do.
4	Excelsior	Jones	Akyab	Falmouth
2	Sir Henry Lawrence	Roberts	Rangoon	Liverpool
3	Wennington	Davies	Do.	Do.
2	John Bunyan	Stitch	Bassein	London
4	Glenroy (s.)	Auld	China, Sing., &c., S.C.	Do.
4	Monkchester	Bennett	Colombo	Do.
6	Maitland	Reid	Foochow	Do.
6	Edinburg Castle	Cape	Penang	Do.
2	Veltri	Vallerino	Akyab	Falmouth
4	Tidal Wave	Barnes	Maulmain	Do.
4	Cerruto Pietro	Scotto	Do.	Do.
4	Zelica	Stephen	Bassein	Liverpool
	Colcagno	Rossi	Akyab	Queenstown
2	Java Packet	Trappen	Batavia	Texel
2	Union	Solart	Akyab	Brouwershaven
2	Krimpen a.d. Lek	List	Batavia	Do.
6	Eliza Shaw	Gaye	China	Do.
6	Europa	Lupcke	Singapore	Do.
6	Aleppo	Fleming	Zebu	Liverpool
6	Adelaide	Westcott	Singapore	London
6	Sir Lancelot	Edmonds	Foochow	Do.
	Craigie Lea	Westlake	Singapore	Boston
5	Asia	Nelson	Bassein	Falmouth
6	Surrey	Marshall	Rangoon	Do.
5	St. Andrews Castle	Gillies	Macao	Penzance
5	Armanella	Webster	Bassein	Liverpool
4	Petronella	Vicini	Rangoon	Brouwershaven
2	Canton	Godt	Singapore	Copenhagen
7	Caroline Hutchings	Ward	Ceylon	Off Deal
7	Tinnivelly	Bone	Do.	London
7	Ambassador	Grey	Canton and Macao	Off Deal

VESSELS PASSED THE SUEZ CANAL.

Between Oct. 19 and 26.

Steamer.	From.	For.
Menelaus	... Liverpool	... Singp., China, &c.
Vaico	... London (? Ayr)	... Saigon
Yorkshire	... Do.	... Colombo, &c.
Vibilia	... Do.	... Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct.31	Cheops (s.)	Dowdy	Sing., China, &c., S.C	London
31	Norge	Jetmundsen	Trincomalee	Cardiff
31	Nestor (s.)	Byrne	Sing., China, &c., S.C.	Liverpool
30	Kishon	Howett	Singapore	Sunderland
Nov. 2	Nueva Providencia	Vidaurrazaga	Hong Kong	London
2	Scindia (s.)	Law	Colombo, &c., via S.C	Do.
2	Scotland (s.)	James	Sing., China, &c., S.C.	Do.
2	Bellona (s.)	Schults	Do.	Do.
1	Crest of the Wave	Harris	Hong Kong	Penarth
Oct.30	Earl Canning (s.)	De Hart	Batavia, &c. via Livp	Glasgow
Nov. 4	Vanguard	McKenzie	Penang	London
3	Maassluis	Kuchler	Sourabaya	Sunderland
2	Olive	Clark	Singapore	Liverpool
6	Khimjee Oodowjee	Leighton	Swansea and Galle	London

See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore Hong Kong, Shanghai, and Yokohama: Craigforth. For Penang, Singapore, Hong Kong, and Shanghai: Glenroy.

SAILING VESSELS.—For Yokohama: Osaka, Eliza Shaw. For Yokohama and Hiogo: Glamorganshire. For Hiogo: Hanover. For Shanghai: Maitland, Sir Lancelot. For Hong Kong: Undine, James Shepherd. For Batavia, Samarang, and Sourabaya: Frederik Pettersen. For Batavia and Sourabaya: Capiolani. For Singapore and Saigon: Chas. Collett. For Singapore and Sarawak: Auriga. For Singapore: Rosedale. For Saigon: Doriga. For Colombo: Palestine, W. H. Harkness, Granville. For Colombo, &c.: Elizabeth Ann

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Deucalion (str.), Sarpedon (str.). For Penang, Singapore, and Java: Earl Canning (str.)

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai: Glenlyon (str.). For Batavia and Sourabaya: County of Argyle.

SPOKEN.

WALMER CASTLE, Cardiff to Galle, Sept. 5, 28 S., 29 W.
MUTLAH, for Amoy, Sept. 9, 25 S., 30 W.
ANNA LUCRETIA, Amsterdam to Sourabaya, Oct. 1, 13 N., 26 W.
VERITAS, Manila to Belle Isle, Oct. 19, 42 N., 36 W.
ARGONAUT, Cardiff to Shanghai, Oct. 3, 11 N., 26 W.
T. R. B. C., Sunderland to Galle, Oct. 3, 11 N., 26 W.
DON QUIXOTE (Amer. ship), Manila to New York, Sept. 4, 24 S., 54 E.
THOMAS BLYTHE (s.), Java to Falmouth, Sept. 23, off Cape Good Hope.
PARSEE (ship), from Penang, Sept. 23.
MATCHLESS, Manila to Queenstown, Oct. 22, 35 N., 35 W.
CORUNNA, Hong Kong to Hamburg, Sept. 18, off Cape St. Francis.
Q. C. L. F. (ETHA RICKMERS), Cardiff to Shanghai, Oct. 5, 8 N., 26 W.
QUEEN OF THE WEST, Colombo to London, Oct. 3, 4 N., 23 W.
WALSGRIF, Manila to Falmouth, Sept. 14, 31 S., 11 E., 92 days out.
GREEN JACKET (ship), Tynemouth to Hong Kong, Sept. 26, 17 S., 26 W.
NIEUWE WATERWEG, Amsterdam to Batavia, 36 N., 17 W.
MARIE, Singapore to Havre, Oct. 15, 4 N., 28 W.
LETITIA, Amsterdam to Sourabaya, Oct. 2, 12 N., 26 W.
H. V. W. S. (ship), for Hong Kong, Oct. 7, 6 N., 25 W.
HINDOSTAN (barque), Shields to Penang, Oct. 8, 9 N., 26 W.
KOSMOPOLIET III., Rotterdam to Batavia, Oct. 20, 47 N., 8 W.
VIER GEBROEDERS (Dut.), Batavia to Rotterdam, Oct. 17, 22 N., 35 W.
SAMPAN (Dutch brig.), Hong Kong to Hamburg, Oct. 10, 7 N., 24 W.

FREIGHTS AND CHARTERS.

There is but little alteration in outward freights to the Eastern ports, and the different berths are well supplied with sailing vessels. In homeward business there is no marked change to report.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 80s. meast. To Hiogo: 85s. meast. To Nagasaki: 85s. meast. To Shanghai: 45s. meast. To Foochow: 80s. meast. To Hong Kong: 45s. meast. To Chefoo: 80s. meast. To Manila: 80s. meast. To Singapore and Penang: 45s. meast. To Sourabaya and Samarang: 80s. meast. To Batavia: 75s. meast. To Padang: 85s. meast. To Saigon: 80s. meast. To Colombo: 35s. meast.

Per SAILING VESSELS.—To Yokohama: 45s. weight, 40s. meast. To Hiogo: 50s. weight or meast. To Shanghai: 35s. weight, 40s. meast. To Hong Kong: 35s. weight, 30s. meast. To Chefoo and Tientsin: 45s. weight or meast. To Singapore: 30s. weight, 25s. meast. To Penang: — weight, — meast. To Samarang: 32s. 6d. weight, 25s. meast. To Batavia: 20s. weight, 25s. meast. To Sarawak: 35s. weight, 40s. meast. To Sourabaya: 27s. 6d. weight, 20s. meast. To Colombo: 25s. weight, 20s. meast. To Saigon: 40s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: £42 10s. To Hong Kong: £36. To Batavia, Samarang, and Sourabaya: £24 to £25. To Singapore: £25 to £26. To Penang: —. To Galle: £24.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 40s. to 42s. 6d. To Shanghai: 45s. To Hong Kong: 33s. to 34s. To Manila: 27s. 6d. to 30s. To Singapore: —. To Galle: 21s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Manila: — To Singapore: —. To Galle: 21s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s. ship 25s. to 27s. 6d.

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CASUALTIES.

A telegram from Shanghai, Nov. 8, announces that the Vondel (schr.), of Amsterdam, was lost on the Coast of Shantong, during a fog, Oct. 25, and had broken up; crew saved by a passing vessel; cargo plundered by Chinese.

A later telegram states that the above vessel would be sold as she lies.

The damaged portion of the cargo of the Queen of India, from Manila to London, which vessel put into Port Elizabeth, Sept. 2, was sold on the 18th for £589 11s. 8d.

MISCELLANEOUS.

At St. Helena.—Sept. 23, Carmarthenshire (ship), Watson, from Macao, and sailed same day for London; Mary R. Ray, Laker, from Zebu, &c., and sailed, 25, for Liverpool; 24, Schiedam (ship), Houtkooper, from Formosa and Batavia, and sailed, 27, for London; 28, Catalina (brq), from Manila, and sailed, 29, for London; 30, Elizabeth Maria (brq.), from Tjilatjap, and sailed same day for Rotterdam; Oct. 1, Marie (Fr. brq.), from Singapore, and sailed same day for Havre; 2, Duc de Malakof (brq.), from Manila and Singapore, and sailed, 4, for Havre; 3, Aurora (Dutch ship), from Batavia, and sailed 4, for Amsterdam; 7, Corra Linn (Eng. brq.), from Sarawak, and sailed same day for London; 7, Florence (ship), from Manila, and sailed same day for New York; 9, Elizabeth Jacoba (brig), from Macassar, and sailed, 10, for Amsterdam.

Off St. Helena.—Sept. 30, Caroline Hutchings, from Colombo, for London, 52 days out.; Oct. 7, Amine (Eng. brig), from Galle, for London, 62 days out; 9, Glenisla (Eng. barq.), from Philippines, for Falmouth.

At Algoa Bay.—Sept. 19, Nourmahal, Milledge, from Japan, for London.

At Port Said.—Nov. 4, Galley of Lorne (str.), from London, for Singapore, China, &c.; Ambassador (str.), from Liverpool, for Colombo, &c.

At Suez.—Orchis (str.), from China, &c., for London.

NOTICES TO MARINERS.

CHINA.

Formosa Strait.—Fixed Light on Turnabout Island.—The Chinese Government has given notice that in March, 1873, a light will be exhibited from a lighthouse now in the course of erection on Turnabout Island, off Hai-tan Island, north part of Formosa Strait. The light will be a *fixed* white light, elevated 235 feet above the sea, and in clear weather should be seen from a distance of twenty-two miles. The illuminating apparatus will be dioptric or by lenses, of the first order. The tower is round, will be 54 feet high, and painted black. Position, lat. 25 deg. 26 min. N., lon. 119 deg. 58 min. 40 sec. E.

Chusan Archipelago.—Fixed Light on West Volcano Island.—Also, that from about the 1st October, 1872, a light would be exhibited from a lighthouse recently erected on West Volcano Island, Chusan Archipelago. The light is a fixed white light, elevated 93 feet above the sea, and in clear weather should be seen from a distance of 15 miles. The illuminating apparatus is dioptric or by lenses, of the fourth order. The tower is built of stone, 33 feet high, and is painted black; the keeper's dwelling is painted white. Position, lat. 30 deg. 18¼ min. N., long. 121 deg. 55¼ min. E.—Hydrographic Office, Admiralty, November, 1872.

JAPAN.

Rocks in the Channels between Misima Nada and Bingo Nada.—The following dangers have been discovered in the Aogi Seto Channel and off the north-west coast of Sikok:—1. A rock northward of Kodono-sima; it has sixteen feet of water on it at low water springs, and lies N.N.E. ½ E., 3 cables from the rock to westward of Kodono-sima. Position, lat. 34 deg. 16 min. 50 sec. N., long. 132 deg. 57 min. 40 sec. E. 2. A rock (*Adji rock*) off north-west coast of Sikok, lying W. ¾ S. one and a half miles from Ka-sima and 8 cables from the nearest point of mainland of Sikok. Position, lat. 34 deg. 4 min. N., long. 132 deg. 51 min. E.—Hydrographic Office, Admiralty, November, 1872.

Shipbuilding on the Clyde.—The shipbuilding trade on the Clyde has been kept busy during the past month by the work at present on hand. The result of the month's work, as sent from the yards, has reached the large total of 22,250 tons, an amount of tonnage launched in one month exceeded only twice within the last six years—viz., in May of this year, and in October 1868. The work on hand, however, is not being kept up by new orders to anything like the output. Notwithstanding the slight reduction in the price of iron, and also of coal, shipowners are still cautious in closing contracts for new vessels, fearing a reaction in the demand for freights; and only a few contracts were fixed during last month. The following is a comparative statement of the number and tonnage of vessels launched during the month and ten months ending 31st October in each of the past five years:—

	Month.		Ten Months.	
	Vessels.	Tons.	Vessels.	Tons.
1872	18	22,250	160	183,000
1871	13	17,650	144	150,000
1870	8	7,200	156	144,500
1869	22	19,000	180	160,000
1868	24	27,000	179	146,000

Rapid Voyage.—The steamship Glenroy (Capt. H. W. Auld), Messrs. T. Skinner and Co.'s Castle Line, arrived on the 3rd inst. from Shanghai with 3,100 tons tea. She left Shanghai Sept. 16, thus making the voyage in forty-eight days, including all stoppages. This is said to be the fastest passage on record between the above-mentioned ports. We may add that the Glenroy left London on the 9th July for China; she has thus completed the voyage out and home in three months twenty-four days, including all detention, amounting to upwards of twenty days at loading and calling ports. The distance sailed is 21,190 nautical miles, equal to 24,545 English statute miles, or an average speed of ten miles an hour on the whole voyage out and home.

Launch of a Steamer for the Netherland's India Steam Navigation Company.—On the 2nd inst. an iron screw-steamer was launched by Messrs. Blackwood and Gordon, for the Netherlands India Steam Navigation Company, Limited. The vessel was named the Prins Alexander by Mrs. Van Emmerik, wife of the master of the ship, and is of the following dimensions:—Length, 240 feet; breadth of beam, 30 feet; depth of hold, 17 feet; tonnage, 1,250. The steamer is built to the highest class at Lloyd's, and is to be fitted up in a very superior manner. The builders also supply the engines, of 155 nominal horse power, and it is expected she will attain a high rate of speed.

SUNDRIES PER "YOKOHAMA," FROM NEW YORK FOR HONG KONG.—Sept. 7, 1872.

A. A. Low & Bros.
1000 cs. oil 10,000 gls.
1000 cs. oil 10,000 gls.
1000 cs. oil 10,000 gls.
1000 cs. oil 10,000 gls.
300 cs. oil 3,000 gls.
3 brls. whisky 121 gls.
4 kegs bolts
40 do. nails
25 cs. turpentine 250 gls.
80 do. patent medis. 1,005 doz.
1000 oars 14,600 ft.
6 cs. enamelled leather
6 do. varnish 120 gals.
4 do. missionary goods
1 roll carpet
5 brl. ginseng } 601 lbs.
1 keg }
113 pkgs. glassware
23 cs. clocks
2 brls. Britannia-ware
170 tons coal

Lanman & Kemp.
500 bxs. perfumery
100 do. medicines

Meisner & Co.
500 cs. oil 5,000 gals.

G. A. Potter.
22 bales duck 3,284 yds.
1 brl. twine 89 lbs.
6 bxs. oilcloth 980 yds.
40 kegs nails
50 cs. condensed milk
6 do. furniture
20 do. milk
1 brl. whisky 42 gals.
2 cs. sauce
1 do. base ball tools
1 do. brooms
6 do. preserves
7 refrigerators

Weston & Gray.
31 pkgs. bobbins
1 bag waste
3 cs. belting and hardware

Young & Co.
11 pkgs. beeswax 3,260 lbs.

Archer & Bull.
31 do. ginseng 7,413 lbs.

C. Pratt.
85 cs. oil 8,500 gals.

G. Harbishaw.
500 cs. oil 5,000 gals.

SUNDRIES PER "SURPRISE," FROM NEW YORK FOR SHANGHAI.—October 16, 1872.

J. & M. Christy.
1 case soap
1 do. dry goods
1 do. shoes

J. C. & H. K. Mustard.
500 cs. oil 5,000 gals.

C. P. Bush.
15 pkgs. furniture
1 do. books
1 do. wearing apparel

Peabody, Willis, & Co.
1 box corn starch
100 cs. oil 1,000 gals.

E. & J. Burke.
25 cs. whisky

W. P. Kittredge & Co.
2000 cs. oil 20,000 gals.

J. C. & H. K. Mustard.
12 cs. cloth 796 yds.

Everett & Co.
5 bxs. tomatoes
3 do. corn starch
200 cs. oil 2,000 gals.

J. Caswell & Co.
502 pkgs. domestics 400,000 yds

Olyphant & Co.
49 bls. cotton duck 9,969 yd s
2 brls. twine 173 lbs.

J. Purdon.
12 pkgs. effects, &c.

W. P. Kittredge & Co.
4000 cs. oil 40,000 gals.

G. A. Potter.
6 cs. preserves
7 do. refrigerators
6 do. furniture
20 do. condensed milk
1 do. coffee
1 do. brooms
1 do. base-ball material
1 brl. whisky 43 gals.
2 cs. sauce
1 do. lamps
30 brls. butter 3,035 lbs.
2 pkgs. plated ware

Order.
20 half-brls. sugar 2,027 lbs.
17 cs. oilcloth 1,642 yds.
33 do. scales
1 do. levels
1 do. letter files
5 do. tobacco 472 lbs.
500 do. oil 15,000 gals.
10 brls. varnish 428 gals.
11 cs. chairs
3 do. Congress-water
0 kits fish
3 cs. corn starch
13 cs. hardware

Order—*continued.*
20 bdls. scoops
50 half-brls split peas
10 cs. whisky 100 gals.
1 do. ship augers
2 cks. blocks
100 cs. milk
1 do. farina
10 bls. rubber goods
107 cs. preserves
75 do. lemonade
409 pkgs. glassware
36 do. freezers
112 cs. fire extinguishers & fixtrs.
1 do. oilers
2 pkgs. effects
5 bdls. scoops

A. A. Low & Bros.
2 cs. blocks

Dohan, Carroll, & Co.
29 pkgs. tobacco 3,339 lbs.

A. A. Low & Bros.
1 cs. books
200 cs. oil 2,000 gls.
16 cs. vegetable
12 do. oysters & clams
2 do. extract lemon
3 do. brushes
3 do. wicking
1 do. lye
1 do. books & dresses
2000 do. oil 20,000 gls.
400 bls. sheeting 320,000 yds.
2 cs. do. 80 yds.
2 do. brooms 56 doz.
70 do. soap 2,500 lbs.
15 brls. butter 1,500 lbs.
15 cs. candles
50 bls. oakum
1 cs. brushes 60 lbs.
81 bls. cotton canvas 700 yds.
80 cs. oilman's stores
1 hf.-brl. peas
20 kegs syrup 200 gals.
5 cs. varnish 50 gals.
1 do. measures
2 do. books
4 do. preserved fruits
1 do. clothing
1 do. shoes
1 do. stores
105 pieces plank 8,626 ft.
200 bls. oakum 10,000 lbs.
1 sewing machine
376 tons coal
36 cks. coal
50 brls. pork
1 iron safe
4 cs. wine 10 gls]

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CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

Incorporated by Royal Charter.

Head Office—65, OLD BROAD-STREET, LONDON, E.C.

Branches and Agencies:—

In INDIA ..... Bombay, Calcutta, Madras.
„ CEYLON ..... Colombo, Kandy, Galle, Matale.
„ STRAITS SETTLEMENTS and JAVA—Singapore, Penang, Batavia.
„ CHINA ..... Hong Kong, Foochow, Shanghai, Hankow.
„ JAPAN ..... Yokohama.

Bankers:—
Bank of England,
London Joint-Stock Bank.

The Bank receives money on deposit, buys and sells Bills of Exchange, issues Letters of Credit and Circular Notes, and transacts the usual Banking and Agency business connected with the East, on terms to be had on application.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000
HEAD OFFICE.—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, Yokohama, and Hiogo, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays, Ten to Two. Threadneedle-street, London, 1872.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
Branches in Edinburgh, Calcutta, Bombay, Madras, Carrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, ansacted.

J. THOMSON Chairman.

CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130, 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

LONDON AGENTS—FEARON AND CO.,
24, GREAT ST. HELENS, E.C.,
By whom risks to all Eastern ports are taken at current rates.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.
Reserve Fund, $900,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutt

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

HATTON-COURT, THREADNEEDLE-STREET. LONDON.

Incorporated by Royal Charter.
Paid-up Capital, £800,000.

COURT OF DIRECTORS, 1872-73.
CHAIRMAN.
ANDREW CASSELS, Esq.

Frederick W. Heilgers, Esq. | Emile Lenta, Esq.
John Jones, Esq. | Wm. Macnaughtan, Esq.
Thomas Lancaster, Esq. | William Paterson, Esq.
Ludwig Wiese, Esq.

MANAGER.
John Howard Gwyther.
SUB MANAGER.
James Macdonald.
SECRETARY.
William Charles Mullins.
BANKERS.
London—The Bank of England; the City Bank.
Scotland—The National Bank of Scotland.

AGENCIES AND BRANCHES.

Bombay.	Rangoon.	Hong Kong
Calcutta.	Singapore.	Shanghai.
Akyab.	Batavia	Hankow.

The Corporation buy and sell, and receive for collection, Bills of Exchange, payable at the above-named places; issue Letters of Credit; undertake the purchase and sale of Indian Government and other Securities; hold them for safe custody; and receive Interest or Dividends as they become due.

Deposits of Money are received for not less than twelve months, bearing Interest at 5 per cent. per annum.

DEUTSCHE BANK,

ACTIEN GESELLSCHAFT.

CAPITAL,
Thalers 10,000,000, or £1,500,000, fully paid up.

HEAD OFFICE.
Berlin.

BRANCHES
at Hamburg, Bremen, Shanghai, and Yokohama.

LONDON BANKERS.
National Provincial Bank of England.
German Bank of London (Limited).

The Bank is prepared to transact all kinds of Banking business on the Continent, as well as in the East.

VELOUTINE,

Special Preparation of Rice,
WITH BISMUTH.

HEALTHFUL IN ITS ACTION ON THE SKIN.

Keeps its place, and is not to be detected. It imparts a fresh bloom and softness to the complexion.

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With the darkening days and changing temperatures the digestion becomes impaired, the liver disordered, and the mind despondent unless the cause of the irregularity be expelled from the blood and body by such an alterative as these Pills. They directly attack the source of the evil, thrust out all impurities from the circulation, restore the distempered organs to their natural state, and correct all defective or contaminated secretions. Such an easy means of instituting health, strength, and cheerfulness should be applied by all whose stomachs are weak, whose minds are much harassed or whose brains are overworked. Holloway's is essentially a blood tempering medicine, whereby its influence reaches the remotest fibre of the frame, and so effects a universal good.

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WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

CHANDELIERS IN BRONZE AND ORMOLU.

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TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN,

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IN CONNECTION WITH THE

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VIA FALMOUTH

these words being signalled as an instruction by the Postal authorities free of charge.

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
9th October, 1872

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The only kind recommended by the Medical Celebrities for the Health, Freshness, and Beauty of the Skin.

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„ „ Victoria	9 8 6	9 9 6
„ „ Queensland	9 16 6	9 17 6
„ „ New South Wales ...	9 11 6	9 12 6
„ TASMANIA	9 16 6	9 17 6

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35, RUE D'ARGOUT, 35,
(ANCIENNE RUE DES VIEUX AUGUSTINS).
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The Committee will gladly receive and forward any special gifts with which they may be entrusted. This scheme having received the cordial approval of the Colonial Chaplain and the Trustees, is circulated by the Executive Committee.

The Rev. W. R. BEACH, M.A., Chaplain to the Forces, Canon of St. John's Cathedral, Hong Kong, and late Colonial Chaplain.

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ALEXANDRIA. ADEN ..... BOMBAY	,, ,,	Every Friday, at noon.	Every Monday, at 5 A.M.
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For Rates of Passage Money and Freight and al other information, apply at the Company's Offices 122, Leadenhall-street, London; or Oriental-place Southampton.

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Donnai	... Nov. 24		
Peiho	... Dec. 8		
Meikong	... Dec. 22		
Sindh...	... Jan. 5		
Provence	... Jan. 19		

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The steamers of the 10th Nov., 8th Dec., and 5th Jan. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples... Every Thursday (noon)
,, Constantinople ... ... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,, ,,

The Company's weekly steamers to Alexandria connect at Alexandria with the English mail steamers from Brindisi to Lombay.

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Do.	Nankin, s.s.	100 A1	SWID	To follow
Shanghai ...	Carmarthenshire	A1 14 yr.	E.I.D.	With des.
Yokohama & Hiogo.....	Glamorganshire	A1 14 yr.	E.I.D.	With des
Yokohama*	Denbighshire	A1 15 yr.	E.I.D.	To follow

* And to Hiogo if sufficient inducement offers.

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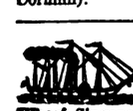

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Returning from Hong Kong on the 12th and 27th of every month.

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San Francisco, 18 days from England.
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China ..... in 44 ,, ,,
New Zealand in 42 ,, ,,
Australia ..... in 47 ,, ,,

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The journey may be broken at any point, and resumed at pleasure

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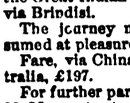
For further particulars apply to H. STARR and Co., 22, Moorgate-street, London. Agents Union and Central Pacific Railway, &c.

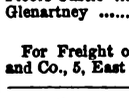
Now ready (November issue).



CASTLE LINE OF STEAM PACKETS for PENANG, SINGAPORE, HONG KONG, SHANGHAI, JAVA, and JAPAN.—The following high-classed and full-powered STEAMSHIPS will be despatched as under:—

Steamer.	Class.	Tons.	Dock.	To sail.
Glenroy	100 A1	2,100	SWID	Nov. 23.
Glenlyon	100 A1	2,200	SWID	To follow
Gordon Castle	100 A1	2,000	SWID	To follow
Glengyle	100 A1	1,700	SWID	To follow
Drummond Castle.	100 A1	2,000	SWID	To follow
Braemar Castle ...	100 A1	2,200	SWID	To follow
Cawdor Castle.....	100 A1	2,200	SWID	To follow
Floors Castle	100 A1	2,000	SWID	To follow
Glenartney	100 A1	2,000	SWID	To follow

For Freight or Passage, apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.



STEAM VIA THE SUEZ CANAL to PENANG, SINGAPORE, HONG KONG, and SHANGHAI; taking cargo for transhipment to Java, Japan, &c., at through rates at shippers' risk.

Last shipping day, 25th November. The new and splendid full-powered screw steamer CHIN-KIANG, 100 A1, 1,220 tons gross; 800 tons net register; 160-horse power nominal. J. HOGG, Commander; South West India Docks. This magnificent steamer, just built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, bids fair to be one of the fastest in the trade. Has splendid accommodation for first-class passengers.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopgate-street Within, E.C (Corner of Cornhill).

All Packages must be marked distinctly with port of destination.

ROBERTSON and Co.'s INDIA and CHINA LINES of STEAM and CLIPPER SHIPS.

Port.	Ship.	Class.	Dock.	To sail.
Bombay and Coast Ports	Kingston, s.s via S.C. ...	90 A1	SWID	Nov. 21
Singap. and Saigon	Chas. Collet	3-3rds L1.1	SWID	With des.
Pen., Sing., Hg. Kg., & Shanghai...	Sylvia, s.s., via S.C. ...	90 A1 3-3rds L1.1	SWID	Nov. —
Yokohama...	Taitsing	A1 14 yr.	SWID	With des.

For Freight or Passage apply to York Chambers 55, King-street, Manchester; or to 19, Orange-court, Liverpool; or 5, Newman's court, Cornhill, London, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.

THE following SPLENDID First-class STEAM and CLIPPER SHIPS will be despatched as under:—

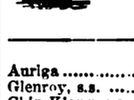
Port.	Ship.	Class.	Dock.	To sail.
Shanghai ...	Sir Lancelot	A1 16 yr.	E.I.D.	With des.
Do.	Maitland ...	A1 14 yr.	E.I.D.	With des.
Hong Kong	Undine	A1 16 yr	E.I.D.	With des.
Do.	JasShepherd	A1 13 yr.	SWID	To follow
Yokohama....	Osaka	A1 17 yr.	E.I.D.	With des.
Do.	Eliza Shaw	A1 17 yr.	E.I.D.	To follow
Hiogo.....	Hanover.....	A1 11 yr.	W.I.D.	With des.
Pen.. Sing., H.K., Shng & Yoko. ...	Flintshire, s.s.	100 A1	E.I.D.	Dec. 5

For Freight apply to KILLICK, MARTIN, and Co., 16, George-yard, Lombard-street, E.C.

Steam via the Suez Canal. To sail on the 25th Nov.

FOR SINGAPORE, YOKOHAMA, and HIOGO (with liberty to call at Hong Kong), the splendid full-powered screw steamer DUNA. 100 A1. 852 tons register, 150-horse power nominal; Victoria Docks. Cargo deliverable at Japan without transhipment.

For Freight, apply to D. R. MACGREGOR, Esq. owner, Leith; to SMITH, SUNDIUS, and Co., 33, Gracechurch-street; or to SHAW, MAXTON, and Co, 2, Royal Exchange-buildings, London, E.C.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Auriga	518	Wright Bros. & Co.	Nov. 16
Glenroy, s.s.	2,000	Thos. Skinner & Co.	Nov. 20
Chin-Kiang, s.s. ...	1,000	Norris & Joyner ...	Nov. 25
Kromatah, s.s.	805	Smith, Son, & Cole	Dec. 1
Rosedale	459	Wright Bros. & Co.	Dec. 12
LIVERPOOL.			
Glaucus, s.s.	1,604	Alfred Holt	Nov.13
Deucalion, s.s.	1,596	,, ,, ...	Nov.20
Sarpedon, s.s.	1,519	,, ,, ...	Dec. 3

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

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MAC EWEN AND CO.,
QUEEN'S ROAD HONG KONG,
GENERAL STOREKEEPERS AND COMMISSION AGENTS.
Special Agents for the
London and China Express.

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The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 481.] LONDON, MONDAY, NOV. 18, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London	OUTWARD. Arrived out.	HOMEWARD. Received Nov. 14
JAPAN— Yokohama	Aug. 9	Sept. 26	Oct. 2*
Yedo			
Osaka and Hiogo	July 26	,, 12	Sept. 29*
Hakodadi			
Nagasaki	,, 26	,, 7	,, 26*
CHINA — Peking	—	—	,, 19
Tien-tsin	—	—	,, 22
Chefoo	—	—	,, 24
New-chwang	—	—	,, 22
Hankow	,, 26	,, 9	,, 24
Kiu-kiang	—	—	,, 24
Chin-kiang	—	—	,, 21
Shanghai	Aug. 9	,, 22	,, 29
Ningpo	—	—	,, 23
Foochow	,, 9	,, 21	,, 28
Formosa			
Amoy	—	—	,, 30
Swatow	—	—	,, 28
Hong Kong	,, 23	Oct. 1	Oct. 5
Canton	—	—	,, 3
Macao	—	—	,, 4
PHILIPPINES— Manila	,, 9	Sept. 15	Sept. 24
COCHIN-CHINA— Saigon	,, 30	Oct. 2	Oct. 10
SIAM — Bangkok	—	—	,, 4
BORNEO—Labuan	—	—	,, 2
Sarawak	—	—	,, 3
JAVA — Batavia	Sept. 6	,, 8	,, 10
Samarang	—	—	,, 9
Sourabaya	—	—	,, 8
MALACCA STRAITS— Singapore	,, 6	,, 5	,, 13
Penang			
CEYLON—Galle	,, 20	,, 13	,, 20
Colombo	,, 20	,, 14	,, 19

* Via San Francisco.

THE MAILS, &c.

The French mail, bringing advices as above, was delivered, *via* Marseilles, on the 14th inst., four days in advance of its due date. The next inward (P. and O.) mail, with dates Yokohama 8th, Shanghai 11th, Hong Kong 17th, Singapore 24th Oct., is due, *via* Brindisi, on Monday, the 25th inst.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, five to six hours in transmission.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Peiho*, arrived Nov. 12.—From Yokohama: None. From Shanghai: Messrs. Bromley, Nathan, Billion, Mr. and Mrs. Crawford, Mr. and Mrs Duncan. From Hong Kong: Messrs. Portman, Bennett, Tatham, Heertz, Serrane. From Saigon: Messrs. Rapine, Berthet, Coutel, Mr. and Mrs. Vogt. From Batavia: Messrs. Lapice, Grebbee, Riersch, Pauvert. From Singapore: Messrs. Carbonnell, Laragora, Lazaro, Veiga, Mr. and Mrs. Schalze, Mdme. Gonzales. From Galle: Mr. and Mrs. Buchanan.

PASSENGERS OUTWARD.

Per P. and O. steamer *Pekin*, from Southampton, Nov. 7.—To Yokohama: Mr. S. Yugawa. Mr. S. Ohuman, and one second-class passenger. To Shanghai: Mr. G. Lethbridge, Mr. G. R. Johnston, and one second-class passenger. To Hong Kong: Mr. K. MacIvers Mr. T E. Ludfam. To Ceylon: Mrs. F Bayley and child, Mr. J. R. Loftus, Mr. Rudd, Mrs. Robertson and child, Miss Burrington, and two second-class passengers. To Hong Kong (*via* Bombay): Mr. W. H. Fittock. To Batavia: Mr. Burgoyne.

Per P. and O. steamer *Malta*, from Venice, Nov. 15.—To Yokohama: Mr. and Mrs. A. Ewers. To Hong Kong: Mr. D Petrie. To Ceylon: Mr. Qusity, Earl Grosvenor, Marquis of Stafford, Viscount Lewi ham, Dr Gould.

Per P. and O. steamer *Malta* from Brindisi, Nov. 18.—To Shanghai: Mr. and Mrs. H. Robinson, Mr. and Mrs Ferguson.

Per P. and O. steamer *Mooltan*, from Southampton, Nov. 21.—To Shanghai: Mr. W. S. Wulff. To Singapore: Miss Rickards. To Ceylon: Mr. Bell, Dp. Com. Ryland, Mrs. Ryland, Mr. G. V. Macdonald.

Per P. and O. steamer *Simla*, from Venice, Nov. 29.—To Singapore: Mr. and Mrs. J. R. Mac Arthur, Mr. G Harrison

Per P. and O. steamer from Southampton, Dec. 5.—To Hong Kong: Miss McPherson.

Per French mail steamer *Donnai*, from Marseilles, Nov. 24 (booked from London).—To Shanghai: Mr. and Mrs. Holdsworth. To Hong Kong: Mr. M. Beart. To Singapore: Mr. Eugene Elamina, Mdme. Nillson, Mr M. Engelbach, Mr. M. Mether, Mr. and Mrs Van der voes de Bye. To Batavia: Mr. and Mrs. Hora Siccama, Mr. and Mrs Kleberg, Mr. Sholten, Mr. R. W. Besier, Mr. John S. Dick, Mr. Alton Mees, Mr. and Mrs. Van Gaens, Mr. Ker Khover. To Galle: Mr. H. Nagel.

Per French mail steamer *Peiho*, from Marseilles Dec. 8 (booked from London).—To Yokohama: Mr. Carl Freiderich, Mrs. A. Morf. To Batavia: Mr. C. Muller.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present French mail brings advices from this port to the 25th September, but by the Pacific mail the dates extend to the 2nd October; the P. and O. mail from London July 26 arrived out on the 8th; the French mail of Aug. 2 on the 20th, and the P. and O. mail of Aug. 9 on the 26th September.

The following summary of news is from the *Japan Herald*:—

The chief event since last mail has been the hearing before a Japanese tribunal of an action brought by Captain Herreira, of the Peruvian barque *Maria Luz*, for the recovery of the coolies who since the decree of the Court in the trial of the captain for cruelty towards them have been living ashore at the cost of and under the surveillance of the Japanese authorities. The case commenced on the 18th September, and judgment was rendered on the 27th. Mr. F. V. Dickins, Barrister-at-law, appeared for the plaintiff; Mr. Davidson, barrister, appeared for the defendants. The Court gave judgment in favour of the defendants.

It is not the intention of Government to allow foreigners to lease residences in the city of Yedo. All those who were granted permission are notified that they cannot remain longer than one month from date, and are required to return to Sukidji. The mixing of foreigners with the natives is not approved of.

The Consuls have just been notified of an important departmental change. All claims of a judicial character, instead of being as heretofore, addressed to the Chiji of the Kanagawa Ken, are now to be sent to Mr. Nishi Naromori, Shio Chiu Hanji, the President of the Judicial Department of this ken, which from this date will exist as a separate department. Mr. Hill is appointed its legal aduiser, and Mr. Wills to act as interpreter in conjunction with two native interpreters.

It is some time since Yokohama was visited with an earthquake of such unusual violence as that which occurred yesterday morning. The shocks were both lengthy and severe, in one instance knocking several ornaments from a chimney-piece to the floor, and in another, half emptying some fire buckets of their contents.

It is reported that Mr. Galy has been appointed to the post of interpreter to the Judicial Department, by the Minister of Justice, and Mr. Ribérolles as principal of the newly-established Law College.

Five-rio kinsatz, of the new issue, printed on foreign paper, are already imitated, spurious notes being in circulation. The Government asserts that the paper and engraving are correct, but the ink used for Japanese seals is too light.

Mr. Enslie, Consul at Nee-e-gata, is about being transferred to Osaka, where he was formerly stationed, recent occurrences in that quarter having rendered such a step expedient.

Mr. A. M. Shillingford and Mr. W. A. J. Waters have been appointed assistants in the Okura-sho, to Mr. T. J. Waters, Surveyor-General.

A deputation of sixty persons has arrived at Kagoshima from the king of the Loochews to the Mikado, and may be expected

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here in a week, calling upon the Government to avenge the death of fifty six Loochewans who were killed, without provocation, at Miaca Island by people of Formosa. Four men-of-war are reported to be preparing to depart for Formosa as soon as the Loochewans arrive.

An Italian gentleman lately proceeded to Koshiu, accompanied by three Japanese. On their arrival, the authorities, having elicited from the servants that the foreigner had no permit, and that he had come for the purpose of secretly purchasing silk-worms' eggs, sent him back to Yokohama under escort.

A meeting of the subscribers to Christ Church took place at the British Consulate. The object of the meeting was to decide on certain definite instructions to be sent to those gentlemen in England who are in correspondence with the Foreign-office, in respect of the chaplain's appointment at Yokohama. Mr. Consul Robertson occupied the chair, and opened the proceedings by reading the correspondence that had passed, and said there were two points on which the gentlemen at home wished to be assured before appointing a candidate for the post of chaplain. They were:—First, the length of time that the appointment would be made for, and, second, the amount of salary the community would guarantee. A discussion took place on the matter, and the meeting adjourned, on the following motion by Mr. W. G. Howell, seconded by Mr. M. Smith:—"That, in view of the financial position of the church, which does not seem to warrant any such extraordinary expenditure as would be involved by sending for a chaplain from England, the committee appointed to nominate a successor for Mr. Bailey be requested to stay further proceedings at home for the present."

A dinner to the Consular Corps was given by Mr. Oye Tak, the Acting Governor. One of the head officials of the Foreign-office is shortly to start for the Korea, with the object, it is stated, of ascertaining what the ideas of that Goverment are in relation to Japan.

The ex-London policemen who volunteered, in answer to an advertisement inserted in the papers at the time, to accept service as guards for the British Legation in Japan, in troublous times, when the safety of the Minister and minor officials was by no means assured, are to be dispensed with as no longer necessary. Notice has also been sent by the Government stating that guards for exports furnished to the several Legations will in future not be supplied.

HUDSON, MALCOLM AND CO. *versus* RANGAN.—Mr. F. V. Dickins appeared for the plaintiffs, and said that the present was a motion to determine the priority between two bills of sale. It appears that about a year ago Mr. A. G. Thompson, a clerk in the employ of Messrs. Hudson, Malcolm and Co., and living at No. 75, gave a bill of sale over the movable property contained in those premises to W. Rangan, who had the bill of sale duly registered. Shortly after this had been effected Thompson removed to the premises No. 219, taking with him the property already under bill of sale to Rangan, with his consent. Application was then made to Messrs. Hudson, Malcolm and Co. by Thompson for another loan on the same goods. No notice having reached Mr. Spence, who was acting for Messrs. Hudson, Malcolm and Co., that a prior bill of sale had been given, he granted the loan required, and took the bill of sale from Thompson. Mr. Rangan, landlord of No. 219, receiving no rent, put in an execution, took possession, and was about selling the property to satisfy his claim, when an injunction, which stopped the sale, was obtained from the Court. Rangan now affirms that the property mentioned in the second bill of sale is identical with that of his, and that therefore he has a prior claim. The question was therefore one of a purely legal character. Mr. Dickins then quoted the bill of Sale Act of 1854 in support of his case, and argued that the property in the first bill of sale, described as "situated on Lot 75," was not described in such a manner as to separate it from any other property of the grantor.

His Lordship said that the fact of removing the chattels could not invalidate the first bill of sale, the property having already passed into the possession of Rangan. Had the grantee of the second bill of sale examined the register, he would have found that a previous bill of sale had been given for a similar amount to Mr. Rangan. He should therefore dismiss the motion.

THE CASE OF MR. COUSENS.

The committee appointed at the late meeting at the Club, respecting the imprisonment of Mr. Cousens, have drawn up the memorials subjoined:—

To his Excellency R. G. Watson, Esq., H.B.M.'s *Charge d'Affaires* in Japan.

SIR,—We have the honour to hand your Excellency herewith a copy of the *Hiogo News* of Sept. 4, containing a report of the trial before H.M.'s Consul at Kobe of a Mr. Cousens, for an assault on a Japanese sendo, and also the report of a committee of three gentlemen appointed by a meeting held at the United Club here on the 7th inst. to investigate the matter.

This report was adopted by a second meeting held at the United Club on the 14th Sept., and ordered to be presented to your Excellency, and H.M.'s Chief Judge of the Supreme Court.

We, the undersigned British residents of Yokohama, respectfully request that your Excellency should order a thorough investigation into all the circumstances of this case, and should you consider that the principles of law and justice have not guided the proceedings and decision of H.M.'s Consular Court at Kobe, that your Excellency should take such measures as you may deem requisite to prevent any recurrence of such proceedings, and to remove the discredit which appears to us to attach to the British Consulate at Kobe in consequence of its action in this case.—We have the honour to be, your obedient servants,

MEMORIAL OF OTHER THAN BRITISH SUBJECTS.

We, the undersigned residents of Yokohama, of other than British nationality, desire to testify our cordial sympathy with our British fellow-residents in the views they have expressed about the imprisonment of a Mr. Cousens at Kobe for a trivial assault, and also express our opinion of the extreme propriety of the investigation of the affair which they request.

CHINA.

—o—

SHANGHAI.

We have advices from this port to the 29th Sept.; the P. and O. mail, from London August 9, arrived out on the 15th Sept. The following items of news are from the *North China Herald*:—

Excessive dulness has marked the present season in China; a market, in fact, can scarcely be said to exist for either imports or exports, each still simply seeking to fill up the requirements of the moment. There is no doubt that, both amongst Chinese and foreigners, there is a deep feeling of want of confidence. The former, influenced on the one hand by the large stock of imports which they fear may at any moment be placed suddenly on the market, and on the other by reports of disaster from the ordinary consuming districts, have ceased to be buyers, while the latter, influenced by continual unfavourable advices from Europe, where a crisis of some kind seems imminent, are in that uncertain state of mind that they know not, to-day, what circumstances may lead them to do next. Superadded to all this, a local tightness in the money market has more or less influence on the state of trade. This has had the effect of seriously raising the rate of exchange, and thereby interfering with the export trade. Altogether, matters at the present moment wear an aspect more unpromising than they have done for some three or four years, and unless some change takes place, we fear will result in serious loss.

A notification has been published by the Officiating British Consul, Mr. Alabaster, inviting the assistance of the community in forming a complete collection of the silk manufactures of this district for the London International Exhibition of 1873. The variety of Chinese silk-piece goods, such as crapes, gauzes, silks, satins, and pongees, must be immense, but of these only a few kinds at present find a market at home, owing to the shopkeepers being either in ignorance of their existence or not knowing how to set about getting them. We believe it is intended to attach to the specimens, which will be exhibited in case portfolios, besides particulars of the length of the pieces as manufactured, the average cost, and other information specified in the notification, the names of those from whom they were obtained.

Mr. Joseph Haas, Interpreter to the Austro-Hungarian Consulate, resumes the duties of Assessor at the Mixed Court for the U. S. Consulate-General; Dr. McCartee, who has held the position of Interpreter to the Consulate-General for some months, having left Shanghai for Japan. While we may regret that we lose by Dr. McCartee's departure an able sinologue and an experienced official, we feel that the energetic and painstaking manner in which Mr. Haas formerly discharged the duties, ensures that they will continue to be well fulfilled.

The efforts made to get up an International Eight-oar race, Scotch *v.* English, for next regatta of the S.R.C., have failed, the English members having been obliged to withdraw. Though of considerable numerical strength, the English membership can at present barely furnish forth an eight of sufficient calibre and experience in rowing for such a contest, and defections in the team chosen have necessitated an intimation to the Scottish eight that the event cannot come off. An eight-oar race will still form part of the present programme, however, the Scottish eight having given a challenge to all the members of the Club who are of other nationalities.

A cricket match, the Club Eleven *v.* Racket Court, has been played. On the first day's play it looked a "moral" for the Club, which got 168 in the first innings, while the Court lost seven of its best wickets for 29. The wickets were pitched again the following day, when the Racket Court made its score for the first innings up to 44, and then went to bat again. This time it made 195 for six wickets, when the game had to be left off. A match Mi-ho-loongs *v.* the World is announced.

The Mih-ho-loongs have had a company drill, when about thirty men turned out. We understand that a regulation has been passed to take off the rolls of the company the name of any member who misses two consecutive drills, unless sufficient cause for absence is shown. We believe the *esprit* of the company is strong enough to stand this discipline; and it is certainly hard on men who have devoted time to drill, to have the good effect of it lost on parade by the awkwardness of the undrilled.

Operations for the raising of the wreck of the *Lismore* are in active progress. The *Annie Porter*, sunk in the former endea-

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vour to raise the *Lismore* by buoying her to two vessels, will first be blown up, and the attempt next made to raise the steamer by means of apparatus specially imported for the purpose. The *Hopewell* and *Arakan* were placed in the Old Dock on Monday last; the former to repair the damage sustained in the collision with the *Annie Gray*, and the latter for a general overhaul previous to loading teas for London. The *Annie Gray* is still at anchor in the river, in a disabled condition, being minus her foremast.

The twelfth performance by the Wind Instrument Company has been given, and was largely attended. The night was mild and pleasant, and the music a culmination of the general excellence which has characterised the performances during the season.

Among the passengers by the last American mail, homeward, was the Austro-Hungarian Minister, Chevalier Calicé, who will be absent from China for twelve months.

Our Hankow correspondent writes:—We have been favoured, within the last few weeks, with a Post-office; a privilege which, I believe, will be highly appreciated by a good portion of the community. The duties of Postmaster are discharged at present by E. L Oxenham, Esq., of H.M.'s Consulate. A Masonic Lodge has also just been opened here; and if report be true, it is likely to have a distinguished band of members enrolled in its records. Hankow, just now, presents an ample field for the exercise of any such moral influence as Freemasonry. Let us hope its claims as a moral force will be duly verified. A fire has occurred in which the ice-house, which belongs to foreigners, alone was burned. It is undoubtedly a case of incendiarism

The following items are from the *Shanghai Courier*:—

The prospectus of the new company of which we have heard for some time as being in course of organisation to compete with the Pacific Mail Company—The China Trans-Pacific Steamship Company (Limited)—has appeared; Messrs. Russell and Co. are the agents, and 2,000 of the shares are reserved for allotment in China.

We learn that on the 25th Sept. the engines of the frigate launched some months ago at Kaou-Chang-Meaou Arsenal, were at work under steam for six hours. Everything has been found in the most satisfactory state, and the powerful machinery was started and went steadily on without the slightest hitch; the result being that she is authoritatively pronounced ready to proceed on her official trip.

The Italian Consul is about to take a census of all Italian subjects resident or travelling in China, and accordingly requests all such to bring or send to his Consulate, verbally or in writing, particulars regarding themselves under twelve different headings, such as—Name, surname and parentage, place of birth, age, education, religion, how long they have left Italy, &c., &c.

The first pontoon for the free ferry has been placed in position on the north side of the Soochow Creek, opposite the north end of Gnaomen-road. The abutment of the ferry on the southern side is also approaching completion.

HONG KONG.

Dates extend to the 5th Oct. The P. and O. mail of the 23rd Aug. arrived out on the 1st. Oct.

A ball was given at the City Hall by the Hong Kong Club, in honour of his Imperial Highness the Grand Duke Alexis, and went off with much success. His Imperial Highness, accompanied by his suite, and his Excellency the Governor, Lady Kennedy, and Miss Kennedy, arrived shortly after ten o'clock, and the Grand Duke led off the first quadrille with Lady Kennedy. Among the guests present were Admiral Possiet and the officers of the *Svetland*, and of the other Russian men-of-war in harbour, Sir Brooke Robertson, the Chief Justice, the Colonial Secretary, the Attorney-General, and other members of the Local Government. Dancing was kept up with energy until a late hour, his Imperial Highness affording much gratification by his courteous and genial demeanour. The decorations were very tasteful, and the arrangements generally very good.

Arrangements have been made for the delivery of a series of excellent lectures at the St. Andrew's Hall, in the City Hall Building. Several very interesting subjects are on the programme, the first lecture being Dr. Legge's reminiscences of life in China, and there also being a lecture from Dr. Eitel on *Fung Shui*. The proceeds of the lectures, for the series of which a fee of $5 will be charged, will go to the City Hall Library. We are confident that this valuable addition to our intellectual amusements will be well supported, and are glad to hear that H.E. Sir Arthur Kennedy has promised to give every assistance, and will be present at the first lecture.

A correspondent at Macao calls attention to a new feature in the coolie trade, which is worthy of notice. It appears that arrangements are being made for the shipment, in an Italian steamer, of a large number of coolies to Costa Rica, a Republican state to the North of Panama, and stretching between the Atlantic and the Pacific. The object with which the men are being sent is understood to be to assist in building a railway. The difficulty, however, is that Costa Rica has no relations either with Portugal or China, and consequently the men will be without even the moderate amount of protection afforded to the emigrants to Peru. It is understood that such an arrangement would not be countenanced by the Portuguese Government, and that the Superintendent of Emigration at Macao has protested against the step, but it appears that the Governor has not yet felt called upon to intervene. The place to which the men are being sent is described as a most difficult country, and the coolies will have great hardship in reaching their destination, whether they land on the Atlantic or the Pacific side.

Mr. T. Fitzroy Rice will proceed to Japan by the next French mail steamer, having accepted an appointment with a view to organising a police force in that country.

A fire broke out at Messrs. Reynolds and Co.'s godown in Wyndham-street, among some loose straw. The alarm was promptly given, but the fire was extinguished by the assistance of gentlemen on the spot, before the engines arrived. The damage done was not of any magnitude.

We are glad to observe that the *Canton Daily Shipping News* has at length blossomed into a full-blown newspaper.

H.I.H. the Grand Duke Alexis and suite, accompanied by H.E. Sir Arthur Kennedy and H.E. the Russian Admiral, visited the Sing Ping Theatre. The piece played immediately on the arrival of the distinguished visitors was that of "The Eight Genii," congratulating the Queen of Heaven on the anniversary of her birth. This piece was not very interesting, but occupied only a very short time, the object being to show respect to the distinguished spectator. Eight actors, representing the eight Genii, came out and worshipped in pairs in front of the stage. The next piece played was the State Installation of Soo Chun, an eminent politician who flourished in the Chow Dynasty, into the office of Premier or Chief Councillor for the Confederation of the Six States.

The prospectus of the China Trans-Pacific Steam Ship Company has been circulated by Messrs. Russell and Co., as agents, at Hong Kong and inviting subscribers to the capital. The Directors announced are:—Edward Henry Green, Chairman; W. Wetmore Cryder, E. M. de Bussche, W. J. Alt, Edward Cunningham, Alexander Grant Dallas, Gilson Homan, with power to increase their number to fifteen.

THE CHINA AND JAPAN MARINE INSURANCE COMPANY.

The directors, in submitting to the shareholders a statement of the company's accounts to the 30th June last, are pleased to be able to report most satisfactorily on the progress of their business, the net premia taken during the first six months of the present year amounting to Tls. 143,966.68, against Tls. 116,493.32 for the same period of 1871.

The losses paid, it will be observed, amount to Tls. 97,107.99, the great portion of the same belonging to last year, to provide for which a sum of Tls. 77,536.30 was brought forward from the 31st December, 1871. After payment of the said losses, of all current expenses, and of the half-yearly interest dividend to the 30th June, and after writing off the balance of Messrs. Trautmann and Co.'s remuneration, a sum of Tls. 86 821.17 remained at debit of working account, to be carried forward.

The net Premia earned from the 1st July to the 30th Sept. are estimated at Tls. 85,000, while the losses and claims reported to date, beyond those paid previous to the 1st July, and expenses on treasure salved, ex P.M. steamer *America*, amount to Tls. 42,000.

Mr. Framjee Hormusjee resigned his seat on the board on his departure from China, and the selection of his successor engages the attention of the directors.

SIAM.

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BANGKOK.

The *Siam Advertiser* has the following:—

His Excellency the Minister of Foreign Affairs gave an evening party at his residence, in honour of the King's birthday, to which most of the European residents were invited. The attendance was large, and dancing was kept up till early in the morning. The residence of the Minister, it is said, was brilliantly illuminated, and some of the Siamese nobles performed quite gracefully their parts in the dances in which they participated. For three successive nights the natives vied with each other in illuminating their residences, and on these occasions many of these places had a very fascinating and fairy-like appearance.

A dinner was given in the palace to some of the Princes, and a dinner was given to prominent Siamese officials, and to some of the Europeans in Siamese employ. This dinner was served in a new and beautiful hall in the palace. His Majesty honoured his guests with his presence, and dined in the same hall at a separate table. These demonstrations on the part of his Majesty indicate the good will of the young King to foreigners.

There is now a rumour afloat that two loads of lead pieces came to Siam not long since; one of these loads was given as a bribe to some prominent nobleman, which secured for them an entrance into the country. The rumour does not indicate whether these vessels were square-rigged vessels or native rigged craft, nor do they indicate the person who was bribed. We have no means of knowing whether this rumour is true or false; it may be wholly false; it may be partly true. This is true, however, there is at present a panic about the lead pieces; those who have many on hand are ready to sell them at a depreciated value, and many of the petty traders refuse to take them as change. What all this

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means we do not know. Why it is so we do not know. It behoves the Government to know whether any persons are engaged in introducing a false lead currency, depreciating the coin it has issued, and making endless trouble and anxiety to the masses of the poor people — to take effective measures to protect the value of its currency — to terrify forgers and prevent the issue of any currency that will destroy its credit and the value of its coin.

The province of Rahang was originally a Laotian region. During the wars with the Laos the Siamese conquered this region, and eventually placed over it a Siamese governor. It is now regarded as Siamese territory, and is the extreme limit of Siam proper on the north-west. Rahang on the west joins British Burmah; on the north it joins several Laotian provinces that are again subject to Chiengmai. Chiengmai is a Laotian province, and is still governed by Laotian princes. His Majesty the King of Siam usually concurs in appointing the successor of any Chiengmai Laotian prince who may have deceased. Persons who may be obnoxious to the laws of Siam often escape to Chiengmai, and while there the Siamese do not usually succeed in gaining possession of their persons. Is Chiengmai a conquered province? Is it tributary to Siam, and to what extent; or is it simply under the protection of Siam, as was Cambodia? All these are questions full of interest.

It is said that Messrs. Vrooman, and Culbertson made the distance from Bangkok to Rahang in twenty-two days. Last week the Rev. Mr. Culbertson returned from Rahang to Bangkok in four days. This is very rapid travelling by the boats usually employed for such purposes.

BORNEO.

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SARAWAK.

We learn from the *Sarawak Gazette* that the Quop Estate and other property of Baroness Coutts, at Lundu, was sold by public auction on the 19th September, realising about $1,500. The house and plantations at Tanah Puteh were bought for $800 by Ken What, a Chinese merchant in the Bazaar, who intends to present a large piece of ground to his countrymen for a public burying-place, and keep up the house for the accommodation of pleasure seekers from Kuching.

The steamer *Firefly*, formerly the yacht belonging to the Honourable the Resident of Sarawak, is to run in the Rejang river, between Sibu, Kanowit, Matu, and Rejang, a run of rather more than one hundred miles.

The Sarawak Sugar Company's creditors have held a meeting in the Court House, when a first and final dividend of 9⅜ per cent. was declared.

The Government advertise that the coal seams of Simunjan in the Sudong river and Silantek in the Batang Lupar, about four to five feet thick, may be worked by an individual or company on a payment of ten cents. per ton brought to grass. The Simunjan seams are about 3½ miles from a navigable river, and the Silentek seams are close to a small stream navigable for boats only, and about twelee miles from a large navigable river. Government offers a free passage by the S. S. *Royalist* from and back to Singapore to any person desirous of examining the seams.

Government propose to erect a suitable building for a Sanitarium on one of the minor peaks of the Matang mountain, if there is any prospect of invalids availing themselves of such a locality. Dr. Houghton specifies the following advantages:—A S. E. aspect, temperature ranging from 66 deg. to 88 deg., abundance of excellent water, perfect accessibility from Kuching by water, a magnificent view over Sarawak, Lundu, Sudong, &c., and a gentle ascent from the foot of the mountain, admitting of invalids being carried up in chairs by coolies, always obtainable from the Rajah's Coffee plantation, through which the road passes.

STRAITS SETTLEMENTS.

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SINGAPORE.

The dates by this mail extend to the 13th Oct. No later mail had been received from London.

The following is the report of the sub-committee appointed to consider the Second Supplementary Supply Bill for the year 1871:—

The sub-committee appointed to consider the Second Supplementary Supply Bill for 1871, having examined the statements framed by the Auditor-General and published in the Blue-book of 1871, and which are separately laid before Council to-day, beg to report as follows:—

1. This Supply Bill appears necessary to cover the only expenditure which exceeds the items provided for in the estimates and supplementary estimates of 1871.

2. The sub-committee desire, however, to call the attention of the Council to the fact that the revenue for 1871 showed a net increase over that of 1870 of $26,955, and the expenditure a net decrease of $5,264.

3. The actual revenue, as compared with the estimates for the year, showed an excess of $40,111—and while the expenditure was estimated at $1,376,006, it proved to be only $1,244,111, thus showing a net saving of $121,895.

4. The actual excess of revenue over expenditure for the year 1871 was $151,592.

5. The sub-committee think this Supply Bill may be at once passed.

(Signed) J. W. W. Birch.
J. J. Greenshields.
T. Shelford.

The Government, with a view to the public convenience, has procured a considerable quantity of silver and copper small coin, which the Treasury obligingly issues at par. The Kling money-changers, however, are turning this to account, by drawing coin from the Treasury, for which they charge 2 per cent. on issuing it in the square and elsewhere, persistently refusing to abate a single pie, on the ground that small change is very scarce. Even Chinese shopkeepers demand 1 per cent. It would be a boon to every one if a plan were devised whereby this annoying imposition might be avoided.

The state of affairs in Deli is thus sketched in the Batavia *Handelsblad*:—"The reports as to how matters stand in Deli are far from favourable. The troops suffer much from sickness, above all from fevers, and as we have said before from diarrhœa and swollen feet. If the Hill Battas make common cause with the enemy, the situation will become an untenable one. As to the bentings, we are informed that they call forth admiration as well by their position as by their plan and strength. Without suspecting it, one finds one's self sometimes suddenly opposite a benting barely fifty paces off. These bentings are so built that grenades scarcely do any harm; by means of a thick bamboo covering, they have been made shell proof. It will be seen that our brave troops have a hard task before them."

A writer in the *Straits Times* says:—In the eighth paragraph of the Governor's Minute on the sale of the land in connection with the building and repairing of the markets, laid before the Legislative Council on Sept. 26 last, his Excellency reports that at Malacca about 8 000 square feet of land near the Iron Bridge had been sold for $5,000, which sum is to be appropriated for the erection of a commodious market; I was at the spot very shortly after the sale, and was surprised to learn that a plot of land, containing, in my opinion, more than 8,000 square feet, adjoining the plot sold by Sir Harry Ord, had been given to a rich Chinese at Malacca by the Government for his sole use and benefit. The fortunate recipient of this noble gift has erected a block of substantial shops on the site, which is likely to yield a rental of $90 per mensem at least. It appears to me very desirable that the public should be informed upon what grounds such valuable public property has been given to a private individual. A commission is needed to inquire into, and report fully upon, the whole of the circumstances connected with this singular transaction, for which Sir Harry Ord is not responsible—the gift having been made, I believe, under the auspices of Capt. Shaw, the Lieut.-Governor, and Colonel Anson whilst officiating as Governor.

We cull the following items of News from the Penang *Argus*:—Mr. Baumgarten, the Registrar of the Supreme Court here, is about to retire on a pension, and is to be succeeded by Mr. Bradford from Penang, Mr. Harvey taking the latter's post. Colonel Anson will be back from home by February next. H.E. the Governor has applied for a further extension of his term of service in the Straits to enable him to carry out the Judicial changes which are maturing. Recent failures in Singapore tot up to $700,000, the Chetties suffering to the extent of $450,000.

Commercial Report.

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(*For dates see first page.*)

IMPORTS.

Yokohama.—There had been a good demand for Grey Shirtings and prices showed an improvement; sales had been on a good scale, and the market at the close was firm, especially for the heavier weights. Cotton Yarn had not met with so much inquiry, and prices were scarcely so high as those last quoted. Mousselines were lower, and with the exception of Black Velvets and Lastings, which were in good demand, there had been no particular change in other Woollen fabrics. Quotations:—Grey Shirtings, 7 lbs., $2.30 to 2.35 per piece; 8¼ to 8½ lbs., $2.52½ to 2.57½; 9 lbs., $2.95 to 3. Cotton Yarn, No. 16 to 24, $40.50 to 42 per picul; Nos. 28 to 32, $47.25 to 48.25; Nos. 38 to 42, $45 to 48.

Hiogo-Osaka.—Cotton Yarn: A fair amount of business had been done, and a good demand continued for Nos. 28/32. Nos. 16/24 were saleable, but owing to heavy stocks, prices were weak. Nos. 38/42 neglected. Grey Shirtings: The market showed some weakness during part of the month, and prices declined about 2½c. per piece; they had since recovered, however, and closed firm. Taffachelas, Turkey Reds, and Velvets, in good demand; other Cottons more or less neglected. Woollens: Mousselines de Laine eagerly asked for, and settlements exceeded any previous returns; importers being well supplied, however, no advance in price had been established. Lustres: Plain and Figured in good demand; stocks small, and prices firm. Cloth: Lower qualities in good inquiry, as also were Fancy Cloths of superior qualities; the finer descriptions of Black were difficult of sale. Blankets: In demand, with no stocks. Quotations—Cotton Yarn: Nos. 16 to 24, $125 to 127 per bale; 28 to 32 $144 to 146; Grey Shirtings: 7 lbs., 38 yards 39-inch $2.30 to 2.32 per piece; 8¼ to 8½ lbs., $2.55 to 2.57; 9 lbs. 44-inch $2.85.

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TIENTSIN.—There had been a slight improvement at this port, not only were the waters on the plains no higher, but the dealers had made some small profit on their late purchases of Drills, Jeans, and common 6 lbs. to 7 lbs. T-Cloths. Black Lastings and Velvets had been in some request, but Grey and White Shirtings were dull of sale, and rates unremunerative.

HANKOW.—Settling day had passed satisfactorily, but the subsequent improved demand previously looked for, had not been realised. Holders were disposed to accept lower rates for all Cotton Goods. Of Woollens: Camlets was the only fabric wanted, but this article was scarce and H.D.B., of good assortment, had been placed at Tls. 16.40 per piece, to extent of 300 pieces. Lead: L.B. was quoted Tls. 4.60 to 4.65 per picul, but business had been very slack.

SHANGHAI.—The enquiry for Plain Cottons had continued, but the result, so far, had been unimportant, and had fallen far short of the business usually passing at this season of the year. To some extent buyers had been deterred from operating—in Shirtings and T-Cloths at all events—as freely as they wished, by the quantities of goods forced upon them, and the consequent declining tendency of prices. The Woollen market had shown no signs of improvement. Grey Shirtings: 7-lb. Grey Shirtings in fair demand and scarce, 8¼-lbs. in good enquiry but easier; 7 lbs. Tls. 1.65 to 1.67; 8¼ lbs. Tls. 1.77 to 1.79 for. Mildews; and Tls. 1.78 to 1.83 for sound common to best ordinary; Dewhurst's Eagle chop, Tls. 1.88. White Shirtings: 66-reed, Tls. 2 00; 60-reed, Tls. 1.80; lowest counts, Tls. 1.50. T-Cloths: Fair sales, but anxiety to realise had caused a further fall in value. Common 6 lb. Tls. 1.13 to 1.15; Dewhurst's T. quality Tls. 1.32; Mexican qualities, Tls. 1.45 to 1.52½. A sale of 8 lbs. Dewhurst's M.T., Tls. 1.72. Drills and Jeans: Both commanded a ready market at quotations; 13½ lbs. to 15 lbs. Dutch and English Drills, Tls. 3.2 to 3.15; Jeans, Tls. 2.5 to 2.12 for English, Tls. 2.27½ for 8¼ lbs. Dutch. Fancy Cottons: Chintzes, assorted, Tls. 1.41 to 1.60; Gentian Shirtings, Tls. 2.60,; best Turkey Reds, Tls. 2.60 per piece; other articles altogether neglected. Woollens: Market dull; Camlets, Tls. 15½ to 15¾. Other goods had received no notice. Metals: Scarcely anything doing.

HONG KONG.—The demand for Raw Cotton had strengthened with the approach of cool weather, and fair sales were being made at slightly better prices. Yarns were very little inquired for, and Nos. 16/24 and 28/32 could only be placed at lower rates. In Manufactured Goods Drills only were in demand, and these were wanted at better values. In Woollens, Blankets had declined. All kinds of Iron were slow of sale. Tin Plates were $1 per box lower. Quicksilver was steady. Rice had been in some demand for shipment to Swatow, but at the close the market was quiet at former quotations.

FOOCHOW.—Sales had been effected of 1,000 pieces 8¼ lbs. Grey Shirtings at $2.77½; 2,500 pieces 7 lbs. T-Cloths at $2.05 to 2.65; and 400 pieces 8 lbs. T-Cloths at $3.75.

SAIGON.—Although stocks were rather moderate, sales, with the exception of 6 lbs. T-Cloth could only be effected at reduced rates. Quotations: 8¼ lbs. Grey Shirtings, $2.62½ per piece; 7 lbs., $2.20; 6 lbs. T-Cloth, $1.70; 5 lbs., $1.42; 4½ lbs., $1.25; 4 lbs., 1.10.

EXPORTS.

TEA.

YOKOHAMA.—The amount of business done had about been on a par with that previously noted; settlements, chiefly of the medium grades, amounted to about 8,000 piculs, and had been made at gradually advancing prices, the market closing at fully $2 to 3 over last quotations for all except the finer grades, which remained as last stated. The quality had been fair; there was still a marked absence of common leaf, anything below medium being of very inferior quality. Supplies had been meagre, and stocks were reduced. The export had been as follows:—Per P.M.S.S. Co.'s steamer China, to New York, 199,010 lbs.; to Chicago, 42,065 lbs.; to Boston, 6,100 lbs.; to San Francisco, 109,934 lbs.; per Emulation, for New York, 500,795 lbs.; per Etta Loring, for New York, 296,761 lbs.; per Leander, for New York, 767,762 lbs.; per Emma Augusta, for San Francisco, about 200,000 lbs.; and per Ceylon, for New York, 445,000 lbs. Including these two latter cargoes and that of the outgoing steamer, the export would be nearly two million pounds in excess of that of last season at the same date. Quotations:—Common, $25 to 28 per picul; good common, $29 to 31; medium $33 to 36; good medium, $37 to 40; fine, $41 to 43; finest, $44 to 47; choice, $50 and upwards.

HIOGO-OSAKA.—A fairly active business had been transacted. Prices at the commencement of the month to within a few days of the close were easier, but owing to large purchases having been made, a hardening tendency was apparent at the close for all grades. Low grades were still scarce and dear. Settlements for the month from 15th Aug. were returned at 5,500 piculs, making a total of 26,000 piculs for the season, against 16,000 piculs for the corresponding period last year. Stocks were estimated at 5,000 piculs. The Caller Ou was loading for New York, and the Engelbert would take about 75 tons to San Francisco. The Jessie Isabel was about to sail for New York, with 293,064 lbs. Quotations:—Common, $16 to 20 per picul; good common, $21 to 25; medium, $26 to 30; good medium, $31 to 35; fine, $36 to 40; finest, $42 to 46; choice, $48 to 53; choicest, $54 and upwards.

HANKOW.—More business and a general advance of Tls. 1 per picul was reported. Settlements and reshipments for the week about 11,000 chests. Stock 3,300 packages, against about 1,400 last year. Export to date 51,000,000 lbs., against 53,000,000 lbs. last year at same time. Exchange, 6 m.s. Credit paper had advanced to 6.5½ per tael, and the rates on Shanghai had risen to 3 per cent. for sight drafts and 3½ per cent. for 10 days' paper.

SHANGHAI.—Black: The business in Congous had been unimportant, but former rates had been fairly supported by the extreme firmness of holders. Settlements for the week, 5,489 chests, at Tls. 14.50 to 30 per picul; stock, 23,120 chests. Green: No feature worthy of any special comment had presented itself; a little more had been done since exchange weakened. Attention had chiefly been turned to Moyunes, which, with a sprinkling of Fychows, formed the bulk of the settlements. Only two or three chops of Pingsuey had found buyers. The market remained quiet but firm.

FOOCHOW.—Business during the week had been on a moderate scale and there had been no alteration in prices. No transactions had taken place in Oolongs. Congou: Settlements 12,732 chests at Tls. 5 to Tls. 20½, and at Tls. 28¾ for boxes. The bulk of the transactions had been in Teas costing between Tls. 15 to Tls. 18, and the greater part was intended for the Continent. Settlements for England had been small. Arrivals, 18,750 chests. Souchongs: 1,675 chests taken at Tls. 15½ to Tls. 27. Arrivals, 700 chests. Oolongs: Owing to the continued firmness of teamen no transactions had taken place. Arrivals, 4,950 half-chests. Scented Teas: Settlements, 1,476 boxes at Tls. 17 to Tls. 20½. Arrivals, 2,000 boxes. Flowery Pekoes: Settled 86 chests at Tls 27. Arrivals, 150 chests.

AMOY.—Only about 1,000 half-chests of Ooloongs had been settled, and buyers were not operating owing to the uncertainty about the course of the exchange market. Teamen were anxious to sell, but would not make a sufficient concession to counterbalance the advance in exchange rates. The steamship Teviot had sailed for New York with about 3,000 half-chests Amoy Ooloongs; the steamship Surprise was expected, and the Anglo-Saxon was the only vessel on the berth for that destination. Arrivals of Ooloongs to date, 174,916 half-chests; settlements 158,813, and stock 16,103 half-chests.

CANTON.—There had been but little inquiry for any descriptions, and the market had continued very quiet.

SILK.

YOKOHAMA.—The market had continued to be fairly active, and a good business had been done, settlements amounting to about 1,800 bales, Hank sorts as usual forming the bulk. Prices for both Hanks and Oshus (with the exception of Hamatski which showed a still further decline) had advanced about $20 per picul. Quotations:—Hanks, Mybash and Sinchu, extra 32s. 6d., best 30s. 3d. to 31s. 9d., medium 28s. to 29s. 6d., inferior 24s. 6d. to 27s. 3d.; Oshu, extra 32s. 6d, best 30s. 6d. to 31s. 3d., medium 28s. 9d. to 29s. 10d., inferior 27s. 3d. to 28s.; Hamatski, medium 26s. 6d. to 27s 6d.; Coshu, best 28s. 9d., medium 24s. 3d. to 25s. 7d. Silk Worms' Eggs: Total arrivals to date about 750,000 cards, and settlements estimated at 450,000 cards; prices for green annuals quoted as follows—Best $3 to 3.75 per card, good $2.50 to 3, medium $2 to 2.50, inferior $1.75 to 2; white annuals were worth $3 to 3.90 per card.

SAANGHAI.—At the close of last mail a considerable business was done, and buying had continued, partly stimulated by a lower exchange, and about 1,700 bales had found buyers at prices varying very little from those given in our last report. Good Silk had been steady and in fair demand, while common descriptions were neglected and declining. Tsatlee: Market nearly cleared of Chop Silk, as also of good medium sorts, and in some instances contracts had been made for delivery of these latter for next mail. Hangchow: Sellers of medium at Tls. 460 to 465, but no buyers. Hainings: In consequence of the absence of demand for Raw Hainings last season, the bulk of the crop had this year been re-reeled. Export of Raw Haining little over 200 bales v 1,100 bales last year, and holders of good Silks very firm. Stock of 250 bales included 100 bales of Fatmow's chop, which were held for Tls. 520 for No. 2 Taysaam: No settlements of Kahing reported. No. 3 to 3½ Chincum bought at Tls. 400, Shaouhing at Tls. 380, and ordinary Laoyang at Tls. 345. Re-reeled: Fair Haining Tls. 560 to 570, medium offering at Tls. 540 to 550. Tsatlee still in over-supply, and prices weak.

CANTON.—Little or no change had taken place, and inactivity had prevailed. Prices were slightly easier, but no actual reduction had been made. The fifth crop, which continued to arrive, was of very poor quality—nibby but dry. The sixth crop, it was reported, will be no larger than the fifth, cold winds, which had come earlier than usual, having damaged the mulberry trees. The high rate of exchange and discouraging news from home still kept buyers out of the market, and in consequence the settlements were very small—under 50 bales; the present mail would, however, take forward some 300 bales of previous settlements. Stock, 2,000 bales Tsatlee, and with the sixth crop and remainder of the fifth at least 3,500 bales more would be offered on the market this season. Several contracts for Rereels had been entered into, but for cargo ready for shipment there was no demand; some dealers were keeping back their stocks on the strength of the inferiority of the crops to arrive.

The Messageries Maritimes Co's steamer Peiho, with the present inward French mail, arrived at Marseilles on the 12th inst. at eight A.M. She brings 68 passengers, 1,014 bales of silk, 1,912 packages tea, 309 packages copper, 1,868 bales tobacco, and 340 packages sundries for London. The cargo will be forwarded to London by the Company's steamer Copernic, and may be expected here about the 26th inst.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ALLEN—On the 10th Nov., at Singapore, Straits Settlements, the wife of Whitworth, Allen, Esq., of a daughter.

BADGE—On the 20th Sept., at Hiogo, the wife of G. Badge, Esq., of a son.

BOWRING—On the 10th Nov., at Torquay, the wife of Lewin B. Bowring, Esq., C.S.I., of a son.

GERNON—On the 20th Sept., at Singapore, the wife of P. Gernon, of a son.

GILFILLAN—On the 4th Nov., at 4, Lyndhurst-road, Hampstead, Mrs. S. Gilfillan, of a daughter.

GRAHAM—On the 19th Sept., at her residence, Bangkolém, Siam, Mrs. Graham, wife of Geo. G. Graham, of a son.

NOETZLI—On the 25th Sept., at Foochow, the wife of G. H. Noetzli, Imperial Maritime Customs, of a son.

SWINHOE—On the 26th Sept., at the British Consulate, Ningpo, China, the wife of Robert Swinhoe, Esq., of a son.

DEATHS.

MACCAUGHEY—On the 6th Nov., at Akeley Wood, Bucks, Hugh Wade Maccaughey, late of Wimbledon and Marine-parade, Brighton, in his 75th year.

SOUCHAY—On the 11th Nov., at Withington House, Manchester, Charles Isaac Souchay, aged 73.

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SHANGHAI SILK SHIPPERS.

From 1st *June* to 28th *Sept.*, 1872.

	Bales.		Bales.
Adamson, Bell, and Co. ...	352	Jardine, Matheson, and Co.	737
Balfour, Butler and Co. ...	276	Jarvie, John, and Co. ...	506
Barnet and Co.	455	Lacroix Cousins and Co. ...	1,429
Birt and Co.	11	Lindsay and Head... ...	17
Birley, Worthington, & Co.	824	Maertens, A. H.	708
Blain and Co.	35	Nachtrieb, A., and Co. ...	617
Bower, Hanbury and Co....	1,629	Overbeck and Co.... ...	41
Bourjau, Hubener, and Co.	473	Pila and Co.	935
Bovet, Brothers and Co. ...	105	Pustau, Wm., & Co. ...	2
Bull, Purdon and Co. ...	154	Reiss and Co.	2,391
Butterfield and Swire ...	1,611	Russell and Co.	728
Chapman, King and Co. ...	80	Sassoon, E. D. and Co. ...	88
Coutts and Co.	32	Sassoon, D., Sons, and Co.	1,402
Dent and Co.	61	Scheibler, Matthaei, and Co.	558
Dickinson and Co. ...	50	Shaw Brothers and Co. ...	875
Essex and Co.	1,449	Siemssen and Co.	328
Findlay, Wade and Co. ...	57	Skeggs, C. J. and Co. ...	47
Fogg and Co.	242	Textor and Co.	2,240
Gamwell, F. R.	35	Telge, Nolting and Co. ...	82
Gibb, Livingston, and Co...	622	Vogel, Hagedorn, and Co.	147
Gilman and Co.	468	Westall, Brand, and Co. ...	538
Heard, Augustine, and Co.	410	Wright, Burkill and Co. ...	1,011
Helbling, J. C., and Co. ...	211	Sundries	9,154
Hogg Brothers	70		
Holliday, Wise and Co. ...	30	Total bales... ...	33,273

TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Leucadia	July 9 ...	Shanghai ...	1,154,400
Gungner	„ 24 ...	„ ...	810 600
Doune Castle	„ 30 ...	„ ...	1,282.000
Taitsing	Aug. 6 ...	„ ...	1,084,300
Northampton	„ 14 ...	„ ...	1,567,344
Weymouth	„ 15 ...	„ ...	1,114 253
Leicester	„ 19 ...	„ ...	1,764.249
Annie Braginton	„ 20 ...	„ ...	545,333
Hopewell	„ 30 ...	„ ...	807,232
Langstone	Sept. 4 ...	„ ...	1,036 400
Thyatira	„ 4 ...	„ ...	1,331.500
Yeavering Belle	„ 9 ...	„ ...	661,127
Northfleet	June 28 ...	Foochow ...	1,117.100
Denbighshire	July 4 ...	„ ...	615 500
Grenadier	„ 18 ...	„ ...	666,800
Star of the North	„ 23 ...	„ ...	983,100
Jungfrau	„ 28 ...	„ ...	810,200
Harlaw	Aug. 1 ...	„ ...	1,152,500
Everest	„ 30 ...	„ ...	743,693
Essex	Sept. 6 ...	„ ...	1.688,100
Zenobia	„ 11 ...	„ ...	1,357,783
Falcon	Aug. 4 ...	Canton ...	909,800
Wemyss Castle	„ 24 ...	„ ...	878.841
Burdwan	Sept. 1 ...	„ ...	911.000
William Ritson	„ 9 ...	„ ...	733,583
Norman Court	„ 14 ...	„ ..	1,047,308

Shipping Intelligence.

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ARRIVALS.

At Yokohama.—From London, Sept. 23, Florence Nightingale.

At Shanghai.—From London, Sept. 25, Fontenaye; from Swansea, 23, Daylight; from Liverpool, Nov. 10, Agamemnon (str.); from Cardiff, Whinfel; from Southampton, Deccan (str.).

At Hong Kong and Canton.—From London, Oct. 1, Golconda (str.), James Vinicombe; from Callao, Emigrante; from Boston, 4, Europa.

At Singapore.—From Liverpool, Oct. 11, Agamemnon (str.); from Glasgow, 7, Saltee (str.); from Sunderland, 8, Stanley; from Hamburg, 11, Harmonia.

DEPARTURES.

From Yokohama.—For London, Sept. 7, Audax; for New York, 16, Emulation; 18, Etta Loring; 23, Leander; 30, Ceylon.

From Hiogo.—For London, Sept. 15, Penrith; for New York, 18, Jessie Isabel.

From Shanghai.—For London, Sept. 21, Priam (str.), Woodlark; 25, Clausina.

From Foochow.—For London, Sept. 29, Zibu; Oct. 1, Eme.

From Hong Kong and Canton.—For Falmouth, Oct. 2, Hermine.

From Singapore.—For London, Oct 4, Eleanor; Nov. 12, Hector (str.).

SHIPPING POSTSCRIPT.

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Departures.—Nov. 14, from London, for Yokohama and Hiogo, Glamorganshire; 13, from Cardiff, for Singapore, Proserpine; 14, Massimo d'Azeglia, Elizabeth Child.

Laid On.—At London, for Shanghai, Carmarthenshire.

Spoken.—Esperance, Newport to Hong Kong, Aug. 12, 33 S., 25 W. Franklin, Batavia to London, Sept. 28, 20 S., 60 E. N. C. D. H. (Amicizia, Italian three mast schooner), Cardiff to Ceylon, Sept. 29, 16 S., 29 W.

Casualties.—The Carolina (Spanish barq.), from Manila to Cadiz, with tobacco, went ashore on Sandalwood Island, Sept. 15, but got off without damage, after remaining on the reef seven days. The Hebe (ship), of Rotterdam, Meermans, from Batavia, to Rotterdam, put into Mauritius, Oct. 5, leaky, having encountered a very heavy N.E. to N.W., and S.W. gale Sept. 21st, in lat. 12 S., lon. 93 E., during which she sprang a leak, and is making four inches water per hour in still water.

Miscellaneous.—At Mauritius, Sept. 23, Anna Bella, Stephens, from Singapore; 25, Fat Choy (str.), Paraga, from Macao, and sailed, Oct. 1, for Havana; 28, Crown, Lashbrooke, from Monte Video, and sailed, Oct. 1, for Galle; Oct. 17, Backia Letchmy, Westerberg, from Singapore.

LEGAL.

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JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.

(Before Sir J. Colvile, Sir B. Peacock, Sir M. Smith, Sir R. Collier, and Sir L. Peel.)

HART V. VON GUMPACH.

This appeal from Her Majesty's Court for China and Japan came on for hearing, and presented some remarkable features. The appellant is a British subject, and occupies an important position in the service of the Emperor of China as inspector-general of customs. The respondent is a naturalised British subject, and is an astronomer and mathematician. Both met in London in August, 1866, and it was alleged that Hart represented to Von Gumpach that he was entrusted with the formation of a college and observatory at Peking, which college was to be an institution for the teaching to the Chinese of Western sciences and learning, "with a view to the regeneration of China," and that he was to procure a library and appoint professors. In consequence of these alleged representations, Von Gumpach went to China, and his salary was to be £600 a year. He alleged that there was no such institution, and that he was willing to discharge the duties of his appointment. He alleged that Hart represented to the Tsung-li Yamen, or Foreign Board, that he had absented himself, and he received an intimation from the Chinese Government that his services were no longer required; and since the 30th September, 1868, he had been unable to obtain any salary. He brought his action against Hart in Her Majesty's Court, and claimed £3,000 as compensation besides his salary. The cause was tried before a jury, and they gave £1,800 as damages and 176 taels for money payable to Von Gumpach. There had been a demurrer and further litigation, and one point urged for the present appellant was that these were privileged communications from him as to the office he held under the Chinese Government. The Court, after further litigation, decided in favour of the plaintiff (the present respondent), and the defendant (the present appellant) had obtained special leave to appeal to Her Majesty in Council. He denied the alleged misrepresentations, and stated that the Court at Peking had found in his favour as to the representations, and gave damages to Von Gumpach for the loss of his situation, and for money due on account stated. He appealed on several grounds—that the verdict was against evidence, on misdirection, and on the privileged communications.

Sir John Karslake, Q.C., with whom was Mr. F. Herschell (instructed by Messrs. Murray and Hutchins), appeared for the appellant; Mr. Benjamin, Q.C., and Mr. Myburgh (instructed by Messrs. Brooks and Co., of Doctors'-commons) were for the respondent, the plaintiff in the original action.

Mr. Benjamin discussed the several points. He urged that the appellant was liable to the respondent for the wrongs he had committed against him. The Chinese Government had not adopted the acts of the appellant as their servant, and therefore it was no Act of State. It was idle for the appellant to say that what he did was by order of the Chinese Government, and that, therefore, he was not amenable to the laws in Her Majesty's Court for China and Japan. He cited various authorities in support of his contentions that unless a Government adopted the acts of their servant, the servant was liable, and could not shield himself under the authority of an Act of State and justify the wrong he had committed. Further, the learned counsel submitted that Her Majesty's Treaty with the Emperor of China gave all British subjects a right to resort to the Supreme Court for redress; and it was no answer for the appellant (the original defendant) to say what he had done was as servant of the Emperor when malice was alleged against him. The question of privilege would not go to such an extent as to shield a man from false representations, and none of the cases cited would support the points raised by the other side. Mr. Myburgh followed on the same side.

Sir John Karslake, in reply, cited several cases in support of the view he had submitted—namely, that the original action could not be maintained, and that the demurrer ought to have been allowed. It was not an action between two British subjects, as was contemplated by the Treaty, but an action against a Minister of China for an act done as such Minister. Both parties had been in the service of the Emperor, and the reports made by Mr. Hart were privileged communications, and it was not by merely alleging malice that the protection extended to such documents was to be removed. The matter was of importance, and he asked their Lordships to allow the appeal.

Sir Montagu Smith, on the conclusion of the arguments, announced that their Lordships would take time to consider their judgment.

COURT OF QUEEN'S BENCH.

IONIDES V. PENDER.

This was a case (tried last term) of some mercantile importance as to marine insurance, especially with reference to over-insurance. It was an action on several policies of insurance, on goods, on profits, on charterparty, and of commission, amounting altogether to some thousands of pounds. The defence set up was that there had been enormous over-insurance, and that the ship was not lost by perils of the seas, but had in reality been scuttled. The policies were effected by a firm at Hamburg, who had chartered and loaded the ship for a commercial adventure to a port in Siberia. On the voyage the vessel suddenly went down in fair weather without any visible or apparent cause. The trial at Guildhall before Mr. Justice Hannen lasted several days, and a great deal of evidence was given on both sides. At the close of the trial the Judge put several questions to the jury, which they answered thus:—"Were the goods loaded?—Yes. Were the

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valuations excessive?—Yes. If they were so, were they made fraudulently?—There is not sufficient evidence to show. Whether fraudulent or not, was it material to the underwriters to know that the valuations were excessive?—Yes. Was it concealed?—Yes. Was the vessel lost by perils of the seas?—No. Was the vessel cast away?—As to this we think the evidence was not sufficient." The learned Judge pressed them to say how the vessel came to be lost, but this they declined to state. The verdict was thereupon entered for the defendants, the underwriters, and several other actions pending against other insurers were postponed to await the result of this.

This week an application was made to set aside the verdict, on the ground mainly that the fact that the valuations were excessive was not material so that the concealment of it would vitiate the policies. After hearing arguments on both sides the Court reserved decision.

MISCELLANEOUS.

—o—

EXTRACTS FROM MEDHURST'S "FOREIGNER IN FAR CATHAY."

I have dwelt thus much upon the characteristics of the servants employed by foreigners, not only to show how they fare in this particular, but because these servants are the only natives with whom the foreign merchant comes more immediately into contact. The opinion prevalent at home that foreigners mingle in Chinese society generally is altogether a mistaken one. The conventional rules of the Chinese are so constituted, and their habits of thought and customs so peculiar, that there is little or no encouragement to court acquaintance on either part, even were the entire ignorance of each other's language not to present a serious bar in the way of an interchange of ideas. There is a class of Chinese brokers and middle-men who haunt the offices of the merchants, but they are mostly shrewd, clever upstarts, whom the difficulties of interlingual communication have introduced into the trade, and, with rare exceptions, they lay no claim to respectability even with the Chinese themselves. The language employed between these brokers and the merchants is a jargon made up of English, Portuguese, Chinese, and Malay words, tortured into unrecognisable shapes and constructions, and it is little fitted to sustain any conversation beyond what appertains to the mere technicalities of trade. I have frequently expressed to our merchants the opinion that it is a pity they do not take the trouble to learn the Chinese language. It is an acquirement in the spoken form to an extent sufficient for all practical purposes; offers no difficulties that an average intellect and a moderate share of determination cannot surmount, and familiarity with it would have the effect of freeing the foreigner from the domination of roguish brokers and compradores, at whose mercy he now lies, whilst it would open the way to a more extended acquaintance and friendly intercourse to the mutual advantage of both parties. There is perhaps no country in the world frequented by the English-speaking race in which merchants are so lamentably ignorant of the customs and resources of the locality in which they live as they are at this moment in China, and this is entirely to be attributed to a want of familiarity with the language.

THE SUEZ CANAL.

The Suez Canal Company will continue to insist upon its recent advance of tolls, and declares that it will appeal to the decision of the Government. The Ottoman Porte has protested, by order of the Sultan, against the competency of the *Tribunal de Commerce de la Seine* to interpret the Act of Concession of the Canal—a power which belongs to itself alone. The Turkish Government also maintains that, the company being an Egyptian association, subject to the Ottoman jurisdiction, and having its head-quarters at Alexandria, cannot admit a foreign jurisdiction in respect to its differences with third parties. There is some idea of inviting the Maritime Powers to hold a conference at Constantinople, in order to agree upon a uniform system for the measurement of tonnage.

Foreign Intelligence.

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GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Nov. 12.

The sharp and somewhat bitter remarks made by certain organs of the press in England respecting the award of the Emperor of Germany in his capacity of Arbitrator in the Anglo-American dispute about the San Juan question have found a responsive echo at Berlin; and if these counter remarks have not been translated and reprinted in the English papers, it is perhaps owing to the editors remaining reticent, not to aggravate and increase the ill-feeling between the two countries. One of your contemporaries says that the award is "remarkable for being written in the German language, instead of the customary diplomatic French;" to which the Germans reply that this is an exploded idea, quite out of date; that the despatches of the German Government—even to France—are written in German, and it is only at conferences and congresses, in which the representatives of several nations take part, that French is now used, as a language common to all; and finally, they retort that the English set the example of breaking through the custom in use for many years, and writing their despatches in English, and that being the case, there is no reason why the Germans should not reciprocate, and write in their native language. It was by a circular from the late Lord Palmerston, when at the head of the Foreign-office, to all the British diplomatic representatives abroad, that they were directed only to communicate in writing with the Government with whom they were accredited in English. It was no doubt a public testimony of their incompetency to write correct French, and caused much inconvenience and delay. During my residence at Athens I was frequently applied to by the Minister for Foreign Affairs to translate for him—of course privately and confidentially—diplomatic communications in English that he had received from Sir Edmund Lyons, at that time the British Ambassador in Greece. The whole dispute might have been easily prevented had the English and American plenipotentiaries taken the precaution, when drawing up the Treaty, to append to it a map on which the exact line of demarcation should have been drawn, thus containing an authentic interpretation of the intention of the two Governments with regard to the frontier.

After what I wrote in my last letter of the negotiations between the commissioners of the two legislative bodies of this city having been broken off because they could not come to an agreement on the vexed question of the Bank Valuta, your readers will no doubt be greatly surprised to hear that, after all, the affair has been finally set at rest and disposed of by a compromise, both sides having given way to a certain extent. The draft of the Bill sent by the Senate to the Burgerschaft, but rejected by them, served as a sufficient basis for a *rapprochement*, and as both parties were agreed in principle, and only differed on certain, though important, points, the door was again opened for discussion. An abstract of the amended Bill as now agreed to is as follows:—

Law for the Alteration of the Hamburg Bank Valuta.

Art. 1. *Closing of the Accounts based on Silver Bars.*—The date is fixed for the 15th Feb., 1873, the Burgerschaft originally wishing it to take place within eight days, and the Senate inclined to keep them open for six months longer. After the above date the balances of accounts can only be repaid in silver bars.

Art. 2. *Opening of Accounts in the new Imperial Currency.*—Within eight days from the promulgation of the law accounts will be opened in marks, German currency, based and funded on the new gold coinage, and—as long as they remain a legal tender—on German double and single silver thalers.

Art. 3. *Denomination of Payments in the New Currency made through the Bank.*—In all agreements and contracts where payment is stipulated to be made through the Bank, it is required to write after the amount the letters B.Z., which stands for *Bank Zahlung*, or Bank payment.

Art. 4. *Belehnungen* (or advances on deposits).—After the close of the silver accounts the Bank is authorised to receive as deposits the foreign coin hitherto accepted, as well as gold and silver bars, and credit the depositors for the amount in the new currency, according to the regulations drawn up by the administrators of the Bank and having been approved of by the Senate.

Art. 5. *Deferred fulfilment of obligations to pay in Banco.*—After the closing of the silver accounts, all still outstanding engagements in Hamburg banco or in species banco, whatever may be the period of their origin and the nature of the claim, must be settled by Bank payment in Imperial gold coin, or in double or single silver thalers of German mintage, at the fixed rate of 150 marks new currency for 100 marks banco, with an agio of 1⅛ per mille for species banco. Bills of exchange falling due on the 15th of February, but not presented for payment till after that date, are to be calculated at the officially quoted price of silver on the day of their maturity.

Art. 6. *Transitory Regulations.*—During the period of transition, viz., from the date of the opening of the accounts in the new Imperial currency till the 15th of May, 1873, creditors of the Bank may have the amount of their balance in Banco transferred, partly or entirely, to their account in the new currency at the fixed rate of 145 marks Imperial currency for 100 marks Banco, as such transfers are to be considered as *Belehnungen*, or advances on deposits. The sum thus transferred may, at any time during the period of transition, be re-transferred to the silver account of the owner; but all such re-transfers must be made before the expiration of the period of transition, in default of which the Bank is authorised to realise the silver for account of the proprietor. During the period of transition only those who have paid in gold coin or silver thalers are at liberty to withdraw their balances in the same money. During the period of transition no charge will be made by the Bank on Imperial gold coin or silver thalers paid in or taken out.

The publication of this new law will take place in the course of this week, and the date to be fixed for the opening of the accounts in the new Imperial German currency is expected to be the 15th inst. But this arrangement has no effect on cash payments made in Hamburg and Lubeck currency, which retain their value as hitherto, till a sufficiency of the new money is coined, which, as the minting operations proceed but slowly, may be deferred for two or three years longer. It will be seen by the above that the Bergerschaft have abandoned one of the principal points on which they were at issue with the Senate, and that is that the loss sustained by the conversion of Banco into new currency,—the agio on silver being at present rather more than one per cent. above par, should be borne by the State. As it now stands everyone who has Banco will only get 150 marks new currency for every 100 marks Banco, and must bear the loss himself.

The emigration from this port and Bremen is assuming such vast proportions that the Governments are beginning to entertain serious apprehensions that the country will become depopulated. In order to check this rush, which is almost exclusively directed to the United States, the railway companies have received instructions to discontinue, from December 1, the facilities hitherto granted to emigrants, of a reduction in the fares—amounting in some instances to 50 per cent.—and double allowance of luggage (100 lb. per head). The number of emigrants that passed through this city to the end of October, 1871, is officially stated to be 37,324 persons, whilst at the same period this year it has risen to 65,151, and before the end of the year will no doubt have reached 80,000.

Dr. Hilgendorf, a native of this city, and formerly director of the Hamburg Zoological Gardens, and now professor at the Royal Polytechnicum at Dresden, has received a call to go to Japan to prepare young natives for their subsequent studies of medicine at German universities. A considerable number of Japanese are now studying at Berlin, Leipzig, and Heidelberg.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, NOV. 18, 1872.

THE CASE OF THE "DOLPHIN" AT BANGKOK.

THE Government of the United States and its representatives have generally been so conciliatory and moderate in their intercourse with the nations with which we have relations in the Far East, that it is with no less surprise than regret that we observe the singular deviation from this principle in the case of the *Dolphin*. This vessel, an American schooner, commanded by Captain T. S. ANDREWS, was detained by the Siamese Government in consequence of the non-payment of the firewood-tax, on entering the Patlak Creek. After a careful perusal of the case, as reported in the *Siam Advertiser*, we are unable to come to any other conclusion than that the commander of the *Dolphin* wilfully disregarded the signals of the native tax-collector to stop. In his evidence Captain ANDREWS says that he "could not "have stopped her because of her headway and the strength "of the tide"—a statement which contrasts strangely with the fact that the Siamese (only five or six in number) boarded her, and *did* actually stop her, and anchor her there and then. No sort of violence seems to have been used on either side. Even Captain ANDREWS, who represents himself as being so very much aggrieved by the "seizure" of his ship, and who went on shore at once, "*intending* to go to the United States Consul," did not carry out that reasonable intention, but stopped at a rice mill, from which he returned on board his own ship with two gentlemen *and a lady!* Thus reinforced, Captain ANDREWS—this is his own statement—secured the officer who had boarded his vessel, and then went to his house and asked *for his wife*, who was, fortunately for her, from home. This, as we have mentioned, is Captain ANDREWS'S own statement. The charge against him, we should also state, was that he attempted to seize and carry off the officer, his wife, and children. That he had recaptured his ship, which was seized for firewood-tax, was another and separate charge. It is also matter of dispute whether the United States flag was flying on the schooner at the time she was summoned, and stopped. It is however clear that no serious inconvenience was caused to anybody—though it is not explained why the wood-tax was not accounted for—and we are therefore greatly surprised to find that the United States Government should have despatched the corvette *Iroquios* to Siam for "an explanation." Of course we all know what this means—and the Siamese Government, under pressure of this very convincing reason for giving way, tried the case, and condemned themselves, or their officials, to pay $100 to Captain ANDREWS—who, we may presume, congratulates himself on a small triumph. Such, however, we think our readers will agree with us, is not the right way to open up, or to keep open, relations with new and strange, but friendly countries. The whole story savours of overbearingness and menace. The American captain does not even allege that he offered any explanation on the perfectly legitimate demand being made for the wood-tax. Still less does he offer to explain why he and his friends, going to the tax-man's house, should have asked for his wife and family. Miss WRIGHT, the lady who joined the party after the seizure, was not even called in evidence. It was clear that the $100 was paid, or rather surrendered, under fear of the American corvette—and perhaps few hundreds of dollars have been acquired at so grea a cost of ill-feeling. The whole proceeding is a libel on the intelligence of the age. It is totally opposed to the principles of our own Government. Our readers will not have forgotten the censure which Mr. ALABASTER brought upon himself, when our Acting Consul, for bringing up a ship of war to enforce some claim. Gunboats are no doubt an excellent argument in a just cause, when all other arguments have failed—and not till then, but we must not treat the Siamese Government as uncivilised and amenable only to the logic of big guns.

CEYLON AND ITS COFFEE.

IT is a remarkable circumstance how frequently those most accustomed to the commerce of a country are apt to be deceived, and to deceive themselves as to the probable outturn of the year's operations—the more especially if the commerce in question be the result of agricultural enterprise. This, we presume, is not more the case as regards Ceylon than other countries. But as it is the Cinnamon Isle, as it was formerly called,—it should be the Coffee Isle now—with which we have at present to deal, a few words on the fallacies which generally prevail till the season closes will not be out of place. The coffee crop of the past season was very deficient; like every other growing crop this one depends much on the weather, first at the blossoming and afterwards during the filling of the bean. A very good blossom may blow and set, exciting high hopes of a splendid crop, and yet too much wet immediately after setting may perish it, while too much drought may do the same. Again, when the berry is filling, chiefly from June to August, a long drought may prevent the filling, and thereby greatly diminish the crop. A cursory observer, passing through a coffee district during the flowering time, seeing every plantation white with its jessamine blossoms, retires possessed with the impression that there are to be magnificent crops. This idea he hugs and believes because, as he thinks, he has seen the crop on the trees. Sad delusion! It must not only be fairly set, but the bean well filled, before a blossom can ever be reckoned on as safe. Now both the drawbacks above named—a loss of blossom from unseasonable weather in the spring, and a loss of crop from the failure of the monsoon rains in their season—have fallen to the lot of the Ceylon coffee planter this year, and of course he cannot help crying out. But will any one believe him? No. The Colombo merchant first, and the London merchant afterwards, rebut the assertion, and think he is only crying "wolf" to suit his own purpose, and to force the market up—and they employ all their influence as a counter lever to press the market down. No doubt there is a difficulty in arriving at a certain estimate of the crop of a country like Ceylon, where interests are so divided, dispersed, and detached; where also a considerable quantity of crop is raised by natives, some of whom keep no accounts, while others decline to supply the necessary information. Still, when it is seen that not one or two plantations, but those of a whole district, or a whole country, have suffered from the causes named, a little more confidence might, nay, ought to be extended by the buyer to the seller. If crops have been short, the grower naturally looks for a better price, as some compensation for his deficient outturn, and he generally gets it Sometimes, however, at this season, willing buyers have held back, or hampered their orders with conditions that made buying impossible, leaving the field open to others not so trammelled.

It has been well known for several months that crops in Ceylon were to be *very* short, although *how* short it was not so easy to say. Some expected that the total outturn would not exceed 500,000 cwt., while others believed it would at least be 800,000 cwt. The highest of these, however, would have been still 200,000 cwt. below the average of the past five years, or just 20 per cent. But all were agreed that they would be *short*. Still it appears not to have been believed in London—for reports continued to come out to Ceylon, "Large shipments from Brazil," "Fall in Continental markets," "Reduce limits," "Price down 2s. to 3s.," &c., &c. Now this seems to be a species of short sighted suicidal policy which always defeats its own end. The season is finished now, and no doubt a good many fingers are itching for the profits that *could* have been made had they gone

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in boldly and bought at the market figures a few months ago. So far back as August last, while the London market was being borne down, we warned buyers that the crop would soon close; and that we doubted then if it would exceed 750,000 cwt. The commercial season ended on 30th September, and the total export did not exceed 758,000 cwt.! This is very nearly a quarter of a million hundredweights under the average production. Other coffee-producing countries were also proportionally short, as the following figures show:—

Brazil deficiency	Cwt. 1,000,000
Java deficiency	800,000
Ceylon deficiency	250,000
	Cwt. 2,050,000

This is without reckoning India, which was also short. It is also irrespective of the West Indian colonies, which are likely to have suffered from the same influences as those that affected Brazil. This is a lamentable deficiency, and the fact is deplorable as regards those who must be the chief sufferers—the growers of the article. It is a fact, nevertheless, which must be looked in the face, and should be kept steadily in view by those who contemplate investing either in the produce in question, or in the description of property that yields it. The removal of the duty in America, too, ought to advantage the grower and the exporter; for, although the abolition of that duty extends only to coffee imported in American bottoms, still America must have a certain quantity of coffee; and even if she import this quantity all from Brazil, and does not take an ounce of Ceylon coffee from Europe, whatever quantity she so receives, relieves the European market to that extent.

We understand that the appointment of Mr. Albert Coates, a partner in the firm of Messrs. Ker and Co., as acting Consul at Manila, during the absence of Mr. Rickett, has been approved by the Foreign-office. The Consulate at Saigon is still represented by Mr. Hauschild, a partner in Messrs. W. G. Hale and Co., and no appointment for a fixed paid Consul can be made, until the cost has been passed in the next estimates.

As the non-receipt at Brindisi of letters from England, often causes annoyance to passengers proceeding to the East by the Italian route, we think it well to notify that, although the India and China mail does not leave London until Friday evening, letters intended to catch passengers at Brindisi should be posted for the Wednesday evening mail.

The Japanese Ambassadors with their suite, accompanied by General Alexander, Sir Harry Parkes, and Mr. Aston, returned to London on the 9th, too late, however, for the banquet at Guildhall, to which they had been invited. They will take their leave of Her Majesty next week, and leave for Paris, making a tour through France, and thence proceed to Germany and Russia.

The report in China that the steamers of the Messageries Company were likely to call at Naples, on their way to Marseilles is incorrect; the statement that the steamers of this company and of the P. and O. Company would call at Nagasaki is also incorrect. The Time-tables for 1873 will shortly be issued.

Admiral Dupre, Governor of Cochin China, who, as stated in our last issue, has left France on his return to Saigon, is the bearer of a letter from M. Thiers to the King of Siam, in reply to the congratulations of the latter to the President of the Republic.

Viscount Brenier de Montmorand, formerly Consul-General for France at Shanghai, has been appointed Minister Plenipotentiary to Chili.

THE COOLIE TRADE.

The Secretary of the West India Committee has addressed a letter to *The Times*, in which he says:—

The stoppage of Chinese immigration in 1866 requires a word of explanation. It occurred, not because the Chinese Government withdrew its permission, or was dissatisfied with the treatment of the immigrants, but because it was induced to impose certain provisions which would have greatly increased the expense of the immigration. Of course in acting thus the Chinese authorities were influenced by the emigration from the Portuguese settlement of Macao to Cuba and Peru]

It need hardly be said that the British Colonies have never received any immigrants from Macao, but always obtained them, under proper restrictions, from Hong Kong or the Treaty ports. The Macao traffic, however, raised a strong feeling against all emigration from China, and although the competition of a perfectly honest and well-conducted system like that to the British Colonies promised to be one of the best correctives of the evils complained of, it had to be abandoned, while the Macao traffic is still vigorously carried on.

The following fact illustrates the working of the immigration. On the 4th of September last the steamship *Enmore* left British Guiana, with over 600 immigrants (including children) on board, returning to their native country, India or China. They carried with them property in cash and jewellery, which, divided among the adults, shows an average of more than £50 sterling per head.

Now these people came to the colony as indentured immigrants, and were employed in agricultural labour. When their first contracts ran out, they either re-engaged or employed themselves in other ways by which they could make money. At the end of ten years the Indian coolies became entitled to a free return passage, and they went back, not destitute and miserable, as when they found themselves on board ship bound for the colony, but independent and manly in their bearing, and possessed of an amount of wealth that the English agricultural labourer rarely obtains after a whole lifetime of painful toil.

I would add, in conclusion, the more the question is investigated, and the real facts known, the greater will the advantages of the immigration appear, and the less feeling exist against the system of free labour in the British West Indies.

The British Consul at Havana writing on the subject says:—

Chinese labour has not been altogether a success in Cuba. On some small sugar estates, and among the tobacco-fields, the Chinese coolie does well enough; but he cannot work so hard as the negro, nor indeed as the Indian coolie used to work on Jamaica estates. Most of the Chinese brought to Cuba are of the lowest and feeblest type of inferior South Chinese coolies, such as swarm about Macao, Batavia, and Singapore, &c., and they are rarely of sinewy frame, nor much physical strength; nor have they the endurance of the Indian coolie.

Chinese immigration, as is it is carried on here, is so faulty that it can never lead to a successful colonisation of Cuba. The mistaken policy of the Government, as exhibited in the treatment of these colonists, must end in their refusal to come here. The condition of obligatory and continuous servitude to which they are now subjected, if they desire to remain in Cuba, after the completion of their primitive contract, is tantamount to slavery; and it is contrary to common sense to suppose that free men will voluntarily submit to it. The Chinese emigrant, therefore, to be induced to come here, must either do so in a fit of desperation, or he must be imposed upon; and a traffic which is based upon deceit, and which subjects him to life-long drudgery under the worst of systems, can scarcely be designated by any other name than that of Slave Trade.

It cannot be denied that proper regulations, which will prevent vagrancy, and which will organise labour, are absolutely necessary in Cuba, where there are labourers of distinct races and conditions; but these regulations should all have a decided tendency towards preparing these classes for speedy and complete emancipation. The law of 28th June, 1870, does not hasten the freedom of the slaves in this island. It virtually postpones emancipation for twenty-two years, and, in the meantime, it closes the door to any feasible arrangement for the introduction of free labourers. The Chinese under contract here on the plantations are, with, perhaps, a very few exceptions, treated pretty much as slaves, and with the compulsory engagements now before them, or the sorry alternative of seeking a home elsewhere, there can be no inducement for them to come here. If they are treated in such a manner, other colonists must expect the same, and thus, at the very moment when everything should be done by the Spanish Government to further free emigration to Cuba, it would appear as if no means were left untried to render such emigration unpalatable and repulsive.

By the mail just received from the West Indies we have the account of another departure from Demerara of time-expired coolies. The *Rohilla*, of London, was embarking for Calcutta:—East Indians, 257 men, 79 women, 31 boys 23 girls, 16 infants—total 406; Chinese, 21 men, 22 women, 6 boys, 6 girls, 3 infants—total 58; grand total, 464. The money deposited by the coolies in the Immigration Office for transmission to Calcutta amounted to $47,642.64. Besides this there was the usual quantity of personal jewellery, amounting in value to a considerable sum.

SIAM.

The Committee of the Diplomatic and Consular Enquiry had before them for examination Mr. Henry Alabaster, who served for many years in the Consulate at Bangkok as Interpreter, Vice-Consul, and for a short time as Acting Consul, and in the latter capacity he so displeased the Foreign Office in his conduct towards the Siamese that he is now practically discharged from the service.

In his evidence he states that the Staff at Bangkok is unnecessarily large, that a Consul, a Vice-Consul, at from £500 rising to £800, and one Assistant, at £250 rising to £400, would be a sufficient staff without Student Interpreters. That a medical officer was not now necessary, although very essential in the early days of the Consulate. Sir Charles Dilke, one of the Committee, asked:—

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Is not a great deal of the work in Siam caused by the doctrine of extra-territorial jurisdiction applying to the inhabitants of British Burmah?—Yes, and to British India; I would not separate British Burmah exclusively.

There is a difficulty in following criminals from British Burmah, is there not, to Siam; do not cases occasionally occur of the escape of criminals into Siam?—I have not heard of any particular case of that sort.

Do you think that work of that kind could be decreased; it has been stated here that there has been a somewhat extravagant interpretation of this doctrine in the case of the inhabitants of British Burmah?—Well, it would be a very great comfort if the work of looking after these men could be taken away from the consul altogether, because it is a terrible responsibility having to give an opinion about cases which happen hundreds of miles away from you, and of which you cannot get any very satisfactory evidence. I do not see how we are to avoid doing it with our Treaty.

The officers of the consulate are occasionally sent great distances up country, are they not, in these cases?—No, they were not in my time; I have never known of an officer being sent beyond 60 miles about a case.

But the labour involved in these cases to the consulate is very considerable?—Very considerable, and the anxiety still greater.

Do you know whether it was the custom of other Powers for their consuls to act as agents there?—In some cases the consuls were merchant consuls, trading consuls, and in that case they might of course be agents for anything; the Lloyd's agent in Siam was a merchant.

Viscount ENFIELD: Is the cost of living in Siam very great?—It is great as compared with England, because there are certain luxuries which a man must have in a climate of that sort; I mean to say that whereas a young man in England can live very well for £150, out in Siam it is impossible for a student interpreter to live decently on the pay that is given to him.

JAVA.

MR. HARPER in his evidence before the Committee said that H.M. Consuls often acted as agent for LLOYD'S, and that the commissions paid on wrecks were at times valuable, he might instance the case £3,000 paid on one ship at Batavia.

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The second ordinary general meeting of the shareholders was held on the 13th inst.; Mr. JOHN PENDER, M.P., in the chair. The SECRETARY (Mr. T. Fuller) read the notice convening the meeting, and the minutes of the last meeting, which were then confirmed; the report of the directors, given in our last issue, was taken as read.

The CHAIRMAN stated that since the opening of their line it had worked in every way satisfactorily; there had been one or two interruptions, but of a slight character. In regard to one which occurred at Saigon in shallow water, they had the satisfaction to find, in repairing the cable, that it was as perfect as on the day it had been laid down. It was also a matter for congratulation to perceive that, even taking into account the low rate of charges that had ruled for a considerable period of the company's operations, the result had been about as good as that attained by any submarine line during the first year of its working. It was proposed to pay the shareholders a dividend of 8 per cent. for the whole year. In addressing shareholders of Submarine Telegraph Companies, he had, on former occasions, expressed rather sanguine opinions as to the amount of progress that existed in such undertakings. He had never subsequently changed that opinion, and he considered the results attained by telegraphy generally not only fully bore out such a view, but gave promise of much prosperity in the future. It would doubtless be in the recollection of many gentlemen present that, at the time of the formation of that company, it had been proposed to lay a cable to Shanghai and Japan; but, owing to the state of the money market, it had been subsequently determined to carry out, in the first place, the first section of their line—namely, to Hong Kong—and afterwards to go on to Shanghai. The Great Northern Telegraph Company had, however, laid a cable between these two points.

The directors entered into arrangements with the Great Northern, by which that company was to receive interest at 5 per cent. on the capital, and the cable to be repaired by them; that all above that sum was to be equally divided; and, although the traffic had been interrupted, the amount received last year from that source was £4,752. He thought that at some future time it would be necessary to call on the shareholders to find the money to lay another cable in conjunction with the Great Northern, as the present cable seemed to be not quite so good as that company had expected it to be. He also believed that an alternate line was necessary to give the public all the accommodation they required, and at the same time to secure themselves a fair return. This company had put up its tariff to £6, whilst the Great Northern Company were working at £4 10s., but he found that they were getting as full a share of the traffic, as those who went to the expense of telegraphing sent their messages by both routes. They were, however, now negotiating with the Great Northern Company, and he trusted that that company would soon put up their tariff to the same as that of this company. He was most anxious to have cheap tariffs, but they could only have cheap tariffs when the cable was fully employed, and they could not work at a lower rate and give their shareholders a profit; and he considered that the shareholders should be looked to first and the public afterwards. He thought the line possessed all the elements of prosperity, and trusted it would be as satisfactory as the promises of the future looked to the directors. He then moved the adoption of the report and the declaration of a dividend of 4s. per share making 8 per cent. for the year. Colonel GLOVER briefly seconded the motion.

Mr. FORDE, a shareholder, said he regretted that the Board had any idea of laying a cable between Hong Kong and Shanghai in conjunction with the Great Northern Company. Such a step would be much in the interests of that company, but against their own. He must very earnestly urge on the directors the policy of amalgamating with the other companies; a low tariff was only to be obtained by amalgamation. The working expenses of this company—£16,000 on earnings of £65,000—were enormous, and the salaries paid were too high.

Mr. HOLMES agreed with Mr. Forde as to the Shanghai line, and he considered the £1,868 for the *Agnes* repairing ship was excessive, and a contract should be made for the repairs.

The CHAIRMAN, in reply to these remarks, said that the laying of the cable to Shanghai was merely foreshadowed, but if done, it must be in conjunction with the Great Northern in good faith, according to the bargain made. The policy of amalgamation was quite approved by the Board; but these things required time, and could not be carried out so speedily as Mr. Forde seemed to think. With regard to the expenses, he read a statement of salaries, &c., at each port, and explained that the expenses of living were so high at the stations that the salaries of proper officers must be in proportion. The expense for repairs and maintaining cable would be reduced. The directors had no objection to half-yearly meetings. The report was then put and carried, as also the re-election of the Baron d'Erlangen as a director, and two auditors. The proceedings terminated with a vote of thanks to the chairman and directors.

THE JAPANESE AT MESSRS. ALLAN, RANSOME AND CO.'S.

Yesterday the Minister for Agriculture, with members of his suite, together with American and English employers of labour, visited the works of Messrs. Allan, Ransome, and Co., in King's-road, Chelsea, to view some newly-invented labour-saving machinery of remarkable construction and power. The strikes of workmen in the building trades, the increased cost of production in the carpentry and joinery branches of those trades, and the difficulties caused to employers by the restrictions of Trades Unions, have each had their share in directing the attention of engineers to find the means of meeting the pressure caused by the contracted amount of available skilled labour; and the machines exhibited yesterday were in every way so perfect that it is not easy to see how hand labour will hold its own. The first machine inspected was a portable saw frame. Any one who has seen the old saw-pits, where the "top sawyer" and the "bottom sawyer" laboured from morning to night and day after day in cutting a log into planks, would be greatly astonished to see this comparatively small machine, attended only by one man, cut up the body of a large oak into fourteen planks at once, it having twelve saws, which cut through the whole bulk of wet wood in something less than half an hour. A mortising machine, the invention of Mr. Richards, of Philadelphia, was set to work, and accurately and cleanly cut in a few moments mortises which would have taken a workman hours. A moulding machine, for cutting mouldings, did in a minute thirty-five feet of work, which would have taken a skilled workman many hours, and this work could apparently be done by a boy. In what was called a "general joining machine" there was apparently no limit to the work to be done, the one machine cutting mortises, shaping blocks, planking, carving out banisters, and turning in a few minutes a plain block of wood into a perfectly carved piece of work. Another machine, exceedingly small and unpretentious, was shown to be capable of planing any sort of work, oval or flat, and at the same time a revolving chisel cut mortises with celerity and accuracy. A very fine piece of machinery is one which cuts raised or recessed panels, in other words, which can cut the sunk or raised ornamental work in wood now so highly prized and so dearly paid for, as the best and most skilled work. By another machine, an American invention, but improved by the Messrs. Ransome, a door can be finished—that is, cleanly sand-papered on both sides—in three minutes. The planing and trying-up of work, or what would be properly called the "trueing"-up, by which is meant the nice work of making blocks of wood exactly like one another, in order to be put together "true," work which is done with an infinite deal of hand labour, is, by one of Ransome's machines, done at once and perfectly in a few minutes, all the blocks, of whatever size, being placed together and turned out as like as peas, and mathematically correct in every respect. A band saw machine, by which both fine and rough work was cut in all sorts of shapes, and a saw cutting machine, with F. Ransome's patent stone, were among the other works shown. With one or two of these machines an employer with a man and a boy as staff, could turn out as much work as twenty or thirty men, and never be troubled about the nine hours, eight hours, or any other movement. The remarkable fact about these machines is that they are not limited to the pattern, shape, or character of wood, for the knives are changed in a few minutes, and whatever the class of work required, it can be done at once. The inspection lasted for several hours, and all the visitors expressed themselves delighted with these new machines, some of which are to go to the Vienna Exhibition.

NAVAL AND MILITARY.

The screw steamer Scotland, Captain James, sailed from Queenstown on the 12th inst. for Singapore and Hong Kong, *via* the Suez Canal. The following are the details of the officers and men who proceed in the Scotland to strengthen the garrisons in the Straits Settlements and Hong Kong:—To Singapore, Captain Battye, Lieutenant Armstrong, and 79 men of the 10th regiment and 10 men of the Royal Artillery. To Hong Kong, Captain Stone, with

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294 men and 19 women and children of the 80th Regiment; an armourer sergeant, a sergeant, and 10 men of the Royal Artillery; and 3 men of the Royal Engineers. Major Watson, of the Ceylon Rifle Regiment, Captain Hewson, 73rd Foot, and Lieutenant Chevers, of the 73rd Foot, proceed to Hong Kong on duty with the draft of the 80th Regiment, and will afterwards return to Ceylon. The medical officer in charge of the troops is staff surgeon O'Halloran, who will, after their arrival at their respective stations, proceed to Penang. We have already reported the change which is to be made in the regiments serving at the Straits and at Hong Kong by removing the 10th from Hong Kong to Singapore and the 80th from Singapore to Hong Kong.

The Mosquito, composite gunboat, 400 tons, and 360-horse power, which was commissioned at Devonport on the 30th ult., for service on the China station, by Lieutenant-Commander William Henry Bond, was moved into Plymouth Sound on the 9th inst., has made the customary trial of her engines, and has embarked her supply of ammunition preparatory to sailing. The following are the names of the officers who have been appointed to the Mosquito:—

Commander Lieut. W. H. Bond; *Navigating Sub-Lieutenant* William H. P. Buckner; *Surgeon*, Assistant-Surgeon John A. Robertson, M.B.; *Engineers*, John Rice, Henry G. Bourke; *Assistant-Engineer*, William H. C. Gale.

Lieutenant-Colonel Joseph H. F. H. Hudson, Grenadier Guards, is to be confirmed in his appointment of military secretary to General Henry Renny, in command of the forces in Ceylon, which we recorded some weeks since.

Monetary and Commercial.

The suspension of Messrs. Bowles Bros. and Co., noticed in our last issue, has caused the stoppage of the "Joint National Agency," a company formed for general financial and agency purposes in connection with the Japanese now in Europe, amongst whom we are sorry to say are the agents of the Japanese Government, who have lodged Government funds in the hands of the Company. Judging from the following circular, it seems that the company is utterly crushed, and will be dissolved. It will serve as a lesson to the Japanese Government to put their funds with bankers of known standing and responsibility:—

446, Strand, London, 9th November, 1872.

SIR.—With the greatest regret, and by order of the Board of Directors, I have to inform you that in consequence of the sudden and unexpected suspension of payment of one of the bankers of this company, the firm of Messrs. Bowles Brothers and Co., this company has also found it necessary to suspend payment.

In order at once to secure the assets of the company its immediate winding up has been determined upon, and with this view an extraordinary general meeting of the shareholders will be held here at two o'clock in the afternoon, on Tuesday week, the 19th inst., when a resolution will be submitted to the effect that it has been proved to the satisfaction of the company that it cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same.

I am, Sir, your obedient servant,
WALTER H. FRITH, Secretary.

Following closely on the failure of Joshua, of Singapore, we have telegrams announcing the stoppage of Chang 'Tee, Watseng and Co., and Ahsoon and Co., both Chinese firms of importance in in the Straits and Saigon trade, with heavy liabilities to European firms. The mail also brings advices of the failure and arrest for fraud of A. Velge, a commission merchant at Singapore, by which the banks will also lose. These failures have caused a fall in the shares. The Oriental quotation is £41, the Chartered Mercantile £23, Chartered of India £14.

Messrs. Joshua Brothers and Co., of Great Winchester-street, desire it to be stated that their firm, together with the firms of Joshua Brothers, Melbourne, and Joshua Brothers, Mauritius, are in no way related to or connected with the firm of Joshua Brothers, of Singapore, whose suspension has been announced.

Correspondence from Shanghai by the last two mails has been very gloomy, and failures are expected before the end of the year, notwithstanding the assistance given here to the Silk market by a combination.

Bar Silver has again declined, and the nearest quotation we can give is 59½d. per oz., at which rate some small parcels have been sold; the market is weak, and a further slight reduction may be looked for. The supply of Mexican dollars cannot be placed, and the market is decidedly weaker. We can only, therefore, quote the last rates as nominal.

The Bank of Holland has decided to buy no more silver at any price. It has hitherto bought silver at fl.104.65 per Dutch pound, and has not varied the price for years. A belief is entertained that Holland intends also to adopt a gold currency. The decision has created great flatness in the market for silver, and it has fallen to a quotation not previously touched for years.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.
£10	Agra Bank, ...	All	6¾ to 7¼
25	Bank of Egypt	All	52 to 54
20	Chartered Bank Ind., Aust., and China	All	13 to 15
25	Chartered Merc. of India and China ...	All	23 to 25
20	City Bank	10	14 to 15
100	Colonial Bank	30	58 to 60
500fr.	Comptoir D'Escompte of Paris	All	f.615
£28½	Hong Kong and Shanghai Bank ...	All	46 to 48
100	Imperial Bank	20	28½ to 29½
50	London and County	20	56 to 58
50	London Joint Stock	15	46 to 47
100	London and Westminster	20	67½ to 68½
25	Oriental Bank Corporation	All	41 to 42
50	Union of London	15	43 to 44
	Telegraph Companies.		
10	British Indian Extension	All	14 to 14½
10	British Australian	All	9½ to 9¾
10	China Submarine	All	10 to 10¼
10	Eastern Telegraph Company	All	10½ to 10¾
10	Great Northern	All	10¾ to 11½
25	Indo-European	All	14 to 16
10	Mediterranean Extension	All	6½ to 7
12	Telegraph Construction Company ...	All	32½ to 33
50	Indiarubr., Gutta Percha. & Tel. Works Co.	45	38½ to 39½
	Miscellaneous		
20	British India Tea Company	All	4 to 5
20	Brit. and Foreign Marine Insurance Co.	4	6 to 6½ pm.
20	Ceylon Company	All	15 to 17
20	Do.	10	6 to 5 dis.
20	Do.	5	4 to 3 dis.
50	Colonial Company	20	2 to 1 dis.
5	Credit Foncier of England	All	5¾ to 6¼
10	General Credit and Discount Company	7½	1¼ to 1½ pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	1 to ½ dis.
98	Japan Loan, 9 per cent.	All	110 to 112
20	London and Prov. Marine Insurance Co.	2	2½ to 2¾ pm.
25	National Discount Company	5	12½ to 12¾
25	Ocean Marine Insurance Company ...	5	13¾ to 14½ pm.
500fr.	Messageries Maritime of France ...	All	f.530
50	P. and O. Steam Company	All	51 to 53
50	Do. Do. 1867	10	1 dis. to par
100	Royal Mail Steam Company	60	83 to 85
20	Realm Marine Insurance Company ...	3	1½ to 1 dis.
402f.	Suez Canal Company		f.360
20	Thames and Mersey Marine Insur. Co.	2	5 to 5½ pm.
20	Universal Marine Insurance Company	5	6 to 8 pm.

ARTICLES OF IMPORT.

TEA.

Messrs. Shepard, Harrison, and Rehden's Circular says:—

During the past few days buying, except at auction without reserve (sales of China or Indian growth taking place daily), has been all but suspended, owing to the disturbance in the money market and the advance in the Bank rate, which is now 7 per cent.; arrivals have also been on an exceedingly large scale; buyers therefore act with extreme caution. Advices from China, as to ultimate total shipments, state, "all will depend on prices paid for common Congou;" as regards this market, there is no encouragement to ship such here; demand has been "off" this class for some time, and late imports of what may be fairly classed as "good common" have not been saleable over 9½d. per lb., and a cessation of shipments will be imperative to relieve us of the heavy stock. The export trade to all quarters has been inactive. The public sales of China have comprised 16,117 packages, of which 14,449 packages have been sold without reserve. The deliveries for the week amount to 3,211,946 lbs., against 3,161,038 lbs. last year.

Black.—Red leaf: No change as to prices for siftings and leafy; good flavoury kinds at 1s. to 1s. 1½d. have been scarce, but a better selection is offering from ships now discharging; Sayune and Kaisow kinds at 1s. 3d. to 1s. 5d. offer good value; medium to fine at 1s. 6d. to 2s. are hard of sale; finest sells in small lots at 2s. 1d. to 2s. 6d. per lb. Pakling kinds: No demand. Tayshan leaf: Full supplies are in course of landing; a few sales at 10d. to 1s. for good common and fair. Black leaf: In low and ordinary common there have been occasional small sales at 6d. to 7½d.; fair to good common we quote at 8d. to 10d. per lb., and difficult of sale; preferable kinds at 1s. to 1s. 2d. are scarce; medium to good medium at 1s. 3d. to 1s. 7d. we make rather lower; fine and finest 1s. 8d. to 2s. 2d., limited sales. Souchong: Few transactions at no alteration in value. Scented Tea, Canton kinds—Caper: There has been fair trade doing, as late imports are of desirable quality, many parcels being strong scented; good common to fair 10d. to 1s, good to medium 1s. 1d. to 1s. 4d., fine 1s. 5d. to 1s. 8d., finest 1s. 9d. to 2s. per lb. Scented Orange Pekoe: Limited supplies, but sufficient for present wants, Foochow growth being in full supply, and selling at a moderate scale of prices. *Green*: Large sales by auction without reserve; the imports, ex Glenroy and Ajax, over 800,000 lbs., offering a varied selection, chiefly of Ping Suey leaf, which has sold at an average 1d. per lb. decline, No. 1 Gunpowder selling down to 2s. 11½d., other grades in proportion. Moyune and Fychow leaf, with the comparatively small supply, has been selling at extreme rates. Canton and Japan kinds: No change.

SILK.

Messrs. Kilburn, Kershaw, and Co. report as follows:—

The slight improvement in demand which had shown itself recently has been checked by the movements of the money market, and buyers generally seem disposed to wait; there is no change in quotations,

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however, and the daily business which is doing for manufacturing wants is at firm rates. In Canton Silk there have been sales at 17s. to 17s. 6d. for fair to good market Tsatlee, with certainly more general inquiry for this Silk, very few importers, however, are found willing to accept these rates. Japan Silks remain firm at last quotations, and without any new movement of interest. Deliveries are fairly good, being from 1st to 13th inst:—China, 974 bales; Canton, 306 bales; Japan, 263 bales; Bengal, 276; total, 1,819 bales.

LONDON QUOTATIONS.—Nov. 15.

CHINA.	
Tsatlee, No. 1	30s. 6d. to 31s. 0d.
,, ,, 2	29s. 6d. to 30s. 0d.
,, ,, 3	28s. 6d. to 29s. 0d.
Red Peacock	24s. 6d. to 24s. 9d.
Yuenfaa and Hainin, Nos. 1, 2, and 3 ...	23s. 0d. to 26s. 0d.
Taysaam Keying, Nos. 1, 2, and 3	23s. 0d to 27s. 6d.
Long Reel	18s. 0d. to 21s. 0d.
Canton	13s. 0d. to 23s. 0d.
Chinese Thrown	24s. 0d. to 25s. 6d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	24s. 0d. to 30s. 0d.
Idah, No. 2	26s. 0d to 27s. 0d.
Sodai, No. 2	24s. 0d. to 25s. 0d.
Oshiu, Nos. 1, 2, and 3...	25s. 0d. to 30s. 0d.
Koshiu, No. 2	23s. 0d. to 24s. 0d.
Eichizen	20s. 0d. to 24s. 0d.
Mashita	20s. 0d. to 23s. 0d.
Hatchoji	20s. 0d. to 24s. 0d.

CAMPHOR.—*China* has slightly declined; of 176 cases offered in the public sales about half has been sold at £3 15s. 6d. to £3 16s, and a small business has been done privately on corresponding terms.

CARDAMOMS.—There has again been an absence of business in Ceylon.

COCOA NUT OIL.—The market for Cochin has been firm, and sales of fine have been made at £38 15s. both privately and at auction. Ceylon is steady at the previous value; viz., £33 10s. to £35 15s. per ton.

CUBEBS.—The market continues very dull, and there are no transactions to report.

CUTCH.—The advance reported last week is maintained, about 500 tons having changed hands at 20s. to 22s. per cwt.

DRAGON'S-BLOOD.—Little doing; 29 cases lump offered in public sale were retired.

EBONY.—Ceylon is still very scarce, no part of the supplies reported to be afloat having yet come to hand. Good quality is still quoted £24 per ton, but no transactions are reported.

ESSENTIAL OILS.—*Aniseed* steady; about 100 cases sold privately at 9s. 6d. down to 9s. for a few cases, since which it has slightly rallied, and there are buyers at a shade advance; 13 cases at auction retired. *Cassia* very firmly held. *Nutmeg* firm; 8 cases sold at 9d. per oz. *Cinnamon:* Fine, scarce, and wanted. *Citronelle* again lower, and dull; 75 cases at auction, only a few sold at 2½d. per oz. *Lemon Grass*: Value nominal, and difficult of sale; 40 cases retired.

GALLS.—*China* are firm at the last-quoted rates, viz., £2 17s. 6d. to £2 18s. per cwt., but there is very little business doing. An offer of 50 cases at auction was quitted at £2 17s. 6d. *Japan*: No transactions.

GAMBIER.—Prices have declined, but at the close the market is steady; the business done has been principally privately, there having been no transactions of consequence at auction; parcels on the spot have realised 24s. 6d. to 25s.; afloat, August shipment, 23s. 9d. to 24s.; September shipment, 23s. 6d. per cwt.

GUMS.—*Benjamin:* Siam quiet; 20 cases at auction retired; Sumatra also quiet; of 62 cases offered, one-half sold; 2nds, dark to fair, £7 2s. 6d. to £8 2s. 6d. *Copal:* Cheaper and very dull; 80 cases offered and retired; small sales privately at 30s. per cwt. for good hard. *Damar:* Quiet and cheaper; 150 cases sold at 53s. 6d. per cwt. for good clean, but rather dusty and yellow. *Gamboge:* Quiet.

GUTTAPERCHA.—Market dull; 648 packages at auction nearly all sold; close reboiled and part genuine, 1s. 6½d. to 1s. 6¾d., mixed with fine white, 1s. 4d. to 1s. 4½d; white fair to good clean, part barky, 1s. 1d. to 1s. 3d.; close reboiled and part perished and weak, 1s. to 1s. 0¾d.; Sumatra, barky and part loose, 9d. to 1s.

HEMP.—The market for Manila continues weak, the supply being still considerably in excess of requirements; the small business done establishes a slight decline in prices. Of 1,992 bales offered in public sale yesterday the bulk was bought in, fair to good roping at £47 to £48 10s.; about 200 to 300 bales sold damaged third to first class at £44 to £47, fourth class, £42 10s. to £43 5s.; inferior sound at £44 5s. to £44 15s. per ton.

HIDES.—At the last sales, somewhat contrary to general expectation, there was a fairly active demand for East India Hides for both home use and export, and rather over three-fourths of the quantity offered was disposed of. Former prices were well supported for nearly all descriptions, and for some of the most desirable piles of Dacca and North-Western slaughtered an advance of ¼d. to ½d. per lb. was paid. Singapore and Penang realised about former rates. Singapore and Penang Buffalo were in full demand, and generally brought full prices; Calcutta and Java were mostly bought in.

HORNS.—*Siam Buffalo* firm at the last quoted rate, viz., 36s. 6d. to 39s. 6d. per cwt. for 3 lb. to 4 lb. Horns. *Ceylon Deer* also firm.

ISINGLASS.—The market continues firm, and at auction of 4 cases offered, a few only sold at 2s. 8d. to 2s. 9d. for middling Pipe; 10 bales Manila purse sold at 6d. to 8¾d. per lb.

INDIA-RUBBER.—The market is very quiet, and in the absence of transactions of any importance prices are unaltered.

JAPAN WAX.—There is but little doing, but the market is firm, and prices are well maintained; small sales of fine saucers are reported at £4 13s. per cwt.

MUSK.—Market steady; 51 caddies Tonquin at auction sold; fair selected, well-shaped pods part horny 34s. to 34s. 6d.; and rough and bally, fair middling 17s. 6d. to 18s.; 18 tins Grain sold, fine at 56s. to 57s.; dark at 48s. to 48s. 6d. per oz.

PEPPER.—*Black* has been very dull, and there have been only small sales, chiefly of Singapore, at 6¼d. to 6¾d., at which the market closes with an extremely dull tone. *White* is also cheaper, having been quitted at 1s. 0¼d. to 1s. 0¾d.

PLUMBAGO.—Ceylon of fine quality is very scarce, but mixed is dull of sale; 133 barrels in auction sold; dust, good and very good at 12s. to 13s. 3d. per cwt.

RATTANS are scarce, and supplies would realise high prices.

RHUBARB.—The market for China is steady but quiet; of 126 cases offered three-fourths sold; sundried root fairly trimmed and fresh small to large, 2s. to 2s. 4d.; duller coat and more mixed in size, 1s. 8d. to 1s. 11d.; inferior, 10d. to 1s. 2d. per lb.

RICE.—Although there is no activity in the demand, there is a steadier tone observable in the market, and better prices have been obtained, especially for floating cargoes. On the spot Askoolie has been sold at 10s. 4½d. to 11s., old Necransie at 8s. 6d. cash, and Moulmein at 9s. 6d. ex quay. The floating cargo per Surrey, 1,200 tons Rangoon, has been sold at 9s. 6¾d. continental terms, the floating cargo, per Voltri, 760 tons Necransie, arrived off coast, sold at 9s. 3d. for a near continental port, and a floating cargo of 750 tons Maulmain at about 9s. 3d. ex ship.

SAGO.—Market very quiet, and little business done. Of 897 bags offered, half sold at 16s. 6d. per cwt. for good small, and 17s. 6d. to 18s. medium. *Flour* firm; small sales at 16s. 6d. per cwt.

SAPANWOOD.—*Manila* and *Siam* steady; 55 tons Manila sold at auction at £8 2s. 6d. to £8 7s. 6d., for good wood, sugar damaged. *Ceylon* firmand in demand, but no offers have been made during the fortnight.

SHELLS.—No business since the sales of the 5th inst.

SPICES.—*Cinnamon:* There is a steady demand for Ceylon and a moderate business doing at previously ruling prices. *Cassia Lignea*: Quiet; 400 cases unworked at public sale retired *Buds:* Quiet. *Cloves:* Amboyna firm; 2 cases good sold at 8¼d.; Penang steady; of 13 cases at auction, 3 cases fair sold at 1s. 4d. to 1s. 4½d. per lb.; the remainder common retired. *Mace:* Steady: of 31 packages at auction but few sold; fine pale at 4s. 7d.; fair reddish, 4s. to 4s. 2d. *Nutmegs:* Cheaper; of 450 packages at sale, a large proportion sold; 85's to 77's, 3s. 4d. to 3s. 7d.; 90's, 3s. 2d. to 3s. 3d.; 116's to 108's, 2s. 9d. to 2s. 10d.; but a large proportion common, shrivelled and limed at low rates.

SOY.—*China* is very flat, and of 100 casks offered at auction only a few sold at 1s. 9d. per gallon. *Japan*: No business done.

STICKLAC.—Siam firm; 82 cases at auction sold at £4 8s. 6d. to £4 9s. for good quality.

STAR ANISEEDS.—Market quiet, and there are no transactions to report.

TAPIOCA.—The market has been quiet, and closes dull. Of 3,006 bags at auction one-third sold; Singapore at 2d. to 2¼d. per lb. for middling to very good, and Penang 2d. to 2¼d. middling to fair.

TIN has declined £2 to £3 per ton, but the market closes steadily; quotations are:—Straits, on the spot and afloat, £140; Banca, £155; Billiton, £146 per ton.

ARTICLES OF EXPORT.

—o—

MANCHESTER GOODS.

The advance in the Bank rate to 7 per cent. has increased the dulness prevailing at the close of last week, and the sales effected since the 8th inst. have been extremely limited. At the close the market is without improvement in demand, and may be reported with a tendency of prices in favour of buyers.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. 8.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality.	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	6s. 3d.	7s. 1½d.	7s. 7½d.	7s. 10½d.	8s. 1½d.	8s. 4½d.	9s. 1½d	9s. 4½d.
	6s. 4½d.	—	—	8s. 0d.	8s. 3d.	8s. 6d.	—	—

Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	9s. 7½d.	9s. 10½d.	10s 6d.	11s 4½d.	10s. 9d.	12s. 3d.	7s. 3d.	8s. 4½d.
	—	—	—	—	—	—	—	—

Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	39	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	10 0	11 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	8s. 3d.	9s. 4½d.	10s. 9d.	12s. 6d.	10s 10½d	12s. 4½d	13s. 6d.	14s. 9d.
	—	—	—	—	—	—	—	—

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	5s. 10½d.	6s. 1½d.	6s. 9d.	6s. 10½d.	7s. 4½d.	8s. 4½d	8s. 7½d.
	6s. 0d.	6s. 3d.	7s. 1½d.	7s. 4½d.	8s. 0d.	9s. 0d.	9s. 3d.

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	9 9	—
Maddapollams	3 7½	to 3 9
Long Cloths	9 6	—
White Spot Shirtings ... nominal)	11 6	—
,, Brocade... ... do.	11 9	—
,, Damasks ... do.	21 0	—
Cotton Yarn (Water Twist), Nos. 16-24 China...	1 0¾	to 1 1½
Nos. 28-32 do.	1 2¼	to 1 3
No. 40 do. (mock)	1 2½	to 1 3½
No. 40 Mule Twist	1 2½	to 1 2¾
No. 30 do.	1 0½	to 1 2

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METALS.

IRON.—Welsh: Rails, £10 5s. to £11. Bars, £10 10s. to £11. Staffordshire Best: Bars, £11 10s. to £13; Nail Rods, £11 10s. to £13; Hoop, £13 to £14 10s.; Sheets, £15 to £17, Scotch Pig, No. 1, £5 to £6; Swedes, Bars, Hammered, £16 10s. to £17. Swedes, Steel in kegs, ½ and ¾ in., £18.

YELLOW METAL.—Sheets, 4 by 4 ft., 7½d. to 8d.; Sheathing and Rods, 7¾d. to 8¼d. per lb.

TIN.—English Refined, £150. Tin Plates: Charcoal I C, per box, 42s. to 46s.; Coke, 35s. to 42s.

LEAD.—WB, £22; do., other brands, £21 10s.; Spanish soft, ex ship, £20 10s.; Sheet, £22 10s. to £22 15s.; Shot (kegs extra), £23 15s. to £24 10s.; White, do., £27 10s. to £30; Red do., £23 5s.

SPELTER.—Silesian, £23 10s.; English, smelted from ores, £23 10s.

QUICKSILVER.—In bottles of 75 lbs. each, £12 15s.

Messrs. French and Smith's Circular says:—Iron continues to droop, Copper is firm, with an upward tendency, Tin Plates quiet, Lead very firm, Spelter firm.

WOOLLEN AND WORSTED GOODS.

The current quotations in the Leeds market for Woollens and Worsteds rule as follows, showing a slight advance upon the rates recently current:—

Spanish Stripes, 62 in., 19 yards, Elephant Chop, 3s. 6½d. per yard for scarlet; Long Ells, 30/31 in., 24 yards, Lion Chop, 34s. per piece for scarlet; Camlets, best SS, 30/31 in., 58 yards, Elephant Chop, 82s. 6d. per piece for scarlet; Listings, 31 in., 30/31 yards, Lion Chop, 70s. per piece for gentian; Brocades, 31 in., 29 yards, Half Moon Chop, 24s. 6d. per piece for scarlet.

Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
Sept27	Hugo and Otto	Rickert	Hong Kong	Callao
28	Onrust	Hoffmann	Macao, &c.	Do.
29	Ramdama	—	Macao	Do.
Oct. 3	Macao	Lancivica	Do.	Do.
	Douglas Castle	Allison	Amoy	New York
Nov. 7	Edmund Gressier	Picard	Ilo Ilo	London
9	Ceres	Cooper	Colombo	Do.
13	Carmarthenshire	Watson	Macao	Do.
7	Ida	Morris	Rangoon	Plymouth
8	Triton	Oostrum	Batavia	Brouwershaven
7	Vier Gebroeders	Ruhaak	Do.	Do.
6	Veritas	Sahre	Manila	St. Nazaire
9	Ajax (s.)	Kidd	China, Sing., &c., S.C.	London
	Matchless	Dawes	Ilo Ilo	Queenstown
9	Corona	Bate	Hong Kong	Hamburg
7	Heros	Diedrichsen	Saigon	Do.
8	Savernake	Pritchard	Bassein	Liverpool
4	Tony	Petersen	Manila	Cuxhaven
13	Queen of the West	Joslin	Colombo	London
6	Dorette	Schomer	Maulmain	Cuxhaven
11	Contest	Owen	Akyab	Queenstown
8	Java	Bakker	Batavia	Texel
9	Noord Brabant	Roevers	Do.	Do.
13	Berkshire	Cammell	Rangoon	Falmouth

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov. 7	Canaan	Manson	Cardiff & Yokohama	London
8	Strathclyde (s.)	Pearson	Colombo, &c., via S.C.	Do.
8	Chanticleer	Taylor	Colombo, &c.	Do.
9	Carnarvonshire	Brown	Chefoo & Tientsin	Do.
8	Battistina	Revello	Singapore	Newport
8	Namou (s.)	Gibson	Hong Kong	Newcastle
9	Glaucus (s.)	Willing	Sing., China, &c., S.C.	Liverpool
	Prins Hendrik (s.)	—	Batavia	Texel
10	Confidenza	Lombardo	Galle	Newport
Oct. 8	John Clark	Ross	Singapore	Rio Janeiro
12	Rutland	Janson	Batavia	Do.
Nov11	Sansone	—	Singapore	Penarth
12	Teresa Picasso	Picasso	Do.	Cardiff
Sept29	Hong Kong	Jewsberry	China	Callao
Oct. 5	San Juan	Urtibiaga	Do.	Do.
8	Peru	Basagoytia	Do.	Do.
Nov13	Earl Canning (s.)	Bherings	Singapore, Java, &c.	Liverpool

See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Steamer.	From.	For.
Galley of Lorne	... London	... Singp., China, &c.
Emiliano	... Liverpool	... Manila

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore Hong Kong, Shanghai, and Yokohama: Craigforth. For Penang, Singapore, Hong Kong, and Shanghai: Glenroy. For Colombo, &c.: Hindoo.

SAILING VESSELS.—For Yokohama: Osaka, Eliza Shaw. For Yokohama and Hiogo: Glamorganshire. For Hiogo: Hanover. For Shanghai: Maitland, Sir Lancelot. For Hong Kong: Undine, James Sheppherd. For Batavia, Samarang, and Sourabaya: Frederik Pettersen. For Batavia and Sourabaya: Capiolani. For Singapore and Saigon: Chas. Collett. For Singapore and Sarawak: Auriga. For Singapore: Rosedale. For Saigon: Doriga. For Colombo: Palestine, W. H. Harkness, Granville. For Colombo, &c.: Elizabeth Ann.

At LIVERPOOL.—For Yokohama and Hiogo: Royal Minstrel. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Deucalion (str.), Sarpedon (str.). For Singapore, Batavia, Samarang, and Sourabaya (via S.C.): Danube (str.).

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai: Glenlyon (str.). For Batavia and Sourabaya: County of Argyle.

SPOKEN.

TAMESA, Manila to London, Sept. 19, 35 S., 26 E.
WALSGRIF, Manila to Falmouth, Oct. 15 10 N., 22 W.
LEUCADIA (ship), Shanghai to London, Sept. 22, 35 S., 21 E.
ZEAFLUIR (?) from Sourabaya, Sept. 11, 31 S., 36 E.
AURORA, Batavia to Amsterdam, Oct. 1, 19 S., 2 W.
OLEANDER (barque), Ajuda (Portugal) to Galle, Oct. 9, 6 N., 22 W.
LEICESTER Shanghai to London, Aug. 7, 13 N., 132 E.
SOPHIA AND EMMA, Liverpool to Singapore, Oct. 14, 9 N., 25 W.
JASON, Rotterdam to Batavia, Oct. 6, 8 N. (?), 23 W.
INDUSTRIE (Dutch ship), Rotterdam to Batavia, Sept. 24, 18 S., 29 W.
ZEEBLOEM, Batavia to Amsterdam, Sept. 11, 31 S., 36 E.
NORTHAMPTON (ship), Shanghai to London, 8 N., 108 E.

FREIGHTS AND CHARTERS.

Outward berth freights have not improved since our last issue, and rates rule as mentioned below. Coal freights are somewhat firmer. There is but little doing in homeward chartering, excepting from Ceylon.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 70s. meast. To Hiogo: 85s. meast. To Nagasaki: 85s. meast. To Shanghai: 50s. meast. To Foochow: 85s. meast. To Hong Kong: 45s. meast. To Chefoo: 85s. meast. To Manila: 85s. meast. To Singapore and Penang: 40s. meast. To Sourabaya and Samarang: 80s. meast. To Batavia: 75s. meast. To Padang. 85s. meast. To Saigon: 80s. meast. To Colombo: 35s. meast.

Per SAILING VESSELS.—To Yokohama: 45s. weight, 40s. meast. To Hiogo: 50s. weight or meast. To Shanghai: 35s. weight, 40s. meast. To Hong Kong: 35s. weight, 30s. meast. To Chefoo and Tientsin: 45s. weight or meast. To Singapore: 30s. weight, 25s. meast. To Penang: — weight, — meast. To Samarang: 32s. 6d. weight, 25s. meast. To Batavia: 20s. weight, 25s. meast. To Sarawak: 35s. weight, 40s. meast. To Sourabaya: 27s. 6d. weight, 20s. meast. To Colombo: 25s. weight, 20s. meast. To Saigon: 40s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: £40. To Shanghai: £42 10s. To Hong Kong: £36. To Batavia, Samarang, and Sourabaya: £24 to £25 To Singapore: £25 to £26. To Penang: —. To Galle: £24 to £25.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 40s. to 42s. 6d. To Shanghai: 45s. To Hong Kong: 33s. to 34s. To Manila: 30s. to 32s. 6d. To Singapore: —. To Galle: 21s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Manila: — To Singapore: —. To Galle: 21s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s.; ship 25s. to 27s. 6d.

The Admiralty have invited tenders for the conveyance of 83 tons of stores to Hong Kong.

CASUALTIES.

The Queen Victoria (barq.), of Dublin, Quinn, from Cardiff to Japan, was spoken by the Royal Standard (str.), fifty miles S. W. of Ushant, Nov. 9, with mainpiece of rudder gone, and in want of assistance; an offer was made to tow her for £1,500, which was declined.

The Louise, Vogelsang, from Amsterdam to Batavia, with a general cargo, was brought into Sheerness Nov. 12, by the Mary Ann (smack), of Colchester, which reports having saved her from going ashore on the Sunk.

MISCELLANEOUS.

The Olive, Clark, which vessel sailed from Liverpool, Nov. 2, for Singapore, put back to the former port on the 8th, but proceeded for her destination on the 10th.

The Committee of Lloyds will be glad of any information respecting the Kentville, Ross, which is reported to have sailed from Liverpool, 20th March, for Hong Kong.

MESSRS. A. STEPHEN AND SONS have launched from their works at Linthouse, on the Clyde, a large guard propeller steamer named the *Pow An*, which is intended for the Hong Kong, Canton, and Macao passenger trade. She is built on the principle of the American river steamers, having, however, an iron instead of a wooden hull, and a large projecting promenade deck. She is 250 feet long, of 150-horse power, and draws a light draught of water.

THE *Beethoven*, one of the newly established line of steamers from Marseilles to New Caledonia, will leave, via Suez Canal, to-morrow, calling at Galle and Batavia.

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IN CONNECTION WITH THE

EASTERN TELEGRAPH COMPANY, LIMITED.

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HATTON-COURT, THREADNEEDLE-STREET. LONDON.

Incorporated by Royal Charter.
Paid-up Capital, £800,000.

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John Howard Gwyther.

SUB MANAGER.
James Macdonald.

SECRETARY.
William Charles Mullins.

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Scotland—The National Bank of Scotland.

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Bombay.	Rangoon.	Hong Kong
Calcutta.	Singapore.	Shanghai.
Akyab.	Batavia	Hankow.

The Corporation buy and sell, and receive for collection, Bills of Exchange, payable at the above-named places; issue Letters of Credit; undertake the purchase and sale of Indian Government and other Securities; hold them for safe custody; and receive Interest or Dividends as they become due.

Deposits of Money are received for not less than twelve months, bearing Interest at 5 per cent. per annum.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

Incorporated by Royal Charter.

Head Office—65, OLD BROAD-STREET, LONDON, E.C.

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„ CEYLON ..... Colombo, Kandy, Galle, Matale.
„ STRAITS SETTLEMENTS and JAVA—Singapore, Penang, Batavia.
„ CHINA ..... Hong Kong, Foochow, Shanghai, Hankow.
„ JAPAN ..... Yokohama.

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Bank of England.
London Joint-Stock Bank.

The Bank receives money on deposit, buys and sells Bills of Exchange, issues Letters of Credit and Circular Notes, and transacts the usual Banking and Agency business connected with the East, on terms to be had on application.

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Recognised by the International Convention of 30th April, 1862

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta Bombay, Madras, Karrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, ansacted.

J. THOMSON Chairman.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS,

AMSTERDAM

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, Yokohama, and Hiogo, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two.
Threadneedle-street, London 1872

CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 131, 131, 132 and 133 of the Articles of Association (such changes to take effect from 1st November 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shareholders or not, in proportion to the net amount of premium contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

LONDON AGENTS—HEARON AND CO.,
34, GREAT ST. HELENS, E.C.,
By whom risks to all Eastern ports are taken at current rates.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.

Reserve Fund, 1,960,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutt

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

THE HIGH PRICE OF MEAT.

Great economy effected by using

LIEBIG COMPANY'S EXTRACT OF MEAT.

Read carefully the printed instructions.

CAUTION.—None genuine without Baron Liebig's the inventor's, signature.

Beware of all imitation extract.

CEYLON.

COFFEE ESTATES FOR SALE,

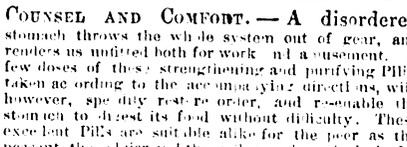
IN all Districts, Ages, Conditions, varying in size from 40 to 1,500 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B. — Fifty-seven estates now on the register. Thirty-eight have been sold.

ALEXANDER BROWN, ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.



COUNSEL AND COMFORT. — A disordered stomach throws the whole system out of gear, and renders us unfitted both for work and amusement. A few doses of these strengthening and purifying Pills, taken according to the accompanying directions, will, however, speedily restore order, and re-enable the stomach to digest its food without difficulty. These excellent Pills are suitable alike for the peer as the peasant, the soldier and the sailor, and particularly for home and foreign colonists. Holloway's Pills are very useful in checking feverish attacks, bilious complaints, and inflammation; they have also made the most signal cures in cases of dropsy and disease of the kidneys, heart, and lungs, when the sufferers seemed past the aid of medicine.

OSLER'S GLASS CHANDELIERS

WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

CHANDELIERS IN BRONZE AND ORMOLU.

MODERATOR LAMPS AND LAMPS FOR INDIA.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms Broad-street.

TABLISHED 1807.

THE SOCIETY FOR THE DIFFUSION OF USEFUL KNOWLEDGE IN CHINA.

FOUNDED IN PEKING Nov. 1871, under the patronage of the Foreign Ministers and Residents in the Chinese Capital. Secretary in Peking, Dr. S. W. Bushell (British Legation); Hon. Sec. for Great Britain, Professor Summers (*Phœnix* Office, 3, George-yard, Lombard-street, who will be happy to receive the names of gentlemen who desire to become members, or to supply copies of the *Peking Magazine* published by the Society. Monthly, 36s. per annum. The Magazine to non-members, 6s. per annum free to members.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

K. de PIOTROWSKI,

COMMISSION MERCHANT & GENERAL AGENT

HIOGO-KOBE,

JAPAN.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January 1872. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	RICHARD & Co, Passage des Princes.
Brindisi	Mr. COCOTO.
Hamburg	R. CARL.
Bremen	G. STEISMEYER.
Holland—Rotterdam	H. A. KRAMERS.
„ Amsterdam	MACKAY, BOOMKAMP, and Co.
Lisbon	AUGUSTE PEDRO CAELHO, Rua dos Poyaes de S. Bento 20.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 510, Washington-street.
Alexandria	
Suez	
Aden	COWASJEE DINSHAW.
Point de Galle	Mr C. M. BARKER, Oriental Hotel.
Colombo	MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS BUTTERY, & Co.
Saigon	W. G. HALE and Co.
Batavia	HOUGHTON & Co.
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON
Nagasaki—Japan ...	PIGNATEL & Co.
Yokohama	
Osaka and Hiogo ...	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C
(Over the JERUSALEM.)

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OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR .. } MALTA..... }	Every Thursday at 2 P.M.	—	—
ALEXANDRIA. } ADEN ..... } BOMBAY..... }	„ „	Every Friday, at noon.	Every Monday, at 5 A.M.
GALLE..... } MADRAS ..... } CALCUTTA ... } PENANG ..... } SINGAPORE ... } CHINA ..... } JAPAN ..... }	Thursday, Nov. 7 & 21, at 2 P.M.	Friday, Nov. 1, 15, & 29, at noon.	Monday, Nov. 4, 18, & Dec. 2, at 5 A.M.
AUSTRALIA ... } NW. ZEALAND } (Cargo only.) }	Thursday, Nov. 21, at 2 P.M.	Friday, Nov. 29, at noon.	Monday, Dec. 2, at 5 A.M.

And all Ports at which the British India Company's Steamers call.

An abatement of 20 per cent from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight and al other information, apply at the Company's Offices 122, Leadenhall-street, London; or Oriental-place Southampton.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.) ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Ava ...	...Nov. 10	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Donnai	... Nov. 24		
Peiho	... Dec. 8		
Meikong	... Dec. 22		
Sindh...	... Jan. 5		
Provence	... Jan. 19		

The steamers of the 24th Nov., 22nd Dec., and 19th Jan. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 10th Nov., 8th Dec., and 5th Jan. connect at Galle with the steamers for Pondicherry, Madras, at Calcutta.

For Alexandria and Naples .. Every Thursday (noon)
„ Constantinople ... ... „ Saturday, 5 P.M.
„ Algiers ... ... „ „ „

The Company's weekly steamers to Alexandria connect at Alexandria with the English mail steamers from Brindisi to Bombay.

For Passage, Freight, or Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

PENANG, SINGAPORE, CHINA, and JAPAN.

The following high-classed SCREW STEAM and SAILING SHIPS will be despatched as under:—

Destination.	Ship.	Class.	Dock.	Last Shipping day.
Peng., Sing., Hg. Kg., & Shanghai, via S.C. ...	Chin-Kiang, s.s.	100 A1	SWID	Nov. 25
Do.	Nankin, s.s.	100 A1	SWID	To follow
Shanghai ...	Carmarthenshire	A1 14 yr.	E.I.D.	With des.
Yokohama*	Denbighshre	A1 15 yr.	E.I.D.	With des

* And to Hiogo if sufficient inducement offers.

Excellent accommodation for first-class passengers.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

STEAM to BANGKOK

(Crossing the Bar.)

Via the Suez Canal, with all possible despatch, calling at Tanjong Pagar Wharf, Singapore the new, powerful, first-class screw steamer KROMATAH, 805 tons, 150-horse power, nominal, W. B. HAFFENDEN, Commander; South West India Docks. Splendid accommodation for passengers

For Freight, Passage, or further particulars apply to SMITH, SON, and COLE, 12 George-yard, Lombard-street, London, E.C.

JAPAN AND CHINA.

Great Mail Route via New York and San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY, under their new arrangement with the United States Government, despatch the following magnificent STEAMERS, of 3,000 tons burden and upwards, with Mails and Passengers, from San Francisco, on the 1st and 16th of every month, for Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, connecting at Hong Kong with the Peninsular and Oriental Line, for Ports in India:—

Acapulco	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	Ariel

Returning from Hong Kong on the 12th and 27th of every month

The Pacific Mail Steamship Company's steamers also leave New York on the 10th, 20th, and 30th of every month for San Francisco via Panama calling en route at Kingston, Jamaica, and ports along the North Pacific coast.

For rates of fare from England which include railway transit across the American continent, and other information, apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, 18 days from England.

Japan	in 38	„	„
China	in 44	„	„
New Zealand	in 42	„	„
Australia	in 47	„	„

Passengers for California and intermediate points on this road are now booked rough from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Steamship Company and United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

AROUND the WORLD in NINETY DAYS, by Steam and Rail, by Land and Sea, via North America, Japan China, Sandwich Islands, New Zealand, Australia, Ceylon, India, Egypt, and Continent of Europe.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, either by way of Japan and China or New Zealand and Australia, at one reduced and inclusive fare.

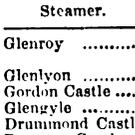
The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, or to New Zealand and Australia, by the United States, New Zealand, and Australia Mail Steamship Line, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

The journey may be broken at any point, and resumed at pleasure

Fare, via China, £221; via New Zealand and Australia, £197.

For further particulars apply to H. STARR and Co., 22, Moorgate-street, London. Agents Union and Central Pacific Railway, &c.

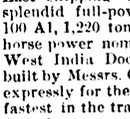
Now ready (November issue).



CASTLE LINE OF STEAM PACKETS for PENANG, SINGAPORE, HONG KONG, SHANGHAI, JAVA, and JAPAN.—The following high-classed and full-powered STEAMSHIPS will be despatched as under:—

Steamer.	Class.	Tons.	Dock.	To sail.
Glenroy	100 A1	2,100	SWID	Nov. 23.
Glenlyon	100 A1	2,200	SWID	To follow
Gordon Castle	100 A1	2,000	SWID	To follow
Glengyle	100 A1	1,700	SWID	To follow
Drummond Castle.	100 A1	2,000	SWID	To follow
Braemar Castle ...	100 A1	2,200	SWID	To follow
Cawdor Castle.....	100 A1	2,200	SWID	To follow
Floors Castle	100 A1	2,000	SWID	To follow
Glenartney	100 A1	2,000	SWID	To follow

For Freight or Passage, apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.



STEAM VIA THE SUEZ CANAL to PENANG, SINGAPORE, HONG KONG, and SHANGHAI; taking cargo for transhipment to Java, Japan, &c., at through rates at shippers' risk. Last shipping day, 25th November. The new and splendid full-powered screw steamer CHIN-KIANG, 100 A1, 1,220 tons gross; 800 tons net register; 160-horse power nominal. J. HOGG, Commander; South West India Docks. This magnificent steamer, just built by Messrs. C Mitchell and Co., Walker-on-Tyne, expressly for the China trade, bids fair to be one of the fastest in the trade. Has splendid accommodation for first-class passengers.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopgate-street Within, E.C (Corner of Cornhill).

All Packages must be marked distinctly with port of destination.

ROBERTSON and Co.'s INDIA and CHINA LINES of STEAM and CLIPPER SHIPS.

Port.	Ship.	Class.	Dock.	To sail.
Bombay and Coast Ports, Singap. and Saigon	Kingston, s.s via S.C. ...	90 A1	SWID	Nov. 21
	Chas. Collet	3-3rds L1.1 90 A1	SWID	With des.
Pen., Sing., Hg. Kg. & Shanghai,	Sylvia, s.s. via S.C.	3-3rds L1.1	SWID	Nov.
Yokohama ..	Tait[illegible]	A1 14 yr.	SWID	With des.

For Freight or Passage apply to York Chambers 55, King-street, Manchester; or to 10, Orange-court, Liverpool; or 5, Newman's court, Cornhill, London, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.

THE following SPLENDID First-class STEAM and CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Shanghai ...	Sir Lancelot	A1 16 yr	E.I.D.	With des.
Do.	Maitland ...	A1 14 yr.	E.I.D.	With des.
Hong Kong	Undine	A1 16 yr	E.I.D.	With des.
Do.	JasShepherd	A1 13 yr.	SWID	To follow
Yokohama ..	Osaka	A1 17 yr	E.I.D.	With des.
Do.	Eliza Shaw	A1 17 yr	D	To follow
Hiogo... ..	Hanover.....	A1 11 yr	W.I.D	With des.
Pen., Sing., H K. Shng & Yoko. ...	Flintshire, s.s.	100 A1	E.I.D.	Dec. 5

For Freight apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

Steam via the Suez Canal. To sail on the 25th Nov.

FOR SINGAPORE, YOKOHAMA, and HIOGO (with liberty to call at Hong Kong), the splendid full-powered screw steamer DUNA, 100 A1, 852 tons register, 150-horse power nominal; Victoria Docks. Cargo deliverable at Japan without transhipment.

For Freight, apply to D. R. MACGREGOR, Esq. owner, Leith; to SMITH, SUNDIUS, and Co., 33, Gracechurch-street; or to SHAW, MAXTON, and Co, 2, Royal Exchange-buildings, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Auriga	518	Wright Bros & Co.	Nov. 16
Glenroy, s.s.	2,000	Thos. Skinner & Co.	Nov. 20
Chin-Kiang, s.s. ...	1,000	Norris & Joyner ...	Nov. 25
Kromatah, s.s.	805	Smith, Son, & Cole	Dec. 1
Rosedale	459	Wright Bros. & Co.	Dec. 12
LIVERPOOL.			
Deucalion, s s.	1,596	Alfred Holt	Nov.20
Sarpedon, s.s.	1,519	„ „	Dec. 3

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

ST. JOHN'S CATHEDRAL, HONG KONG.

COMPLETION FUND.

JUST before embarking from Hong Kong, on Tuesday, Nov. 16, 1869, H.R.H. the DUKE OF EDINBURGH was graciously pleased to lay the first stone of a choir for this, the mother Church of the Diocese of Victoria. The cost of the fabric has been shared by the Executive Government and the local community; and it is proposed, by a general subscription among former residents in and visitors to China, to provide the necessary furniture and fittings. Should sufficient funds be raised, it is proposed to erect a stone pulpit.

The Committee will gladly receive and forward any special gifts with which they may be entrusted. This scheme having received the cordial approval of the Colonial Chaplain and the Trustees, is circulated by the Executive Committee.

The Rev. W. R. BEACH, M.A., Chaplain to the Forces, Canon of St John's Cathedral, Hong Kong, and late Colonial Chaplain.

CHAS. S. GEORGE CLEVERLY, Esq.

ROBERT S. WALKER, Esq., Hon. Treasurer, the Hollies, Beckenham, S.E.

HERBERT LAURENCE, Esq., Hon. Secretary 1, Royal Exchange-buildings, E.C.

P.O. Orders to be made payable at Cornhill, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's. In the City of London.—Monday, Nov. 18, 1872.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 482.] LONDON, MONDAY, NOV. 25, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London	OUTWARD. Arrived out.	HOMEWARD. Received Nov. 25
JAPAN — Yokohama	Aug. 16	Oct. 6	Oct. 8
Yedo			
Osaka and Hiogo	—	—	,, 2
Hakodadi			
Nagasaki	July 26	Sept. 7	Sept. 28
CHINA — Peking	—	—	Oct. 3
Tien-tsin	—	—	,, 6
Chefoo	—	—	,, 8
New-chwang	—	—	,, 2
Hankow	Aug. 9	,, 28	,, 7
Kiu-kiang	—	—	,, 5
Chin-kiang	—	—	,, 3
Shanghai	,, 23	Oct. 7	,, 11
Ningpo	—	—	,, 11
Foochow	,, 23	,, 10	,, 11
Formosa			
Amoy	—	—	,, 13
Swatow	—	—	,, 14
Hong Kong	Sept. 6	,, 13	,, 17
Canton	—	—	,, 15
Macao	—	—	,, 16
PHILIPPINES— Manila	Aug. 23	,, 4	,, 12
COCHIN-CHINA— Saigon	,, 30	,, 2	,, 15
SIAM — Bangkok	—	—	,, 16
BORNEO—Labuan	—	—	,, 12
Sarawak	—	—	,, 13
JAVA — Batavia	Sept. 13	,, 16	,, 18
Samarang	—	—	,, 17
Sourabaya	—	—	,, 16
MALACCA STRAITS— Singapore	,, 20	,, 21	,, 24
Penang	,, 20	,, 20	,, 25
CEYLON—Galle	Oct. 4	,, 27	Nov. 2
Colombo	,, 4	,, 28	,, 1

THE MAILS, &c.

The P. and O. mail, bringing advices as above, was delivered, *via* Brindisi, this morning, its due date. The next inward (French) mail, with dates Yokohama 15th, Shanghai 18th, Hong Kong 24th Oct., Singapore 1st Nov., is due, *via* Marseilles, on Monday next, the 2nd proximo, but will probably be delivered on Saturday, having left Suez on the 20th instant, three days early.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, five to six hours in transmission.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Simla*, arrived Nov. 22.—None. To Venice, from Hong Kong: Dr. Hitchcock.

To Southampton, per P. and O. steamer *Mongolia*, expected to arrive Dec. 2.—From Shanghai: Mr. W. Hardy. From Hong Kong: Mr. W. E. Gibb. From Singapore: Capt. Smith, Capt. Taylor, Miss Jeffries. To Gibraltar, from Singapore: Don Jose J. Pera, Don Laria.

PASSENGERS OUTWARD.

Per French mail steamer *Donnai*, from Marseilles, Nov. 24 (booked from London)—To Yokohama: Mr. W. C. Bonger, Mr. Ruiz Cariedo, Mr. Anderson. To Shanghai: Mr. and Mrs. Holdsworth. To Hong Kong: Mr. M. Beart. Don Ortega Morigan. To Singapore: Mr. and Mrs. Downes, Mr. Jose Font de Henciborne, Mr. Eugene Elemina, Mdme. Nillson, Mr. M. Englebach, Mr. M. Mether, Mr. and Mrs. Van der voes de Bye. To Batavia: Mr. and Mrs. Hora Siccoina, Mr. and Mrs. Kleberg, Mr. Sholten, Mr. R. W. Besier, Mr. John S. Dick, Mr. Alton Mees, Mr. and Mrs. Van Gaens, Mr. Ker Khover. To Galle: Mr. H. Nagel, Mr. Gilkinson.

Per French mail steamer *Peiho*, from Marseilles Dec. 8 (booked from London).—To Yokohama: Mr. Carl Freiderich, Mrs. A. Mori. To Hong Kong: Mr. T. B. Irving, Mr. Keswick. To Batavia: Mr. C. Muller, Mr. and Mrs. C. Schone, Mdme. and Miss Jacquement, Mr. and Mrs. Dunneberg. To Galle: Mr. and Mrs. Trail.

Per French mail steamer *Meikong*, from Marseilles, Dec. 22 (booked from London).—To Batavia: Mr. and Mrs. Palairet Hoolandt, Mr. and Mrs. Müller. To Yokohama: Mr. T. Flak, Mr. J. Davieson, Mr. and Mrs. Copeland.

Per P. and O. steamer *Mooltan*, from Southampton, Nov. 21.—To Hong Kong: Dr. and Mrs. McCoy and four children, Miss Russell, Mr. Wulff To Shanghai: Mrs. Rickards. To Singapore: Miss Rickards. To Ceylon: Mr. Bell, Dp. Com. Ryland, Mrs. Ryland, Mr. G. V. Macdonald.

Per P. and O. steamer *Simla*, from Venice, Nov. 29.—To Singapore: Mr. and Mrs. J. R. Mac Arthur, Mr. G. Harrison.

Per P. and O. steamer *Simla*, from Brindisi, Dec. 2.—To Batavia: Mr. H. Van Owen, Mr. G. Van Owen.

Per P. and O. steamer from Southampton, Dec. 5.—To Yokohama: Mr. Hugo Orth. To Hong Kong: Miss McPherson.

Per steamer *Glenroy*, from London, Nov. 25.—For Singapore: Miss Houston. Fo Hong Kong: Miss Algar, Mr. Cruickshank, Mr. Goosman, Mr. Coch, Mrs. Stewart Mrs Dalliston. For Shanghai: Mr. W. L. Clarke, Mrs. McKenzie, Miss McKenzie

Summary of News from the Far East.

CHINA.

PEKING AND TIENTSIN.

The *Peking Gazette* of the 5th Sept. has a memorial from Li-Hung-Chang reporting the bursting of the banks of the Yung-ting, and requesting his own punishment and that of three river officials. The result of this application we have already published, but the subjoined extract from the report is of interest, from the particulars it contains of the origin and extent of the inundations. Judging from it—and we may be sure the disaster has not been exaggerated—the extent of country under water must be enormous, the embankments in many places having been destroyed, and all more or less damaged.

In consequence of the heavy rain which set in on the 1st August, and which continued to pour incessantly for several days, the plains in the neighbourhood of the Great Wall were several *chang* (a *chang* is about 10 feet) under water, the only outlet for which was the Yung-ting. The result was that the officer in charge at Shih-ching-shan had to report a sudden rise of 16 feet in the river on the 4th August; and later on the same day a further rise of 3 feet 6 inches. Next day it had risen 23 feet 5 inches, a height which it never attained even last year, the torrent also being proportionately stronger. The rush and pressure of the water against the banks were so great that it was evident they must give way. Every imaginable plan was tried by the officials to prevent such a catastrophe; but the violence of the current defied their efforts. The locks were opened, and about 2 feet 5 inches of water let off; but the bulk of water was too great to effect any appreciable diminution, the banks consequently burst in several places. Similar tidings were received from the sub-prefect of Shih Ching-Shan. There the river had so swollen that the water overflowed the banks; the latter being eventually swept away, leaving a free channel for the water to pour out on the surrounding country. The soldiers and country people were called out to repair the breach; but to no purpose. The water continued to rise, and rushed along with such fury that human effort was vain. On hearing of this, the river inspector, Li Chao-i, immediately repaired to the spot to see what he could do; but, alas! he found the breach was already from 600 to 700 feet long, and that nothing could be done.

After the bursting of the banks last year, the memorialist had locks (or sluices) erected, and the Yingho cleaned out, hoping thereby to prevent such calamities in the future. He also ordered that a large supply of material should be kept always on hand in case of emergency. The banks, however, were so saturated last year that they were still moist and loose. The rise in the river too was something extraordinary, being over 20 feet, while the rain was pouring down in torrents and the wind blowing a perfect gale. Human strength contended in vain against such difficulties. Still, the officials having failed to save the embankments, must be held culpable, and it is his duty to request their punishment. He would beg that sub-prefect Wang Mowshun and Assistant-Magistrate Tang Chao be stripped of their rank, but retained in office; and that the river inspector (or intendant), Li Chao-i, receive the same punishment. The memorialist himself having failed to properly direct his subordinates, requests that he may be handed over to the Board (of Civil Office) to be punished according to his deserts. He is making every possible effort to remedy the disaster.

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In the *Peking Gazette* of Sept. 25 we read that Tseun Ta, Commissioner of Justice in Keangse, has been promoted to Commissioner of Finances in Kwangtung. Four years ago Tseun Ta was Superintendent of Customs (Haekwan Taoutai) at Newchwang. Shortly afterwards he was promoted to Commissioner of Justice in Keangse. He is a Manchu, and belongs to the White Banner. He is considered an able man as an official. A new magistrate, named Tseen Miu, a native of Cheekeang, has been appointed to the post of Tientsin district magistrate. He made his first visit to the foreign officials on the 1st Oct.

On the 1st Oct. Li Hung-Chang paid a visit to a Chinese gunboat which arrived from Foochow a few days before, when he was saluted by eighteen guns from the Chinese gunboats in harbour. Later he landed in the British settlement, and inspected the road-steamer. There was a rumour that his Excellency would leave Tientsin for Peking on the 3rd Oct., but his departure has been postponed to the 7th or 10th. Some of the high military officers of Li Hung-chang's Southern Legions have surveyed the elevated grounds near the village of Hankow, situated close to the north river (Peiho), and about 13 British miles above Tientsin on the road to Peking, with the view of making on it a large military encampment in which to station a body of his southern men.

A great deal of sickness still exists amongst the Chinese population in town, and a great many deaths are taking place. When the wind blows from the north-west a dreadful stench comes down to the settlement, quite sufficient to cause a pestilence.

Admiral Shadwell arrived at Tientsin from Peking on Oct. 2. The small harbour is full of men-of-war, there being present of H.M.'s navy the *Salamis*, carrying the Admiral's flag, the *Curlew*, the *Midge*, and the *Thistle*; of the French navy the *Couleuvre*; of the Russian the *Obob*; and of the United States navy the *Ashuelot* and at Taku the *Monocacy*. The *Midge* will leave for Shanghai on Oct. 4; the *Salamis* will leave on the 5th for Newcastle; the *Curlew* leaving at the same time for Chefoo and Nagasaki.

SHANGHAI.

We have advices from this port to the 11th Oct.; the French mail, from London August 16, arrived out on the 4th, and the following P. and O. mail of August 23 on the 7th Oct. The following items of news are from the *North China Herald*:—

A Chefoo correspondent writes that news has been received from Corea of a dreadful famine in that country. The Regent has seized all the crops for the public general benefit, but these will not suffice to feed everyone, and multitudes are dying. The Chinese smugglers from Wei-hai-wei and the neighbourhood of Chefoo have bought several Corean girls for their harems, a measure of millet being the price for a young and pretty one. The policy of isolation is bearing its fruits. If Corea were to open trade, food would be poured into it. Millet has been sold there by Chinese at fabulous prices.

The *Aracan* and *Hopewell* have both left dock; the former has taken up her berth to load teas for London, but the *Hopewell* still remains in the vicinity of the shipyard, and judging from t[illegible] number of operatives that are still engaged effecting her repa[illegible] we conclude that some time will elapse before she is prepared load again.

The cricket match of the Mih-ho-loongs *v.* the World has been played. At the end of the first day's play the former were 99 and their opponents 137. On the second day the game was resumed, and the World got 100 in the end innings against 89 for the Mi-ho loongs, leaving the former therefore victors on the whole game by 49 runs. The Mi-ho-loong match is always one of the most popular of the season, and this year has proved no exception to the rule.

The opening Autumn Regatta of the Yacht Club is advertised for Oct 12. Two events are announced, a yacht race for a club cup value $100, and a sweepstakes for ships' boats.

At the annual general meeting of the Amateur Dramatic Club the following were elected a committee:—Messrs. R. W. Little, C. Alabaster, W. Pearson, R. D. Starkey, W. Cance, and W. G. Bayne. In acknowledgment of the kindness and consideration shown by the committee of the Club Concordia for the houseless condition of the Amateur Dramatic Club, during last season, it was resolved to present a piece of plate to that Club. The Amateur Dramatic Club will be yet another season in the same position, and arrangements are being made which, it is hoped, will result in the German Club extending their favours to next winter, and enabling the corps to maintain its organisation and its usefulness as a caterer for the public amusement, till the promised new theatre has been built.

The lorcha *Rover* has been offered for sale, by public auction, but there being no buyers present she was bought in at Tls. 1,250. The lorcha *Enterprise* changed hands last week at Tls. 1,400.

NINGPO.

(FROM A CORRESPONDENT.)

NINGPO, OCT. 3, 1872.

The symptoms of ill feeling against foreigners in this province (Cheh kiang), to which I alluded in my last letter, took effect shortly after I posted that letter in an act of covert, though very unmistakable hostility. The city of Hangchow, the capital of this province, lies west of Ningpo (the Treaty port) at a distance of 140 miles. Before the T'ai-p'ing inroad in 1861 efforts had been made occasionally by European Protestant missionaries to obtain a footing there (Roman Catholic missionaries have enjoyed such with varying fortunes for about 200 years). After the expulsion of the T'ai-p'ings, native houses were rented inside the city by the English Episcopalian and American Presbyterian Missions in the spring and autumn of 1864-65, without any show of opposition or ill-will on the part of the Chinese magistrates or people, and without any explicit discouragement or disapprobation from the Consular authorities. Since that time the number of resident missionaries has gradually increased, and there are now nine or ten English and American families living within the city walls. Land and houses have been freely offered for sale or lease by native owners, and in every case but one the deeds of sale and the leases have been made out in the name of some native connected more or less closely with the different Missions. This plan was adopted at first as a supposed measure of prudence; and has more recently been made a necessity by order from Her Majesty's Minister at Peking (a policy to which I shall have occasion to draw attention presently). The mandarins, however, were so perfectly aware of the fact that all this property, though held in native name, was in reality the property of foreigners, that their subordinates declined at first to tax the different properties. When it was represented to them that one desired effect of this method of purchase was the unrestrained collection of due taxes on the part of the native tax-officers, and, moreover, that Christianity distinctly commands the punctual payment of custom and tribute, the officers consented with alacrity to put this indisputable mark of legality on the transactions. All the deeds have been duly registered; and taxes have been in most instances collected. Nothing occurred to disturb the gradual growth of "residence in the interior" till the present year 1872—(a somewhat significant coincidence)—when rumours began to be heard of the annoyance the magistrates felt at the number of foreign houses springing up in the city. In the month of May anonymous placards were widely posted, calling on the *people* to prevent the further increase of such buildings. These placards appeared to produce little effect, and to excite but little attention, although the fact was considered sufficiently significant to call forth remonstrance on the part of some of the Consuls at this port; and it has since transpired that the Fu-tai resident in Hangchow seriously meditated an attack, similar to that which has just taken place, at the time of the appearance of these placards.

Action on the part of the mandarins was called forth at last by that most potent of all the agencies which oppose mercantile and philanthropic enterprise in China, namely Fung-shuy. Within the walls of Hangchow lie some low hills; at the foot of one of these hills are clustered the yamuns of some of the chief mandarins, notably that of the Fan tai. A mission-house was built about a year ago by one of the American missions on a spur of the hill immediately overlooking this yamun. During the past summer the Fantai's family has suffered much from illness; and the death of his wife was followed by that of his son. The fanatics assured him that his "luck" was destroyed by the gabled foreign house above, and enraged by this information he persuaded the Futai to order the Ché-hiens to arrest all natives who had bought or sold land, &c., in the interest of foreigners. The Ché-hiens declined to arrest the buyers, knowing too well their more intimate connection with foreigners; but the sellers, either former owners or middlemen, to the number of fifteen—men, too, of some social standing and respectability—were suddenly arrested on the 1st of this month; two of them (those connected with the property on the hill) were severely beaten, and the rest were kept in close confinement.

The British and American Consuls went up to Hangchow immediately on the arrival of this news; and in the course of several interviews with the Chehiens they extracted from them a promise to release the prisoners, and to issue proclamations contradicting and allaying the rumours that the residence of foreigners in Hangchow and their purchase of land and houses was in any way illegal. These proclamations, it should be observed, were already drafted by the magistrates before the arrival of the Consuls; the state of feeling in the city having assumed so serious an aspect, that the Missionaries were compelled without delay to petition for the issue of an official utterance which might suppress the hostile rumours. The Consuls in accepting this proclamation, and in demanding the release of the prisoners, did not, of course, wish thereby to express explicitly their own views of Treaty rights, so much as to remind both Magistrates and people that redress for any supposed infraction of Treaty rights cannot be obtained by such underhand hostility and injustice; and they desired at the same time to extract from the Magistrates their own exposition of the disputed clauses in the Treaty. These promises were given at first unconditionally; but in order to save their dignity the Mandarians afterwards demanded that the Consuls should leave the city before the issue of the proclamations or release of the men, so as to avoid the appearance of pressure or compulsion. The Consuls left, though without verbally accepting this dictation, and on the day promised the proclamations appeared, and the prisoners are, we hear, gradually being set free.

Now this relation of facts, tediously but necessarily diffuse, suggests a question of the first importance, and of surpassing in-

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terest to both merchants and missionaries—namely, the right of residence and ownership of property at a distance from the Treaty Ports. Let me lay before your readers three curiously contradictory documents. The XIIth Article of the Treaty of Tientsin speaks thus, "British subjects *in all the ports* and in *all other places*, wishing to *rent* land and build houses for the purposes of go-downs, churches, or hospitals, or for cemeteries, must deal with the people on equitable terms; and there must not be on either side captious unwillingness to treat for such purposes."

Here, let it be observed, the right to *rent* in the interior should seem to be clearly conceded. The proclamation recently issued in the provincial capital, Hangchow, speaks thus. "Lying rumours have been circulated to the effect that it is illegal for foreigners to *rent or buy* property in this city; and with reference to these rumours, I give notice that if any ignorant fellows cause annoyance at churches or hospitals, or spread rumours to the abovementioned effect, such persons will be apprehended and severely punished." Here, it will be noticed that the right to *buy* as well as to rent in the interior is admitted. And albeit that this proclamation is but the utterance of one man, yet considering this man's position as local Magistrate of a provincial capital, and as acting in the present instance notoriously at the instigation of the Lieut.-Governor of the Province, it is an utterance not devoid of interest. The Right Hon. Edward Hammond, in a letter dated Foreign Office, June 7, 1872, forwards to the Secretaries of the different English Missions at work in China, a copy of a circular which had been addressed (in the spring of the present year) by H.M. Minister in China to the Consuls under his superintendence, in which it is stated that the Treaty as understood by H.M. Government does not give British subjects the right of *purchase or rental* of lands or premises at a distance from the Treaty Ports; and the Consuls are enjoined most positively to refrain from assisting in the purchase or rental of any property of the kind, whether in the interest of merchant or missionary; and missionaries are recommended to transfer any lands or buildings which they may be holding in the interior to individuals belonging to their congregations." From this document it should appear that H.M. Government sanction the opinion of H.M. Minister at Peking to the effect that *neither purchase nor rental* are legal in the interior.

To what cause then are we to attribute the strange anomaly brought to light by a perusal of these three documents, namely, that Chinese authorities interpret the Treaty in a sense more favourable to British interests than that held by Her Majesty's Goverment? Is it that they suppose the rights granted by a clause in the Chinese text of the French Treaty, and common to all by the "favoured nation clause," now generally considered apocryphal by diplomatists, as still binding? Granted. But if so, the fact is significant that the Chinese do not yet deem it apocryphal. My own impression is that they consider residence and the tenure of property in the interior as sufficiently assured by the undisputed Art XII. of the Treaty which I have quoted above. That Article follows as a sort of corollary to the XIth, in which purchase and rental are fully conceded at all the open Ports. The XIIth appears designed to secure fair and equitable terms for both buyers and sellers, and if so the simple term "renting" may probably imply *purchase* as well.

But one cannot in honesty ignore the strange fact (a fact which no doubt influenced H.M. Government in the view which they have adopted) namely, that though China in its length and breadth seems thrown open by the XIIth Article yet in the XIth Article certain specified places are enumerated in which purchase and rental shall be legal. And yet, notwithstanding, the equally strange fact meets us on the other side, that both plain English and plain Chinese require no other interpretation for the phrase "and in all places," that there is *no restriction as to locality*. Surely not without design on the one side, and not without cognisance on the other, was that Article thus expressed in the most general terms. That that design is beginning to take effect I gather from the very significant fact that the subject of *residence* in the interior is not raised by Mr. Wade, nor referred to by Mr. Hammond. Their silence gives, I presume, *consent*, however reluctantly. In the Hangchow proclamation at any rate this question is assumed to be beyond question. Indeed, the right of missionaries, a right undisputed by Chinese and English authorities alike, to preach and teach Christianity in the interior, involves of necessity the right of residence. And this being the case, missionaries have perhaps, *prima facie*, a better claim than merchants for the exercise of this right; though it is hard to imagine that merchants can justly be debarred from the enjoyment of equal privileges. Suppose, then, that British subjects may reside in the interior; they must, of course, have residences. Her Majesty's Minister in Peking seems to assume this; but he suggests that the nominal ownership of these properties shall be in native Christian name. In case of action being taken against these native owners, Mr. Wade suggests that interference will be available on the ground of the toleration clause in the Treaty. This policy, however, correct and judicious though it is as far as ownership is concerned, has received a severe blow from the events described above. The missionary properties in Hangchow all satisfy the demand of Mr. Wade's circular; natives are the nominal owners, and *these* natives the magistrates feared to touch. They attacked the sellers, however, but distinctly admitted that had foreigners been the *ostensible* buyers, the sellers, too, would have been unmolested; the one excuse, in fact, and the only line of defence adopted by the mandarins was, that the apprehension of these men had nothing to do with foreigners. The interference of the Consuls was thus rendered extremely difficult. The Christian owners had not been touched, the missionaries had not been directly attacked, and yet a heavy and most serious blow was aimed at their admitted rights—a blow rendered possible and effectual, through the very fact of this native ownership. It was only by extorting from the magistrates the admission that the property was known to belong to foreigners that the Consuls were at length able to obtain the very considerable concessions which I have described above.

The question therefore presses for a settlement. May British subjects, or may they not reside in the interior; and if so, may they or may they not lease or buy land or houses at a distance from the Treaty Ports? H.M. Government surely must speak out. The order must be given to withdraw from all inland stations—an order pregnant with serious, perhaps dire consequences to foreigners generally in China. If this order be withheld, the promise of protection in the inland stations must be openly stated and not merely tacitly implied. The earnest and most laudable desire to avoid needless collision with the Chinese influenced no doubt H. M. Government in the adoption of the view which they have enunciated. But now that *local* gun-boat pressure is superseded by the reference of all questions to Peking, I cannot but believe that magistrates in inland cities, such as Hangchow, are quite as much within the reach of consular and ministerial action as those at the open ports. Neither can I admit that residence in the interior and the ownership of property at a distance from the coast or from the river stations will, *of necessity* lead to more serious complications, nor to more threatening magisterial or popular action than have already resulted from residence at the Treaty Ports.

AMOY.

We hear from Amoy that tens of thousands of Chinese at that place, Chio Bay, Haiten, and elsewhere have been suffering from an Indian fever called Dengue. Luckily, the fatal cases have been few. The disease is very painful, being accompanied by rheumatic pains in the limbs, swelling of the face, &c.; in many instances the effects of these pains remain, and the convalescent is unable, for weeks, to freely use his limbs. The fever, from want of fresh subjects, has exhausted itself at Amoy, but it is still raging in the surrounding districts, and the native quacks are helpless to arrest it. Many of the foreign community and numbers on board ships have been laid up with it. Mu Ch'en the Haifangting (a district magistrate), died, and being a Mahomedan, some curious rites were observed in preparing his body for the grave. A murder was committed by a Malay-Chinese named Tajit, who had resided at Amoy, off and on, for several years. His victim was a China-woman, whom, from jealousy, he had threatened to shoot some days before. He stabbed and cut her to death, and, although the alarm was given, escaped knife-in-hand, the spectators fearing to seize him. Being a British subject, search was made for him, later on, by the British consular constables, but without success.

A correspondent at Amoy states that a disturbance has taken place about thirty miles from Chang-poo, in the Changchau prefecture, consequent on a powerful clan resisting the imposition of a tax and beheading two mandarin runners. Some force was sent down to reduce the village, and it is reported that this has been successfully accomplished, but it is said that it was done by negotiation rather than fighting, and that a reverend gentleman was intermediaire in these diplomatic proceedings.

HONG KONG.

Dates by this mail are to the 17th Oct. The outward French mail of Aug. 30 arrived on Oct. 7; and the P. and O. mail of Sept. 6 on Oct. 13. The following items are from the *China Mail*:—

The Douglas Memorial Window is at length in its place at the eastern end of the newly-erected chancel of the Cathedral. It is a work of considerable beauty, in the gothic style, somewhat wanting, according to our idea, in breadth of treatment, but otherwise very satisfactory. The upper or rose section of the window contains a picture of the Ascension, the compartments beneath it containing the Crucifixion. Below this again are four compartments of Scripture views, such as Abel sacrificing, Abraham about to offer up Isaac, &c. The framework is of Bath stone, and the whole work, which cost, including freight, about a thousand pounds sterling, is a worthy gift to the Cathedral and memorial of the deceased donor.

We are *very* sorry to learn that the new chancel, which has been most creditably built, will not be utilised for sittings. It was supposed that a portion would be allotted to the Governor and other dignitaries so as to increase the number of eligible sittings in the body of the church—there being none now available for applicants. That this is not to be done will be much regretted. At all events we hope that the pulpit will be moved a little, so as not to cut off the whole view of the chancel from the North nave.

A numerously attended meeting of the Kyfong, at which there were more than a thousand persons present, took place yesterday,

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to discuss the proposed petition to Government on the subject of passing an enactment against adultery, and making it a punishable crime; a draft ordinance on the subject was discussed. Some amendments to the Bankruptcy Ordinance, so far as Chinese bankrupts were concerned, were also suggested, and finally, resolutions were passed to raise subscriptions for the erection of a "Kungsho" or Town-hall, the opium farmer heading the list with a donation of $2,000.

There is a report that H.M.'s 10th Regiment will be moved about Nov. 15 to Singapore, and that the 80th Regiment, at present at that place, will come here. We understand that the Commodore received a telegram on Friday to re-commission the *Adventure* in order to make the necessary changes. The telegram says the 18th Regiment (at present at Malta), but this must be a mistake.

The matsheds at Messrs. Spratt and Co.'s new dock at Sam-si poo, nearly opposite Stonecutter's Island, caught fire early this morning, and in half-an-hour the whole were burned down, before any assistance could be rendered. The fire, as viewed from Hong Kong, seemed more extensive than it really was.

The remains of the great Portuguese sinologue, the Rev. Joaquim Affonso Gonsalves, author of the only Chinese-Portuguese and Portuguese-Chinese dictionary (which is now out of print), and of several other valuable works, are to be removed from the old Cemetery of St. Paulo (Macao), to the church in S. Jose Seminary, where the Reverend gentleman lived. A programme of the ceremony to be performed during the exhumation and conveyance, which is to take place on the 8th instant, has been published.

We learn that the Police Court building has been condemned by the Surveyor-General, who considers it unsafe in case of a typhoon. The Magistracy is to be removed to the bungalow immediately under the police officers' quarters, and opposite the Hotel d'Europe on the other side of Pottinger-street.

We have been shown a specimen of the new crystallised sugar produced at the Hong Kong Sugar Refinery by a process initiated by the new manager, Mr. Dickie. It certainly appears to equal anything produced in Europe, and, under its altered condition, the refinery bids fair to effect a revolution in the China sugar market.

The *Gazette* of Saturday (12th) contains an announcement of the Hon. Mr. Pauncefote's appointment as Acting Chief Justice. As Mr. Smale is expected here by the next American Mail, Mr. Pauncefote's present tenure of office will not, it seems, be long. The *Gazette* also has a notification making the new one-dollar notes a legal tender, and the usual monthly report of the superintendent of the fire brigade.

The following is the account, duly certified, of the average amount of bank notes in circulation in Hong Kong during the month ending 30th Sept., 1872:—

Banks.	Average Amount.	Specie in Reserve
Oriental	$352,817 ...	$200,000
Chartered Mercantile of India, London, and China	302,197 ...	125,000
Chartered of India, Australia, and China	326,376 ...	150,000
Hong Kong and Shanghai ...	1,183,413 ...	400,000
Total	$2,164,857 ...	$875,000

We are glad to observe that the *Gazette* of Saturday notifies the appointment of Lieutenant McHardy, R.E., as Acting Surveyor-general, in place of Mr. Moorsom, resigned. Lieutenant McHardy is also named a Cathedral trustee. Mr. Fitzroy Rice's resignation of the post of Assistant Superintendent of Police is also officially announced.

From Foochow we learn that a steam launch has been at last started to run between there and Pagoda Anchorage, thirteen miles, and bring up mails, &c., a service which has hitherto been carried on by sampans, and is partly so still. Business in Congous has continued fairly active at previous quotations.

It is rumoured that Mr. Bowra, Commissioner of Customs at Canton, goes home in the spring, and is to be succeeded by Mr. James Hart, brother of the Inspector-general.

The *Courier* hears, on what it takes to be good authority, that a new steamboat company is about to be organised, with a capital of Tls. 500,000, into which is to be amalgamated the steamers of the North China Company, and others now trading on the coast.

CANTON INSURANCE OFFICE.

A general meeting of shareholders was held on the 10th, to pass the report and accounts presented by the general agents. There were present, the Hon. J Whittall in the chair, Hon. H. Lowcock, Hon. P. Ryrie, Messrs. Pyke, Weller, Melchers, Sassoon, W. Ray, Cordes, Buxey, McDouall, and H. Lemann. The following is the report:—

The general agents have the pleasure to submit to the shareholder the usual statement of accounts, viz.:—

Office 1870:—Balance sheet showing a net profit for the year of $332,100, which has been distributed, as following:—

1st dividend of $750 per share	$150,000
2nd and final dividend of $357 per share ...	71,400
Reserved third of profits	110,700
	$332,100

Office 1871:—Open statement showing the total receipts for the twelve months to be $778,243.31. Unfortunately, owing to the heavy losses in the early part of the year, referred to in the last report, and subsequent claims, the estimated profits $188,254.78, compare unfavourably with previous results of the office; nevertheless, the general agents are glad to be able to recommend a dividend of $400 per share to be paid at once.

Office 1872:—Open statement of accounts to date, which, notwithstanding heavy losses to commence with, still shows a fairly satisfactory result, say $255,525.39 at credit, and an increase in the gross premia received of about $100,000 as compared with last year. It must be borne in mind, however, that the shares in this office have been increased from 200 to 300, in accordance with the extraordinary general meeting held on Dec. 13, 1871, and that in future two-thirds of the nett profits are to be divided amongst contributing shareholders.

Mr. Pyke proposed, seconded by Mr. Sassoon, that the report and accounts should be passed.—Carried unanimously. Mr. Ryrie proposed, seconded by Mr. Pyke, that the general agents should be authorised to wind up the office of 1871 without convening any further meeting.—Carried unanimously. Mr. Weller proposed, seconded by Mr. Pyke, that the retiring pension of $1,200 to Captain Ricketts, the Company's surveyor, should be continued for 1872.—Carried unanimously.

The Chairman then said that the whole of the increased numbers of shares had been satisfactorily allotted, with the exception of two, which had not been taken up, but for which there were numerous applicants. The question of registering the office had been brought forward at the last general meeting, and had since been under the careful consideration of the general agents. A new deed had been drawn, and possibly before the year was over, it would be submitted to the shareholders. Under the present deed, he noticed that the consulting committee must be appointed for next year.

Mr. Lemann proposed, seconded by Mr. M'Douall, that the present consulting committee, consisting of Messrs. Lowcock, Ryrie, Pyke, Weller, and Sassoon, be reappointed for the ensuing year.—Carried unanimously.

The chairman added to his remarks on the new deed, that the object had been not to alter the constitution of the office if it could be avoided. They had now got a deed drawn which would allow the office to be a yearly one as before, and still would only have to be registered once, as it would renew itself. They had had the best advice on the subject, and that was the result of it, the difficulty with a yearly office having been the necessity of registering it anew every year. Now, however, they would only have to do so at once.

Mr. Ryrie proposed a vote of thanks to the general agents for the satisfactory manner in which the business of the office was transacted by them. This was carried, and the meeting then separated.

(FROM A CORRESPONDENT.)

HONG KONG, October 16, 1872.

Nothing very remarkable has transpired during the past week. With the departure of the Grand Duke Alexis our little burst of gaiety has come to an end, and people are now looking forward to the winter for the next bout of amusement. It is said that a project is on foot for again starting the *China Punch*, but not being in the secrets of the printing-house, I cannot say if this be true. It is proposed to illustrate by photographs, according to my informant. If the *Punch* does start again, it will have plenty of matter.

Mr. Greig goes away to-morrow and vacates his seat as M.L.C., Acting Judge Pauncefote's return making him *de trop*. Some people seem to think that the snub administered to Judge Ball in appointing Mr. P. for a three weeks' tenure (as Judge Smale is "positively" announced to arrive by the next American mail) was rather uncalled for. For my own part, as we have a European murder case on at sessions, I agree with the majority, and am glad to see some one on the bench who is not incapacitated by an affliction from forming a clear judgment. Judge Ball is no doubt a good lawyer, but has fits so frequently, that a very strong mistrust of his mental acumen is beginning to arise in the public mind. The worst of it is that one can never tell the precise extent to which he comprehended what passed, as for some minutes before a fit comes on nothing but a peculiar circular motion with his pen intimates to those present that anything is amiss. A short time since there was the greatest difficulty in getting an adjournment of the Court, as at first it was impossible to make his Lordship understand, and when he *did* come to himself, he insisted on going on with the case.

The Governor is developing rather a strong will, which the *China Mail* calls "Cæsarism." I think myself that we want a little more of it. Mr. Cecil Smith has been getting pretty severely hauled over the coals by some correspondents of the above-named paper. Some irreverend dog has actually been calling the Postmaster-General "our friend Stamps," in print, and has called attention to his rather peculiar style of shirt collar—whereby you will guess that our silly season is now on.

The Emperor is supposed to be getting married to day—very much married indeed if he takes as many wives as have been selected for him. A native pamphlet is being hawked about at Canton giving full details of the ceremony.

A big dinner is being given this evening to Dr. Magalhaens, ex-editor of the *Oriente* a Macao journal. You will see all about

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his quarrel with Governor Jarmain in the papers, so I need not repeat it. The doctor has a strong party in his favour, and many who don't agree with his views have taken his part against the despotism of the Governor. About 500 people accompanied him to the wharf when he left Macao this morning. He is ordered to Timor, and leaves by this mail steamer.

SIAM.

—o—

BANGKOK.

We learn from the *Siam Advertiser* that H.N.M.'s steam corvette *Vice Admiral Koopman*, conveying his Excellency H. J. C. Hoogeveen, the Dutch Ambassador to the Court of Siam, arrived off the Meinam Bar on the 2nd inst. His Excellency's reception by the Siamese appears to have been most pleasant and courteous. After making and receiving visits to and from the Ministers of State, the Ambassador was received in public audience on the 4th inst. by his Siamese Majesty, to whom his Excellency presented the insignia of the Grand Cross of the Netherlands Lion. Mr. Hoogeveen, after the public reception, had a private interview with the young King, and report speaks very highly of his intelligence, bearing and deportment. On the 6th, the Ambassador dined at the Supreme King's Palace, in the New Public Hall, by invitation of his Majesty. Before dinner, the Ambassador and suite were invited to another private audience, when his Excellency took occasion to deliver to the King the decorations designed by his Netherland's Majesty for the Second King, his Grace the Regent, H.E. the Minister of War, H.E. the Foreign Minister, and other high Siamese officials, praying his Majesty to distribute them as designated.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates extend to the 24th Oct. The outward P. and O. mail of 20th Sept. arrived on the 21st Oct. The following summary is from the *Straits Times*:—

The Legislative Council has not yet got through its business, which appears, however, to be drawing to a close. It is rumoured that its session will close on the 15th proximo. There have been several matters under consideration, of which the Summary Jurisdiction Bill is the most important to the community, and will, we fear, if not much modified, press rather hardly upon the poorer classes, as well as cause inconvenience to many others who have for years been in the habit of doing things which are therein declared to be finable offences. The great objection to the measure is that it places too unlimited power in the hands of the police peons, whose predilection for making the most of their authority is too well known. We do not hesitate to say that this Bill is uncalled for, and, any way, sufficient time has not been given for its proper consideration.

The revenue of the colony appears to be falling off, while the expenditure is steadily increasing—a fact that should lead to the enforcement of the most rigid economy in every item of expense. The late day at which the estimates are issued prevents that careful revision and attention they require, and the consequence is that they are usually adopted without much attention to the items.

The merchants and traders of Penang not long ago sent in a petition to the Legislative Council, praying for a return to imprisonment for debt; and as a similar petition had long before been sent in by traders here, the Council took them both into consideration at once. It has decided to do nothing in the matter until an opportunity has been afforded for further experience in the working of the ordinances. Though we not agree entirely with the petitions, yet they set forth two or three facts deserving of consideration by Government, one of the most important being the statement that proceedings against a bankrupt are so trammelled by obstacles, and attended with so great expense, that creditors prefer to accept even the smallest composition rather than have recourse to the Court.

The failure of Velge Brothers, with liabilities to the extent of $150,000 or more, mostly to European firms here, occasioned considerable surprise, but there having been many failures of late, after a day or two little more was thought of it, until it was discovered that the managing partner, Mr. Abraham Velge, who had hitherto been believed to be a merchant of good standing and unblemished reputation, had by producing the Dock Company's receipts drawn advances from the banks on goods stored at Tanjong Pagar, and had afterwards shipped off the goods on his own order, and it was also ascertained that he had sometimes drawn from two, it is even said three, banks on the same goods. The three banks found themselves defrauded in this way to the extent of some $40,000. Mr. Velge was thereupon arrested on a warrant, but was admitted to bail for $10,000, in two sureties of $5,000 each, to appear on Thursday, the 19th inst. His bail failed to produce him when called upon to do so, and a further warrant having been issued against him for forgery, in having altered a Dock receipt to procure a larger advance on the goods, a reward of $200 was offered, which has since been increased to $500, for information that will lead to his arrest. Meanwhile, the firm has been declared bankrupt, and all available property has been seized on behalf of the creditors. The developments in connection with this affair have created the greatest sensation here. Bank managers will know better than to take bail again when once they have a culprit safe. The Government has taken the matter up, and every effort will be made to have justice executed in this most painful matter.

The criminal session of the Supreme Court closed on the 22nd. There have been a number of cases tried for the heavier crimes, and the severity of the sentences, added to the fact that a more rigorous discipline is shortly to be introduced in the jails, will, it is earnestly to be hoped, act as a deterrent to others. There were three or four cases of murder, in only one of which, however, sentence of death was passed. Considerable interest was felt in one case, in which several natives were charged under an Indian Act for "waging war," in enlisting men and procuring arms and supplies for Rajah Mahdie and his adherents for the war in Klang. The defendants' counsel demurred to the indictment, and the Chief Justice gave judgment on the demurrer, holding that the indictment was not good; the prisoners were accordingly discharged. Certain letters found in possession of one of the prisoners gave this case more importance than it would otherwise have possessed, as tending to show that Mahdie had high countenance and support.

Affairs at Klang and Salangore are in a most unsatisfactory condition. Information has been received here of the murder by Mahdie's adherents of several Europeans in the service of Tunkoo dia Oodin, among the latest being Lieutenant Hagen (formerly of the Netherlands Army) and a Mr. Cavaliero (a former *employé* of Messrs. Guthrie and Co., of Singapore), whose throats were cut in cold blood. The barbarous atrocities perpetrated by Mahdie and his followers deprive him of all claim for sympathy from a civilised power.

The arrivals *via* the Suez Canal have been the *Saltee* on the 7th from Glasgow, *Agamemnon* on the 11th from Liverpool, *Canton* on the 18th, *Menzaleh* on the 19th, and *Glengyle* on the 22nd, from London. The only departures by this route have been the *Atalanta* for London on the 14th, and the *Correze* (from Saigon) for Toulon on the 19th. The *Antenor* and *Odessa* leave for London.

Commercial Report.

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(For dates see first page.)

IMPORTS.

HANKOW.—The demand for Cotton goods had been disappointing and, with some pressure to realise, rates for most descriptions had become materially lower. For Woollens the demand had been considerably less active, and only a small business had transpired. Grey Shirtings: 7lbs. 4 to 5 candareens lower, favourite chops could not be placed at better than Tls. 1.68 per piece. In 8¼lbs. dealers contented themselves with supplying immediate wants, and a decline of 2 to 3 candareens was noted. Heavy Shirtings no enquiry. White Shirtings purely nominal. T-Cloths remained in much the same position as last advised. Demand of a most trifling character, and the offers of dealers absurdly low. Drills, fair average business done, but prices showed a further slight fall. Jeans quite neglected. Fancy Cottons in very limited request. Woollens and Worsted: Few transactions reported, quotations quite nominal. Metals: Lead, small sales at Tls. 4.70 per picul. Quicksilver, Tls. 80.00 per picul.

SHANGHAI.—A small general business in Cottons had been transacted daily, but the trade in Woollens had been confined to Spanish Stripes, a few Lustres, Lastings, and an inquiry for Camlets. Grey Shirtings: A steady demand had absorbed supplies of 7 lbs. as they arrived at 1c. to 2c. advance; good Lie Eagles placed at Tls. 1.67; Dewhurst's Cloth at Tls. 1.68; 8¼ lbs. Mildew's and ordinary chops had received more attention than best; values maintained at about last mail's figures, resales of Dewhurst's Eagles at Tls. 1.82 to 1.83; market closes with some inquiry. White Shirtings: Very little inquiry and a few settlements; sellers refused offers of Tls. 1.85 and Tls. 1.60 to 1.63 for fair 64 and 58 reeds. T-Cloths: Market had not changed; ruling rates Tls. 1.12 to 1.15 for low count 6 lbs.; Tls. 1.30 to 1.36 and Tls. 1.41 to 1.48 for common and Mexican 7 lbs.; and Tls. 1.60 to 1.68 for 8 lb. cloth. Drills in active request throughout, and transactions in English and Dutch to extent of about 30,000 pieces as recorded; former quotations readily paid for good to best English; Dutch showed a trifling rise had been obtained. Jeans: Sales reported at rates ranging between Tls. 2.05 and Tls. 2.12 for English. Sheetings: English quitted at Tls. 2.80 to 2.90. Fancy Cottons do not call for comment; Gentian and Turkey Red Shirtings, Velvets, Brocades, and Chintzes were the only articles in which business had been done—Gentian Shirtings, Tls. 2.50 to 2.60; Chintzes, Tls. 1.32 to 1.70; Turkey Reds, 8 lbs., Tls. 2.15. Woollens: Spanish Stripes in good demand at advanced prices; T.T.B. import held for Tls. 0.71, C.P.H. sold at Tls. 0.64 to 0.69; Lastings, Black, in good request at Tls. 12.40 to 12.50; for H.D.B. Assorted not so much sought after; Camlets, very few changed hands. Metals: We have nothing of importance to advise regarding this branch of trade, market for everything having been in a quiescent state. Coals: Market weaker, with but few purchasers. Quotations from ship side—Cardiff, Tls. 10.75 to 11; English, Tls. 9.50 to 10; American, Tls. 9.25 to 9.75.

FOOCHOW.—Sales had been as follows:— Grey Shirtings, 8.4 lbs. 8,500 pieces, at $2.72 to 2.75 per piece; T-Cloths, 7 lbs., 500 pieces, at $2.05 per piece; Mexican T-Cloths, 7 lbs., 2,300 pieces, at $2.65 to 2.70 per piece; 8 lbs., 100 pieces, at $3.75 per piece; Lead, 1,000 pigs, at $6.75 to 7.00 per picul, against Tea.

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HONG KONG.—The mail steamers had brought small supplies of manufactured goods, but stocks had been further increased by the following arrivals. From Liverpool, Antenor, Hector, and Patroclus, steamers. From London, Sunda, Benledi, Hongkong and Gordon Castle, steamers, and Carricks and Constantine, sailing vessels. The tendency of prices for manufactured goods during the interval had been downward, caused in a great measure by the continued anxiety of importers to realise, and the scarcity of dollars which had existed for some time. Values in Manchester had also had a depressing effect, and buyers, in the face of the numerous arrivals, had only operated to fill actual orders, the declining tendency of prices offering no inducement to speculative purchases. Stocks were not considered excessive, but the rapid communication existing with England required that a much lower range of supplies should exist than formerly.

CANTON.—Lead had declined 15c. per picul; sales had been on a more liberal scale for the common brands, but owing to free supplies, stocks were still too heavy. Quotations:—Common quality, $6.30 to 6.35; WB quality, $6.55 to 6.60.

MANILA.—There had been but little demand for imports during the interval; but little business had consequently been done, and prices were without alteration.

BATAVIA.—There had been great inactivity in the demand for nearly all descriptions of Cotton goods, and the business done had been on a very limited scale. The steadiness of the home markets, as reported by telegram, had however a hardened effect on prices here, and while values generally had been maintained, in one or two instances some little improvement was noticed. Holders, though anxious to reduce their stocks, were not disposed to make any further concessions to buyers in the meantime, as a more active demand was anticipated about a fortnight from date, which would be the commencement of the Native new year.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—The arrivals with general cargoes are the Agamemnon, steamer, from Liverpool, the Canton and Glengyle, steamers, from London, the Hammonia from Hamburg, and the Jonge Jan from Rotterdam. 39-in. Grey Shirtings: Good makes 8¼ lbs. continued in fair inquiry at $2.50, better demand for 7 lbs., at $2.07½ to $2.10. 6 lbs., in some request at $1.90. 45-in. little inquiry. 32-in. Grey T-Cloths: Light weights in poor request; 6 lbs. in fair inquiry at $1.60 to 1.62½, a few sales of 7 lbs. effected at $1.82½ to 1.85. 32-in. Grey Madapollams neglected, and no sale reported. 36-in. Grey Supers: Inferior forced off at low prices and ordinary taken to small extent at former rates. Nothing doing in best qualities; 36-in. White Shirtings: Excellent demand for fine. Medium quiet at steady prices. Low meets with little demand. White Spots and Brocades quite neglected. White Cambrics: Ordinary, 15-16s in less inquiry, and declined to $32 to 32½, stocks heavy. Other descriptions slow of sale. Dyed Spots and Brocades: No demand. Nothing doing in Camlets and Long Ells. Blue Lastings wanted, and there were occasional inquiries for Black, but at low prices. Assorted, unsaleable. Bombasettes, in few hands, and firmer. Scarlet Spanish Stripes, asked for to small extent, but the stock is ample. Grey Yarn: 40s in some demand at $128 to 130. No inquiry for 30s, but 18-24s saleable at $105.

EXPORTS.

TEA.

HANKOW.—Messrs. Drysdale, Ringer and Co.'s Report says: "Considering the advanced stage of the season a good business has been transacted. Settlements amount to 7,982 chests 10,525 half-chests. In the corresponding period last year only 4,916 chests and 2,513 half-chests were settled, the range of price being this year Tls. 10½ to 20 against Tls. 9 to 15½ then. We closed our report at this date last year, and there is now little of interest to say regarding the leaf beyondgiving statistics. Our market opened on the 13th May, the earliest season on record. The second crop leaf arrived about the 24th June, the first settlements being reported on the 26th, and the third crop leaf was first shown about the 6th Aug. Particulars of total arrivals, settlements and shipments on native account, to date show that 35,797,400 lbs. were settled here this year against 31,175,600 lbs. last year, while of Ningchows 5,112,707 lbs. were settled, against 3,353,524 lbs. then; or a total increase in the settlements at this port of nearly 6,500,000 lbs. The shipments to Shanghai for sale on native account show a decrease, as compared with last year, of 7,200,000 lbs., the figures being this year, 16,900,300 lbs., and last year 24,112,500 lbs. The favourable out-turn of the second and third crop teas on the London market last year made prices for these kinds much higher in the present season, and throughout they have commanded from 2 to 4 Tls. over the rates of 1871, and this with no improvement in the quality of the teas. Although, owing to the heavy simultaneous arrivals and the haste to sell, the first crop teas have not done well on the home market, we think they were relatively much the cheapest, particularly the medium kinds costing here Tls. 20 to 25, prices paid afterward for inferior second crop teas. We require at present 6,000,000 lbs. to make up our export of last year and native estimates of the quantity still up country do not exceed 30,000 chests. In the face of the high prices still current here, however, every available leaf is certain to be packed, and if the export shows any decrease at all it will not be a material one. We estimate total arrivals to date, exclusive of Ningchows, at 53,016,700 lbs., against last year 55,488,100 lbs. Customs export to 2nd Oct., was 52,767,120 lbs., against 53,437,022 lbs., or including Ningchows 57,879,827 lbs., against 56,790,546 lbs."

SHANGHAI.—Messrs. Drysdale, Ringer and Co. report as follows: *Black.*—Owing to the change, made as usual at this season of the year, in the time of departure of out-going mails, it is nearly three weeks since we reported; settlements do however aggregate more than 8,000 chests and 19,000 half-chests. During the early part of the period under notice a moderate business was transacted at about previous rates; latterly settlements have been more restricted, and whenever holders have shown anxiety to sell a decline has been conceded; we quote rates 1 to 2 taels lower. Shuntam packed have been taken at Tls. 13.5 to 15.5.0; common Hohows, Tls 17 to 18, and fair to medium Oopacks and Ningchows Tls. 20 to 24; a few parcels, a little better in quality than the generality of Teas on offer, have realised Tls. 25 to 30, they are relatively dear. Stock is moderate; it is estimated at 24,500 chests against about 20,000 at same time in 1871. Export, including cargoes of Parnassus and Lahloo, is 53,338,703 lbs., against 57,099,960 lbs. at corresponding date last year. Supplies coming to hand are of inferior quality, and it is pretty certain that there is now but little Tea of desirable quality to go forward. *Green*: Settlements amount to about 47,000 half-chests. We do not make any change in quotations, although a short time since a few purchases were made on easier terms: closing rates, quality considered, are fully equal to those current at date of our last. Finest chops have nearly all been taken, and have ruled relatively cheap, the demand being principally for medium to fine grades. Prices paid have been Tls. 38.0.0 to Tls. 47.0.0 for country Teas to Tls. 53.0.0 proportion for parcels of good proportion, Pingsueys have been neglected, only a few having changed hands at Tls. 38.5.0 to Tls. 53.0.0 per picul proportion.

AMOY.—Oolong: A settlement of 2,055 packages was reported, showing a decline of $2 to 3 on last rates, but as Teamen were unwilling to make further sales at this concession, the subjoined quotations were somewhat nominal:—Common to fair, $18 to 23; good, $25 to 27; superior, $28 to 30; fine to finest, $32 to 40. Formosa Oolongs: Late arrivals showed a slight decline, and the quotations were — Fine to finest, $38 to 48; good to superior, $30 to 34 in Amoy.

FOOCHOW.—The market had remained quiet, the chief settlement in Congou being for the Continent and the colonial markets. Notwithstanding the large stocks, holders showed no disposition to accept lower rates, except for the "common to good common" grades, which were about ½ to Tl. 1 easier. Souchong: Sales small; Common kinds, rather easier. Oolongs and Flowery Pekoes: No sale. Scented Teas: No change in prices; sales, 5,500 boxes. Sales for the fortnight and prices summed up as follows:—Congou: Dust and broken leaf kinds, Tls. 4½ to 10.5; ordinary common, Tls. 11.5 to 13.5; Good common, Tls. 14 to 16; Light flavoury, Tls. 17 to 21; Good flavoury to medium Kysow kinds, Tls. 22 to 26.5; sales, 28,400 chests. Souchong: Common to medium, Tls. 11 to 20.5; good to fine, Tls. 23 to 30; sales, 3,350 chests. Oolongs: Common to good Cargo, Tls. 18 to 24; Fine to finest, Tls. 34 to 47; sales nil. Flowery Pekoes: Common to medium, Tls. 24; sales, 50 chests. Scented Teas: Common to medium, Tls. 15 to 23.5; sales, 4,100 boxes.

CANTON.—The market had been quiet, and prices had generally declined. Scented teas: Orange Pekoes, previously firmly held, were obtainable at a reduction of about Tael 1 per picul, but having in view the large export, buyers were few. Capers, of good medium to fine quality, would readily find purchasers at full rates, but such were difficult to meet with, the stock consisting chiefly of common to medium class, which were seeking buyers on same basis as quoted for last P. and O. mail. Canton greens: Gunpowder had been largely dealt in, but only a small portion had been taken for the English market; common had realised Tls. 11, and fair to good medium Tls. 18 to 23. Imperials had been taken for the Continent at Tls. 18 to 21 per picul. Settlements for the fortnight:—Canton District Congous: none. Scented Orange Pekoe: 4000 boxes at Tls. 19 to 31. Scented Caper: 10,000 boxes at 15 to 26. Canton Greens: Gunpowder, 7,500 boxes at Tls 11 to 27; Imperial, 1,000 boxes at Tls. 18 to 21; Young Hyson, 500 boxes at Tls. 18 to 19. Stocks estimated at 2,000 boxes Canton District Congous, 11,000 boxes Scented Orange Pekoe, 25,000 boxes Scented Caper, 10,000 boxes Gunpowder, 1,500 boxes Imperial, and 1,500 boxes Young Hyson.

SILK.

SHANGHAI.—Messrs. Skeggs and Co.'s Circular says:—The continue receipt of unsatisfactory telegrams is now begineing to have some effect with native dealers, and prices for medium, common and re-reeled Silks are gradually declining although not with that rapidity which might be expected, while for all good qualities and chops but little change can be noted. Dealers with a view to press sales are shipping largely in joint account and so relieving the market of a quantity of rubbish, which they otherwise would not be able to place. A fair business has been doing for America mostly in re-reels, ranging from Tls. 540 to Tls. 580 per piul. Koo-fong-sings and Dragon chops have been placed at Tls. 575; Gold Lion, Tls. 535; Kin Jan and Blue Elephant, Tls. [illegible] and Red Peacock, at Tls. 490: Fatmow's No. 2 Hainin have brought Tls. 507½. Settlements since 21st Sept., Chinas, 3,500 bales. Total settlements since 1st June, 1872, 37,000 bales; 1871, 35,300 bales; 1870, 23,000 bales. Comparative unsold stock, 10th October, 6,500 bales; 1871, 4,500 to 5,000 bales; 1870, 3,000 to 3,500 bales.

CANTON.—In Tsatlee Reel and Loongkongs, only a small business had been done, and settlements during the fortnight were computed at 385 bales, 35 of which were for French Mail. Fine and finest kinds had been mostly sought after, and had been bought about $10 cheaper than last quoted. No. 4 Tsatlee had been firmly held for $460, and only a few small lots had found purchasers at that figure. Re-ree had been in good request, and settlements are said to be nearly 1,00 boxes. Stock—200 bales Loongkongs, 2,000 bales Tsatlee reels, 40 bales Kowkongs 150 bales Cumchucks, Lacklows, &c., and 350 bales of inferior descriptions.

EXPORT OF TEA AND SILK, SEASON 1872-73.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cases
From June 1 to Sept. 30, 1872	—	57251596	34245469	—	11634695	103821870	34758
Corresponding period last season ...	—	58619305	29871102	—	8232706	96723113	35304

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Shipments Since:

Sept. 19 per Clausina	From Shanghai	...	619,137*	
— 20 ... Woodlark	... Do.	...	1,172,668*	
— 26 ... Priam (str.)	... Do.	...	831,581*	
Do.	... Canton	...	256,498	7,9*
— 28 ... Delta (str.)	... Shanghai, &c.	...	—	1,240*
— 30 ... Maiden Queen	... Foochow	...	1,116,242*	
Oct. 1 ... Ziba	... Do.	...	790,450	
— 5 ... Peiho (str.)	... Shanghai	...	126,969	1,011
— 7 ... Atalanta (str.)	... Foochow	...	563,317	
Do.	... Shanghai	...	344,641	81

* Included in above total.

TO THE CONTINENT.

From June 1 to Sept. 30, 1872 ...	3052013	Bales. 10447
Corresponding period last season ...	2049174	9992

Shipments Since:

Sept. 21 per Priam (str.)	From Shanghai	...	36,460*	
— 28 ... Delta (str.)	... Do., &c.	...	—	464*
Oct. 5 ... Peiho (str.)	... Do.	...	—	679

* Included in above total.

TO UNITED STATES.

From June 1 to Sept. 30, 1872 ...	22296951	Pcls.
Corresponding period last season ...	22812219	

Shipments Since:

Sept. 20 per New York (str.)	From Shanghai	...	230,672*	
— 26 ... Teviot (str.)	... Amoy	...	20 706*	
— 27 ... Duke of Athol	... Shanghai	...	1,087,952*	
— 30 ... E. M. Cushing	... Amoy	...	19,729*	

* Included in above total.

TO AUSTRALIA.

From June 1 to Sept. 30, 1872 ...	8,162,100 lbs.
Corresponding period last year ...	10,915,379

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844	51,022,600	...	1862 to 1863	121,273,580	72,887
1845 to 1846	57,334,200	18,600	1863 to 1864	117,463,586	46,603
1850 to 1851	63,972,000	22,144	1864 to 1865	121,236,870	32,313
1853 to 1854	77,327,800	61,283	1865 to 1866	118,333,042	62,890
1855 to 1856	92,240,300	50,481	1866 to 1867	118,423,290	50,052
1857 to 1858	76,990,255	68,315	1867 to 1868	116,890,430	57,449
1858 to 1859	65,789,792	83,134	1868 to 1869	142,789,804	70 917
1859 to 1860	85,560,452	64,169	1869 to 1870	139,740,193	63,807
1860 to 1861	90,066,160	70,641	1870 to 1871	131,969,850	51,329
1861 to 1862	109,854,040	79,199	1871 to 1872	149,774 393	54,559

* Including the Continent.

SHANGHAI SILK SHIPPERS.

From 1*st June* to 10*th Oct.*, 1872.

	Bales.		Bales.
Adamson, Bell, and Co.	408	Jardine, Matheson, and Co.	796
Balfour, Butler and Co.	303	Jarvie, John, and Co.	506
Barnet and Co.	455	Lacroix Cousins and Co.	1,592
Birt and Co.	11	Lindsay and Head	17
Birley, Worthington, & Co.	324	Maertens, A. H.	762
Blain and Co.	35	Nachtrieb, A., and Co.	686
Bower, Hanbury and Co.	1,659	Overbeck and Co.	41
Bourjau, Hubener, and Co.	518	Pila and Co.	958
Bovet, Brothers and Co.	105	Pustau, Wm., & Co.	2
Bull, Purdon and Co.	154	Reiss and Co.	2,482
Butterfield and Swire	1,611	Russell and Co.	738
Chapman, King and Co.	80	Sassoon, E. D. and Co.	38
Coutts and Co.	32	Sassoon, D., Sons, and Co.	1,402
Dent and Co.	61	Scheibler, Matthaei, and Co.	558
Dickinson and Co.	50	Shaw Brothers and Co.	375
Essex and Co.	1,449	Siemssen and Co.	337
Findlay, Wade and Co.	83	Skeggs, C. J. and Co.	47
Fogg and Co.	242	Textor and Co.	2,339
Gamwell, F. R.	35	Telge, Nolting and Co.	82
Gibb, Livingston, and Co.	653	Vogel, Hagedorn, and Co.	147
Gilman and Co.	468	Westall, Brand, and Co.	538
Heard, Augustine, and Co.	410	Wright, Burkill and Co.	1,011
Helbling, J. C., and Co.	256	Sundries	9,498
Hogg Brothers	70		
Holliday, Wise and Co.	30	Total bales...	34,514

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Last Divnd
Shanghai Dock Company	500	500	210	4 p.c
Shanghai Gas Company	100	100	148	12 p.c
Shanghai S.N. Company	100	100	135	12 p.c
S. Tug and Lighter Company	850	850	575	10 p.c
French Gas Company	50	50	60	10 p.c
Hong K. Fire Insurance Co.	$1,000	$200	$530	12 p.c
North China Insurance Co.	Tls.1,000	Tls.300	Tls.475	trion.
Do. do. new	1,000	300	470	trien.
North China Steamer Company	100	100	69	
Union S.N. Company	100	100	109	12 p.c
Yangtsze Ins. Association	500	500	750	15 p.c
Union Insurance Society	$5,000	$1,000	$2,300	trien.
China Traders Co. (Limited)	1,000	1,000	2,400	$450p.s
Hong Kong and China Gas Co.	£10	£10	65	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100	Tls.147	12 p.c
Victoria Fire Insurance Co.	$500	$100	$140	12 p.c
China Fire Insurance Co.	500	100	149	12 p.c
Hongkew Wharf Co.	Tls. 100	Tls. 100	Tls.151	12 p.c

TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Gungner	July 24	Shanghai	810,600
Doune Castle	,, 30	,,	1,282 000
Taitsing	Aug. 6	,,	1,084,300
Northampton	,, 14	,,	1,567,344
Weymouth	,, 15	,,	1,114.253
Leicester	,, 19	,,	1,764,249
Annie Braginton	,, 20	,,	545,333
Hopewell	,, 30	,,	807,232
Langstone	Sept. 4	,,	1,036,400
Thyatira	,, 4	,,	1,331,500
Yeavering Belle	,, 9	,,	661,127
Clausina	,, 19	,,	619,137
Woodlark	,, 20	,,	1,172.668
Denbighshire	July 4	Foochow	615,500
Grenadier	,, 18	,,	666,800
Star of the North	,, 23	,,	983,100
Jungfrau	,, 28	,,	810,200
Everest	Aug. 30	,,	743,693
Essex	Sept. 6	,,	1,688,100
Zenobia	,, 11	,,	1,357,783
Maiden Queen	,, 30	,,	1,116,242
Wemyss Castle	Aug. 24	Canton	878,841
Burdwan	Sept. 1	,,	911,000
William Ritson	,, 9	,,	733,583
Norman Court	,, 14	,,	1,047,308

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 6¼d.	4s. 7d.	4s. 7d.
Shanghai	6s. 1½d.	6s. 1¾d.	6s. 2d.
Canton	4s. 6¼d.	4s. 6½d.	4s. 7d.
Hong Kong			
Macao			
Singapore	4s. 7d.	4s. 7½d.	4s. 7¾d.
Manila	4s. 3d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	312	232½
,, Hong Kong	24½ to 25½ dis.	—
Bar silver	111.3.0	8 prem.
Mexican dollars	78.1.0.	

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 71 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 26 per cent. discount.
China Traders' Insurance, $1,300 premium.
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, $30 premium.
Hong Kong Fire Insurance Company, $340 prem.
Union Insurance Company, $1,250 premium.
China and Japan Marine Insurance Company, Tls. 39 premium.
China Fire Insurance Company, $38 premium.
Victoria Fire Insurance Company, $38 premium.
Indo-Chinese Sugar Company, $52½ dis.
Shanghai Steam Navigation Company, Tls. 38 premium.
Hong Kong Distillery Company, $5 dis.
Hong Kong Pier and Godown Company, $11 dis.

LATEST TELEGRAMS.

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COMMERCIAL.

CHINA.

HONG KONG, Nov. 23.—Market for Cottons and Woollens quiet; Grey Shirtings, 6¼ catties, 8¼ lbs., $2.42. Cotton Yarn 16-24, $116. Tea: Quiet. Exchange on London: Bank bills, six m.s., 4s. 5d.

SHANGHAI, Nov. 23.—Market for Cotton Goods dull and heavy; Grey Shirtings 6¼ catties, 8¼ lbs., Tls. 1.8.7. Tea and Silk markets quiet; Silk, No. 3 Tsatlee, Tls. 575; Tea freights to London by steamers, £3. Exchange on London: Bank bills six m.s., 6s.

STRAITS SETTLEMENTS.

SINGAPORE, Nov. 19.—Cotton Yarn, 40's, $126; Grey Shirtings, 39-in., 8¼ lbs., $2.45; 7 lbs., $2.10. T-Cloths, 6 lbs., ordinary, $1.60. Gambier, $4.10. Pepper: Black, $12 (nominal). White, $20.50. Tin, $34¼. Exchange on London: Bank bills, six m.s., 4s. 5½d.

PENANG, Nov. 19.—Tin, $33.25; Pepper: Black, $11.85; White, $22; Sugar, No. 2, $5.10, No. 3, $3.20; Cotton Yarn (Mule Twist) 40's, $134; 30's, $117; Grey Shirtings, 8¼ lbs., $2.55; T-Cloths, 6 lbs. $1.65. Exchange on London: Bank bills, six m.s., 4s. 6d.

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Shipping Intelligence.

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ARRIVALS.

At YOKOHAMA.—From Cardiff, Nov. 18, St. Aubin.

At SHANGHAI.—From London, Oct. 5, Olympia (str.); Nov. 15, Malacca (str.), Glengyle (str.). Albert Victor, Taunton; from Liverpool, 5, Antenor (str.); 15, Diomed (str.); from Hamburgh, Olympia (str.); from New York, Sept. 28, Mary Whitridge; from Cardiff, Nov. 18, Lady Elizabeth; from London, Nov. 23, Drummond Castle, Imperic.

At HONG KONG and CANTON.—From London, Oct. 7. Gordon Castle (str.); 5, Hong Kong (str.); 6, Carrick, Constantia, Avon; from Liverpool, Oct. 8, Hector (str.); 10, Patroclus (str.); from Shields, 7, Jonge Cornelis; from Sunderland, 5, Kelso; from Greenock, 5, Cartvale.

At MANILA.—From Liverpool, Oct. 1, Lvola; 6, Alejandro.

At SINGAPORE.—From London, Oct. 22, Glengyle (str.); from Shields, 20, Papa; from Cardiff, 12, Johannes; from Rotterdam, 16, Jonge Jan.

At BATAVIA.—From London, Oct. 1, Peter Dickson; from Texel, Sept. 30, Gebr. v. d. Beck; Oct. 2, Cornelia, Nieuwe Waterweg II.; 3, Conrad; 13, Maibit Christina; from Brouwershaven, 10, Medea; 13, Dordrecht II.; from Buenos Ayres, Sept. 28, Galatea; from Monte Video, 30, Hazard; from Rio de Janeiro, Oct. 4, Petunia; 9, Herald; from Bordeaux, 13, Hoogly.

DEPARTURES.

From SHANGHAI.—For London, Sept. 28, Atalanta (str.); for New York, Duke of Athol.

From FOOCHOW.—For London, Sept. 30, Maiden Queen; Oct. 4, Atalanta (str.).

From HONG KONG and CANTON.—For New York, Oct. 9, Sea Serpent

From MANILA.—For London, Sept. 27, Victoria; Oct. 5, Eugenio 11, Janet Dalglish; for Liverpool, Oct. 11, Berend; 13, T. E. Lemon; for Channel; 4, Giovani, Jupiter; for New York, 11, North East, Agnes; for Boston, 4, Bunker Hill, Archer.

From SINGAPORE.—For London, Oct. 14, Atalanta (str.); 21. Windermere; for Liverpool, 18, Mary; 19, Clymene; for Marseilles, 19, Emilie Ernestine.

From BATAVIA.—For Channel, Oct. 12, Orienten; for Holland, Sept. 25, Erasmus, Elizabeth; 29, Frisch; 30, Johanna; Oct. 2, Kandanghauer; 3, Nehalennia; 4, Johanna Margaretha, Nijverheid; 9, Ægiden and Pauline, Graafstroom; 10, Friesland; 11. Nieuwland; 13, Zaanstroom; for Amsterdam, Elizabeth Mentz, Oxford; 15, Cornelis Smit; for America, 11, Nederland en Orange, Cavour; 4 Rio de la Plata; 3, Samuel.

VESSELS LOADING.

At SHANGHAI.—For London, Paragon, Araby Maid, Lalla Rookh, Sir Jamsetjee Family, Melbrek, Aracan. Antenor (str.), Olympia (str.), Hong Kong (str.); for New York, Mikado (full), James S. Stone, N. B. Palmer, G. A. Oliver.

At FOOCHOW.—For London, Eme, Endymion.

At HONG KONG and CANTON.—For London, Corea, Star of China; for New York, S. D. Carleton, Annesley, Early Morn.

At MANILA.—For Channel, Jane Sprott, Mary Edey, Hermon, Houri; for Boston, Gaspee. Nehemiah Gibson, Belted Will.

At SINGAPORE.—For London, Min, Josephine; for Channel, Rana vola; for Marseilles, Isaure, Lenore.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Sept. 22	Weymouth	Shanghai	London
,, 23	Michael Angelo	Batavia	Rotterdam
,, 24	Sedan	Cardiff	Shanghai
,, —	Vanguard	London	Whampoa
,, 25	Pere de Famille	Singapore	Havre
,, 26	County of Berwick	Sourabaya	Rotterdam
,, —	Wemyss Castle	Whampoa	London
,, 28	Galatea	Buenos Ayres	Batavia
,, —	Chieftain	Singapore	Boston
,, —	Bothwell Castle	Probolingo	Amsterdam
,, 29	Sooloo	Do.	Boston
,, —	Whinfell	Cardiff	Order
,, —	Peter Dickson	London	Batavia
,, —	Apelles	Singapore	Liverpool
,, —	Palm Tree	Manila	New York
Oct. 1	Charles Tottie	Sourabaya	Rotterdam
,, 2	Amie	Swansea	Shanghai
,, —	Imperiuse	Liverpool	Do.
,, —	Petunia	Rio Janeiro	Batavia
,, 3	Wylo	Indramayoe	Falmouth
,, —	Springfield	Manila	New York
,, 4	Kin-Sin	Amoy	Boston
,, 5	Hotspur	Singapore	London
,, —	Rio de la Plata	Batavia	New York
,, —	Mary Shepherd	Samarang	Boston
,, —	Mary Evans	Singapore	Glasgow
,, 7	Comet	Manila	Boston
,, 8	Herald	Rio de Janeiro	Batavia
,, 9	Tiber	Passaroeang	Boston
,, 10	Killarney	Singapore	London
,, 11	Cervantes	Manila	Cardiff
,, 12	Oriental	Passaroeang	Falmouth
,, —	Nederlanden Orango	Batavia	New York
,, —	Rene	Boulogne	Saigon
,, —	Trochraque	Samarang	Queenstown
,, —	Delprussant	New York	Yokohama
,, —	William Ritson	Macao	London
,, 13	Syren	Batavia	Melbourne
,, —	Hermit	Cheribon	St. Francisco
,, 15	Cavour	Batavia	Boston
,, —	Elizabeth Mentz	Probolingo	Amsterdam
,, —	Benefactor	Macao	New York

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, £2 15s. sailing vessels, £3 10s. steamers; to New York, £3.

At FOOCHOW.—To London, per steamer, £3 10s.; sailing vessel, £3; to New York, per steamer, £4 10s.; sailing vessel, £3 10s. per ton.

At HONG KONG and CANTON.—To London, per sailing vessel, £2 15s.; New York, £2 7s. 6d. to £2 10s.

At MANILA.—To London, £3 sugar; £4 hemp.

At SINGAPORE.—To London, per steamer, £3 dead weight; £3 10s. measurement.

At BATAVIA.—To Channel, £4 2s. 6d. to £4 5s. sugar; to Continent, f. 90 to f 95.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—Nov. 21, at London, from Rangoon, Douglas (str.); at Deal, from Manila, Tamesa; from Macao, Falcon; from Bassein, Waterloo; at Falmouth, from Singapore, John George; at Liverpool, from Rangoon, Charles Bal; —, at Queenstown, from Zebu, Antipodes; from Rangoon, J. C. Potter; 21, at Falmouth, from Maulmain, Nina Borabino; from Rangoon, Nuovo Ghilino; —, at Deal, from Penang, Peri; 22, at London, from Galle, &c. (via S. C.), Winestead (str.), Bertha (str.); from Shanghai, Leucadia; 23, from Colombo, &c., Lodore; from Bangkok, Loochoo; from Yokohama and Hiogo, Nourmahal; from Formosa Schiedam; 25, from Manila, Catalino; 24, from Colombo. Balgownie; from Penang, Parsee; 23, at Liverpool, from Manila, Mary E. Ray; from Rangoon, Eaton Hall; 22. British Nation; at Queenstown, from Bassein, Khorasan; 23, Sterling; 20, at Texel, from Padang, Waalstroom; 21, at Havre, from Singapore, Marie; from Manila, Duc de Malakoff; at Falmouth, from Ilo Ilo, Glenisla; at Waterford, from Bassein, Eliza Quierello.

DEPARTURES.—Nov. 8, from Bergen, for China, Condor; 18, from Glasgow, for Batavia and Sourabaya, County of Argyle; 22, from London, for Batavia and Sourabaya, Capiolani; 23, for Colombo, &c. (via S.C.), Hindoo (str.); for Singapore, China, &c. (via S.C.), Glenroy (str.); 22, from Liverpool, for Colombo, &c. (via S.C.), Azalea (str.).

LAID ON.—At Liverpool, for Penang, Singapore, Kong Kong, and Shanghai (via S.C.), Ajax (str.); for Manila, Amigos.

SPOKEN.—K. B. M. R. (Louise Marguerite, French barque), Havre to Bangkok, Oct. 27, 6 N., 24 W.; Flevo (Dutch), Amsterdam to Java, Sept. 1. 13 N., 29 W.

CASUALTIES.—The Princes Amalia (ship), Timmermann, from Batavia to Amsterdam, put into Table Bay, Oct. 14, leaky, and with rudder broken; she would have to discharge for repairs. The Marie, Horveno, which arrived at Havre, Nov. 21, from Singapore, reported having encountered heavy weather off the Cape of Good Hope, during which she laboured heavily and pumped up discoloured water.

MISCELLANEOUS.—The Glenisla, Watts, from Ilo Ilo to Falmouth, was in collision with a brig off the latter port, during a gale, Nov. 22.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

BARBER—On the 22nd Nov., at Hastings, the wife of J. S. Barber, late of Yokohama, of a son.

BIRD—On the 15th Nov., at Barton House, Warwickshire, the wife of Robert Wilberforce Marrtins Bird, of Shanghai, barrister-at-law, of a son.

BOWRING—On the 20th Nov., at Forest Farm, Windsor Forest, the wife of John C. Bowring, of a son.

COWIE—On the 30th Sept., at Shanghai, Mrs. Cowie, of a son.

EVANS—On the 18th Nov., at 12, Scarsdale-villas, South Kensington, the wife of Matthew Pennefather Evans, of Shanghai, of a daughter.

EVERALL—On the 23rd Sept., at Shanghai, the wife of Henry Everall, of a son.

GILMOUR—On the 22nd Sept., at Shanghai, the wife of David Gilmour, of a son.

GUIMARAENS—On the 22nd Nov., at St. Peter's-road, Croydon, the wife of Pedro G. Guimaraens, of a son.

GORLACH—On the 21st Sept., at Hiogo, the wife of W. H. Gorlach, of a son.

HALL—On the 14th Nov., at Brindisi, the wife of Alfred Hall, P. and O. Co.'s agent, of a son.

HART—On the 10th Oct., at Hong Kong, the wife of Thomas Hart, of a son.

HASLAM—On the 22nd Nov., at Clapham, Mrs. Augustus Frederick Haslam, of a son.

KALTENBACH—On the 3rd Nov., at Paris, the wife of G. Kaltenbach, of a son.

KOPSCH—On the 17th Sept., at Kiukiang, the wife of H. Kopsch, Commissioner of Customs, of a daughter.

MAPPIN—On the 22nd Nov., at Blackheath park, Kent, the wife of John Newton Mappin, jun., of a son.

TAVARES—On the 25th Sept., at Shanghai, the wife of L. A. Tavares, of a daughter.

THOMAS—On the 1st Oct., at Yokohama, the wife of T. Thomas, of a daughter.

MARRIAGES.

BRUMWELL—WILKINSON.—On the 20th Nov., at St. Michael's and All Angels', by the Rev. R. H. E. Wix, J. R Brumwell, M.D., of Homelands, Ryde, formerly of Ceylon, to Mary, only daughter of the late William Wilkinson, Swanmore, Ryde, Isle of Wight.

HELYER—STICKLAND.—On the 23rd Oct., at Singapore, by the Rev. Canon J. A. Beckles, Giles Helyer, commander Sarawak gunboat *Heartsease*, to Miss Jane Stickland, of Bridport, Dorset.

KENDALL—BRABAZON.—On the 23rd Nov., at St. Margaret's, Westminster, by the Rev. Nigel Madan, vicar of Polesworth, Warwickshire, Captain Kendall, 2nd Life Guards, to Katherine, youngest daughter of the late Major Brabazon, of Brabazon, county Mayo.

MACARTHUR—MACKIE.—On the 13th Nov., at the Aberdeen Town and County Bank, Montrose, by the Rev. William Nixon, St. John's Free Church, James Ramsay MacArthur, Esq., merchant, Singapore, to Mary Jane, second daughter of the late David Mackie, Esq., shipowner, and formerly Provost of Montrose.

DEATHS.

DATO—On the 17th Sept., at Chefoo, Benj. Dato, of Shanghai, aged 38 years.

DENT—On the 19th Nov., at 12, Hyde-park-gardens, Thomas Dent, late of Messrs. Dent, Palmer, and Co., aged 75 years.

ELIAS—On the 1st Oct., at Shanghai, suddenly, Edward Elias, aged 24 years.

JOSHUA—On the 21st Oct., at Singapore, Mozeely, infant daughter of J. R. Joshua.

MACRAE—On the 30th Sept., at the Shanghai General Hospital, Robert Macrae, a native of New York, aged 39 years.

OPITZ—On the 26th Sept., at the German Consulate, Shanghai, R. Opitz, Acting Secretary to the Consulate.

PASSMORE—On the 8th Oct., at Shanghai, W. L. Passmore, aged 35 years.

TETLEY—On the 14th Nov., at Forest Hill, the wife of Edward Tetley, aged 53 years.

WILSON—On the 23rd Sept., at Shanghai, Charles Wilson.

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DEATH OF SIR JOHN BOWRING.

Sir John Bowring died at Claremont, his residence, near Exeter, on the 23rd inst. He was born at Larkbeare, in the suburbs of Exeter, on the 17th of October, 1792, so that at the time of his death he had just completed his 80th year. He was the eldest son of Mr. Charles Bowring, of Larkbeare,—a gentleman whose ancestors, for some generations, had been engaged in the woollen manufacture, which in the last century was the "staple" trade of the West of England. His mother was Sarah, the daughter of the Rev. Thomas Lane, of St. Ives, Cornwall. He received the rudiments of a sound practical education, under the Rev. J. H. Bransby, at Moretonhampstead, in his native country; but at the age of 14 he was taken from school and placed by his father in his trade, which at that time consisted principally in the preparation of coarse woollens for export to China and the Spanish Peninsula. As a youth he was of studious and reserved habits, devoting almost all his leisure hours to the study of modern languages and of natural history and chymistry. Before he was of age, he was sent abroad to represent and attend to his father's commercial interests in the north of Spain while the Peninsular War was going on, and received consignments of merchandize to very large amounts. He next visited Northern Europe, remaining for a considerable time in Russia, whence he travelled through Sweden, Finland, and Germany, making it his rule, wherever he found himself, to live, not among his own countrymen, but with the natives, and to make himself acquainted with the country by adopting its usages and speaking its tongue.

In early life his mind derived another bias from his connecion with Jeremy Bentham, whose political pupil he became; and it is well known to the elder part of the present generation that, as the first editor of the *Westminster Review*, he became the principal exponent of Bentham's opinions on legal and social questions. He lived on terms of intimacy with his great master, whose works he edited and published in upwards of 20 octavo volumes, and whose executor he eventually became. At this very period, too, he was exhibiting a proof of his intimate acquaintance with European literature, and particularly with its lyrical element, by the publication (in 1821-23) of his *Specimens of the Russian Poets*, which he followed up in 1824 by his *Batavian Anthology*, and the *Ancient Poetry and Romances of Spain*. In 1827, too, he published *Specimens of the Polish Poets*, and a volume on *Servian Popular Poetry*, and in 1830 a work on the *Poetry of the Magyars*. As far back as the year 1829 he had gleaned at Copenhagen the materials for a collection of Danish poetry, and, at the suggestion of Adelung, he translated into English the German *Story of Peter Schlemihl*. Being brought into personal acquaintance with most of the eminent authors and poets of the last generation, he was assisted by them in a design which, however, was never completed, for compiling the History of the Popular Poetry, not only of the Western, but also of the Eastern world, with specimens translated from various sources. We may mention here that a privately printed memoir of Sir John Bowring's literary services gives a list of upwards of 30 languages and dialects from which he published translations in one shape or another; and the large Catalogue of the British Museum will serve to show that his translations, songs, hymns, original poems, and other works distinctly of a literary and non-political character, amount to more than 50 volumes.

His public career may be said to have commenced from the year 1828, when we find him visiting the Low Countries, being commissioned by the Chancellor of the Exchequer, Mr. Herries, on the recommendation of Mr. Alexander Baring (afterward Lord Ashburton) and the Parliamentary Finance Committee, to report on the public accounts of Holland. This report had the honour of being laid before Parliament; but its author received nothing beyond his expenses. On Lord John Russell's appointment to office, we find him next discharging the unpaid duties of a Commissioner to inquire into the state of records of births and deaths in extra-parochial places; and in that capacity he examined and reported upon more than 7,000 volumes, a work which occupied several months of his time. In 1830 he was sent with the late Sir Henry Parnell to France, upon a mission similar to that which he had already discharged in Holland. In 1832 he was appointed secretary to the Commission for the Reform of the Public Accounts, of which Sir Henry Parnell, his old collegue, was chairman. On this occasion he examined in the greatest detail the *Comptabilite* of the French Government, presenting two reports, which were published by Parliament, and which form the groundwork of our present improved system. Sir John Bowring and Sir Henry Parnell between them wrote also the reports of the Exchequer, and prepared those resolutions which, after long delays, have become the law of public accountants in Great Britain and in the Colonies. About the same time he was nominated, jointly with the late Lord Clarendon, Commercial Commissioner to France, being ordered, along with two French Commissioners, to examine minutely into the tariffs of France and England with a view to the extension of commercial relations between the two countries. This mission, or rather its result, was placed on permanent record in the shape of two elaborate reports by the Commissioners, and they are now Parliamentary documents.

On other occasions Sir John Bowring was sent on commercial missions to Egypt, to Syria, to Lombardy, to Tuscany, to Rome, and to Switzerland; and each mission was followed by a separate report, which was published in the shape of a Blue-book. On two occasions he visited Belgium, with a view to procure certain modifications of the existing commercial system, and he represented Great Britain at the meeting of the Zollverein in Berlin in 1838. He also assisted in the formation of the "Manchester Leauge," which aided in effecting the abolition of the Corn Law. We may mention here that Sir John Bowring wrote a large part of the report of Mr. Joseph Hume's Committee on the Import Duties—a report which has been translated into all the commercial languages of Europe and circulated in hundred of thousands of copies. Many of his recommendations were adopted by Sir Robert Peel. The Parliamentary life of Sir John Bowring began in 1834. Having been an unsuccessful candidate for the representation of Blackburn in 1832, he entered the House of Commons as member for the Kilmarnock boroughs at the general election of December 1834, but he had no seat in the Parliament which met in 1837, after Her Majesty's accession, being defeated by the late Mr. Campbell-Colquhoun, mainly on a No-Popery cry. He succeeded, however, in obtaining a seat for Bolton in 1841 and retained it until 1849. In St. Stephen's he was a frequent speaker on commercial and fiscal questions and on subjects connected with Reform, both social and political; but his great fluency made him not very popular in the House.

In 1822 Sir John was in Paris, and on his way back was arrested at Calais by orders from the Government, the Bourbon King of Charles X., on suspicion of being connected with the plot to release the conspirators of La Rochelle. Sir John was cast into a prison at Boulogne, amongst the worst criminals, and confined there for nearly a month, notwithstanding the efforts of our then Minister in Paris, Sir Charles Stuart, and Mr. Hamilton, the Consul at Boulogne. Sir John conducted a most vigorous correspondence while in prison, and most nobly defended the doctrine of "Civis Romanus Sum." He was released without any sort of explanation or satisfaction, and he roundly upraided our then Foreign Secretary, Mr. Canning, for not insisting on satisfaction. A pamphlet was published at the time containing all the correspondence. It was only last year that one of his grandsons visited the prison in which Sir John was confined.

In 1849 he accepted the British Consulate at Canton. He soon found difficulties placed in the way of his proper official reception, and matters came to a "dead lock;" complaints met with no attention; grievances were unredressed.

After a short visit to England and France, in order to ascertain how far the views of the French Emperor were in accordance with our own, Sir John Bowring, who had received the honour of knighthood in 1853, returned to China as Her Majesty's Plenipotentiary, Chief Superintendent of Trade in China, and Governor of Hong Kong. Again he sought a formal and official reception from the Viceroy, but his proposals for a meeting were declined. Difficulties increased, and culminated in the well known *Arrow* war, but his China career will form the subject of another notice. Sir John—after a visit to Siam, subsequently described by him in an entertaining volume—returned to England in 1859, being shipwrecked in the Red Sea on his passage. His last public employment was in 1861, when he was sent to Italy to report on our commercial relations with that newly-established kingdom.

Sir John was twice married—first, in 1816, to Maria, daughter of the late Mr. Samuel Lewin, of Hackney, Middlesex, who died in 1858 from the effects of poison administered to her by some of the "Celestials" at Hong Kong. He married secondly, in 1860, Miss Deborah Castle, daughter of Mr. Thomas Castle, of Bristol, who survives him without issue. By his former marriage Sir John had a family; his eldest son, Mr. John Charles Bowring, of Larkbeare, Exeter, is a magistrate for Devonshire; his name is known as the donor to the British Museum of a magnificent collection of Coleoptera, consisting of more than 84,000 specimens, and styled the "Bowringian Collection;" another of his sons, Mr. Lewin Bowring, lately an eminent member of the Bengal Civil Service, was private secretary to Lord Canning and Lord Elgin in India; and his fourth son, Mr. Edgar A. Bowring, C.B., for many years Registrar to the Board of Trade, and Secretary to the Royal Commission for the Great Exhibition of 1851, is the colleague of Sir John Duke Coleridge in the representation of Exeter.

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IMPORTANT BANKING CASE.

COURT OF QUEEN'S BENCH—November 19.

THE HONG KONG AND SHANGHAI BANKING CORPORATION V. CHALMERS, GUTHRIE, AND CO.

This was one of the many cases arising out of the bankruptcy of Messrs. Lyall, Still, and Co., of Hong Kong. The facts which gave rise to this action are as follow. In the year 1866 the defendants were the correspondents in England of Lyall, Still, and Co., who had with them a credit, or margin of £25,000. Lyall, Still, and Co. were in the habit of consigning goods to the defendants and of drawing upon them, not specifically against goods consigned, but generally on account, and at the time when the complications re-ulting in this action existed, the credit of Lyall, Still and Co. with the defendants was largely overdrawn, and gave rise to remonstrances from the defendants, but the credit of Lyall, Still and Co. with the public generally in China still remained unimpaired.

It was the custom in China for merchants either to draw *clean* drafts, that is, simple drafts on their correspondents, or *documentary* drafts, that is, drafts having bills of lading and powers of assurance annexed, forming a security for the payment of bills in addition to the ordinary acceptance. In the ordinary course of business, when these drafts were purchased by the banks or others, the documents were annexed to the drafts, and were forwarded by the purchasers to their correspondents with the drafts to be presented for acceptance, but it not unfrequently happened that the documents were not ready when the mail departed, in which case the drafts went forward, and the documents followed by the next mail. If the seller of the drafts was in good credit, his word was in such cases taken, that the documents should follow in due course.

In October, 1866, Mr. Kresser, the manager of the plaintiffs bank in China, purchased of Lyall, Still and Co., at different times, two bills for £5,000 each (being the bills which are the subject of this action), and in his evidence taken on Commission he says that he purchased them as clean bills on the assurance of Mr. Maclean, the resident partner of Lyall, Still and Co. in China, that documents would be sent by him direct to the defendants, representing goods which were to cover the bills. Mr. Kresser sent one of the drafts for £5,000 with others having documents annexed, to the London Branch, with advice that documents would follow, meaning, as was contended for the Bank, the documents which were to be sent direct to the defendants. Lyall, Still and Co., by the same mail, advised the draft with others to defendants, but did not say whether it was clean or documentary; but with the advice they sent bills of lading for 65 bales of silk, of the value of about £10,000 ($48,000), against which nothing was drawn specifically, unless the bills for £5,000 in the hands of the plaintiffs, and another for the same amount in the hands of the Comptoir d'Escompte, which were advised by the same letter, could be considered as so drawn. The defendants accepted both bills in the same form, viz.: "Accepted, payable on delivery of documents to follow." The Comptoir d'Escompte refused to take a conditional acceptance, and their draft was accepted clean and paid after Lyall, Still, and Co.'s bankruptcy. The plaintiff did not insist on an absolute acceptance.

The second draft for £5,000 came forward by the next mail, was advised as clean, but by an oversight was supposed to be bracketted in the advice with other bills marked documentary. This draft was accepted in the same form by the defendants, although they had no advice from Lyall, Still and Co. that it was documentary, and no objection made by plaintiffs. When the bills became due they were refused payment, on the ground of no documents having been delivered. It turned out, on enquiry, unless the bills of lading for the 65 bales could be considered as the documents to follow, that in fact no documents existed which could possibly follow. In these circumstances, plaintiffs were advised that either the conditions had been fulfilled *in fact* by the documents having come to the hands of the defendants, or in law by the fulfilment of the condition being impossible, and therefore the condition void.

This action was accordingly brought, and came on for trial, when it was withdrawn from the consideration of the jury and ordered to be turned into a special case. A long delay occurred in settling the case, as the parties could not agree upon the facts, and ultimately it was referred to an Arbitrator to settle the facts of the case, upon hearing the parties and having all the evidence taken in the cause before him. He accordingly settled the case, in which he referred to the evidence taken in the cause, and made an appendix of it. The case came before the Court last year for argument, when the Court objected to the form of the case, and required the facts to be found by the arbitrator, and stated on the case, instead of being referred to in an appendix. The arbitrator found as a fact (notwithstanding the evidence of Mr. Kresser), that the bills were purchased as documentary bills, with documents to follow, but he did not set out or refer to any part of the evidence, nor annex it to the case. The evidence, therefore, could not be looked at by the Court, and there was some difficulty in finding enough upon the face of the case for the Court to come to a decision.

Mr. Brown, Q.C., and Mr. Watkin Williams, for the plaintiffs, contended that the condition had been fulfilled by the delivery of the 65 bales, or that the condition was void, and the acceptance must be treated as absolute, as there never were in fact any documents in existence to which the condition could apply.

Sir J. Karslake, Q.C., and Sir G. Honiman, Q.C., for the defendants, contended that the plaintiffs were bound by the Arbitrator's finding that the bills were documentary, and that having acquiesced in the conditional acceptance, the *onus* lay on them to show that it had been performed.

The above statement of the case will serve to make intelligible the judgment of the Court which follows.

JUDGMENT.

The Lord Chief Justice: The result of the discussion has been to make it clear to my mind that the judgment in this case ought to be for the defendants. The action is brought by the plaintiffs as a Banking Company and as discounters or endorsers of two bills of exchange drawn by the firm of Lyall, Still and Co., upon the defendants, Messrs. Guthrie and Co. The bills were accepted by the drawers in a conditional form, that is to say, they are accepted "payable on delivery of documents to follow."

Now we know what is the meaning of that term with reference to a possible course of dealing which existed between the drawers and the defendants, the drawers and the Bank, who were in the habit of discounting these bills. The great majority of the bills drawn by Lyall, Still and Co., were covered by shipping documents relating to cargoes to be consigned to the defendants. They remitted bills, and when they went to the bank to get the bills discounted, and just on the eve of the departure of the mail, if the shipping documents were not ready on the moment, it was understood that the shipping documents were to follow by the next mail. That being so, in the first place were the plaintiffs, the Banking Company, aware of the course of dealing with these parties. Certainly, because they were themselves parties to that course of dealing. They knew perfectly well what was the meaning of the terms "shipping documents to follow," they knew perfectly well what was the meaning of an acceptance conditional on that event. That being so, we have the fact of these two acceptances on the delivery of the shipping documents as a condition of the payment. Were those documents to have reference to specific cargoes? That is understood to be the meaning of the term as expressly found by the case, and one can understand that such a course of dealing would be advantageous to both parties concerned, advantageous to the banker, the discounter, and to the endorsee of the bills because it secured him, having the shipping documents in his hands, against the possibilty of the acceptance, the bill not being accepted when it was presented by the drawee of the bill. On the other hand it would have been so to the party on whom the bill was drawn and accepted, because he would have those shipping documents, and the person who discounted the bill on the security of those documents would transfer them to him, so that he would have an opportunity of realising the cargoes to meet the acceptance which he had made. That being so, we have next to consider whether, when these bills have been accepted conditionally on the "delivery of shipping documents," those shipping documents have ever reached the defendants, who accepted them on those terms. That would have been for the plaintiff to show. Here is this condition. It is a conditional contract. This acceptance was not according to the ordinary custom of merchants, but according to a specific agreement between the parties. "I accept on condition of your giving me those documents." It is for the plaintiff to make out that condition. Mr. Brown submits, first, that it is established by the correspondence. Sir John Karslake has succeeded in showing that it is not so, because the letter shows just the contrary. In the first place, with regard to the bill No. 1218, which is the first bill for £5,000, that is accepted conditionally. Was it a bill discounted by the plaintiffs at Hong Kong, upon the condition that they should have shipping documents to transmit to England? I think on that there cannot be the slightest doubt. The defendants accepted upon the conditional delivery of shipping documents. Were they right in so doing? That depends on what was the nature of the transaction between the drawer of that bill out there and the plaintiffs, the banking company, out there. We cannot have the slightest doubt, when we look at the correspondence, that the nature of the transaction out there was that the bill to be discounted should be accompanied by shipping documents relating to a specific cargo consigned to the defendants, because the very letter written by the banking company out there to their correspondents here referred to this bill as a bill as to which the shipping documents are expressly stated to follow. Therefore it is quite clear that was a case in which the shipping documents were to follow, and on which the defendants were quite right in so accepting.

Then comes the question whether it was a transaction in which the plaintiffs had a right to demand the defendant's acceptance of the bill, except upon the condition which had been attached to the acceptance? Certainly not, because it is plain upon the letter of the plaintiffs out there to their correspondents here that it was a transaction in which the acceptance of that kind of bill was to depend on the shipping documents. Then, as to the second case, it appears from the correspondence what the arrangement was. In both cases specific consignments were referred to specific bills, and there is nothing to cover the particular bill in question. In the second case, there is a bill of lading, generally an open consignment, but it is quite clear that the defendants never considered that as covering this particular bill, the second bill, because they say, after enumerating the various documents, here is a bill for £5,000, which you say is in the hands of the Hong Kong Bank, but you do not tell us whether it is that bill as to which the shipping documents are to follow or not. Of course, therefore, we must presume, according to the general course of dealing, that the shipping documents are to follow, and we accept on those terms. The plaintiffs have chosen to take the acceptance on those terms, and the defendants have accepted it only on those terms, and if they have not been complied with, Lyall, Still, and Co. are liable to the plaintiffs for not enabling the defendants to fulfil the conditions of the acceptance. The defendants understood from the nature of the transaction, and the dealings between them and Lyall, Still, and Co., that where a bill was not referred to in the letter of advice, as being an open and clean bill, it must be taken as being a bill where the documents were to follow. They accepted accordingly. They have done nothing wrong. They would not have accepted it as a clean bill as having nothing against it. There is no moral blame to them. It is for the plaintiffs to show that the conditions were fulfilled; that is not shown either by the correspondence or by the facts of the case; and under those circumstances our judgment is for the defendants.

Mr. Justice Blackburn: I am of the same opinion. The plaintiffs are the holders of a bill of exchange which, upon the face of it, is a mere ordinary bill of exchange drawn by Lyall, Still, and Co., and endorsed by Lyall, Still, and Co. to the plaintiff. Now the

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plaintiffs, being the holders of the bill of exchange as between them and the drawers, would have a right to go to the drawee and demand acceptance. If the drawee refuses the acceptance there may be matters between the drawee and the drawer which would make the drawee liable to the drawer; but there is no privity at all between him and the holder of the bill. The holder of the bill's right is to get a simple, clean, unconditional acceptance of the bill of exchange, and if he does not get that he has a right to treat the bill as dishonoured, give notice of the dishonour, and send it back to the person who endorsed it. Now in this case the defendants did not get a clean acceptance because they wrote across the bill, "accepted payable on delivery of documents to follow," making it a consideration that they were not to pay until the documents did follow. I apprehend that was not an acceptance at all. I take it that the plaintiffs had a right to say, "we will not take this; if you do not give us a clean acceptance we will treat the bill as dishonoured, and give notice." But the plaintiffs do not choose to do so. I will state, presently, why they do not. The bank do not do it, but choose to say, "we are content to take it as it is." I apprehend that is not an acceptance of the bill; but between the plaintiff and the defendants it was a very good contract. The defendants, in consideration of that, enter into a contract that if the documents follow, and are delivered, they will pay the bill. There is no reason whatever why that is not a perfectly good contract; but then comes the question, have the documents which were to follow been delivered? Has that condition been fulfilled, or not? That is the point, and the only point.

The second bill is exactly similar, but I will deal with only one at present. Now whether the condition has been fulfilled or not depends upon what is meant by "documents to follow." That arises in this way: that it is a usage, which used to be the usage only in times of trouble and distress, but apparently, latterly, it has become common practice. At first when I knew mercantile usage a merchant would have considered himself affronted if they had offered to endorse his bill, and had said, "we will take it, provided you attach bills of lading." That was, at that time, considered as casting a slur. But recently the practice has grown up, and I am not sure that it is not a wise one (and people do not now take affront in that way), to attach bills of lading, as a matter of course. However, at Hong Kong, Messrs. Lyall and Co. do it; and the general practice seems to be to attach the documents to the bills of exchange, or draft. Then, when they attach the documents to the draft, and hand them to the bank, the holders of the draft send it on, as they ought to do, for presentation, and thereby the documents are in pledge to them. They have, therefore, good security for the draft being duly honoured. If the acceptance was a clean acceptance, without anything more, they would run a risk. If the holder of a bill of exchange had got a clean acceptance, and endorsed the bill of exchange away to another person who was to raise money, he would not do it with dishonesty, but he might do it effectually, and the acceptor of the bill of exchange would be forced to pay the draft that was in the hands of a *bona fide* holder, but he would not be able to get the bill of lading as a security. In order to avoid that difficulty the practice seems to have arisen for a man to accept a draft payable on delivery of the shipping documents specified, and then he is quite safe, for then, if the documents are not delivered the original holder would have no right to sue unless he gave up the documents. That is plain and intelligible. Where the documents are attached to the bill which is pledged, they become specific documents of title. There is no difficulty in dealing with them.

Now it appears there was a further laxity at Hong Kong, which was this: a draft is taken, and the person says it is drawn against certain goods, of which the documents of title are not yet to hand. If the documents of title were complete, they would be attached to the bill, if the documents were complete, they would have attached them to the bill, but, I promise they will be attached to the bill, and I will give them to you as soon as I get them, and they shall be considered as part of the bill, and the practice is in that case for them to come by the next mail. The draft comes, but there comes with it a statement that the documents are to follow by the next mail, and in pursuance of that arrangement the documents do come by the next mail. Now in order to give a security for such an executory promise as that the documents would follow, it seems absolutely necessary and essential that there should be specific documents. If it were a mere general promise "I will give you some sort of security afterwards," that would go no farther than if it had been the personal security of the man. If there is given a specific promise "I will give you the documents of title as soon as they are ready, they are not yet complete," that is an imperfect security. It partly depends on the man's honesty, and partly on his following out his engagements with precision. It is still a security, though an imperfect one. In such a case as that where the documents have yet to come, the person on whom the draft is drawn has reason to consider that that will be the case, and he considers what he will do. If he accepts generally he knows he will have the security of all the funds in his hands as factor. It appears, in this case, the defendants allowed Lyall, Still and Co. to draw to the extent of £25,000, and Lyall, Still and Co., without the defendants' consent, had overdrawn to the extent of about £4,000, for which the defendants made a severe complaint in their last letter. The sum was short of £4,000, £3,017 was the amount, consequently the defendants were not at all anxious to accept further, but the defendants had reason to believe that the documents were coming. They would naturally say, if we accept simply, we accept without security, for all that was in our hands has been exhausted; but if the documents are coming we may safely do it, and we will trust to the Hong Kong Bank, who took these from Lyall, Still and Co., to see that the documents were such as to give them reasonable security, and therefore give us reasonable security. They might very reasonably say, "We will accept this draft payable if the documents that are to follow do follow, and come to our hands." Now, if it had turned out that the documents had come to hand unpledged (and I should have said myself that there was a good deal of doubt and difficulty in saying that), I should have thought that condition fulfilled, but if it were otherwise, and they had come already pledged and earmarked, that would be a different thing, because I do not think in any sense that would be within the condition. Now, unfortunately, the arbitrator has left it uncertain as to what it was that Lyall and Co. had engaged to give when they said "the documents are to follow in these two cases." He says nothing about it, and leaves it uncertain. If there was no engagement as to anything specific, I think he ought to have said so. He simply leaves it uncertain, and says "the documents are to follow." Then the question is whether the documents that were to follow have in any way come into the hands of the defendants. I think it rests with the plaintiffs to show what documents were to follow. Shipping documents attached are pledged to one of those bills, and they come to hand. The next invoice states that bills of lading were pledged to two of the bills in the hands of the Hong Kong Bank: they come forward. Then the third simply states, here is the bill of lading, but it says nothing about its being pledged to anything; and then there are two bills drawn in favour of different persons for £10,000, and Mr. Brown's argument was that the one bill was the bill for which the documents were to follow. I can see no reason why they were to be appropriated any more to that one than the others. It therefore seems to me to be perfectly clear from the letter which has been read that it could not be the bill of lading for the invoice for $43,000, and I have no reason to suppose that that was the document that was agreed to be given. Every document that is in that letter advising them is specifically appropriated to other and different bills. Not one of those could be for that bill. The defendants in their answer complain in this way: "You had before overdrawn £600, now you overdraw £800, and now you overdraw £1,400, altogether £3,000; this is intolerable." And they might reasonably say so. If there had been documents to come, the documents would have probably covered the £3,000, and the defendants would have been safe, but it is because that was not so that they have a ground of complaint. So that it comes back to this one question—do the plaintiffs show that the documents which were to follow have come to the defendants' hands. The plaintiffs have failed to show what the documents here were. They have failed to show, as it seems to me, that the documents that came to the defendants' hands were the documents intended to follow. Taking it, therefore, that the documents never did come to the defendants' hands at all, it seems to follow from the conditional contract that the condition has not been fulfilled.

Mr. Justice MELLOR: I am of the same opinion. It is perfectly clear that the condition cannot be rejected on the ground suggested by Mr. Brown. It is neither repugnant nor ambiguous, and it is the only foundation of the liability of the defendants. It is the very ground on which they make the bargain between themselves and the person who brought the bill for their acceptance. That is very clear as it appears to me. The only other difficulty that has arisen is from some alleged obscurity in the evidence, or some want of evidence, or some want of inference to be drawn from the facts as stated. It appears to me that it lay upon Mr. Brown to show that. If there really is the defect which Mr. Brown suggests, it was the duty of his client to make it clear. I can see no evidence myself, when the facts are carefully considered, which tends to show that these documents, the foundation of the defendants' liability, had ever come to their hands.

Judgment was then entered for the defendants.

THE SILVER BURNT IN THE "AMERICA."—The *San Francisco Bulletin* states that a portion of the treasure recovered from the remains of the steamer *America* has arrived in that city, and on the 25th of October was shown to a few persons in the office of the San Francisco Assaying and Refining Works. 23 boxes of melted coin, weighing from 200lb. to 400 lb. each, were scattered about the floor of the room, and there were piles of bars and irregular masses of valuable metal lying around loose. Two pieces of the melted mass, with a length each of about three feet, a width of 18 inches, and weighing 100 lb., looked like a section of frozen clay bristling with oysters. These oysters were twenty-dollar pieces, Mexican dollars and half-dollars of American coinage, with dimes and half-dimes for young oysters, and iron spikes, bits of brass and steel, to represent the shell-fish that are wont to burrow in the bed of the ocean, the whole forming a valuable specimen of crustacea. In some instances the coins are only welded together in rolls, and at other times they form one lava-like lump. The melted matter and the coins are of a deep green colour. The large bars of bullion were less affected by the fire than the coin, and do not appear to have lost much in weight. The metal is to be re-coined. $300,000 worth of treasure, half-melted, coloured by fire and the action of the water is a curiosity which few people have an opportunity to see.

THE BURMESE EMBASSY.—The Chief Ambassador and the other members of the Burmese Embassy left Dover on the 15th inst. in their screw steam yacht. His Excellency and suite were escorted from the Lord Warden Hotel by Captain Bruce, R.N., Admiralty superintendent; Mr. W. Forster, Vice-consul for Belgium, and others. Prince Arthur was on the pier to witness the departure. A large number of people were also on the promenade.

The steamer *Altona*, which is announced for despacth to China, goes out for local service, and is consigned to Messrs. William Pustau and Co.

A TESTIMONIAL has been presented by the Mayor, Aldermen, &c., of Brighton to Mr. William Curtis, late proprietor of the *Brighton Gazette*, who proceeds to China.

The small steamer *Sea Gull*, for Hong Kong, passed Malta on 12th, all well. The captain and crew were sanguine of getting out safely.

A DENIAL is given to the statement that an Italian flotilla has left for Borneo to establish a penal settlement.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, NOV. 25, 1872.

THE SUEZ CANAL TARIFF CONTROVERSY.

THE position taken by the Turkish Government with regard to the disputed question of the calculation of tonnage on vessels passing through the Suez Canal is one which cannot be regarded without regret by all who have watched the progress of the great work of the greatest engineer of the day, and all who have the interests of the shareholders who entrusted him with their capital really at heart. On the very eve of financial success, and in the face of a continually increasing traffic, the country which must most largely benefit by the development of the Canal seems bent on checking the traffic, and risking the very existence of the work, by a course of ruinous litigation, based on a mere quibble, which no thoughtful man can believe will be determined in its favour. "The "Porte does not recognise the right of a French tribunal to "place an interpretation upon a concession granted by the "Turkish Government." In other words, the most unpractical and uncommercial Government in the world—the "sick man" whose loans are regarded with the greatest distrust—refuses to have its own contract interpreted according to the rules of common sense and commercial usage. And this decision has been arrived at at the very time when the financial embarrasments of the Suez Canal Company have long ceased to be a secret. No doubt M. DE LESSEPS is responsible for this suicidal policy. It must rest with the shareholders to set him right, if they would preserve their property to themselves. It was an error from the first that the designer of the work should be the Chairman of the Board. No one will suspect us of disrespect to the great engineer, but it is a matter of history that constructive and administrative ability seldom go together. The so-called "concession" of the Turkish Government was as plain as A B C. It was on the strength of its being based on European principles, and subject to European interpretation, that it attracted European capital. What, then, becomes of M. DE LESSEPS's proposal to "invite the Powers to send representatives to a Congress to determine "—what was distinctly laid down, and never doubted—"an uniform system of tonnage?" It is tempting fate for the shareholders to permit this state of things to continue. The company is declared to be French, and it is in good credit—the Porte and M. DE LESSEPS want to prove it Turkish, and if they succeed they will reduce the value of the shares to *nil*. Our greatest steam company—the P. and O.—stands aloof, and have, we believe, suspended operations which would have been of benefit to the Canal, in sheer astonishment and disgust at the prevarication of the directors. The obstinate action of M. DE LESSEPS is no doubt attributable to the effete Protectionist doctrines which were lately galvanised into circulation in France only to be repudiated by the unanimous voice of commercial men. That M. DE LESSEPS will persevere in the compliant and ignorant Eastern kingdom is likely enough. It is for the shareholders to prevent him if they would save their property. The expenses of litigation alone will be enormous, to say nothing of the cost of the proposed "Congress"—and all the Congresses in the world could never alter the terms of a contract. They could only confirm them in their integrity; and, if the shareholders insist on their being confirmed without delay, they will give an impetus to the construction of vessels which will soon fill their Canal with a continuous stream of shipping, and recoup themselves for the apparent losses which are attendant on the commencement of all great speculations.

THE FAILURE OF BOWLES BROS. AND CO. AND THE JOINT NATIONAL AGENCY.

IT is a trite proverb that "experience must be dearly bought,"—but we do not envy our American cousins the very costly lesson they have given the Japanese in the failure of the above-named concerns. The figures submitted to the meeting of creditors at the Cannon-street Hotel will go far to shake the confidence in our new friends in the Far East in those who have made them the warmest protestations. The Americans have bidden high for the good opinion of the Japanese, and we are far from confounding such transactions as those of the Messrs. BOWLES with the general commercial principles of the merchants of the United States. But the effect is the same; £83,000 of liabilities against £3,500 of assets—putting aside items "which it is impossible to estimate" —present a miserable prospect for the creditors, to say nothing of the appropriation of securities to their own use, for which Mr. ROBERT BOWLES has been called to account at the Mansion House Police-court. We believe the amount of deposits lodged with the Joint National Agency, and other Japanese now in this country, amounts to £20,000, and the sudden stoppage and cutting off of their funds has inflicted the greatest possible hardship on the various students scattered over the country. It has been a game of bowls in more senses than one, and now the BOWLES have gone, the Japanese will certainly think themselves the "green" on which the game was played. We can but note these things—remedy is out of the question. The loss of *prestige* and confidence through such occurrences cannot, however, be over-estimated. Had due inquiry been made, the present loss might have been avoided. The Messrs. BOWLES were directors of the Agency, and held 100,000 shares of £1 each, of which they had only paid up one shilling.

LI HUNG-CHANG.

IT is an ill wind which blows nobody any good, and it now appears to be possible that the floods which have of late been desolating the country in the neighbourhood of Tient-sin may indirectly exercise a beneficial influence on the relations of foreign countries with China. It will be remembered that in a memorial worded in terms of almost more than usual self-glorification LI HUNG-CHANG recently announced to his Imperial master that the embankments of the rivers of Chili, which last year gave way by reason of the swollen currents, had under his superintendence been substantially repaired; and he even went so far as to petition that honours should be distributed among his subordinates in the work. Scarcely had the vermilion pencil signed the magic words "Respect this" to the usual postscript of approval of his memorial, when the floods again rose, and again the banks of the Yung-ting river gave way, and again the waters emptied themselves on the plain. Fortunately, in the cause of truth, there exists among the officials of China a class of men who are to the EMPEROR much what the "King's Eyes" were to the rulers of ancient Greece, and one of these, PIEN PAO-CHUEN by name, took upon himself to enlighten his Imperial Majesty on the real value of the work performed by LI HUNG-CHANG and his underlings, the consequence of which was that in spite of the presentation to the Throne by the VICEROY of a very "felicitous omen" in the shape of some double-eared corn, which he reported as having sprouted in the Province under his control, he was handed over for punishment to the Board of Civil Office, "for not having better directed his subordinates regarding their work." The importance to be attached to this rebuke will doubtless depend on the line of policy which Prince KUNG and his associates may be intending to adopt towards foreigners. It may mean nothing, or it may mean a great deal. Should the Government be inclined to meet the wishes of the Foreign Ministers on the subject of the Audience Question, his reprimand thus publicly administered might become a powerful lever in their hands with which to depose this great anti-foreign leader from the prominent position he at present occupies.

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In another column will be found a correspondence on the Coolie trade, which brings up again the convention entered into by Sir Rutherford Alcock restricting the terms of service to five years, and which practically stopped the orders from our West India Colonies. We do not think that the writers on the subject are just towards the West Indian Committee. It is well known that they employed Mr. Sampson, of Canton, to engage their Coolies, and we have always heard that the Coolies shipped by him were perfectly aware of the nature of their agreement. We understand that a joint protest has been sent by the British and American Government to Portugal against the Macao Coolie traffic.

His Excellency Iwakura and the other chiefs of the Embassy, Sir Harry Parkes, General Alexander, and a distinguished company of city bankers and merchants, were entertained on the 19th by the Goldsmiths' Company, at their fine hall in St. Martin's-le-Grand. As soon as possible now that Her Majesty has returned to London the chief members of the Embassy will be presented and take formal leave. We understand that Sir Harry Parkes, accompanied by Lady Parkes, will leave for Japan next January, to resume his post at Yedo as our Minister and Plenipotentiary Extraordinary.

We understand that Mr. Douglas, who was specially engaged by the trustees of the British Museum to catalogue the Chinese and Japanese works in that establishment, has made considerable progress in the work. We believe that the catalogue will contain in Chinese or Japanese characters the exact title of every work, and when we say that many of these characters have to be specially cut for the printers, our readers will not be surprised to learn that the catalogue will probably occupy two years in passing through the press.

The negotiations between the Dutch Government and the Netherlands India Steam Company for running an alternate monthly line between Batavia and Australia have not yet been completed. In addition to the steamer which we noticed as launched for the Company's service, we hear that a purchase has been made of the *Lord Elphinstone*, a steamer of about 700 tons and 150-horse power. It is expected that both these vessels will be despatched by the end of the year. Another one is also on the stocks on the Clyde.

We understand that the Rev. W. A. Russell, of Ningpo, now in this country on leave, is likely to be shortly consecrated Bishop of North China. The salary of this appointment has for the present been undertaken by the Church Missionary Society. No decision has, we believe, been arrived at in regard to the Bishopric of Victoria, Hong Kong, or the Chaplaincy of Yokohama.

The Directors of the Pacific Mail Company have chartered three screw steamers, under the British flag, to supplement their fleet on the China, Japan, and San Francisco route. They will probably load out from here, passing through the Suez Canal.

THE COOLIE TRADE.

In our last issue we noticed a letter from Mr. Ohlson, Secretary to the West India Committee. Mr. Jenkins, who conducted an Inquiry into the Condition of the Coolies about three years since, now makes the following comments on it; and a writer, signing himself "Veritas," whom we take to have been in Peking, takes up the question in the interest of the Chinese Government. We are astounded that "Veritas," who must be well acquainted with the facts, should so far misrepresent the action taken by the Americans to suppress this horrible coolie trade. The Americans were really the first to engage in and profit by it, and not until Sir Harry Parkes (then Consul at Canton) took action in 1860 to expose its enormities did the United States Government move and finally pass the Act of Congress of 1862 prohibiting American vessels from engaging in the trade. "Veritas" does not make any allusion to the "Chinese Passenger Act" passed by us some seven years previously, which completely stopped the traffic in British ships.

"Mr. Ohlson's letter reproduces the worn-out fact which he and others have given us *ad nauseam*. Dr. Underhill has done duty I know not how often. Canon Kingsley observed the system in the best coolie-worked colony in the world, under the auspices of his friend Arthur Gordon, whose ability and decision enabled him to force upon the planters such legislation as the planters of British Guiana are now opposing tooth and nail. The gentlemen who make such plausible professions of anxiety for the coolies' interests are endeavouring to thwart the Colonial-office in its efforts to put the coolie on a fair footing with his master—a position which I assert, and the report proves, he does not occupy. I challenge Mr. Ohlson and the whole West India Committee to disprove this assertion. When Mr. Ohlson declared that the report 'sufficiently indicates the system' now existent, I should like to know the meaning of this peremptory despatch from Downing-street (Sept. 13, 1872) to Governor Scott:—

"The course taken by you respecting the Immigration Bill is entirely in accordance with the wishes and intentions of Her Majesty's Government. The elective members of the Court of Policy are under a serious misapprehension if they believe that Her Majesty's Government could consent to relinquish the leading provisions of the Bill. You should distinctly explain to the Court of Policy that Her Majesty's Government regards this legislation as indispensable, in consequence of the report of the Coolie Commissioners; and that when they 'strongly recommended the Draft Ordinance to the early and favourable consideration of the Court of Policy' they did so in the confident expectation that the Court would understand that it was necessary that no time should be lost in passing it, and that they would cheerfully co operate in measures which are so essential to the welfare of so large a part of the population of the colony. The Court must remember that the coolies are placed under contracts of a very peculiar nature, by which they forego during a term of years to dispose freely of their own labour; and that Her Majesty's Government, however desirous they may be to secure to the colony adequate supplies of labour, are bound to insist upon such conditions as they may deem necessary for the protection of the immigrants. It is my duty to state that if undue delays are interposed in the way of the legislation now proposed, or if the decisions arrived at by Her Majesty's Government after full consideration of the Commissioners' report are rejected, it will be impossible to permit the continuance of coolie emigration to British Guiana.

"In this grave determination the Colonial-office is warranted by the facts, and ought to be supported by the public opinion of England."

TO THE EDITOR OF "THE TIMES."

Sir,—In *The Times* of the 12th inst. a letter appeared from Mr. J. L. Ohlson, secretary to the West India Committee, on "Coolie Immigration," in which the following passage occurs:—

"The stoppage of Chinese emigration in 1866 requires a word of explanation. It occurred not because the Chinese Government withdrew its permission, or was dissatisfied with the treatment of the immigrants, but because it was induced to impose certain provisions which would have greatly increased the expense of the immigration."

It is to be regretted that the West India Committee, in putting forth this statement, did not complete the information offered by telling the public what those "certain provisions" were which would have greatly increased the expense of the immigration, in order that we might judge whether the provisions so imposed were reasonable and just or otherwise. I trust you will allow me to complete the records by the addition of the following facts.

In 1861, it being matter of notoriety that the regulations under which Chinese coolies were shipped for the American continent and adjacent islands did not suffice to prevent a traffic from Macao and elsewhere in the China seas being carried on under foreign flags which was only a slave trade in disguise, negotiations were entered into at Peking by the British and French Governments with a view to the better organisation of the whole system. In pursuance of this object a joint Convention was ultimately entered into by the British and French representatives at Peking with the Government of China, by which increased security was given for the shipment of such coolies only as were willing to go, with a full knowledge of the conditions of their contract for their better treatment on the voyage, and a return passage at the end of five years, the longest term of servitude being limited to that period. This latter mainly was the provision objected to by the planters in their own interest as greatly increasing the expense of the immigration. In consequence of the opposition from the colonies and of the French shipowners, who feared it would interfere with almost the only freight they ever earn in China in the transport of these live cargoes, both the British and French Governments refused to ratify the Convention. The Chinese, though much pressed, have ever since refused to strike out these provisions, and the results have been the stoppage of emigration from the Chinese ports, but not from Macao or Hong Kong, each claiming to be foreign territory under Portugal and Great Britain, and free to disregard all Chinese legislation. From the former of these colonies there has been no interruption to the nefarious traffic, and each year from 15,000 to 20,000 unfortunate Chinese take their departure. Each year, too, can show parallels to the horrors so lately perpetrated on board the coolie ship, the *Dolores Ugarte*, sailing from Macao for Peru, in which the whole living cargo was left to perish in a burning ship with the hatches battened down by the crew. And from Hong Kong, notwithstanding all the humane legislation and care to insure that none but voluntary emigrants leave the harbour, and only under conditions of food and space calculated to insure their safety on the voyage, it cannot be denied that we lay ourselves open to grave suspicion on the part of the Chinese that we encourage and lend a certain sanction to the shipment from the Portuguese colony in sight, so fruitful in tragedies and revolting cruelties. Even assuming that no abuses are practised under our own supervision (rather a bold assumption, perhaps), is it not an evil example, and an abuse of our privilege, to convert our colony into a depot for coolie emigration under conditions formally disapproved by the Chinese Government,

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whose subjects these coolies are, and with which we have a treaty of amity and commerce?

As to the provision of a return passage and a limitation of five years for the term of service—unless the coolie chose of his own free will to engage for a second term—the planters may claim to be the best judges of the increased expense, and whether, under such conditions, it will pay, or is otherwise worth their while, to have labour from China. But, on the other hand, the Chinese Government have the undoubted right to insist upon such condition if they think it necessary, and there is a remarkable *consensus* of opinion among all not directly interested in the employment of such labour, after having had abundant opportunities of judging on the spot, that without this provision, honestly carried out, there is practically no difference, save in name, between coolie labour under contracts for longer terms and with no facilities for return, and slavery. There are, moreover, other Governments besides the Government of China, which have the same opinion, and have acted upon it, in this matter of coolie emigration. Great Britain and France, as late as the year 1860, entered into Conventions, the object of which was to permit France to engage Indian labourers from our territories for terms of labour in Reunion. The first was signed at Paris, July 25, 1860. In this it is provided by Article 8 that the contracts to be entered into with the labourers shall make stipulation for the duration of the engagement not to exceed five years, "at the expiration of which the emigrant shall receive a return passage to India at the expense of the French Government," and "if he consents to contract a new engagement he will be entitled to a bounty, and will retain his right to a return passage at the expiration of such second engagement." It is further stipulated that "the right of the immigrant to a return passage extends to his wife and his children who quitted India under the age of ten years, as well as those born in the colony." In a second Convention between the two countries relative to the emigration of labourers from India to the French colonies, signed also at Paris, July 1, 1861, the same principles are reaffirmed, and similar stipulations expressly insisted upon. See *Hertslett's Treaties* for these years. How is it possible that two of the foremost nations of the civilised world, both Christian, the one representing the Protestant faith and the other the Roman Catholic, could, after signing two such Conventions with each other, refuse to recognise on the part of the Chinese Government a right to stipulate for similar provisions for the protection of their own subjects? And what must the Chinese rulers and people think of two European nations thus comporting themselves—with one measure of protection and justice for the Indian and another for the Chinese labourers?

I am very sure the public opinion of this country once enlightened as to the true facts will never endorse a policy so utterly unworthy of a civilised nation. If we cannot act with common honesty or consistency in our dealings with an Eastern race, let us at least cease to set ourselves up as humanitarians, animated with an earnest desire to put down slavery, whatever specious form it may take. Let us, above all, cease to declaim at public meetings with eloquent rhetoric on the horrors of a traffic carried on under our own flag by British agents and with the aid of British capital. Such is the existing state of things in the South Seas and the Chinese alike; such, with slight modification in minor particulars has been the slave trade of Eastern Africa, which at the end of a long series of years only we have at last been shamed into an effort to stop. Why have all these horrors of kidnapping and slavery been allowed to continue year after year without any real or honest effort on the part of civilised States to put a stop to them as effectually as by a united effort they stamped out piracy as soon as it was found to be inconvenient and injurious to commerce? Each nation in turn has seemed to say, "Am I my brother's keeper?" while deeds worthy of the bucaniers on the Spanish Main two centuries ago have been done in open day, and under every flag in succession, without a hand being raised to stop them or execute justice. Each in turn has had some interests to serve at the expense of all this wrong and suffering, and so the world has shut its eyes and looked the other way, while the man who had fallen among thieves was allowed to perish by the roadside without one good Samaritan to have pity upon him and come to his rescue, though at his own cost. The United States of America alone have taken any step to mark their honest disapproval by passing an Act of Congress making it a penal offence to carry any indentured Chinese under their flag. Why does Great Britain not follow so good an example, and at least purge the country of all overt complicity with the acts of slavers and kidnappers? Were we to do this, and stop all shipment of coolies under contract from Hong Kong, we might then with clean hands seek the co-operation of all other European Powers to join in a common effort to stop slavery in every form on the high seas by treating all ships found engaged in the traffic as pirates. In less than two years a slaver or a coolie ship would be quite as rare as a pirate. Then, and not before, it would be time to see whether by common consent such ample security could not be taken for the efficient protection of labour voluntarily supplied by Asiatic races, and to decide whether labourers could be safely draughted from the overcrowded labour markets of the East to the fertile lands of the West suffering from a dearth with mutual benefit. I believe a system of emigration could be so organised as to secure all the beneficial results with few, or none, of the abuses which now make it a reproach to civilisation wherever it has taken any large development. But one condition, I am convinced, is essential to this end, and that is the condition twice insisted upon in successive Conventions by England and France—a limited term of service (not exceeding five years) and a return passage. Were emigration from China carried out on this basis, and with adequate security for fair wages and good treatment, there would within a very few years be no need of kidnapping to secure as large a supply of labour as all the West could employ, and this without any expense of engagement, or passage, either out or back. If a few of the many thousands of those who have been violently or fraudulently taken from their homes were enabled to return with the accumulated savings of five years' well-remunerated labour, and bringing back good accounts of their treatment in those distant colonies whither they had been carried, the difficulty would before this have been one of selection, not of search. I found this conclusion upon the following facts, perfectly well known by all who have been in the Eastern seas:—When the first reports of the goldfields of California, and later of Australia, came to be generally known in China, and ships lay in the harbour of Hong Kong with a flag at the main on which the Chinese characters of *Kin-shan* (Gold Hills) were written, signifying that they were passage ships to those golden regions, not hundreds, but thousands, were found willing to venture all they had, and start on their voyage to those distant and unknown lands. But long before there was any question of gold-fields, and for many generations past, the overflowing population of the Chinese coasts has crossed the Straits and peopled the whole Archipelago from Java and Manila to Australia in search of labour and its remuneration. Not even the prejudice against them manifested in the most violent and oppressive forms both in Australia and California has sufficed to deter successive swarms of colonists from finding their own way across the seas in both directions. Are these not proofs sufficient to show that a remunerative field for labour is the only inducement necessary to secure the spontaneous supply from these great labour reserves in China of as much as can be profitably employed? The main obstacle has arisen from the rapacity, violence, and dishonesty of the emigration agencies, and the vileness of the native instruments set in motion by the capital of foreigners to entrap or kidnap Chinese who had no desire to emigrate at all. Honesty would really in this, as in so many other cases, have been the best policy; while the policy based upon more sordid and less defensible principles has only met its due reward in the impossibility of obtaining any adequate supply of labour; to which must be added the opprobrium resting upon all civilised nations for the horrors permitted under their respective flags, and the wrongs so persistently inflicted upon inferior races unable to defend themselves against the superior force of Europeans.

VERITAS.

London.

(THE TIMES.)

Within the last few days a very old question has been re-opened in our columns, and the unabated interest which the controversy excites conveys evidence not only of its indestructible vitality, but also, we fear, of its insoluble and almost hopeless character. In some parts of the world there is an over-abundant population; in others a strong demand for the labour of men's hands. That one of these conditions should be applied in relief of the other is a proposition so obvious a to need no proof. In fact, there is nobody found to deny that under some system or the other the transport of labourers to fields of labour is a thing to be promoted and encouraged. But what is this "system" to be? How and on what principle are its regulations to be framed? What are the conditions necessary to prevent it from becoming a "slave trade in disguise;" and how is the protection due to the immigrant to be reconciled with the fair interests of his employers? Let us here quote the words of a correspondent whose information is excellent, and whose bias is probably not greater than that of most other parties to the controversy:—"I have thought and said that, within proper restriction, with improved regulations, and under careful supervision, the immigration of Coolies may be made fruitful of good. What is it that makes me hesitate or doubt? It is the temper of the planters themselves—their sensitiveness, their irritability at criticism, and their opposition to reforms." So speaks Mr. Jenkins, and we admit at once that in comparison with other censors he has given the planters pretty fair words. We dare say they are, as a class, disposed to recent interference between their labourers and themselves, and as little inclined as most other people to welcome the changes introduced as "reforms." But, as our correspondent must be well aware, there is another side to this question; nor would it be difficult to found "hesitation or doubt" on the infirmities to which nature, as well in Coolies as in planters, is commonly liable. These labourers are not always what they should be, especially when their ideas of their own rights have been expanded by indiscreet friends. Many persons will be able to remember the course of affairs in Jamaica and other West India islands after the emancipation of the slaves, when, in fact, it was found practically impossible to obtain any efficient labour except under conditions provoking the cry of "slavery in disguise." The question, indeed, is whether any stipulations calculated to satisfy the employers must not always necessarily involve such an amount of "involuntary servitude" as would bring the result to something admitting of the name of slavery. A Coolie immigrant must, if his labour is to be worth buying contract to sell it for a term of years, and he is not, perhaps, very likely to have his heart in his work; yet if the planter is not only to find him in wages but to pay for his journey out and home, he is entitled to look for some sufficient return.

There is, however, one notable exception to these generalisations. The Chinese, whose case is well stated by our correspondent "Veritas," are the best of immigrants. They are honestly and uniformly willing to work for their wages; they are docile, patient, apt, and thrifty. If left to themselves, or provided with ordinary facilities for migration, they will of their own accord carry their labour to a good market, make a good bargain for themselves, and even, in some cases, provide for their own return. Some years ago it was found in California that two distinct streams of Chinamen were constantly flowing, one Eastward and the other Westward. It had been apprehended that the American population of the province might be swamped by these Asiatics, but it was soon discovered that the departures were almost as regular as the arrivals. We should be disposed, therefore, to look upon almost any story of "slavery in disguise" as inherently improbable when told of Chinamen. Notwithstanding their long seclusion from the world, there are no people who go abroad more readily, or are more sensible of the advantages offered them by foreign labour markets. On the other hand, it cannot be questioned that the nefarious proceedings in the Polynesian Seas deserve the character imputed to them. Indeed, the "labour-ventures" described in our Australian Correspondence amount—not to

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"slavery in disguise"—but to downright piracy and man-stealing. The actual slave trade on the East Coast of Africa could be nothing worse; in fact, it is probably something rather better. But all these stories of kidnapping and slave-driving must be carefully distinguished from the case recently raised, and now before us. To such stories there is really only one side; but here it is otherwise, and though we do not affect to determine an interminable inquiry, the fact should not be overlooked or forgotten.

What, for instance, does Mr. Jenkins himself reveal in his letter? He quotes almost involuntarily, though certainly with little compliment, half-a-dozen authorities directly opposed to his own conclusions. We could add, with little trouble, as many more to the same effect. The shield has its white as well as its black side, and so it was from the very beginning. Indeed, just when the Emancipation Act became a public question the planters engaged a gentleman of considerable repute to lecture in various parts of the country on their behalf, and rewarded him munificently for what proved by no means an unsuccessful tour. However, there is some comfort for us in Mr. Jenkins's communication. He testifies to the existence of a place where the imported labour of immigrants is really employed on satisfactory and successful terms, and what has been done once and in one country can, we should hope, be done again and in another. Yet an impartial reader might be disposed to suspect that this state of things was due rather to compulsion applied to one side than to a balance established evenly between the two. Mr. Jenkins, in fact, speaks of the legislation in question as having been "forced" upon the planters, and though we do not here contest the propriety of the compulsion, yet compulsion there clearly was. Altogether the problem is far more difficult than might at first sight be imagined. In Jamaica—the most conspicuous of examples—it can hardly be said to have ever been solved at all. The negroes were emancipated; they obtained natural and rightful freedom, but they never did become, as "free-labourers," that patient, hardworking, and industrious race which we were told to look for. The Coolie, Mr. Jenkins thinks, should be put "on a fair footing" with his master. The claim has certainly been both asserted and admitted in cases nearer home; but if the reader will only reflect on what a master might not unreasonably expect, as contrasted with what the friends of the immigrant are uniformly inclined to exact, he will soon see the difficulty of reconciling the two demands. A labourer in a strange country, bound to a foreign master for at least a moderate term of years, unable during that period to mend or change his position, and left to endure as he best may the conditions of, perhaps, an ill-conditioned bargain, is, indeed, a helpless kind of creature, and it is fortunate that sympathies for such creatures have been always and actively forthcoming. On the other hand, however, we have the admission, from the very nature of the case, that it is his interest to get thus employed, and the necessary conclusion that it must be made worth the planter's while to employ him. Perhaps, after what has been now repeated and re-written on the subject, our readers will be little inclined to wonder at the irrepressible and interminable character of the question it is found to suggest.

PROGRESS IN CEYLON.

(COMMUNICATED.)

Upwards of twelve months ago I sketched out in your columns the probable future of Ceylon as not depending on coffee alone, but exporting other products then only dreamed of, and I pointed out large quantities of available land suitable for the cultivation of tea and chinchona, in a climate which nothing could beat for healthiness. Other lands I alluded to in hotter and drier districts equally well suited for the growth of cotton. Scarcely did I expect, however, that so soon action would be taken in the matter. The specimens of tea then being grown only as experiments have now been tested by an experienced cultivator. The report of the quality is so favourable that already one large company has given orders to fell a block of land and commence the culture on a large scale. The quinine extracted from our experimental chinchonas has been reported upon with equal favour, and inquiries are now being made for blocks of land on which it will grow. And no doubt but it will soon be undertaken, no longer as an experiment, but as an industry of the country. No move has yet been made in cotton, but silk has been experimented upon with marked success, and Government have promised every encouragement to experiments tending to introduce this as an article of commerce in the island. The new Governor, Mr. Gregory, has already shown an earnest desire to develop the previously hidden resources of the country, by encouraging every industry which may be expected to add to the island's wealth and importance. His speech at the opening of this, his first Council, is elaborate and comprehensive, big with prospects and full of hope. Chief among the good things in store for our island is the message he sent to the Council since delivering his opening speech, to the effect that he had received the authority of the Secretary of State to commence the breakwater. Let us hope this work will be vigorously undertaken by the new Governor and concluded during his rule.

The Governor is at home in harbour matters, and the inauguration of such a great and important undertaking could hardly have fallen upon a man more conversant with such works, and who will at once recognise this as the key to the future greatness of Colombo among the ports of the East. Long has she waited for it, but the prospect is now not distant. If at the same time the new Governor can see his way to undertake and carry out the railway extension from Nawalapitiya to Badulla he will have done during his rule the two works of the greatest magnitude that have ever been undertaken in Ceylon—works, too, which will and must be reproductive. As to the *money*, that should not be difficult to raise. From the present railway sinking fund the debentures are being retired as they fall due, without a single fresh loan or extension, and in a few years that first railway (from Colombo to Kandy) will be the property of the island free of any burden. The credit of the colony never was so good as at present, and I doubt not but that any amount could be raised for such works as those alluded to. Not only are the debentures, still outstanding against the old railway, being retired as they fall due; but the amount necessary to complete the present extension to Nawalapitiya, and which was estimated at £150,000 a year ago, has been reduced to £75,000—the other £75,000 having been saved from revenue. And even the £75,000 that will have to be borrowed is expected to be got in the country without placing a single debenture in the home market, so that should money be required for the Badulla extension there should surely be no difficulty in borrowing it, seeing the island is able and willing to do so much for herself. Two very important new measures have been also inaugurated by the new Governor—one the conservation of forests, a thing very much required, for, by paying a trifle, any man could formerly go and hack and cut down any quantity of the most valuable timber. The other is a museum for preserving specimens of the natural history and antiquities of the island. If Mr. Gregory would go a step further, and establish a zoological garden for its live specimens of animated nature, he would confer a still further benefit upon the community over which he presides.

By the new arrangement regarding timber, forest trees will not only not be allowed to be needlessly and wastefully destroyed, but the land will be replanted—so that in course of time new forests will spring up in place of the old. The Governor seems in doubt whether those requiring timber should get a permit to cut as formerly, and where they liked, or whether the trees should be pointed out to them by the Government Inspector, or whether all should be cut by the Government, and brought to a certain spot and sold. Undoubtedly this last is the only safe way, and the only mode by which the Government will be able to have a thorough control over the timber to be sold, as well as over the land to be replanted.

THE EMPEROR'S MARRIAGE AND THE AUDIENCE QUESTION.

(SATURDAY REVIEW.)

The future ruler of China has been permitted, at the age of seventeen, to assume the matrimonial responsibilities which, abundant as they are under the Chinese system, form but a prelude to the cares of his immense Imperial sway. Upon this fact our own interest in the recent marriage hinges. While the Emperor continued still under tutelage a ready excuse for inaction in many essential respects was at the service of those in whose hands the direction of affairs rested. Not only have frequent remonstrances on the part of the foreign representatives concerning breaches of treaty provisions, and their counsels with respect to the internal state of the country, been met by appeals for indulgence during the Emperor's minority, but the same fact has served to keep in abeyance a question which must operate as a turning-point in all the relations of China with foreign Powers. Up to the present moment, although treaties of amity and commerce with all the principal nations of the world have been signed, and five or six foreign embassies are permanently lodged at Peking, no overt act has been committed by which the pretensions of the Chinese sovereignty to universal dominion are really compromised. The *Ta Hwang-ti* remains still, in the estimation of all his subjects, the one universal ruler who, despite all temporary reverses and curtailments of power, is endowed by Heaven with the functions of supremacy over the entire human race. If, in the treaties that have been entered into within the last few years an equality on the part of European sovereigns, and even of an American President, with Heaven's Vicegerent is intimated, these pretensions are unknown to all but a very restricted number of the Chinese people, and they are probably, without exception, secretly ridiculed by those most familiar with their existence. The entire polity of China is founded upon the notion of the Emperor's divine personality, and of his superiority, in virtue of his station, over every other created being. To abandon this conception of the Imperial dignity is to yield the basis of a belief which alone justifies the cherished immobility of the Chinese. Even during his minority, therefore, the youthful Emperor has habitually received the homage of his Ministers and of the vast official body in the form which acknowledges his unlimited supremacy. The "three kneelings and nine knockings of the forehead on the ground" which constitute the ceremony called *kotow* have daily been performed before him; and to the Chinese mind it still remains inconceivable that any human being may approach the sacred presence save in this posture of self abasement. Yet an innovation in this respect looms foremost among the consequences of the young Emperor's accession to power. The envoys of seven or eight Western nations stand ready to claim the right of audience with the sovereign whose majority has been represented as the term to which the redress of all grievances must be postponed. They will appear before him as representatives of kings and rulers who address him on an equal footing; and we may be sure that neither kneelings nor forehead-knockings will be included in their programme of etiquette. Pretensions of this kind involve so patent a surrender of the claim to universal sovereignty that resistance may be expected to be prolonged to the utmost possible limit. None of the treaties with China expressely stipulate the right of audience, which seems to have been left to flow as a natural corollary from their general tenor. It is open to the Chinese Government, therefore, to

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contest the whole question of the privilege itself, and there can be little doubt of this being done with characteristic pertinacity.

A retrospect of the precedents of their diplomacy shows that the Chinese are singularly apt to take a stand upon one point in their line of defence against foreign intrusion, unmoved by any reasoning or arguments until the last and most powerful of all is brought into play. Then the defence is perseveringly shifted to the next outwork A continuous policy in this respect may be clearly traced. Without going back to the weary wranglings of the East India Company's days, we may observe it in the refusal to accept a representative of the British sovereign forty years ago in the person of Lord Napier; next in the obstinate and almost successful opposition to the extension of trading points along the coast; afterwards, in the contest, dexterously prolonged during well nigh fifteen years, against the admission of Europeans into Canton; and again when this question had been settled at the bayonet's point, in the desperate effort made to prevent the establishment of foreign legations at Peking. Although worsted successively in all these struggles, the Chinese have nevertheless perceived an advantage in the time they have gained by the political strategy employed. The audience question has furnished in a twofold manner material for similar tactics. It has served, in the first place, to postpone during a number of years past the consideration of pressing questions which have been reserved under vague promises of a settlement after the Emperor's majority; and it will now in all probability be made a subject of contention as regards details which may achieve the object of consuming further time. The experience of the last five years has tended more and more to persuade the Chinese that the day is at hand when, in conformity with the prediction of their venerated statesman, Tseng-kwo-Fan, European nations will be weakened and China strong. Scarcely had the authorities at Peking begun fully to appreciate the advantages won for them (almost without their own knowledge) by the insidious Burlingame mission, in obtaining from Mr. Gladstone's Government their pledge to a policy of total inaction in China, when the German victories of 1870 occurred to relieve Prince Kung and his colleagues of all fear respecting the penalties likely to be exacted by France for the massacre of her subjects at Tientsin. The mortifying repulse of an American invasion by some petty Korean forts in the ensuing year helped on the revival of the old feeling of contempt for the nations of the West, and Chinese arrogance has shown itself in full development of late in the conduct of the haughty Li Hung-chang, the most powerful among Chinese statesmen of the day. While our representatives have been instructed to act with complete deference to Chinese prejudices, and to eschew the slightest dependence upon physical force in their negotiations, the Governor of Tientsin has shown himself busy in fortifying the approaches to the capital with every appliance of modern science, taking little pains to conceal the object which these martial preparations are intended to further. We have certainly no reason to impugn in any way the abstract right of the Chinese to lavish their money on rifled cannon and electric torpedoes, which would probably serve, after all, but poorly to resist a serious European attack; but as an obtrusive symptom of the temper at present prevailing in the Chinese official mind the armaments at Tientsin are worthy of attention. They betoken an extreme unlikelihood that the admission of European representatives to audience with the young Emperor will be speedily arranged on a satisfactory footing. At the same time the Chinese have irretrievably committed both themselves and all concerned to the necessity of pressing the question to a solution, by their persistence in referring to the future decision of the sovereign himself the diplomatic difficulties that have arisen of late years. The attempted revision of the British commercial treaty was thrown into abeyance on this ground; the settlement of the French grievances connected with the massacre in 1870 awaits the delivery of a letter addressed by M. Thiers to the Emperor by the French envoy in person; and now the German Government is about to undertake the negotiation of a revised treaty in lieu of the instrument which has completed its appointed term. The audience question will meet all these and other diplomatic undertakings on the threshold, and it will be strange if the usual Chinese policy of procrastination be not again displayed. Behind the tactics of delay there now stands, moreover, for the first time, a menace of serious resistance; but both one and the other need only be met by firmness to be forced to give way; and if it be too much to hope for a display of this necessary quality on our own part, there is still reason to believe that other Powers will not hesitate to occupy the place which Great Britain seems willing to surrender.

THE TIMES' SHANGHAI CORRESPONDENT.

There is no news down from Peking about the Audience Question, but letters say there is an uneasy feeling there that the French are preparing not only to press, but to enforce their demands: and Chinese rumour magnifies the number of gunboats and other war vessels ordered up to assist the Minister in his designs. As there are several precedents for the Emperor receiving foreign Ambassadors, as the Chinese have been taught the futility of opposing foreigners when thoroughly roused, and as the floods will paralyse Li-Hung-chang, there seems every possibility of the question being quietly settled, and everyone discovering that there has been a great deal of unnecessary bother about a practically valueless concession; but there is also the chance of an accidental display of fear or temper on one or the other side hopelessly complicating matters.

The flood in Pechili seems spreading, and Li-Hung-chang, who, as Viceroy, is held responsible, is receiving a series of rebukes for his carelessness and inefficiency in the Peking *Gazettes*, which may not improbably be followed by his degradation and possibly utter ruin. Nothing could have happened more unfortunately for him. Public feeling is against him. Cold and repellent, his ability and efficiency have alone raised him and kept him in his place, and if Heaven declares, as it appears to Chinese minds to do, against him, it is doubtful whether Krupp's guns and a large organised force, his only remaining "standbies," can maintain him.

As a sign of advancing appreciation of their duties and responsibilities the local Government are sending a commissioner over to Japan to investigate the case of the *Maria Luz*, a Peruvian coolie ship, which has been detained by the Japanese Government pending the examination of the coolies as to their alleged unwillingness to emigrate and the ill-treatment they have received on board. Whatever the result as regards the special case, it is satisfactory to see the Chinese awakening to the fact that matters beyond their own boundaries do more or less concern them.

THE FAILURE OF BOWLES BROTHERS AND CO.—MEETING OF THE CREDITORS.

A meeting of the creditors of Messrs. Bowles Brothers and Co. was held on the 16th inst., at the Cannon-street Hotel, for the purpose of considering the best course to be pursued by them in order to protect their rights. Sir Antonio Brady was in the chair, and Mr. Robert Bowles and Mr. Keith (the London manager of the firm) and Mr. Schofield (the inspector of the estate) were present. The creditors' interests were watched by Messrs. Bircham, Dalrymple, Drake, and Co. It appeared in the course of the proceedings that the bankrupt firm had banked with the Union Bank of London, and had there deposited securities upon which they had drawn. According to the statements of Mr. Robert Bowles, however, Mr. Charles Bowles, his brother, had exclusively managed all the banking business in London, but, unfortunately, this latter gentleman left London for America only a short time ago in very poor health. Mr. Robert Bowles stated that when he went to the Union Bank after the suspension and was told there that the action taken by that bank had not been in consequence of any deficiency in the cash account, but because the value of the securities had depreciated, he (Mr. Bowles) remarked, "Why, we have no securities here," when he was shown the book in which entries of the securities deposited by his firm had been made. A gentleman acting on behalf of Mr. Neale, one of the creditors, questioned Mr. Bowles very closely upon the subject of some bonds, to the value of between three and four thousand pounds, which had been left with the Messrs. Bowles for safe keeping, by his client, and without his knowledge or consent hypothecated with the Union Bank. Mr. Bowles disclaimed all knowledge of the matter, saying his place had always been in the reading-room at the bank, and although he did not wish to conceal anything, he had nothing to tell. Mr. Neale stated also that, besides the conversion of these bonds, they had undertaken to take up £1,050 worth of Nashville Shares, which duty they had neglected to perform. Mr. Vizetelly then proceeded to question Mr. Bowles, who stated that there was nothing due to Messrs. Julius S. Morgan and Co. until 5th October last, since which time about £50,000 had been paid to them through their agent in New York. Being asked where the funds to make these payments came from, he said they were realised from moneys paid in New York and Boston on letters of credit, and not in any way out of the funds of the depositors present at the meeting; but he could not tell where their money had gone. Mr. Keith made the same statement as to the amount owing Messrs. Julius S. Morgan and Co., and said that it had all been paid except between two and three thousand pounds. The money had been paid by deposits received in the New York and Boston houses, and, as far as he knew, no portion of the money of the creditors present was used for that purpose. He thought Bowles Brothers had balances at the Union Bank up to the Friday or Saturday before the stoppage, and then they had balances against them amounting to about £778, but the transactions between the two could only be ascertained by examining the books. A gentleman present then said he had been requested by a lady, Mrs. Maria Gates, to state that she held receipts for 5,000 dols. in United States Bonds, entrusted to the care of Bowles Brothers and Co., and she wished to know where they were. Mr. Keith said he presumed they were in the Union Bank; they were taken there without Mrs. Gates's permission. No money had been advanced to Mrs. Gates upon them, and the bank had no claim upon her; they were left with Messrs. Bowles simply to be taken care of; but, by Mr. Bowles's direction, everything was placed in the Union Bank, and, from time to time, as money was required, loans were obtained upon the securities thus deposited.

Mr. Vizetelly then moved the following resolution:—"That a committee be appointed to investigate the affairs of the firm of Bowles Brothers and Co., and to take such action in the matter as they may deem fit." This was seconded and carried. The proposer suggested Sir Antonio Brady and Mr. Bateman as members of the committee; but they both declined, the former on account of press of business, and the latter because he had himself caused an attachment to be placed on the property of the firm. A long and desultory discussion ensued, and a committee was ultimately appointed, consisting of Commissary-General Gardiner, Mr. Vizetelly, Mr. Cook, Mr. Jones, and Mr. Carter. The proceedings then terminated.

NAVAL AND MILITARY.

The Mosquito, gunboat, Lieutenant-Commander W. H. Bond has not yet sailed for China, having been detained at Devonport by extremely rough weather. At the official speed trials held last week the following were the results recorded:—Full power, mean speed, 9·743 knots; revolutions, 135·2 per minute; steam pressure 60 lb.; vacuum, 24 in.; half-power, mean speed 8·036 knots; revolutions, 104·4 per minute; steam pressure, 43 lb.; vacuum, 27 in. The vessel appears in the *Navy List* as of 60 nominal and 360 indicated horse power, but at the trial the engines developed a power of 500-horse.

Some time since, when the decision of the Admiralty to despatch

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he Thalia with reliefs for the China station was promulgated, we pointed out the utter unsuitability of the vessel for such service, as evidenced by the circumstances attending the voyage of her sister ship the Juno. That our statements concerning the Thalia were well founded is shown by the following paragraph from the *United Service Gazette* :—

Great complaints reach us as to the utter want of even reasonable accommodation experienced by the officers ordered to take passage in the Thalia to join ships in China. Neither fresh air nor daylight is available in the mess-place of the officers, and the generally expressed opinion at Malta was one of surprise at the Admiralty treating naval officers so badly. It will be remembered that the War-office declined to allow troops to be embarked in the Thalia. For her regular complement of officers and men the Thalia is no doubt admirably adapted for service on the China station. We only hope she will make the passage of the Red Sea and reach her destination without a heavy sick list—a hope, we fear, which will not be realised.

Mow Surawongse, one of the sons of the Prime Minister of Siam, has been admitted a cadet at the Academy at Woolwich. Another son, at present attached to the 22nd Regiment, is shortly to go through a course of instruction at the Royal Engineer's Academy.

Lieutenant Alexander Cochrane has been appointed to the Midge, on the China station.

THE HEALTH OF THE CHINA FLEET.

The statistical report of the health of the Navy for the year 1870 has just been published. It is a massive volume, the report from the China station alone occupying forty four pages. From it we extract the following particulars :—The squadron on the station comprised twenty-five vessels, exclusive of the eight gunboats, from which the returns are defective. Making allowance for this, the force is estimated at 2,420 men. The total number of cases entered on the sick list was 4,490, which was in the ratio of 1855·3 per 1,000 of force, being an increase compared with the preceding year equal to 349·0 per 1,000. Of these 254 were invalided, and 87 cases proved fatal, the former being in the ratio of 92·7, and the latter of 31·7 per 1,000. Compared with the preceding year there was an increase in the invaliding rate to the extent of 42·6 per 1,000, and in the death rate to 18·1 per 1,000. This large increase in the rate of mortality was entirely attributable to the loss of Her Majesty's ship Slaney, whereby 41 officers and men were drowned. The average number of men sick daily was 199, which was in the ratio of 72·6 per 1,000 of force, being an increase compared with the preceding year equal to 10·9 per 1,000. Under the head of Febrile Group of General Diseases (small-pox, measles, fevers, ague, &c.), 39 cases appear. Of the 7 cases of small-pox, 4 occurred in the Hornet. The disease, it is stated, was prevalent at Foochow, where the ship was then stationed. Another case occurred on board the Icarus, at Shanghai, another in the Pearl, at Yokohama, and another in the Salamis, the patient (a marine) having contracted the disease at Newchwang. There was a case of measles on board the Leven, the Ocean, and the Sylvia respectively, and there were two cases on board the Pearl at Yokohama. A single case of scarlatina occurred on board the Ocean. There were three cases of typhus fever (two fatal), two in the Ocean, and one in the Princess Charlotte; seven cases of enteric fever, one in the Dwarf, four in the Ocean, and two in the Zebra ; 186 cases of simple continued fever, 56 of ague, and 126 of remittent fever. The vessels showing the largest number of cases of these fevers were the Algerine (20), the Hornet (34), the Icarus (21), and the Princess Charlotte (23). A fatal case of pyœmia appears in connection with the Barrosa—that of a boy who was discharged to the Naval Hospital at Yokohama, as a case of disease of the temporal bone and meningitis. In the Constitutional Group of Diseases (rheumatism, gout, syphilis, scrofula, and phthisis), 573 cases were entered. There were 192 cases of rheumatism during the year (of which 27 were invalided), and 359 cases of syphilis. The average daily number of men daily unserviceable from the latter disease was about 35, and the total number of days' sickness was 12,665. The vessels which showed the largest number of cases were the Barrosa, the Hornet, the Midge, the Ocean, and the Sylvia. At Hong Kong, it appears, the Contagious Diseases Act has been in operation for some years; at Shanghai, it had not at the date of this report been introduced.

At Hiogo syphilis was very prevalent. There is a very large establishment for women licensed by the Japanese Government, with no medical supervision or inspection of any kind. All ships remaining here for any length of time suffer severely, while at Yokohama cases are comparatively rare among the shipping, showing the great benefit of medical inspection at that port. Something of the kind is much needed at Kobé. Under the head of Diseases of the Nervous System and Organs of the Special Senses, 90 cases are entered, of which 18 were invalided and 8 proved fatal. Among the latter was a case of hydrophobia—that of a petty officer of the Ocean, who was bitten on the hand by a dog, which the man himself immediately destroyed. The animal appeared to have been worried a good deal during the day. The wound, after treatment, healed, but 50 days after the patient's discharge, unfavourable symptoms appeared, and the man died in fearful agony on the following day. Under the head of Diseases of the Circulatory System, 28 cases are recorded, of which 22 were invalided, and 2 proved fatal. A fatal case of organic disease of the heart occurred in the person of an able seamen of the Ocean at Yokohama ; and a marine belonging to the Hornet died of aneurism. In the class of diseases of the Respiratory System 354 cases were recorded, of which 7 were invalided and 3 were fatal. Of diseases of the Digestive System there were 1,036 cases, of which 62 were invalided, and 9 proved fatal ; cases of dyspepsia and diarrhœa being most numerous. The Rinaldo appears to have had the largest number of cases of diarrhœa and dysentery. While the ship was at Hong Kong, Surgeon John Buckley states in his report, the men used the water from the shore, which was impure, and contained a great quantity of organic and earthy matters. I look on this water procured from the shore at Hong Kong (he says) as the main source of the subsequent diarrhœa, laying the seeds of the disease, which were afterwards developed from very slight causes. While at sea, such was at one time the large number of men under treatment for diarrhœa and debility, that it was found practically impossible to continue the voyage under sail, and they steamed immediately to Yokohama, to rest the ship's company and give them a chance of rallying. A special letter was addressed by the surgeon to the captain, and forwarded to the Admiral. In other classes of disease the cases were as follows :—Urinary organs, 208 cases ; organs of locomotion, 15; cellular tissue and cutaneous system, 1,064. One fatal case occurred in the latter class—that of a petty officer in the Elk, who died in the Civil Hospital at Labuan, from abscesses, caused by a mosquito bite. Five cases of *delirium tremens* occurred, two of which proved fatal. Three cases were in the persons of commissioned officers, and two in petty officers. Under the head of Wounds and Injuries 504 cases appear, including 10 deaths, in which there are five of drowning, 3 by falling overboard, 1 by being washed overboard, and in the other the cause was not ascertained. By the wreck of the Slaney, as already stated, 41 lives were lost.

The following is a return of the number of cases of disease and injury during the year on board each ship on the China Station (the number in the parenthesis is that of the ship's complement) :—Ocean, 382 (655) first commission, 711 (435) second commission ; Barrosa, 405 (290); Pearl, 75 (275) ; Icarus, 98 (125) ; Rinaldo, 63 (180) first commission, 356 (180) second commission ; Zebra, 64 (185) first commission, 208 (185) second commission ; Algerine. 167 (45) ; Avon, 122 (80) ; Cormorant, 54 (90) : Dwarf, 130 (70) ; Elk, 167 (70) ; Hornet, 117 (75) ; Leven, 26 (45) first commission, 78 (50) second commission ; Midge, 167 (70) ; Slaney, no return ; Nassau, 96 (95) ; Salamis, 176 (95) ; Sylvia, 70 (105) first commission, 148 (105) second commission ; Adventure, 242 (160) ; Princess Charlotte, 368 (100).

LITERATURE.

Travels in Indo-China and the Chinese Empire. By Louis de Carné. London : Chapman and Hall. [SECOND NOTICE.]—M. de Carné's account of the French exploring expedition is interesting, not alone as a record of travel in the hitherto almost unbrodden regions which were traversed in the long and toilsome journey along the course of the great river of Cambodia, and afterwards in the passage across Yunnan to strike the upper waters of the Yangtsze, but also through the insight it affords into the designs and aspirations which were cherished until lately by the French representatives in South-Eastern Asia. This was more particularly the province of M. de Carné himself, as a delegate from the French Foreign-office, attached in the capacity of a polilitical observer and reporter to the party organised and conducted by Capitaine de Lagrée. With all the ardour of youth superadded to the patriotic fervour which has always distinguished French officialism in the East, M. de Carné devoted himself from the moment of his arrival in Cochin China, early in 1866, to studying the prospective developments of a dominion which was fondly regarded by himself and others as the nucleus of a future Indian Empire under the Napoleonic tricolor. In the touching preface with which Comte de Carné has introduced the record of his son's life labour, it is intimated, indeed, that the retention of Cochin China as a French possession was for some time seriously in doubt, the advantages accruing from the occupation being thought insufficient, it would seem, to outweigh the heavy outlay entailed ; but the representations of Admiral la Grandiere, the then Governor, prevailed with M. de Chasseloup Laubat, the Marine and Colonial Minister, and sanction was given to schemes, the ultimate object of which was the absorption of the entire basin of the Mekon, including the whole of Cochin-China, Cambodia, and Laos. The soul of these prospective undertakings was the Commandant de Lagrée, who, before setting out as leader of the great exploring expedition which was destined to cost him his life, had been occupied in wresting the protectorate of Cambodia from Siam by a series of strong measures, which are for the first time recounted in detail in M. de Carné's book. Much that has hitherto been obscure in the relations between the last-named country and France, is now for the first time made clear ; and however we may be inclined to agree in the assumption that the position of the French in Lower Cochin-China renders extension of the present colonial limits inevitable, it is impossible to do otherwise than reprobate the unscrupulous course of action pursued in committing the mother country to protectorates and annexations which only an inordinate ambition could regard with satisfaction. The work before us, after recounting Capitaine de Lagrée's contests with the Siamese for the control over King Norodom of Cambodia (the same who has lately paid a visit to Hong Kong and Canton in the custody of French officials), describes in detail the adventures of the French Expedition during its ascent of the Mekon, by means of native canoes and with a slender escort of disciplined Annamese, the French soldiers who accompanied the party at the outset having become so discontented under the fatigues and hardships of the journey that it was necessary to send them back to Saigon after entering the Laos country. Two centuries had elapsed since any European had previously traversed the remoter tracts of this wild but highly interesting and productive region ; and the scientific observations which may be expected on the appearance of the official report of the expedition, shortly to be published by Lieut. Garnier, the second in command, will undoubtedly have a high value

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for geographers and ethnologists. It was with feelings of bitter disappointment that the explorers parted, at an early stage in their journey, with the hope of finding the Mekon a river navigable by steamers; but this circumstance did not detract from the indomitable resolution of their leader, nor from the success with which they pursued their journey until the frontiers of China were reached at Sze mao (the Esmok of Capt. Sprye), after passing through the territories of Siam, Laos, and the outskirts of the Burmese dominions. It was somewhat mortifying to M. de Carné's sensitive patriotism to find that the explorers were frequently addressed as Englishmen, and that some difficulty was experienced in making clear to the inhabitants of these wild regions the separate existence of his own country; but a consolation was found in visions of a grander future, when the French flag should wave not only along the entire valley of the Mekon but also over the whole of Cochin China and Tonquin. The eventual annexation of the last named region was, it is evident, a pet project of M. de Lagree and his brave companions.

The later adventures of the expedition after leaving the Mekon at Esmok, sixteen months subsequently to its departure from Saigon, are already sufficiently well known to our readers, and we need only add that they are recounted with great spirit and vivacity by the lamented author of this record. The work is on the whole well rendered into English, but it could be wished that the translator had possessed some acquaintance with the geography of the countries traversed, and with technical details, such as would have obviated the occurrence of some awkward mistakes. We read, for instance, of the victory achieved by "Admiral Rigault de Genouilly á (instead of *at*) Touranne," whilst such solecisms as the rendering of *lieutenant de vaisseau* by "lieutenant of the vessel" are barely excusable nowadays.

Foreign Intelligence.

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HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, NOV. 20.

I was able to briefly announce in my last letter that the First Chamber had unanimously passed the East India Budget for 1873. The discussions only lasted one day, and no political questions were brought forward; the debate being confined to the future of our finances and those of Java. A good many members expressed fears lest the favourable balance, which has been the rule for several years past, will turn in future to a deficit. The Conservatives alluded to the warnings of Mr. van Houten, who, as a Radical, opposed most vehemently the policy of the Government. This member of the Second Chamber has published a pamphlet, of which I have already promised to give you the outlines. The *brochure*, which was most pompously announced, contains nothing that is new, but is mainly a reproduction of much that has been said before both by Conservatives and Liberals about Indian finance. The preface, however, is very curious—it is a very sharp philippic directed against the Liberal papers, which took the liberty to disapprove of his principles as a politician. The author says—and he is quite right in so saying—that it is not necessary for a Liberal to be nothing but a mere thick and thin supporter of a Liberal cabinet, but it is on the other hand very strange that an advanced Liberal can find nothing but Conservative arguments to urge against Liberal measures. It is not only the present Cabinet which he endeavours to overthrow, but also the former one. But I may leave Mr. van Houten alone with his insignificant pamphlet, which he, of course, regards as his political monument, and which as such is much applauded by the Conservative press.

Notwithstanding a storm of petitions, the Lords have also passed the Contagious Diseases Bill, by 23 against 12 votes. The anti-vaccination argument did not make much impression upon the First Chamber, which is, I am glad to say, becoming more practical and liberal than the Lower House. No less than 80,000 of his Majesty's loyal subjects (children of ten years included) had forwarded addresses in opposition to that clause of the measure which enacts that both children and teachers in public schools must be vaccinated. The East India Tariff Bill was the remaining matter with which the Senate dealt, and this measure was also carried, after one day's debate, by 21 against 17 votes. When we remember the many addresses against the revision of the tariff which were sent to the Chamber from our cotton districts, it is most remarkable that among the warmest defenders of this Bill were an industrial from Twenthe, Mr. Stork, and a Rotterdam trader, Mr. Pincoffs, who bears the singular nickname of "Rotterdam's Providence." His maiden-speech in favour of the Bill was most elaborate and eloquent. The members of our Second Chamber may learn a lesson from our Lords, to devote less time to useless chatter and simple babble. And indeed it seems as if they had already taken the lesson to heart. Last Monday the Home Budget was laid before them, and they only spent a few hours in the "general discussion!" Quite a miracle this, and the more remarkable because some Hague correspondents of Liberal papers have foretold that weeks would be expended upon this tiresome Budget debate. It is, however, probable that the Opposition has selected for their *piece de resistance* the Reform Bill, which finds foes in the ranks of the Liberals as well as among the Conservatives. A good many of the members think it wiser to reject this measure and to overthrow the Cabinet than to run the chance of a dissolution of the Chamber. Others are of opinion that the Minister of the War Department has been selected as the *bete noire*, that the Parliamentary Krupp's cannons will be directed on him, and that he must ultimately fall a victim to the *rai sonneurs and grognards* of the Chamber. The Budget of the Home Department being carried in a one day's sitting, that of Foreign Affairs was brought forward. After an important debate upon a long series of questions regarding our relations with foreign Powers, especially with Venezuela, this chapter would also have been carried, if Mr. van Eck, at the end of the sitting, had not asked permission to interpellate the Government about the Reform Bill. Notwithstanding that this has most certainly nothing to do with our Foreign affairs, permission was granted; and so matters stand.

Some days ago a meeting was held at Amsterdam of the creditors of the *Oost indische Maatschappy van Lyfrenten*, in order to discuss the method of liquidation. The original proposal, which I already mentioned, was amended by Messrs. T. M. C. Asser, J. P. van Bosse, and twelve other creditors, and these amendments were mostly approved of. As commissaries were elected Messrs. E. A. Leus, T. M. C. Asser, G. J. de Clercq, who will act with the commissaries elected by the shareholders, viz.: Messrs. C. J. A. den Tex. A. van Hoboken, and W. K. W. Mathes. They will watch over and control the liquidation, which is to be carried out by Messrs. Jhr. P. A. van Berestyn and J. Seelig.

Commercial and financial affairs present little change. The money market remains in a tight condition, and fears are entertained that the rate of discount will again be raised. Up to this moment this has had no disastrous effect upon the Bourse, the prices of the public securities being, on the contrary, well maintained, and a lively demand has prevailed, except for American railway shares, against which an open war is declared. I regret to state that two important cotton houses have stopped payment; notwithstanding that the names of these firms are in every mouth, I am not permitted to record them.

The Queen returns to-day from England. Some newspapers say that her visit was made with the view to negotiate a marriage between an English Princess and our Crown Prince, but I, however, am able to say that the report is entirely without foundation.

As a curiosity I insert the fact that Christine Muller's beautiful novel *Lief en leed uit eene Kleine wereld* will be translated into English by Sir John G. Shaw-Lefevre, Secretary to the English Admiralty, under the title of "The Burgomaster's Family; or Weal and Woe of a Little World."

PRODUCE MARKETS.

A quiet tone has prevailed in our Produce market during the last few days, which may be to some extent attributed to the further advance in the rate of discount. As regards Coffee and Sugar, business has also been checked by the near approach of the Trading Company's public sales, to be held of the former article to-morrow, and of the latter this day week, but Sugar has nevertheless been in good request at full prices. Hardly any alteration is to be reported in other articles, in which there has been upon the whole but little stirring. Tin has declined.

SHIPPING.

DEPARTURES.—Nov. 14, from Texel for Samarang, Aria and Betsy.
ARRIVALS.—Nov. 18, at Texel, from Rangoon, Surrey.
PASSENGERS OUTWARD.—For Java, per 's-Gravenhage, Messrs. Aernoudt, Bakker and family, Andeweg and family, Prinse and family, Le Rutte and family, Pineda and family, Verschnur and family, Halewyn and family, Feenstra and family, Boele, Rant, Vanger, Van Stede, Simmer, Struyck, Kruyt, Welsinck, Voute, Greve, La Fontaine, and von Carlourtsik, Miss Andeweg, Miss van der Worp; per Aria and Betsy, Messrs. Hamel and family, Koppens and family, Valk and family, Roeloss and family, van Dyck and family, Poublon and family, Geldorp, Berger, von Hengel and Schreuder.

Monetary and Commercial.

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In compliance with a requisition, a special meeting of the members of the Manchester Chamber of Commerce was held on the 20th inst. for the purpose of discussing the question of mildew in cotton goods, and of considering the adoption of means to remedy the evil. After a long discussion, in which Mr. S. Mendel, Mr. P. Goldschmidt, Mr. J. Thompson, Mr. Fox Turner, Mr. J. Slagg, jun., and other leading manufacturers and merchants took part, a resolution was passed requesting the directors of the Chamber to take up the consideration of the causes of mildew and report to the members thereon.

An old standing dispute between the Hong Kong Bank and Messrs. Chalmers, Guthrie and Co., as to the liability of the latter on two acceptances to Messrs. Lyall, Still and Co., drafts for £10,000, has been decided in the Court of Queen's Bench, and resulted in a verdict for the defendants. The Bank insisted that the bills were not bought or advised as documentary bills, and that they were entitled to an unconditional acceptance. That in fact the manager in Hong Kong bought them as clean bills. Chalmers, Guthrie, and Co., however, contended that they were justified in granting the acceptance they did, viz., "Payable on delivery of documents to follow." A full report of the case will be found in another column. The loss arising from this transaction has already been provided for by the Bank.

A meeting of the creditors of Messrs. Bowles Brothers and Co. American bankers, has been held, when an approximate statement of the affairs of the London house was submitted, showing estimated liabilities about £83,000, irrespective of the liability of the firm on account of 100,000 shares in the Joint National Agency.

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The assets, consisting of cash and good debts, are estimated at £3,500, exclusive of certain debtor balances amounting to upwards of £38,000, the value of which cannot at present be ascertained. After considerable discussion in reference to the accounts, and the pledging of some of the securities of the customers of the London house with the bankers of the firm for advances, a resolution was passed appointing a committee of creditors to make further investigations, and take what action they may deem fit. Another meeting will be held on the 27th inst. when the committee will present their report. Mr. Robert Bowles, the only member of the firm in London, has been arrested and brought up at the Mansion House Police-court on a charge of misappropriating securities belonging to Messrs. D'Agiout and Son, bankers of Naples. The case was remanded, Mr. Bowles being held to bail in the sum of £8,000.

A meeting of shareholders of the Joint National Agency, the failure of which concern was noticed in our last, was held on the 19th inst. A resolution was passed to wind up the Company by voluntary liquidation, but since then an application has been made to the Court of Chancery. The liabilities of the company total about £60,000, and the assets show £29,000. The Japanese creditors are about fifty in number, and include several of the members of the Embassy and the Minister in Paris, the remainder being students resident in different parts of the country and on the Continent. Their claims total up £19,000, and we hear that Messrs. Murray, Son, and Hutchins, solicitors, have been engaged to protect their interests.

At an extraordinary meeting of the National Bank of India (Limited), a resolution was passed altering certain of the regulations of the Company. The object of the proposed alterations is to give the shareholders resident in India and elsewhere increased facilities for exercising a control over the affairs of the Company.

At the Court of Directors of the Bank of England it was arranged to nominate Mr. Benjamin Buck Greene, the present Deputy-Governor, for Governor, and Mr. Henry Hucks Gibbs, of the firm of Anthony Gibbs and Sons, as Deputy-Governor at the election in April next.

The Indo-European Telegraph Company have given notice that they are now again accepting messages for India, China, and Australia, their special wires, *viâ* Teheran, interrupted by the late unusually severe storms in North Germany, having been repaired and placed in good working order.

There is a rumour of the formation of a company to lay down a cable between Rangoon and Singapore by the Andamans.

The Market for Bar Silver has become slightly better, and the price is firm at 59¼d. per oz. standard. Some further amounts of New Mexican Dollars received from New York and the Pacific have with difficulty been placed. The price of the new coinage may be quoted as 58d. per oz., showing a further fall of ¼d. per oz., the old coinage at 60¾d. being also ½d. per oz. lower. This reduction will in turn affect the exchanges in China and the Straits.

Tenders for £650,000 in bills on India were received on the 20th inst. at the Bank of England, when the amounts allotted were :—To Calcutta, £512,800; to Bombay, £102,000; and Madras, £35,200. The minimum price was fixed, as before, at 1s. 10½d. Tenders on Calcutta and Madras at 1s. 10½d. will receive about 60 per cent., above that price in full, and on Bombay at 1s. 10½d. in full. These results show a decided diminution in the demand for the means of remittance to the East.

The amount of bullion by the P. and O. Company's steamer Mooltan, which left Southampton on the 21st inst., was in gold—to Galle, £300; to Bombay, £270; in silver—to Hong Kong, £54,910; to Shanghai, £3,845; to Hobson's Bay, £8,000; to Sydney £5,000 :—total, in gold, £570; in silver, £71,755.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th Nov., 1872, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

Plain Cottons.—Export for the month ended 16th Nov., 1872, 6,072,077 yards; for the twelve months, 80,839,372 yards; for the twelve months, 1871, 113,418,183 yards; for the twelve months 1870, 70,494,464 yards. Decrease for 1872 against 1871, 32,578,811 yards.

Coloured Cottons.—Export for the month ended 16th Nov., 1872, 215,329 yards; for the twelve months, 1,912,160 yards; for the twelve months, 1871, 10,702,060 yards; for the twelve months, 1870, 7,750,308 yards. Decrease for 1872 against 1871, 8,789,900 yards.

Printed Cottons.—Export for the month ended 16th Nov., 1872, 50,613 yards; for the twelve months, 2,158,470 yards; for the twelve months 1871, 2,628,687 yards; for the twelve months, 1870, 2,253,890 yards. Decrease for 1872 against 1871, 470,217 yards.

Cotton Yarn.—Export for the month ended 16th Nov., 1872, 903,850 lbs.; for the twelve months, 7,388,370 lbs.; for the twelve months 1871, 10,115,304 lbs.; for the twelve months 1870, 10,890,855 lbs. Decrease for 1872 against 1871, 2,726,934 lbs.

SHANGHAI.

Plain Cottons.—Export for the month ended 16th Nov., 1872, 12,871,022 yards; for the twelve months, 300,244,510 yards; for the twelve months 1870, 387,389,009 yards; for the twelve months 1869, 260,396,366 yards. Decrease for 1871 against 1870, 87,144,499 yards.

Coloured Cottons.—Export for the month ended 16th Nov., 1872, 1,027,212 yards; for the twelve months, 9,488,865 yards; for the twelve months 1871, 8,420,562 yards; for the twelve months 1870, 13,701,375 yards. Increase for 1872 against 1871, 1,068,303 yards.

Printed Cottons.—Export for the month ended 16th Nov., 1872, 451,078 yards; for the twelve months, 6,761,323 yards; for the twelve months 1871, 6,061,238 yards; for the twelve months 1870, 4,997,919 yards. Increase for 1872 against 1871, 700,085 yards.

Cotton Yarn.—Export for the month ended 16th Nov., 1872, 109,080 lbs.; for the twelve months, 1,256,780 lbs.; for the twelve months 1871, 578,262 lbs.; for the twelve months 1870, 677,530 lbs. Increase for 1872 against 1871, 678,518 lbs.

JAPAN.

Plain Cottons.—Export for the month ended 16th Nov., 1872, 2,932,207 yards; for the twelve months, 29,475,457 yards; for the twelve months 1871, 42,157,758 yards; for the twelve months 1870, 28,341,603 yards. Decrease for 1872 against 1871, 12,682,301 yards.

Coloured Cottons.—Export for the month ended 16th Nov., 1872, 897,423 yards; for the twelve months, 8,076,240 yards; for the twelve months 1871, 1,981,224 yards; for the twelve months 1870, 3,274,079 yards. Increase for 1872 against 1871, 1,095,016 yards.

Printed Cottons.—Export for the month ended 16th Nov., 1872, 334,553 yards; for the twelve months, 1,785,700 yards; for the twelve months 1871, 1,037,847 yards; for the twelve months 1870, 1,158,701 yards. Increase for 1872 against 1871, 747,853 yards.

Cotton Yarn.—Export for the month ended 16th Nov., 1872, 604,464 lbs.; for the twelve months, 15,009,208 lbs.; for the twelve months 1871, 9,887,605 lbs.; for the twelve months 1870, 11,583,539 lbs. Increase for 1872 against 1871, 5,121,603 lbs.

SINGAPORE AND PENANG.

Plain Cottons.—Export for the month ended 16th Nov., 1872, 6,818,284 yards; for the twelve months, 71,638,810 yards; for the twelve months 1871, 65,474,155 yards; for the twelve months 1870, 77,743,064 yards. Increase for 1872 against 1871, 6,164,655 yards.

Coloured Cottons.—Export for the month ended 16th Nov., 1872, 575,508 yards; for the twelve months, 5,529,094 yards; for the twelve months 1871, 6,583,722 yards; for the twelve months 1870, 10,122,649 yards. Decrease for 1872 against 1871, 1,054,628 yards.

Printed Cottons.—Export for the month ended 16th Nov., 1872, 256,394 yards; for the twelve months, 3,860,386 yards; for the twelve months 1871, 4,947,889 yards; for the twelve months 1870 5,914,604 yards. Decrease for 1872 against 1871, 1,087,503 yards.

Cotton Yarn.—Export for the month ended 16th Nov., 1872, 125,810; for the twelve months, 1,830,014 lbs.; for the twelve months 1871, 2,938,966 lbs.; for the twelve months 1870, 3,298,617 lbs. Decrease for 1872 against 1871, 1,108,952 lb

BATAVIA.

Plain Cottons.—Export for the month ended 16th Nov., 1872, 1,177,992 yards; for the twelve months, 21,067,808 yards; for the twelve months 1871, 18,240,985 yards; for the twelve months 1870, 15,292,799 yards. Increase for 1872 against 1871, 2,826,823 yards.

Coloured Cottons.—Export for the month ended 16th Nov., 1872, 1,127,818 yards; for the twelve months, 10,507,902 yards; for the twelve months 1871, 10,392,868 yards; for the twelve months 1870, 10,044,226 yards. Increase for 1872 against 1871, 115,034 yards.

Printed Cottons.—Export for the month ended 16th Nov., 1872, 661,603 yards; for the twelve months, 12,249,348 yards; for the twelve months 1871, 11,554,857 yards; for the twelve months 1870, 9,810,873 yards. Increase for 1872 against 1871, 694,491 yards.

Cotton Yarn.—Export for the month ended 16th Nov., 1872, 14,360 lbs.; for the twelve months, 389,020 lbs.; for the twelve months 1871, 816,662 lbs.; for the twelve months 1870, 331,695 lbs. Decrease for 1872 against 1871, 427,042 lbs.

MANILA.

Plain Cottons.—Export for the month ended 16th Nov., 1872, 1,290,686 yards; for the twelve months, 13,756,207 yards; for the twelve months 1871, 7,721,830 yards; for the twelve months 1870, 20,734,430 yards. Increase for 1872 against 1871, 6,034,377 yards.

Coloured Cottons.—Export for the month ended 16th Nov., 1872, 1,309,045 yards; for the twelve months, 9,200,134 yards; for the twelve months 1871, 7,191,550 yards; for the twelve months 1870, 9,360,298 yards. Increase for 1872 against 1871, 2,008,584 yards.

Printed Cottons.—Export for the month ended 16th Nov., 1872, 158,100 yards; for the twelve months, 512,213 yards; for the twelve months 1871, 405,843 yards; for the twelve months 1870, 1,466,791 yards. Increase for 1872 against 1871, 106,370 yards.

Cotton Yarn.—Export for the month ended 16th Nov., 1872, 44,200 lbs.; for the twelve months, 537,201 lbs.; for the twelve months 1871, 408,508 lbs.; for the twelve months 1870, 412,583 lbs. Increase for 1872 against 1871, 128,693 lbs.

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CEYLON.

PLAIN COTTONS.—Export for the month ended 16th Nov., 1872, 2,034,720 yards; for the twelve months, 29,070,761 yards; for the twelve months 1871, 26,086,194 yards; for the twelve months 1870, 24,490,180 yards. Increase for 1872 against 1871, 2,984,567 yards.

COLOURED COTTONS.—Export for the month ended 16th Nov., 1872, 97,362 yards; for the twelve months, 1,796,950 yards; for the twelve months 1871, 2,650,572 yards; for the twelve months 1870, 2,715,442 yards. Decrease for 1872 against 1871, 853,622 yards.

PRINTED COTTONS.—Export for the month ended 16th Nov., 1872, 279,188 yards; for the twelve months, 4,251,784 yards; for the twelve months 1871, 2,372,712 yards; for the twelve months 1870, 2,183,256 yards. Increase for 1872 against 1871, 1,879,072 yards.

COTTON YARN.—Export for the month ended 16th Nov., 1872, 2,500 lbs.; for the twelve months, 261,702 lbs.; for the twelve months 1871, 255,135 lbs.; for the twelve months 1870, 357,375 lbs. Increase for 1872 against 1871, 6,567 lbs.

ARTICLES OF IMPORT.

TEA.

No improvement can be noted in the adverse position of the market, the trade declining to add to their stock of Congous, except at a reduction in rates. Of Scented Teas the supply has been much in excess of present demand, and sales of all descriptions, excepting finest Capers, cannot now be effected without a decided concession in price. The public sales have comprised 24,246 packages, of which 22,816 packages have been sold without reserve. The latest dates by letters are—Hong Kong 5th October, Shanghai 29th September, and Foochow 28th September. The deliveries for the week amount to 3,009.576 lbs, against 2,974,645 lbs. last year.

Black.—Red-leaf kinds: Siftings and broken-leaf kinds show no material change. Fair to good common, free from dust, are firm at 1s. 1d. to 1s. 1½d. per lb., but the lower grades have been slightly easier. Fair to good and fine Kaisows are difficult of sale. In finest very little business has been done. Paklin kinds continue in a most unfavourable position in the absence of Export demand. Black-leaf kinds: The lower qualities sell with great difficulty at former rates. Fair to good common have been inquired for at 11½d. to 1s. 1d. per lb. Fair medium are also saleable at 1s. 1½d. to 1s. 3d. per lb. Good medium, from 1s. 4d. to 1s. 7d., have been neglected, and prices have ruled in favour of buyers. Fine to finest maintain their value although there is little inquiry. In new-make Canton kinds business has been done at the decline quoted in our last Report. Oolongs are unaltered. Souchongs, unless of superior quality, are difficult of sale. In Flowery Pekoes transactions have been very small. *Scented Teas:* Large supplies of Canton descriptions arriving simultaneously, has resulted in a very flat market for all kinds, except the finest Capers, and sales can only be effected at a decline of ½d. to 1d. per lb. on common, and fully 1d. to 2d. per lb. on medium grades, this decline falling most heavily on Teas deficient in scent. In Foochow Scented Teas business has been small, but well-scented parcels are readily saleable. *Green Teas:* Further large sales, without reserve, have taken place, resulting in lower prices for all descriptions below finest. The finest qualities have sold at about former quotations. In Canton kinds there has been no alteration.

SILK.

The market continues firm, but there is still a want of activity; business is a little better generally, and there is more inquiry, still buyers act with caution, and as importers continue to hold firmly, only moderate business is doing. Prices, however, are fully maintained, and in Canton and Japan Silks are even a shade higher. Bengals continue to attract a little more attention. Deliveries are fairly good and stocks in consumer's hands are everywhere light. Deliveries from 1st to 21st inst. :—

	1872. Bales.	1871. Bales.
China	1,661	1,734
Canton	508	580
Japan	416	370
Bengal	428	293
Total Bales.	3,013	2,977

COFFEE.

Larger supplies have been brought forward, which have met an animated demand, and the sales have gone off with spirit, Plantation Ceylon, of which the bulk of the offers has consisted, selling at an advance of fully 2s. per cwt. upon the prices quoted last week. Pale descriptions have also been in demand at rather dearer rates, and large floating sales of Native have been effected. The prices paid for Ceylon have been Plantation—triage and ordinary 72s. to 77s. 6d., small 78s. to 81s., low middling 79s. 6d. to 81s., middling 81s. 6d. to 83s., good middling bold 84s. 6d. to 86s. 6d., pea-berry 95s. to 98s. 6d., bold 75s. 6d., pea-berry 81s. By private contract about 60 casks Native Ceylon ex previous auction have been quitted at 75s. For arrival sales to the extent of about 500 tons Native Ceylon have been made for shipment in the early months of next year at 74s. to 75s.

The Dutch Trading Company's public sale of 84,400 bags held at Amsterdam went off at irregular prices, but for the most part slightly above valuations. Good ordinary sold at 46½c. to 47c., against 46¾c. at the October sale. The following is the result in detail :—

No.	Bags.	Valued at cents.	Result cents.
1	3,132	47¼	47½ to 48
3	1,975	47½	47¾ —
5	2,475	46¾	46¾ 47
11	9,871	46	45¾ 46
14	1,321	46	46 46¼
23	1 347	46	46 46¼
27	1,405	46¼	47 47¼
29	3,018	46	46¾ 47
31	1,297	46	46¼ —
34	2,252	46¼	47 47¼
39	1,071	46	46¾ 47
51	1,200	46¼	47 47¼
54	2,133	46	46¼ —

CUTCH.—No sales effected; in auction 1,730 boxes good Pegue of old import were bought in at 25s., also 839 bags do. at 23s. 6d.

GAMBIER.—Privately 3,000 bags cubes ex last week's auctions have been sold, price not reported; also 100 tons at 24s. 6d. ex ship; and for arrival 100 tons at 23s. 3d. ex ship.

HEMP.—The public sales have gone off flatly for all kinds, and only a small portion has found buyers. Manila met only lower offers and the sound was all bought in, sea damaged selling at 10s. cheaper, viz., good roping, first-class at £46 15s. to £47, second £45 to £46 per ton.

PEPPER.—*Black:* The public sales have been moderate, but the demand is slow and prices are 1-16d. lower; Singapore bought in at 6¾d., Trang at 6¼d.; Penang sold at 6d. to 6⅛d. *White:* A further decline of ¼d. per lb. has been accepted at the auctions; Singapore sold, fair to good at 12d. to 12¼d., a few lots 11¾d. to 11⅞d., Penang at 11⅝d.

RICE.—The market is quiet; in auction low white Bengal met only reduced offers, and was all bought in, common to good Dacca at 10s. to 10s. 6d., common Askoolie at 10s. to 10s. 3d.; 709 bags Necransie from Port Natal sold, chiefly damaged at 8s. 6d. to 8s. 9d., two lots good order 9s. to 9s. 3d. Privately, on the spot, 4,000 bags Necransie have been sold at 8s. 9d. For arrival, 550 tons Dacca, October to December shipment, have been sold at 9s. 6d., and 100 tons ditto per steamer near at hand, at 10s., quay terms, also two floating cargoes as follows :—The Nuovo Ghilao, 880 tons Rangoon at 9s. 6d., for the Continent. The Marchinesa, 940 tons Necransie at 9s. 3d., also for the Continent.

SUGAR.—The demand for good refining qualities continues steady, and firm rates are obtainable, but only small sales have been effected; other kinds remain slow of sale on previous terms. The only sales of East India have been 49 baskets common date Penang in auction at 21s. 6d., and 500 bags clayed Manila privately at 26s. 6d. A large quantity of Straits and China Sugar in the hands of importers is being held back until some improvement occurs in the market.

SPICES.—*Cassia Lignea*: Of 376 cases unworked 100 cases sold at lower rates, ordinary of indirect import at 85s., sea-damaged 75s. to 76s., the remainder bought in above the value at 88s. to 25s. *Cinnamon*: 52 bales old Ceylon withdrawn. *Chips*: 54 bags partly sold at 4d. *Nutmegs*: 72 boxes ordinary limed Batavia were all bought in, 91's at 3s., 99's at 2s. 11d., shrivelled 141 and 153's at 1s. 8d. to 2s., 6 cases Penang withdrawn. *Mace*: Of 12 cases Singapore offered 5 cases sold, ordinary red 4s. 1d., 15 boxes slightly wormy Batavia sold at 3s. 8d. to 4s., pickings 3s. 5d. to 3s. 6d. per lb.

TIN.—Owing to a lower range of quotations having been established on the Dutch market the price of Straits here has declined £5 per ton. The current rates are—Straits on the spot £136, afloat £135; Banca £145, Billiton £145 per ton.

ARTICLES OF EXPORT.

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MANCHESTER GOODS.

Since the 15th inst. the tone of the Manchester market has been steady, and a moderate business has been done from day to day without much activity in any department. The firmness in prices appears to be more due to the engagements of producers than to the position of Cotton, and at the close the turn of the market is, if anything, against buyers.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	6s. 3d. 6s. 4½d.	7s. 0d. —	7s. 7½d. —	7s. 10½d. 8s. 0d.	8s. 1½d. 8s. 3d.	8s. 4½d. —	9s. 1½d —	9s. 4½d. —

Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	9s. 6d. —	9s. 10½d. —	10s 6d. —	11s. 4½d. —	10s. 9d. —	12s. 3d. —	7s. 3d. —	8s. 4½d. —

Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	39	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	8s. 3d. —	9s. 4½d. —	10s. 9d. 11s. 0d.	12s. 6d. —	10s 10½d —	12s. 4½d. 12s. 7½d.	13s. 6d. —	14s. 9d. —

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	5s. 9d. 5s. 10½d.	5s. 10½d. 6s. 0d.	6s. 9d. 7s. 0d.	6s. 10½d. 7s. 4½d.	7s. 3d. 8s. 0d.	8s. 3d 9s. 0d.	8s. 6d. 9s. 3d.

	s. d.		s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	9 9		—
Maddapollams	3 7½	to	3 9
Long Cloths	9 6		—
White Spot Shirtings ... nominal)	11 6		—
,, Brocade... ... do.	11 9		—
,, Damasks ... do.	21 0		—
Cotton Yarn (Water Twist), Nos. 16-24 China...	1 0¾	to	1 1¼
Nos. 28-32 do.	1 2¼	to	1 3
No. 40 do. (mock)	1 2½	to	1 3¼
No. 40 Mule Twist	1 2	to	1 3¼
No. 30 do.	1 0¼	to	1 2

WOOLLEN AND WORSTED GOODS.

The current quotations in the Leeds market for Woollens and Worsteds rule as follows, showing a slight advance upon the rates recently current :—

Spanish Stripes, 6¼ in., 19 yards, Elephant Chop, 8s. 6¼d. per

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yard for scarlet; Long Ells, 30/31 in., 24 yards, Lion Chop, 34s. per piece for scarlet; Camlets, best SS, 30/31 in., 58 yards, Elephant Chop, 82s. 6d. per piece for scarlet; Listings, 31 in., 30/31 yards, Lion Chop, 70s. per piece for gentian; Brocades, 31 in., 29 yards, Half Moon Chop, 25s. per piece for scarlet.

Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
Nov 19	City of Tanjore	Leslie	Rangoon	London
19	Ilma	Widgren	Do.	Do.
19	Rifleman	Smith	Penang	Do.
19	Hercules	Lincoln	Rangoon	Do.
19	Lutterworth	Reed	Bassein	Do.
18	Cerrutto Pietro	Scotto	Maulmain	Do.
16	Duna (s.)	Mann	Foochow & Galle, S.C.	Do.
16	Tidal Wave	Barnes	Maulmain	Do.
19	Northfleet	Oates	Foochow	Do.
	Walsgrif	Webster	Manila	Queenstown
	Grenada	Fadzean	Java	Do.
	Valparaiso	Ogno	Rangoon	Do.
	The Bruce	Wilkinson	Do.	Do.
19	St. Fillans	Nelson	Do.	Liverpool
	Larnax	Trail	Singapore	New York
17	Adria	Ledger	Ho Ho	Queenstown
16	E. F. Gabain	Klemcke	Akyab, for Bremen	Deal
20	Priam (s.)	Butler	China, Sing., &c., S.C.	London
20	Calcagno	Rossi	Akyab	Do.
	Sampan	—	Hg. Kg., for Hmburg	Deal
20	Harlaw	Phillips	Foochow	Off St. Cthrn's Pt
20	Leucadia	Mearns	Shanghai	Do.
20	Papa de Rossi	de Rossi	Maulmain	Falmouth
12	Knight Companion	Cassey	Rangoon	Liverpool
20	Centurion	Widdcombe	Do.	Do.
	Nabob	Dill	Penang	New York
20	St. Malo	Blair	Rangoon	Old Head of Kin-[sale

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov 14	Glamorganshire	Morgan	Yokohama & Hiogo	London
13	Proserpine	Ivancinch	Singapore	Cardiff
14	Massimo d'Azeglia	—	Do.	Do.
14	Elizabeth Child	—	Do.	Do.
19	Doriga	Elzaga	Saigon	London
16	Palestine	Scowcroft	Colombo	Do
	Vrachtzoeker	Vellenga	Macassar	Brouwershaven
	Elmina	Ouwehand	River Amoor	Cronstadt
	Aria and Betsy	Ran.	Batavia	Amsterdam
20	W. H. Harkness	Newton	Colombo	London
	Craigforth (s.)	Scott	Sing., China, &c., S.C.	Do.
20	Deucalion (s.)	Butler	Do.	Liverpool

See Commercial Postscript and Correspondents' Letters.

VESSELS PASSED THE SUEZ CANAL.

	Steamer.	From.	For.
Nov. 18	Nestor	Liverpool	Singp., China, &c.
—	Charles Albert	Newcastle	Bangkok
—	Antenor	Hong Kong	London

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore Hong Kong, Shanghai, and Yokohama: Flintshire. For Penang, Singapore, Hong Kong, and Shanghai: Glenroy. For Singapore, Hong Kong, Yokohama, and Hiogo: Duna. For Colombo, &c.: Hindoo.

SAILING VESSELS.—For Yokohama: Osaka. Eliza Shaw. For Hiogo: Hanover. For Shanghai: Maitland, Sir Lancelot, Carmarthenshire. For Hong Kong: Undine, James Shepherd. For Batavia, Samarang, and Sourabaya: Frederik Pettersen. For Batavia and Sourabaya: Capioiani. For Singapore and Saigon: Chas. Collett. For Singapore and Sarawak: Auriga. For Singapore: Rosedale. For Colombo: Granville. For Colombo, &c.: Elizabeth Ann.

At LIVERPOOL.—For Yokohama and Hiogo: Royal Minstrel. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Sarpedon (str.). For Singapore, Batavia, Samarang, and Sourabaya (via S.C.): Danube (str.). For Singapore: Aleppo. For Colombo, &c. (via S.C.): Azalea (str.).

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai: Glenlyon (str.). For Batavia and Sourabaya: County of Argyle.

SPOKEN.

AMBASSADOR, Macao to London, Oct. 15, 9 N., 22 W.
NICOLETTE, Batavia to Rotterdam, Sept. 29, 19 S., 73 E.
ROBERTUS HENDRIKUS, Batavia to Rotterdam, Oct. 7, 25 S., 58 E.
MAJESTIC, Shields to Singapore, Oct. 24, 39 S., 25 W.
JUTLAND (Brit. ship), Hong Kong to Hamburg, Oct. 8, 6 S., 16 W.
MANCY VAN HOLLAND, Ghent to Batavia, Aug. 18, 7 N., 19 W.
COLTHERT (?) (brq.), Batavia to New York Oct. 7, 10 N., 41 W.
TRITON (Dutch ship), Batavia to Rotterdam, Oct. 15, 9 N., 23 W.
JUNGFRAU (brq.), Foochow to London, Oct. 2, 28 S., 45 E.
JOHN DUNN (ship), Manila to London, Aug. 19, in Gilolo passage.
MARIE RICKMERS (Ger. barq.), Hg. Kg. to N. York, Aug. 25, 5 N. 125 W.
WILHELMINA MARIE (Dut. ship), Bat. to Amstm., Sept. 21, 25 S., 58 E.
COUNTY OF BUTE, Sourabaya to Rotterdam, Oct. 6, 35 S., 27 E.
WESTBURY (barq.), Amoy to New York, Aug. 23, 3 S., 126 E.
BALGOCONIE (barq.), Colombo to London, Nov. 1.
P.T.G.S. (Dut. ship), Rotterdam to Samarang, Oct. 4, 3 S., 19 W.
PEGASUS, Philippines to Portsmouth, Oct. 23, 26 S., 6 E.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports are without quotable change since our last issue. Homewards a good amount of business is doing from Java and Manila. In coal freights there is no alteration to report.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 70s. meast. To Hiogo: 85s. meast. To Nagasaki: 85s. meast. To Shanghai: 50s. meast. To Foochow: 85s. meast. To Hong Kong: 45s. meast. To Chefoo: 85s. meast. To Manila: 85s. meast. To Singapore and Penang: 40s. meast. To Sourabaya and Samarang: 80s. meast. To Batavia: 75s. meast. To Padang: 85s. meast. To Saigon: 80s. meast. To Colombo: 35s. meast.

Per SAILING VESSELS.—To Yokohama: 45s. weight, 40s. meast. To Hiogo: 50s. weight or meast. To Shanghai: 35s. weight, 40s. meast. To Hong Kong: 35s. weight, 30s. meast. To Chefoo and Tientsin: 45s. weight or meast. To Singapore: 30s. weight, 22s. 6d. meast. To Penang: — weight, — meast. To Samarang: 32s. 6d. weight, 25s. meast. To Batavia: 20s. weight, 25s. meast. To Sarawak: 35s. weight, 40s. meast. To Sourabaya: 27s. 6d. weight, 20s. meast. To Colombo: 25s. weight, 20s. meast. To Saigon: 40s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: £42 10s. To Hong Kong: £36. To Singapore: £25 to £26. To Penang: £26. To Galle: £24 to £25.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 40s. to 42s. 6d. To Shanghai: 45s. To Hong Kong: 33s. to 34s. To Manila: 30s. to 32s. 6d. To Batavia, Samarang, and Sourabaya: 24s. to 25s To Singapore: 24s. To Galle: 21s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Manila: — To Singapore: 20s. To Galle: 21s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s.; ship 25s. to 27s. 6d.

CASUALTIES.

Advices from Amsterdam, Nov. 14th, state that the Noord Brabant, which arrived at Texel 9th, from Batavia, reported having encountered very heavy gales near the Cape of Good Hope, during which she became leaky, and sustained considerable damage to her hull.

Advices from Port Elizabeth, Oct. 15th, state that a further sale took place 2nd, of damaged cargo, ex Queen of India, from Manila to London, which vessel put in there Sept. 2nd., and was subsequently sold; the amount realised by this last sale was £314 19s 10d.

The Kentville, Ross (of Liverpool, off. No. 60,071), which vessel sailed hence March 20th, with coals from Hong Kong, and was spoken on the 23rd, in lat. 48 N., lon. 9 W., has not since been heard of, and is posted at Lloyd's as a missing vessel.

MISCELLANEOUS.

At TABLE BAY.—Oct. 14, Prinses Amalia, Timmerman, from Batavia.

At SIMON'S BAY.—Oct. 18, Lady Turner, from Formosa, for Falmouth.

At MAURITIUS.—Sept. 20, Rose, Reid, from Singapore; Oct. 2, Soukar, Adams; 10, Crown, Lashbrooke, Henrietta, Owen, Innisfallen, Fulcher, all four sailed for Galle; Zanzibar, Gilmore, and sailed for Java.

At ALGOA BAY.—Oct. 15, Rebecca Jane, Cooper, from Hong Kong; Miako, Anderson, and sailed for Yokohama.

At ST. HELENA.—Oct. 20, Alcestis, Richards, from Sarawak, and sailed same day for London; 24, Taitsing, Bloomfield, from Shanghai, and sailed same day for London; 25, Denbighshire, Griffiths, from Foochow, and sailed for London; Noach III., from Batavia, and sailed for Rotterdam; Grenadier, Barlow, from Foochow, for London; Noach II., Hoojen, from Batavia for Holland; 26, Star of the North, Rawle, from Foochow, for London, 27, Jubilee, Monkman, from Zebu, for London.

At PORT SAID.—Cheops (str.), from London, for Singapore, China, &c.

NOTICE TO MARINERS.

MATOYA TEMPORARY LIGHT.—The Government of Japan has given notice that until the illumination of the permanent apparatus, a temporary light will be shown from the lighthouse erected on Anori-Saki, Matoya no Minato (Matoya Harbour), province of Shima, every night, from sunset to sunrise. Matoya Lighthouse is situated on the eastern extreme of Anori-Saki, the southern head at the entrance to the Masoya harbour. It is in 34 21 55 N. latitude; and is 136 54 44 East of Greenwich. The tower is built of wood, octagonal in shape, and painted white. It is of a height of 36 feet to the centre of the lantern. The light will be a fixed white light, and will illuminate 300 degrees of the horizon, from a bearing of S. 33 W. round by E. to N. 87 W.; and will be obscured on the other side between those bearings. Bearings true. The total elevation of the light above the sea will be 102 feet, and its range of visibility from a vessel's deck will be about ten nautical miles.

THE Glenartney, Capt. Bolton, from Amoy via New York which is now refitting on the Clyde, will we believe, shortly return to China for local employ, having been purchased by the Union Steam Company of Shanghai for the Yangtsze Service.

THE steamer now on the stocks at Hull for Messrs. Jardine, Matheson and Co.'s Calcutta and Hong Kong line, it is expected, will be ready for despatch in January.

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IN CONNECTION WITH THE

EASTERN TELEGRAPH COMPANY, LIMITED.

TARIFF TO CHINA AND JAPAN.

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THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
9th October, 1872

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DE
TOILETTE.
(HEALTH.) **SPECIAL PERFUMERY.** (BEAUTY.)

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The Committee will gladly receive and forward any special gifts with which they may be entrusted. This scheme having received the cordial approval of the Colonial Chaplain and the Trustees, is circulated by the Executive Committee.

The Rev. W. R. BEACH, M.A., Chaplain to the Forces, Canon of St John's Cathedral, Hong Kong, and late Colonial Chaplain.
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J. THOMSON Chairman.

T. W. JACKSON, COMMISSION AGENT SAN FRANCISCO.

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In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130, 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shareholders or not, in proportion to the net amount of premia contributed by each.

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	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR ... MALTA ...	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA. ADEN ... BOMBAY ...	,,	Every Friday, at noon.	Every Monday, at 5 A.M.
GALLE ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... JAPAN ...	Thursday, Nov. 7 & 21, at 2 P.M.	Friday, Nov. 1, 15, & 29, at noon.	Monday, Nov. 4, 18, & Dec. 2, at 5 A.M.
AUSTRALIA ... NW. ZEALAND (Cargo only.)	Thursday, Nov. 21, at 2 P.M.	Friday, Nov. 29, at noon.	Monday, Dec. 2, at 5 A.M.

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Pefho	... Dec. 8	For	Aden, Galle, Singapore, India, Saigon, Hong Kong, Shanghai, and Yokohama.
Meikong	... Dec. 22		
Sindh...	... Jan. 5		
Provence	... Jan. 19		

The steamers of the 24th Nov., Dec., and 19th Jan. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 10th Nov., 8th Dec., and 5th Jan. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples .. Every Thursday (noon)
,, Constantinople ... ... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,, ,,

The Company's weekly steamers to Alexandria connect at Alexandria with the English mail steamers from Brindisi to Bombay.

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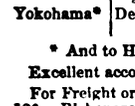
Destination.	Ship.	Class.	Dock.	Last Shipping day.
Peng., Sing., Hg. Kg., & Shanghai, via S.C. ...	Chin-Kiang, s.s.	100 A1	SWID	Nov. 29
Do.	Nankin, s.s.	100 A1	SWID	To follow
Shanghai ...	Carmarthenshire	A1 14 yr.	E.I.D.	With des.
Yokohama*	Denbighshire	A1 15 yr.	E.I.D.	With des

* And to Hiogo if sufficient inducement offer.

Excellent accommodation for first-class passengers.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

To sail positively on the 20th December.



STEAM to BANGKOK (SIAM), crossing the Bar, offering great facilities for shippers of fine goods and machinery of large dimensions, and calling at Tanjong Pagar Wharf, Singapore, the fine new, powerful, screw steamer KROMAHTAH, 805 tons, 150-horse power, nominal, W. B. HAFFENDEN, Commander. Splendid accommodation for passengers Loading in the West India Docks.

For Freight, Passage, and further particulars apply to SMITH, SON, and COLE, 12, George-yard, Lombard-street, E.C.; or to WRIGHT BROS. and Co., 3, Great St. Helen's, Bishopsgate-street E.C.

JAPAN AND CHINA.

Great Mail Route via New York and San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY, under their new arrangement with the United States Government, despatch the following magnificent STEAMERS, of 3,000 tons burden and upwards, with Mails and Passengers, from San Francisco, on the 1st and 16th of every month, for Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, connecting at Hong Kong with the Peninsular and Oriental Line, for Ports in India:—

Acapulco	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	Ariel

Returning from Hong Kong on the 12th and 27th of every month.

The Pacific Mail Steamship Company's steamers also leave New York on the 10th, 20th, and 30th of every month for San Francisco via Panama, calling en route at Kingston, Jamaica, and ports along the North Pacific coast.

For rates of fare from England, which include railway transit across the American continent, and other information, apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	18 days	from England.
Japan	in 38 ,,	,,
China	in 44 ,,	,,
New Zealand	in 42 ,,	,,
Australia	in 47 ,,	,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Steamship Company and United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

AROUND the WORLD in NINETY DAYS, by Steam and Rail, by Land and Sea, North America, Japan, China, Sandwich Islands, New Zealand, Australia, Ceylon, India, Egypt, and Continental Europe.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE CIRCULAR TICKETS are now issued for the WORLD JOURNEY, either by way of Japan and San Francisco, or via New Zealand and Australia, at one reduced fare.

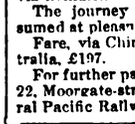
The route will be over the Great Union Pacific Railway to San Francisco, passing through the grandest and most interesting portion of the world. From San Francisco the tour is taken to Japan and China by the Pacific Mail Steamship Company, or to New Zealand and Australia by the United States, New Zealand, and Australian Mail Steamship Line, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

The journey may be broken at any point, and resumed at pleasure.

Fare, via China, £221; via New Zealand and Australia, £197.

For further particulars apply to H. STARR and Co., 22, Moorgate-street, London. Agents Union and Central Pacific Railway, &c.

Now ready (November issue).



CASTLE LINE OF STEAM PACKETS for PENANG, SINGAPORE, HONG KONG, SHANGHAI, JAVA, and JAPAN.—The following high-classed and full-powered STEAMSHIPS will be despatched as under:—

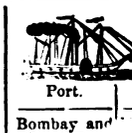
Steamer.	Class.	Tons.	Dock.	To sail.
Glenlyon	100 A1	2,200	SWID	Dec. 21
Gordon Castle	100 A1	2,000	SWID	To follow
Glengyle	100 A1	1,700	SWID	To follow
Drummond Castle.	100 A1	2,000	SWID	To follow
Braemar Castle ...	100 A1	2,200	SWID	To follow
Cawdor Castle.....	100 A1	2,200	SWID	To follow
Floors Castle	100 A1	2,000	SWID	To follow
Glenartney	100 A1	2,000	SWID	To follow
Glenroy	100 A1	2,100	SWID	To follow

For Freight or Passage, apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

STEAM VIA THE SUEZ CANAL to PENANG, SINGAPORE, HONG KONG, and SHANGHAI: taking cargo for transhipment to Java, Japan, &c., at through rates at shippers' risk. Last shipping day, 29th November. The new and splendid full-powered screw steamer CHIN-KIANG, 100 A1, 1,220 tons gross; 800 tons net register; 160-horse power nominal. J. HOGG, Commander; South West India Docks. This magnificent steamer, just built by Messrs. C Mitchell and Co., Walker-on-Tyne, expressly for the China trade, bids fair to be one of the fastest in the trade. Has splendid accommodation for first-class passengers.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C (Corner of Cornhill).

All Packages must be marked distinctly with port of destination.



ROBERTSON and Co.'s INDIA and CHINA LINES of STEAM and CLIPPER SHIPS.

Port.	Ship.	Class.	Dock.	To sail.
Bombay and Coast Ports, Singap. and Saigon	ingston, s.s via S.C. ...	90 A1	SWID	Nov. 27
	ias. Collet	3-3rds LL1	SWID	With des.
Pen., Sing., Hg. Kg., & Shanghai... Yokohama ..	A new str. Russia, s.s.... Taitsing	100 A1 100 A1 A1 14 yr.	SWID SWID SWID	Dec. — Dec — With des.

For Freight or Passage apply to York Chambers, 55, King-street, Manchester; or to 10, Orange-court, Liverpool; or 5, Newman's court, Cornhill, London, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.

THE following SPLENDID First-class STEAM and CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Shanghai ...	Maitland ...	A1 14 yr.	E.I.D.	With des.
Hong Kong	Undine ...	A1 16 yr	E.I.D.	With des.
Do.	JasShepherd	A1 13 yr.	SWID	To follow
Yokohama .	Osaka	A1 17 yr.	E.I.D.	With des.
Do.	Eliza Shaw	A1 17 yr.	E.I.D.	To follow
Hiogo... ...	Hanover... ..	A1 11 yr	W.I.	des.
Pen., Sing., H.K., Shng & Yoko. ..	Flintshire, s.s.—S.C.	100 A1	E	5

For Freight apply to KILLICK, MARTIN, and 10, George-yard, Lombard-street, E.C.

STEAM TO CHINA via SUEZ CANAL (S.C.) taking goods for PENANG, SINGAPORE, HONG KONG, and SHANGHAI, also for JAVA AND JAPAN, &c., for transhipment. The splendid new full-powered ocean steamship ALTONA, 1,220 register, 260-h. p. n., KENNETT HARE, Commander, will not receive goods after the 4th Dec. from the South West India Docks. The time of departure will be named in a day or two, and strictly adhered to. This magnificent steamer is now in London from the builder's yard, ready to commence loading.

For Freight apply to the Owners, R. BYRNE and Co., 137, Fenchurch-street, E.C., London.

Steam via the Suez Canal. To sail on the 30th Nov.

FOR SINGAPORE, YOKOHAMA, and HIOGO (with liberty to call at Hong Kong), the splendid full-powered screw steamer DUNA, 100 A1, 852 tons register, 150-horse power nominal; Victoria Docks. Cargo deliverable at Japan without transhipment.

For Freight, apply to D. R. MACGREGOR, Esq., owner, Leith; to SMITH, SUNDIUS, and Co., 33, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Chin-Kiang, s.s. ...	1,000	Norris & Joyner ...	Nov. 25
Kromatah, s.s.	807	Smith, Son, & Cole	Dec. 20
Rosedale	459	Wright Bros. & Co.	Dec. 15
Glenlyon, s.s.....	2,200	Thos. Skinner & Co.	Dec. 21

LIVERPOOL.

Sarpedon, s.s.'	1,519	Alfred Holt	Dec. 3
Ajax, s.s.	1,549	,, ,, ...	Dec.18

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

OSLER'S GLASS CHANDELIERS,

WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

CHANDELIERS IN BRONZE AND ORMOLU.

MODERATOR LAMPS AND LAMPS FOR INDIA.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms Broad-street.

ESTABLISHED 1807.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Nov. 25,

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VIA MARSEILLES.]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 483.] LONDON, MONDAY, DEC. 2, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Nov. 30
JAPAN — Yokohama	Aug. 23	Oct. 10	Oct. 15
Yedo			
Osaka and Hiogo	—	—	,, 5
Hakodadi			
Nagasaki	—	—	,, 5
CHINA — Peking	—	—	,, 7
Tien-tsin	—	—	,, 9
Chefoo	—	—	,, 12
New-chwang	—	—	,, 4
Hankow	,, 9	Sept. 28	,, 11
Kiu-kiang	—	—	,, 9
Chin-kiang	—	—	,, 8
Shanghai	,, 30	Oct. 13	,, 15
Ningpo	—	—	,, 13
Foochow	,, 30	,, 13	,, 14
Formosa			
Amoy	—	—	,, 18
Swatow	—	—	,, 19
Hong Kong	Sept. 13	,, 22	,, 24
Canton	—	—	,, 22
Macao	—	—	,, 23
PHILIPPINES— Manilla	Aug. 23	,, 4	,, 19
COCHIN-CHINA— Saigon	Sept. 13	,, 17	,, 23
SIAM — Bangkok	—	—	,, 26
BORNEO—Labuan	—	—	,, 23
Sarawak	—	—	,, 24
JAVA — Batavia	,, 20	,, 24	,, 26
Samarang	—	—	,, 25
Sourabaya	—	—	,, 24
MALACCA STRAITS— Singapore	,, 27	,, 28	Nov. 1
Penang			
CEYLON—Galle	Oct. 11	Nov. 6	,, 8
Colombo	,, 11	,, 7	,, 7

THE MAILS, &c.

The French mail, bringing advices as above, was delivered, *via* Marseilles, on the 30 ult., two days in advance of its due date. The next inward (P. and O.) mail, with dates Yokohama 22nd, Shanghai 25th, Hong Kong 31st Oct., Singapore 7th Nov., is due, *via* Brindisi, on Monday next, the 9th inst.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, five to six hours in transmission.

List of Passengers.

ASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Meikong*, arrived Nov. 28.—List not to hand.

By Pacific mail steamer *Japan*, arrived at San Francisco, Nov. 14.—From China and Japan, for New York: William McGregor, M. P. Evans, E. W. Balt, John Dillon, S. Shimaut, Yonchi Sadomori, Inauye Machida Sadimori, Sigo Todaishi Tenmora, Kunctonia Morasi. For Europe: M. Decalico, W. Herbert, and W. H. Taylor.

Per *Nourmahal*, from Hiogo.—Mr. and Mrs. Buckworth Bailey and nine children.

PASSENGERS OUTWARD.

Per P. and O. steamer *Mooltan*, from Southampton, Nov. 21.—To Yokohama: Mr. T. Fisk, Mr. J. Davieson, Mr. and Mrs. Copeland. To Hong Kong: Dr. and Mrs. McCoy and four children, Miss Russell, Mr. Wulff. To Shanghai: Mrs. Rickards. To Singapore: Miss Rickards. To Ceylon: Mr. Bell, Dp. Com. Ryland, Mrs. Ryland, Mr. G. V. Macdonald.

Per P. and O. steamer *Simla*, from Venice, Nov. 29.—To Singapore: Mr. and Mrs. J. R. Mac Arthur, Mr. G. Harrison.

Per P. and O steamer *Simla*, from Brindisi, Dec. 2.—To Batavia: Mr. H. Van Owen, Mr. G. Van Owen.

Per P. and O. steamer *Pera*, from Southampton, Dec. 5.—To Yokohama: Mr. Hugo Orth. To Hong Kong: Miss McPherson, Mr. and Mrs. Vinton. To Ceylon: Asst. Commr. Campbell, Commdr. E. W. Hereford, R.N.

Per P. and O. steamer *Poonah*, from Brindisi, Dec. 16.—To Hong Kong: Mr. Y. Nagaoka, Mr. N. K. Ohno.

Per P. and O. steamer *Nubia*, from Brindisi, Dec. 30.—To Hong Kong: Mr. C. V Creagh.

Per French mail steamer *Peiho*, from Marseilles Dec. 8 (booked from London).—To Yokohama: Mr. Carl Freiderich, Mrs. A. Mori. To Shanghai: Mr. R. Gundry. To Hong Kong: Mr. T. B. Irving, Mr. Keswick. To Batavia: Mr. and Mrs. C. Schone, Mdme. and Miss Jacquement, Mr. and Mrs. Dunneberg. To Galle: Mr. and Mrs. Trail.

Per French mail steamer *Meikong*, from Marseilles, Dec. 22 (booked from London)d—To Batavia: Mr. and Mrs. Palairet Hoolandt, Mr. and Mrs. Müller, Mr. an Mrs. Hooft.

Per French mail steamer *Amazon*, from Marseilles, Jan. 5 (booked from London).—To Hong Kong: Mr. A. Heard.

Per steamer *Glenroy*, from London, Nov. 25.—For Singapore: Miss Houston. For Hong Kong: Miss Algar, Mr. Cruickshank, Mr. Goosman, Mr. Coch, Mrs. Stewart Mrs Dalliston. For Shanghai: Mr. W. L. Clarke, Mrs. McKenzie, Miss McKenzie

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present French mail brings advices from this port to the 15th October; the P. and O. mail from London Aug. 23 had arrived out. The following items of news are from the *Japan Mail Gazette*, and *Herald* :—

The Korean question seems still to be the great foreign difficulty. A Departmental Head of the Foreign Office is to start for that country in a man-of-war, with the object of entering upon negotiations, or at least of ascertaining what are the real views of the Korean Government, also to take home the Japanese settlers in Korea, who number some 700, for which purpose two sailing ships will accompany the war steamer. The *Gazette* says: "It is reported commonly in Yedo, and we believe truly, that a despatch reached the Government some time ago stating that it had always been permitted, during the days of the Tycoons, for the Koreans to hold intercourse with Tsussima, and that Japanese belonging to that Prince had always been welcome to Korea—but that now the Government was changed, and the Mikado was again at the head of the nation, all intercourse of every kind is forbidden. No ambassador from Japan will be received—and if it be the desire of the Japanese to challenge the Koreans to fight, they are desired to stick a notice on a mast, erect in the sea—then it is sure to be seen by some Korean-junkmen and war shall be declared. We are glad to say that Japan does not reply in any such fashion. On the contrary, she takes no notice of these tirades."

The memorial of the British residents and several members of other nationalities to H.B.M. *Charge d'Affaires* to institute an investigation in the case of Mr. Cousens, with a view to prevent the recurrence of such proceedings, and remove the discredit attaching to the Kobé Consulate in consequence of its action in the case, was referred to Sir Edmund Hornby, who, however, stated he could not receive it. His reasons were committed to writing, but are not yet published.

Judgment has been given by the Japanese Court in the action brought by Captain Hereira, of the *Maria Luz*, against the "coolie emigrants." It finds for the defendants, who are, therefore, absolved from any contract they may have entered into, compulsorily or voluntarily, and are allowed to return to China. Captain Hereira has started for Macao to procure another load of passengers. The coolies released from the ship are seen perambulating the streets in a very miserable condition.

At a meeting of the subscribers to the British Episcopal Church Establishment, it was agreed—"That in view of the present financial position of the Church, which does not seem to warrant any such extraordinary expenditure as would have to be incurred by sending to England for a chaplain, the committee appointed to nominate a successor to the Rev. Mr. Bailey be requested to stay proceedings at home for the present."

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Several important reforms are in course of being carried out at the Saibansho. Legal forms, warrants and summonses, &c., are to be drawn up under the direction of Mr. Hill, now legal adviser to the Kencho, and will be printed both in Japanese and English. It is also proposed to assimilate the practice of the Court to that in use in England and America.

A battalion of Japanese troops have been recently exercised on the Swamp. They went through the usual battalion drill, and performed the evolutions in a style very creditable to those who have instructed them.

An outbreak is reported in the province of Koshiu, chiefly among men of the *samurai* class, who have been impoverished by the revolution. A battalion of troops has been sent to repress it.

Strong complaints are being made concerning the sale of spurious beer and spirits. Possibly a portion comes from the manufactory recently discovered in Hong Kong.

The *Oneida* is again advertised for sale as she lies at the bottom of Yokohama Bay, where she has been for nearly three years.

LATER ADVICES BY PACIFIC MAIL.

The Pacific Mail Company's Company's steamer *Japan* arrived at San Francisco on the 14th ult. with advices from Yokohama to the 23rd Oct. The following is the summary of the news as telegraphed to the New York press :—

The completion of the railroad from Yokohama to Yedo was celebrated in grand style on the 14th of October. The Mikado presided over the ceremonies and passed over the road in person. The new telegraph line will be opened in state by the Mikado as soon as it is completed.

Great quantities of copper are being sent from Yedo to Korea in the nature of a peace offering. A dreadful famine is reported among the people of Korea.

The authorities at Yedo have stopped issuing passes to foreigners to go beyond the limits fixed by the treaty, the privilege having been abused by the carrying on of illicit trade.

A serious rising is reported in the province of Mato, and a number of police officers from Yedo have been sent there to quell the disturbance, if possible, without the aid of troops.

The Department of Religion at Yedo has issued a document looking towards the toleration of all believers of all creeds.

Mr. Lowder, formerly British Consul at Yokohama, has been appointed Superintendent of the Japanese Customs.

The treasure of the steamer *America*, to the amount of $300,000, has been raised ; $77,000 yet remains to be recovered.

Four native priests have left for Europe to study the various religions of that part of the world.

The wreck of the steamer *Oneida* has been sold to the Japanese for $1,500.

The rinderpest is making terrible ravages among the cattle in the rural districts.

NAGASAKI.

Dates from this port extend to the 5th October. The following paragraphs are taken from the *Nagasaki Express* :—

The news of the week embraces the return of H.B.M.S. *Iron Duke* from Chefoo, and the arrival of H.B.M. *Barrosa* from Hong Kong *via* Yokohama. Amongst the Japanese it has been a busy one. Their attentions have been divided between their annual Odori festival, to take place next week, and in making preparations to meet the expected visit from Prince Alexis of Russia. If the programme of their Imperial visitor is punctually kept he will reach Nagasaki during one of the chief native festivals. We hear that the building formerly known as the Hizen Yaski in Simabara matchi, and used as the temporary residence of H.M. the Mikado during his stay here, has been placed at the disposal of the Russian authorities. Up to the present time we hear of no preparations for the illumination of the foreign settlements at this place.

The steamer *Kuni-o-maru*, built for Japanese owners on the premises adjoining the Patent Slip, under the superintendence of Mr. D. Blaikie, has been successfully launched. She is a wooden vessel propelled by a screw, is built of teak and other hard woods, and is of the following dimensions :—Length, 118 feet ; width, 15 feet ; depth, 14 feet ; designed to carry about 90 tons of cargo, exclusive of coal required for her own consumption. Her engines, high-pressure ones of 25-horse power, together with her machinery, have been imported from England.

We hear that the Russian steamer *Courier*, which arrived here on the 3rd Oct. from Ayan, Russian Manchuria, struck on a rock during the voyage. The accident will necessitate her going on the Patent Slip to ascertain to what extent she has been injured.

CHINA.

—o—

SHANGHAI.

We have advices from this port to the 18th Oct.; the French mail, from London, August 30, arrived out on the 13th Oct. The following items of news are from the *North China Herald* :—

The principal event of the week has been the special meeting of ratepayers, which was held on the 15th Oct. The meeting passed a resolution disapproving the alteration of the Bund line at Messrs. Fogg and Co.'s property, and requiring that the wall should be put back to its former position ; and another to offer Tls. 40,000 for the Soochow Creek Bridge Company's property and alleged rights, which it is understood the company will most probably accept. No motion on tramways was brought forward, and that in regard to the question of Bund rights was not carried.

The Customs Returns of Trade at Shanghai for the quarter ending 30th Sept. have been issued. The import of grey shirtings during the quarter is less than in 1871, being 1,056,549 pieces, against 1,318,840 ; while of all other kinds it is 148,326, against 157,943. T-Cloths show a steady increase over the three corresponding quarters quoted, being 200,000 over that of 1871, and double that of 1870. English Drills are also much higher, being 194,919 pieces, while American and Dutch show a marked falling off. The import of Jeans is double last year's third quarter, being 117,435, against 52,377. Other cotton fabrics generally show an increase. Most woollen goods betray a reduction, with the exception of camlets and cloths, which are slightly in excess. Notwithstanding the high rates ruling at home, metals are more largely imported than at the same time in 1871, though in much smaller quantity than in 1869 and 1870. Coals give 46,312 tons, against 16,465, and needles are put down at 175,700 *piculs* (*mils* being omitted), or some three times the supply in the same three months of 1871. Opium shows very little variation, but the tendency is to decrease. Sugar does not show such an exceptional increase as it did in the second quarter of 1872. The import of rice still goes on at a rate out of all comparison with previous years—64,140 piculs being entered, against 5,215 in 1871 and 95 in 1870. Tea is rather less than last year on the whole, though green and brick exhibit a rise. The reduction must be placed to the accelerated export in the beginning of the season throwing a larger share into the quarter ending 30th June, as was evidenced by the returns for that period. Of Black Tea 202,207 piculs have been exported to Great Britain, 4,241 to the United States, and 6,837 to Russia ; while of green the United States takes 63,371, Great Britain 30,114, and India 1,603 piculs.

The table of re exports to Chinese ports gives an increase in grey shirtings of about 100,000 pieces, with a small rise in other kinds, but T-Cloths exhibit a decline of 50,000 pieces. English drills have been re-exported in satisfactory ratio to the import, and the same remark applies to sheetings. Woollen goods show a slight tendency in the right direction. Metals are not re-exported so freely as in the corresponding quarter, doubtless owing to the firmness of holders of stocks. Needles are got rid of in *mils* more largely than they are imported in piculs. There appears to have been a considerable re-export of shirtings to Japan—184,000 pieces, against 82,000. The transit pass returns do not look quite satisfactory. During the quarter in 1869, 400 pieces of shirtings were sent inland under their protection ; last year 27,480, and this, 7,880. We find, however, that 1,338 passes have been issued, against 676, and that they are more freely used in the miscellaneous articles of import than ever. So it may be that the trade, not the system, is at fault, or the reduction on the first item may be due to the action of the officials at places which form the avenues for the shirtings trade. Tonnage has risen about 30,000 tons, and the revenue from that source advances Tls. 5,000, though it has receded somewhat on the whole, being Tls. 845,739, against Tls. 918,227. It is still, however, considerably over 1871, and, as with the tea export, we must refer the decrease to the earlier season, for the quarter to 30th June showed a marked improvement.

The last portion of the Free Ferry, with its superstructure, was placed in position on Oct. 13, and moored fore and aft in the Creek. The Ferry consists of three portions, two moored to extensions of the Bund, which are run out to fit with the proposed new line limiting the width of the creek to 200 feet. On these rest the ends of the bridge-like superstructure, each of which is sixty feet long. The middle pontoon carries a railed deck, which, for all practicable purposes, is a bridge, but being mounted on a cannon-ball turn table, it revolves out of the way of boats, and reduces itself with very little trouble from a bridge to a ferry-boat. Between this section, which is seventy-six feet long, and those on either side, there is an open space of about four feet, which is connected by a sort of flap piece. The passage between the rails is twenty feet wide, and the deck, if we may call it so, will carry with perfect safety all kinds of traffic. The height from the surface of the water is nine feet, and is of course the same at all states of the tide, the pontoons rising or falling according to the water in the creek. The side rails seem of unnecessarily massive timbers, but this is accounted for by their having to sustain weight as girders. Altogether, the ferry is an ingenious piece of engineering. It was opened on the 14th, and largely availed of. Its cost, we believe, is Tls. 9,000.]

Again we have to record a series of detentions at the Woosung Bar. The *Travancore*, mail steamer, drawing 18 feet 9 inches, reached the Bar at top of high tide on the 11th Oct., and finding only 15 feet 9 inches, had to anchor and discharge part of her chowchow cargo. By this means she was able to cross the Bar at 7 P.M., after which she had to receive the cargo again, finally leaving Woosung at 6 A.M. the next day, thus suffering a detention of twenty-four hours. The *Costa Rica*, drawing 17 feet 6 inches, and the *Antenor*, about 18 feet 6 inches, left on the 12th, but were unable to cross the Bar on the morning tide, and were likewise detained about twenty-four hours. The *Hong Kong* and the French mail, bound in, were also detained. For the last three month we have

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noticed that on several occasions in each month, there has only been 15 feet 10 inches or so on the Bar at high water. We do not think so little water was ever found a few years ago, the lowest we remember being about 17 feet. Is it not, therefore, necessary that some active measures should be taken to deepen the channel before it is too late, as there seems but little doubt that, from some cause or other, the Bar is shallowing, while the steam trade requires more and more that it should gain in depth?

Intelligence has been received of the loss of the steamer *Yedo* on South Reef, off Chim Island, Haitan Straits. The crew are believed to be all safe, and the mate reached Foochow, reporting the steamer a total loss. H.M.S. *Dwarf* went down to render any assistance possible. The tide ebbs and flows in and out of the wreck.

The Race Lotteries have been held at the club, and were more successful than they have been at recent meetings. For the Criterion Stakes there were 53 subscribers at $5 each, and the highest sales were Kuo-pu-ch'u $75, Coronet $70, Statescraft $60 and Speed $50. For the Maiden Stakes there were 80 subscribers at $10 each. Kopeck fetched $70, Electricity $65, Scalp $55 and Coroner, Rhino, Spite, and Sir Lancelot $45 each. Speed was sold for $75 in the Taoutai's Cup, Nous Verrons $55, Coroner $45. There were 51 subscribers at $5 for the Jockey Cup, but ponies went for a song. The Shanghai St. Leger secured 80 subscribers at $10. Coronet sold for $160, Kuo-pu-ch'u $130, Handicraft $100 and Statescraft $80.

A correspondent informs us that Peking is excited by preparations for the Imperial marriage. The expenditure has been three million taels. One thousand taels of gold are said to have been spent on presents for the ladies of the palace.

From Newchwang we hear that the *Salamis*, Admiral Shadwell, has visited the port, but had left for Chefoo and Nagasaki. The harvest was nearly in, and good by all accounts, but the natives were taking advantage of the great demand for breadstuffs, and prices of produce were keeping up, whereas manufactures were going down. In shipping the port has done well for the year so far, 220 vessels having visited it and gone away laden. The temperature was down to 42 deg. Fahrenheit in the morning, and northerly winds were the order of the day.

THE NORTH CHINA INSURANCE COMPANY.

The half-yearly meeting of the North China Insurance Company was held on the 11th Oct. The following report was presented:—

In placing before the shareholders the first half-yearly report of the present term, with a statement of accounts prepared to the 30th June last, the directors are glad to notice a more favourable result from the business of the company than might have been anticipated, taking into consideration the exceptional losses amongst steamers on the China coast in the early part of the year. The annexed balance-sheet shows, after carrying forward the profit on the working account, the sum of Tls. 358,472.95 at the credit of the company on the above date, in addition to Tls. 300,000 representing the capital paid up. The amount of premia earned during the six months under review is Tls. 487,054, which is in excess of the receipts of any previous corresponding period, and, owing to the larger proportion of risks for long voyages being by steamers via Suez Canal, the outstanding liabilities on January to June underwriting account are satisfactorily small. From 1st July to 30th September the premia accruing may be estimated at Tls. 294,000, and the settlement of claims during that time have been Tls. 36,751.31.

The directors regret to state that since the date of the accounts intelligence has been received of the s.s. *Parnassus*, and clipper ship *Lahloo* having been wrecked, in which vessels the company was interested to the extent of about Tls. 126,000.

It is with much regret the directors have to record the death of the late chairman, Mr. F. Porter, who had for a length of time been associated with the company. Vacancies at the board have also occurred by the departure from Shanghai of Messrs. Lavers, Schroers and Anderson; Messrs. W. Lemann, W. H. Aretz, F. H. Bell, and A. G. Wood have been appointed in their stead, and are now proposed as members of the court of directors.

In opening the proceedings, the chairman, Mr. Miller, said the report went so fully into details that very little remained for him to say with regard to them. He thought it was a matter of congratulation for the shareholders that the gross amount of premia collected during the six months had been the largest that had yet accrued to the company for any similar period since its formation. The increase might be partially accounted for by the season having been earlier, but still, if they looked to the increased competition they had to encounter, partly from the Home Offices, who were bidding largely for foreign business, and also to the reduction in rates, the result could not but be regarded as satisfactory. The losses for the six months amounted to Tls. 86,197.42 up to 30th June, but if they looked at the total of Tls. 487,054.00 premia collected, and also to the very disastrous season on the coast, which resulted in the loss of several steamers, there was much matter for congratulation that the company had been so successful.

Resolutions were then passed adopting the report and confirming the appointment of Messrs. W. Lemann, W. H. Aretz, F. H. Bell, and A. G. Wood as directors. No comments were made by any of the shareholders attending the meeting.

The Chairman said that though it might not be quite regular, it might be well to allude shortly to the accounts of the old company. A dividend returning the balance of the capital had already been advertised, payable on the 15th October, and there would then remain in hand Tls. 371,089 97 to be further appropriated, one-third of which had to go to the contributing shareholders and two-thirds to the shareholders generally. Of course this amount was further subject to any losses and claims which might appear; but as the bulk of the risks had run off, he did not think it probable that any large deduction from this balance could take place. However, before distributing it the directors would take care that all possible losses and claims were fully provided for.

The proceedings closed with the customary vote of thanks to the directors.

HONG KONG.

Our advices extend to the 24th October: the French mail, with dates from London to the 13th Sept., arrived out on the 22nd Oct. The following items are from the *China Mail* and the *Daily Press*:—

Among the passengers leaving by the present French Mail we note the name of General Boguslovsky, an officer whose mission to Peking has been somewhat unduly ignored by the China Press. He has, it would appear, been negotiating with the Chinese Government one of those knotty questions which perennially crop up in Russo Chinese politics—viz., the "Rectification of the Frontier." Every few years an uneasy suspicion seizes the Russian Government that the frontier is all wrong, and to get it put right a negotiator is straightway despatched from the banks of the Neva to talk to the residents by the banks of the Peiho. Upon the present occasion it would appear that "the frontier" required a good deal of rectification—rather in the way of artistic touches, than as regarded any important change in its general direction—and Korea, the Amoor and Turkestan became accordingly subjects of discussion between the representative of the Czar and the Ministers of Tung Chih. It is needless to say that the conversations held resulted in an arrangement satisfactory to both parties, though it may not be generally known what the *quid pro quo* was on the part of Russia. We are able to state, upon authentic information, that two points have been gained by China. The one is a promise of neutrality should matters, as the Chinese believe they will, take a turn which involves another war with the Celestial Empire; and the second is a promise that H.I.H. the Grand Duke Alexis shall not visit Peking.

The Acting French Consul, M. Charles de la Forest, has laid a complaint at the Police-court, in which he claimed redress against the superintendent of the Sailors' Home, for receiving into the Home six French seamen deserted from a French vessel in harbour, and having no discharge. It is asserted in the information laid, that a runner named D. Brown had received on their behalf a sum of $15 each man, a month's salary in advance, and a fee of $1 each man, and after doing so still retains the men, who, according to their names, are English, and are still at the Home. The affair was brought before Mr. Mitchell at the Police-court on the 23rd Oct., but the summons was dismissed.

The *Gazette* notifies that the Ordinance giving powers to the Hong Kong and Shanghai Corporation to establish Banking agencies at Saigon, Manila and other places has not received the approval of the Secretary of State. It also notifies that the leave of absence of the Hon. Mr. Smale has been extended to January 1, 1873, and Mr. Alexander's appointment to a seat in the Legislative Council has been approved by her Mejesty. The extension of the Chief Justice's leave appears to have taken everyone by surprise, as letters recently received stated that he was about to leave within twenty-four hours of their despatch. The change of date will allow Mr. Pauncefote to get the run of the work before his successor arrives.

There has been much excitement amongst the Chinese at a rumour of the death of Mr. Kwok Acheong. The rumour was false, and Mr. Kwok Acheong was, we understand, somewhat amused on reading the record of his obituary in the extra of the Chinese paper issued from the *Daily Press* Office. It appeared that the wealthy and respected native gentleman in question had a fall lately on board one of his steamers, and sustained some injuries. Having almost entirely recovered, his family gave vent to their rejoicings on his deliverance by engaging a number of priests to perform a religious ceremony in the house, and this has doubtless given rise to the rumour of his death.

Intelligence is to hand that the British brig *Spartan* is stranded on shore near Taiwanfoo. Endeavours were made to get her off, but without success, and a hawser and kedge anchor carried out to heave her off was cut by the natives, to prevent her getting off and out of their clutches for plunder. This they succeeded in doing, and stripped off the copper from her bottom, and great difficulty was experienced in keeping them from wholly boarding the vessel. The captain went to the Consul at Taiwanfoo. A man-of-war was expected daily, and a Court of Inquiry is likely to be held at that place.

STRAITS SETTLEMENTS.

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SINGAPORE.

We have advices from this port to the 1st November; the London mail of Sept. 27 arrived out on the 28th Oct. by the French

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mail steamer *Hooghly*. The following items of news are from the *Singapore Daily Times*:—

On the 28th Oct. the Governor and Lady Ord, with Captain Ord and Mr. Watts, embarked on board the colonial steamer *Pluto en route* for Malacca. His Excellency the Governor will visit the Malay Chiefs in the Straits of Malacca, to again endeavour to "settle something," and we heartily trust he will at last prove successful. The first place of call will be Sungie Ujong, where his Excellency's diplomatic abilities will be exercised to settle a dispute between the Rajah of that place and the ruler of Rumbowe. H.M.S. *Zebra*, it is said, will follow the *Pluto*, to give weight, we suppose, to his Excellency's visit, which, it is to be hoped, will be successful in putting an end to the anarchy and bloodshed which has prevailed of late.

Reports from Klang, for the truth of which we cannot vouch, assert that the men from Pahang, assisting Tunkudia Oodin, have routed Mahdie's forces, and that Syed Masahoor has been shot dead. There is also another rumour that Syed Zein has been killed by Mahdie's adherents, but we have been unable to learn what foundation there is for it.

A cricket match has been concluded between eleven of the Army and Navy and the Singapore Cricket Club, in which we are glad to see the Singapore Cricket Club have recovered their laurels and shown something of their former capital play—a most encouraging sign. We are happy to be able to compliment them on this occasion on having made one hundred and thirteen points in one innings, against only fifty-two in two innings by their opponents.

It is rumoured that the Governor has applied to the Colonial Office for an extension of his term of office for another year.

Commercial Report.

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(*For dates see first page.*)

IMPORTS.

Yokohama.—A brisk demand had been shown for Grey Shirtings, with a firm market. Turkey Reds were in fair inquiry. Black Velvets and Lastings in demand.

Hiogo.—An unsatisfactory market is reported. Excessive receipts of Grey Shirtings had occasioned a considerable decline in prices, best 8¼ lbs. being in very little demand at the close at $2.55 to 2.57½ per piece. Drills were quoted $3 80 to 4.00 per piece, but not wanted. Woollens were quiet, but fairly steady, and hopes of early improvement were entertained.

Nagasaki.—The market was quiet, and a few 8.4 lb. Shirtings had been placed at $2.53 per piece.

Tientsin.—Sales were reported of Lie Eagle 8¼ lbs. Grey Shirtings at Tls. 1.76 per piece, with a dull market for these and for all other textiles. The water was falling fast, however, and some prospect of an early improvement was held out.

Hankow.—Advices report very unfavourably of the market. Considerable sales were of daily occurrence, but the advices from Shanghai had influenced holders to sell, and a marked decline had resulted in consequence.

Shanghai.—A better tone had prevailed, and rather more disposition to do business had been evinced by the trade; but, as yet, these were the only signs of improvement perceptible in the Piece Goods market. Grey Shirtings: 8¼ lbs. had shown a decidedly improving tendency; 7 lbs. had been in constant request, but commonest chops had been preferred, and commanded as high prices as those offered for best. In the heavy kinds no movement had taken place. Sales 30,000 pieces, 7 lbs., at Tls. 1.66 to 1.67½; 40,000 to 50,000 pieces, 8¼ lbs., at Tls. 1.76 to 1.78 for mildews, and Tls. 1.79 to 1.84 for sound common to good chops. White Shirtings: Barter transactions at low rates. T-Cloths: The market had suffered a relapse, 6 lbs. in moderate demand at Tls. 1.12 to 1.14 for Dewhurst's T, and Tls. 1.58 offered for Collie's chop dollar 7 lbs. without success. Dewhurst's MT Tls. 1.45 to 1.46. Drills: Steady demand for both English and Dutch, but importers had met the market freely, and so prevented any rise; Dutch, Tls. 3.02 to 3.10; English, Tls. 3.05 to 3.15 for 14 to 15 lbs. Jeans and Sheetings: No great inquiry had existed. Jeans: English, Tls. 2.10 to 2.14; Dutch, Tls. 2.30. Sheetings: English, Tls. 2.80 to 2.85; American, Tls. 3.70. Fancy Cottons: A large business had been done, but it had embraced only the articles commented or in recent reports. Woollens: Market unchanged, and only a small trade done, but holders continued firm, in expectation of an improved demand and better prices as the Autumn advances. A few Camlets had found buyers, to arrive, at Tls. 15½ per piece. Metals.—Nail Rod Iron: Nothing doing. Lead remains dull at last mail's rates. Quicksilver: A slightly better inquiry had resulted in the settlement of a few flasks, at an advance of Tls. 1 to 3 per picul.

Foochow.—Sales were reported of 500 pieces, 8¼lbs. Grey Shirtings at $2.75, 1,600 pieces 7lbs. T-Cloths at $2.5 to $2.65, and 400 pieces 8lbs. do at $3.7½. Lead was quoted $7 per picul.

Hong Kong.—Fair sales of Cotton Yarns had been effected, but importers had made concessions to clear their goods. The business in manufactured goods had been small, and prices of all articles were low and weak. In Woollens, Long Ells were saleable; Camlets were not wanted, and Blankets could be bought at easier prices. Iron was quiet and lower in value. Tin Plates declined. Quicksilver was quoted 50 cents to $1.00 lower. Rice had been selling fairly for shipment to the Coast ports, but at the close the market was quiet at about former rates.

Saigon.—There was scarcely anything doing, and prices were nominal.

EXPORTS.

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TEA.

Shanghai.—Black: There had been but a very trifling business, about 6,500 chests only having found buyers at prices for all kinds, showing a reduction of ½ to 1 tael on previous quotations; no demand existing for the low and undesirable quality on offer. The stock was estimated at nearly 20,000 chests. Green: With the exception of the purchase of a heavy string of Moyunes at previous rates by one firm, business had been limited. Pingsueys were at last showing signs of decline, and it was believed that the market would drop two or three taels if buyers would simply abstain from offering. At present a fall of half a tael to one tael was enough to induce many buyers to go on.

Foochow.—Congous had been more sparingly dealt in up to the 11th Oct., the daily settlements averaging 1,700 chests, but on the 11th an unexpectedly large business was transacted, some 7,300 chests having been booked, followed on the 12th by the settlement of 4,900 chests. Although the stock had been gradually increasing, having stood at 103,000 chests on the 10th, the holders had throughout displayed more or less firmness, and, except in a few instances during the quietest period of the interval, they had succeeded in realising former prices. Souchongs had been in rather limited request. The advices from the United States had continued to be of so discouraging a nature as to cause all buyers of Oolong to withdraw from the market, while the holders had not as yet been sufficiently influenced thereby, and, consequently, no transactions had taken place. Should this inactivity continue for any time it will tend to curtail the supplies from the country; the receipts for the season were expected to reach 200,000 half-chests. Scented Teas had been taken to a moderate extent at unchanged prices. Settlements had been:—Congou, 41,395 chests at Tls. 7.55 to 8.8 o.b. for dust and sifting; Tls. 9.8 to 12.8 o.b. for broken leaf; Tls. 14.8 to 18.3 o.b. for ordinary to good common; Tls. 19.8 to 25.8 o.b. for flavoury to medium to Tls. 28.8 o.b. for good medium. Souchong, 2,829 chests at Tls. 18.3 to 22.8 o.b. for low common to common; Tls. 26.8 to 29.8 o.b. for medium. Scented Tea, 5,947 boxes: Scented Orange Pekoes at Tls. 21.55 to 27.8 o.b. for low common to medium to Tls. 32.8 o.b. for good medium to fine; Scented Caper, Tls. 18.8 to 24.8 o.b. for low common to medium, to Tls. 29.8 o.b. for good medium. Flowery Pekoe, 146 chests at Tls. 26.8 to 29.8 o.b.

Amoy.—We have no later information of interest from this port.

Canton.—There had been some disposition shown by buyers to operate to a small extent, at prices rather lower than the ideas of holders; some further settlements of Scented Orange Pekoe were reported at about former rates, but the market was quiet with very few parcels of desirable Teas offering.

SILK.

Shanghai.—The market became dull after the departure of last English mail, but a further decline of about Tls. 5 per picul having taken place, the attention of buyers was again attracted, and a fair business had resulted, the demand having chiefly been for medium Tsatlees. Additional settlements had amounted to 1,500 bales, including Blue Elephant chop at Tls. 505, Gold Lion at Tls. 535, and King-chang at Tls. 507½. Common Tsatlees had been obtainable at a reduction of Tls. 5 to Tls. 10, and a few transatcions had taken place in Yellow Silks and re-reels at previous prices. No. 3 Tsatlees were held at Tls. 570 to Tls. 575, and in these no further business had transpired. The unsold stock was reduced to 6,000 bales, comprising but a limited proportion of desirable Silks.

Canton.—A much larger business had been done in Silks for shipment to Europe at rates from $5 to 10 lower. Settlements during the week amounted to 600 bales. Stock was said to be large, 2,300 Tsatlee, 200 Loongkong, 100 Cumchook and Lacklow, and 400 of inferior descriptions. The fifth crop was all in with the exception of 200 bales reported to be held back in the country. Rereels were very quiet and slightly easier for parcels on the spot, but for contracts with good men nothing less than $560 would be taken for No. 1 Lacklow. The sixth crop was expected in about two weeks from date, but nothing was known as to its quality or size.

The Messageries Maritimes Company's steamer Mei Kong, with the present inward mail, arrived at Marseilles on the 28th ult. at 7 A.M. with 77 passengers, 889 bales of silk, 9,576 packages of tea, 615 bales of tobacco, and 353 sundries for London, which will be transhipped on board the Company's steamer Delta, which is expected in London about the 10th inst.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Last Divnd
Shanghai Dock Company ...	500	500	210	4 p.c
Shanghai Gas Company ...	100	100	148	12 p.c
Shanghai S.N. Company ...	100	100	138	12 p.c
S. Tug and Lighter Company ...	850	850	575	10 p.c
French Gas Company	50	50	60	10 p.c
Hong K. Fire Insurance Co. ...	$1,000	$200	$542	12 p.c
North China Insurance Co. ...	Tls.1,000	Tls.300	Tls.470	trien.
Do. do. new ...	1,000	300	470	trien.
North China Steamer Company	100	100	69	
Union S.N. Company	100	100	114	12 p.c
Yangtsze Ins. Association ...	500	500	750	15 p.c
Union Insurance Society ...	$5,000	$1,000	$2,300	trien.
China Traders Co. (Limited) ...	1,000	1,000	2,400	$450p.s
Hong Kong and China Gas Co.	£10	£10	65	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100	Tls.147	12 p.c
Victoria Fire Insurance Co. ...	$500	$100	$138	12 p.c
China Fire Insurance Co. ...	500	100	149	12 p.c
Hongkew Wharf Co.	Tls. 100	Tls. 100	Tls.154	12 p.c

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Shot.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Tar and Pitch.	Gunpowder.	Earthenware & Glass.
				Tons.	Tns.	Tons.	Tons.	Tns.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	Brls.	lbs.	£
Havelock	Singapore	London	Oct. 24	...	55	...	...	50	...	7	11	2004 &4cks.	111700	...	124	145	...	197	28000	30	...	80	676	...	125	474	468	534	70	10	...	...	...	13000	1342
Neuva Providencia	Hong Kong	,,	Nov. 1	...	322	25	...	106	...	...	...	1562	...	...	...	260	2060	...	...	...	53	276	461	1522	481	3536	457	1185	374	...	606	660	...	...	284
Vanguard	Penang	,,	,, 4	294	...	...	...	...	...	...	...	133	...	...	...	208	...	4	...	...	3	145	588	...	216	536	203	715	284	...	...	20	100	19125	570
Carnarvonshire	Chefoo	,,	,, 9	...	...	...	...	...	...	...	...	62	438425	24000	...	...	...	...	10000	...	...	...	...	...	...	...	...	...	26	...	18	7	6& 20 dms	...	13
Do.	Tientsin	,,	,, 9	...	...	...	...	...	15	...	5376	15 &45cs.	875623 &£2040	...	...	...	7	...	...	...	...	79	6	...	...	...	46	...	60	...	...	...	...	...	736
Glamorganshire	Yokohama	,,	,, 14	...	161	...	...	1	...	...	...	338	196590 &£15	...	...	...	...	...	95600	...	...	65	200	400	20	202	892	...	...	...	...	...	...	...	548
Do.	Hiogo	,,	,, 14	...	50	...	...	5	...	...	60	349	...	...	...	...	...	...	...	12	...	61	101	...	40	302	282	150	130	32	...	11	11	...	60
Palestine	Colombo	,,	,, 16	...	...	25	...	...	...	1	5740	1033	81600	...	...	...	...	...	120	...	...	414	3440	2286	2108	991	1391	455	50	72	...	...	220	10600	605
County of Argyle	Java	Glasgow	,, 18	...	...	...	...	...	...	...	...	107	...	484230	...	...	...	...	7700	...	...	39	...	...	...	...	...	...	95	...	170	...	...	...	304

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Candles and Soap.	Hams, Cheese, and Butter.	Beef and Pork.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		Cwt.	Cwt.	Cwt.	£	£	Cwt.	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Havelock	Singapore	85	29	...	193	...	...	...	37	...	124	...	110	...	40	719	459& 1pcl.	420	...	50
Neuva Providencia	Hong Kong	50	10	...	67 & 55cs 21cwt.	107	13 & 10cs.	...	663	...	...	8	42	...	31	65 & 11cs. 40lbs.	1485	700 &6cs.	...	...
Vanguard	Penang	...	...	...	21	...	..	...	...	...	17	...	33	...	...	...	127	...	...	...
Carnarvonshire	Chefoo	12 & 1cs.	...	...	17	38	...	...	32	10	...	...	...	...	...	...	1pcl.	...	...	40
Do.	Tientsin	20	...	...	...	...	...	...	120	...	...	...	...	...	...	...	...	...	...	80
Glamorganshire	Yokohama	76	...	...	8cs.	...	...	...	...	...	423	20	...	...	...	...	30	...	...	...
Do.	Hiogo	2	...	...	122	100cs.	7cs.	...	38	...	2613 &6cs.	...	...	...	260	22	15	...	...	...
Palestine	Colombo	36	14	8	173	154	...	114	216	...	561	32	...	13	...	11cwt.	18	...	872	14
County of Argyle	Java	...	...	...	...	...	...	...	...	...	96	...	...	...	...	...	...	...	...	...

ADDITIONAL.—Per HAVELOCK.—Grease, £10; carriages, £110; goods, manufactured, £9; matches, £1,630; effects, £200; prints, £412; saddlery, £131.

Per NEUVA PROVIDENCIA.—Grindstones, £26; sheathing felt, £50; sugar, 38 cwt.; sponge, £2; mineral waters, £150; horsehair, £7; goods, manufactured, £659.

Per VANGUARD.—Goods, manufactured, £632; cement, £50; matches, £300; corks, £19; stone works, £10; gallions, 1 case; spelter, 10 tons; saddlery, £67.

Per CARNARVONSHIRE.—To Chefoo: Goods, manufactured, £25; matches, £3. To Tientsin: Geods, manufactured, £650; matches, £1,060; tombstones, £29; effects, £210.

Per GLAMORGANSHIRE.—To Yokohama: Goods, manufactured, £210; matches, £200 felt, £70; corks, £21; carriages, 5 cases; mosquito netting, £505; cement, £100. To Hiogo: Goods, manufactured, £72; grindstones, 32 cwt.; cement, £193; sponge, £50

Per PALESTINE.—Asphalte, £27; matches, £32; goods, manufactured, £97; corks, £80; cement, £11; sugar, 17 cwt.; felt manufactures, £30; memorial tablets, £207; gravestones, £6; effects, £5.

Per EASTERN STAR.—Glass, £590.

Per COULNAKYLE.—Pig iron, 21 tons.

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EXPORT OF TEA AND SILK, SEASON 1872-73.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Sept. 30, 1872	—	57951506	34245669	—	11624695	103821870	34758
Corresponding period last season	—	58619305	29871102	—	8232706	96723113	35304

Shipments Since:

Sept. 19 per Clausina	From Shanghai	...	619,137*	
— 20 ... Woodlark	... Do.	...	1,172,668*	
— 26 ... Priam (str.)	... Do.	...	831,581*	
Do.	... Canton	...	256,498	749*
— 28 ... Delta (str.)	... Shanghai, &c.	...	—	1,240*
— 30 ... Maiden Queen	... Foochow	...	1,116,242*	
Oct. 1 ... Ziba	... Do.	...	790,450	
— 5 ... Peiho (str.)	... Shanghai	...	126,969	1,011
— 7 ... Atalanta (str.)	... Foochow	...	563,317	
Do.	... Shanghai	...	344,641	31

* Included in above total.

TO THE CONTINENT.

							Bales.
From June 1 to Sept. 30, 1872	...	...	...	...	...	3052013	10447
Corresponding period last season	...	...	...	...	...	2049174	9992

Shipments Since:

Sept. 21 per Priam (str.)	From Shanghai	...	36,460*	
— 28 ... Delta (str.)	... Do., &c.	...	—	464*
Oct. 5 ... Peiho (str.)	... Do.	...	—	679

* Included in above total.

TO UNITED STATES.

							Pcls.
From June 1 to Sept. 30, 1872	...	...	...	...	...	22296951	
Corresponding period last season	...	...	...	...	...	22812219	

Shipments Since:

Sept. 20 per New York (str.)	From Shanghai	...	230,672*
— 26 ... Teviot (str.)	... Amoy	...	20,706*
— 27 ... Duke of Athol	... Shanghai	...	1,087,992*
— 30 ... E. M. Cushing	... Amoy	...	19,729*

* Included in above total.

TO AUSTRALIA.

From June 1 to Sept. 30, 1872 ... ... 8,162,100 lbs.
Corresponding period last year 10,915,379

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844	51,022,600	...*	1862 to 1863	121,273,580	72,887
1845 to 1846	57,334,200	18,600	1863 to 1864	117,463,586	46,603
1850 to 1851	63,972,000	22,144	1864 to 1865	121,236,870	32,313
1853 to 1854	77,327,800	61,283	1865 to 1866	118,333,042	62,890
1855 to 1856	92,240,300	50,481	1866 to 1867	118,423,290	50,052
1857 to 1858	76,990,255	68,315	1867 to 1868	116,880,436	57,449
1858 to 1859	65,789,792	83,134	1868 to 1869	142,789,864	70,917
1859 to 1860	85,560,452	64,169	1869 to 1870	139,740,193	63,807
1860 to 1861	90,066,160	70,644	1870 to 1871	131,969,850	51,329
1861 to 1862	109,854,040	79,199	1871 to 1872	149,774,395	54,589

* Including the Continent.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 6¼d.	4s. 7d.	4s. 7d.
Shanghai ,, ,,	6s. 1d.	6s. 1¼d. to 6s. 1½d.	6s. 1¼d.
Canton ,, ,,	4s. 6¾d.	4s. 7¼d.	4s. 7¼d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,,	4s. 6¾d.	4s. 7d.	4s. 7¼d.
Manila ,, ,,	4s. 3d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	310	232½
,, Hong Kong	25 to 26 dis.	—
Bar silver	111.3.0	8 prem.
Mexican dollars	77.6.7. nominal.	

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 72 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 26 per cent. discount.
China Traders' Insurance, $1,250 premium.
Hotel Shares, 45 per cent. discount.
Hong Kong and Macao Steamboat Company, $30½ premium.
Hong Kong Fire Insurance Company, $355 prem.
Union Insurance Company, $1,100 premium.
China and Japan Marine Insurance Company, Tls. 38 premium.
China Fire Insurance Company, $38 premium.
Victoria Fire Insurance Company, $36 premium.
Indo-Chinese Sugar Company, $55 dis.
Shanghai Steam Navigation Company, Tls. 38 premium.
Hong Kong Distillery Company, par.
Hong Kong Pier and Godown Company, $14 dis.

SHANGHAI SILK SHIPPERS.

From 1st *June to* 16th *Oct.*, 1872.

	Bales.		Bales.
Adamson, Bell, and Co.	550	Jarvie, John, and Co.	506
Balfour, Butler and Co.	383	Lacroix Cousins and Co.	1,592
Barnet and Co.	455	Lindsay and Head	17
Birt and Co.	11	Maertens, A. H.	839
Birley, Worthington, & Co.	324	Nachtrieb, A., and Co.	686
Blain and Co.	35	Overbeck and Co.	41
Bower, Hanbury and Co.	1,911	Pila and Co.	958
Bourjau, Hubener, and Co.	568	Pustau, Wm., & Co.	2
Bovet, Brothers and Co.	105	Reiss and Co.	2,585
Bull, Purdon and Co.	174	Russell and Co.	799
Butterfield and Swire	1,696	Sassoon, E. D. and Co.	38
Chapman, King and Co.	80	Sassoon, D., Sons, and Co.	1,435
Coutts and Co.	92	Scheibler, Matthaei, and Co.	558
Dent and Co.	81	Shaw Brothers and Co.	375
Dickinson and Co.	50	Siemssen and Co.	370
Essex and Co.	1,485	Skeggs, C. J. and Co.	47
Findlay, Wade and Co.	98	Textor and Co.	2,511
Fogg and Co.	242	Telge, Nolting and Co.	128
Gamwell, F. R.	85	Thorne Brothers and Co.	59
Gibb, Livingston, and Co.	678	Vogel, Hagedorn, and Co.	150
Gilman and Co.	468	Westall, Brand, and Co.	538
Heard, Augustine, and Co.	410	Wright, Burkill and Co.	1,021
Helbling, J. C., and Co.	256	Sundries	10,224
Hogg Brothers	70		
Holliday, Wise and Co.	30	Total bales	36,526
Jardine, Matheson, and Co.	796		

TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Gungner	July 24	Shanghai	810,600
Northampton	Aug. 14	,,	1,567,344
Weymouth	,, 15	,,	1,114,253
Leicester	,, 19	,,	1,764,249
Annie Braginton	,, 20	,,	545,333
Hopewell	,, 30	,,	807,232
Langstone	Sept. 4	,,	1,036,400
Thyatira	,, 4	,,	1,331,500
Yeavering Belle	,, 9	,,	661,127
Clausina	,, 19	,,	619,137
Woodlark	,, 20	,,	1,172,668
Denbighshire	July 4	Foochow	615,500
Grenadier	,, 18	,,	666,300
Star of the North	,, 23	,,	983,100
Jungfrau	,, 28	,,	810,200
Everest	Aug. 30	,,	743,693
Essex	Sept. 6	,,	1,688,100
Zenobia	,, 11	,,	1,357,783
Maiden Queen	,, 30	,,	1,116,242
Ziba	Oct. 1	,,	790,400
Eme	,, 4	,,	1,082,850
Wemyss Castle	Aug. 24	Canton	878,841
Burdwan	Sept. 1	,,	911,000
William Ritson	,, 9	,,	733,583
Norman Court	,, 14	,,	1,047,308

LATEST TELEGRAMS.

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COMMERCIAL.

STRAITS SETTLEMENTS.

SINGAPORE, Nov. 26.—Cotton Yarn, 40's, $126; 16-24, $125; Grey Shirtings, 39-in., 8¼ lbs., $2.45; 7 lbs., $2.7½. T-Cloths, 6 lbs., ordinary, $1.60. Gambier, $3.97½. Pepper: Black, $10⅝. White, $20.50. Tin, $33. Exchange on London: Bank bills, six m.s., 4s. 5½d.

PENANG, Nov. 26.—Tin, $32.30; Pepper: Black, $11.70; White, $21; Sugar, No. 2, $5.10, No. 3, $3.20; Cotton Yarn (Mule Twist) 40's, $128; 30's, $117; Grey Shirtings, 8¼ lbs., $2.55; T-Cloths, 6 lbs. $1.65. Exchange on London: Bank bills, six m.s., 4s. 5½d.

THE MAILS.

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OUTWARD FRENCH MAIL OF OCT. 27.—GALLE, Nov. 18.—The Messageries Maritimes steamer Amazon, from Marseilles 27th Oct., left here to-day for China and Japan.

NEXT INWARD FRENCH MAIL.—GALLE, Nov. 19.—The Messageries Maritimes steamer Sindh, with the mails from Yokohama Oct. 29, Shanghai Nov. 1, Batavia Nov. 10, left here to-day for Aden.

NEXT INWARD P. AND O. MAIL.—GALLE, Nov. 29.—The P. and O. steamer Deccan, from China, has arrived, and leaves for Suez to-morrow.

OUTWARD P. AND O. MAIL OF Nov. 15.—SUEZ, Nov. 25. The Peking and Peshawur, with the mails of the 7th and 15th Nov., have arrived and proceeded.

INWARD PACIFIC MAIL.—SAN FRANCISCO, Nov. 14. The steamer Japan, from Yokohama, Oct. 23, arrived here to-day. The steamer brings 14,468 packages of tea, 719 packages of silk, and 4,533 packages of merchandise.

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Shipping Intelligence.

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ARRIVALS.

At SHANGHAI.—From London, Nov. 27, Drummond Castle (str.), Enterprise (str.); Oct. 11, Ben Ledi (str.); 12, Hong Kong (str.); 15, Black Prince; 16, Gordon Castle; from Liverpool, 13, Hector (str.); 17, Patroclus (str.).

At HONG KONG and CANTON.—From Liverpool, Oct. 19. Agamemnon (str.): Nov. 22, Menelaus (str.); from Cardiff, 16, Sea Nymph; from New York, Oct. 20, Enoch Train.

At SINGAPORE.—From London, Oct. 22, Glengyle (str.); 26, Malacca (str.); from Liverpool, 29, Diomed; from Glasgow, 28, Paknam (str.); from Cardiff, 30, Nola; 27, Sultan; 26, Tanquebar; from Tyne; Nov. 21, Cashmere.

At SAIGON.—From Bordeaux, Oct. 17, August Liffler; 22, Hilda.

At BATAVIA.—From London, Oct. 19, Dora.

DEPARTURES.

From SHANGHAI.—For London, Oct. 11, Olympia (str.); 12, Antenor (str.), for New York; 12, James S. Stone, N. B. Palmer (cleared).

From FOOCHOW.—For London, Oct. 4, Eme, Atalanta.

From HONG KONG and CANTON.—For London, Oct. 23, Olympia (str.); for Falmouth, 23, Warden Law; for Hamburg, 20, Gustav Adolf; for New York, 23, S G. Glover.

From SINGAPORE.—For London, Oct. 26, Antenor (str.), Odessa, Min (cleared); for Falmouth, 24, Hesperus.

From SAIGON.—For Rio de Janeiro, Oct. 9, Elise.

CASUALTIES.

The ship Tonbridge has been lost near Gutzlaff; the chief mate was drowned.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—Nov. 29, off Rawle Point, from Shanghai, &c., Doune Castle; 30, off Deal, from Shanghai, Taitsing.

DEPARTURES.—Oct. 14, from Callao, for China, Callao; for Macao, Providencia. Nov. 23, from Liverpool, for Singapore and Java (via S.C.), Danube (str.). Nov. 28, from Cardiff, for Calle, Blair Athol; Oct. 26, from Monte Video, for Batavia, Maria Pace; Nov. 29, from London, for Yokohama, Alpha, (s.).

SPOKEN.—Delta (barque), Bordeaux to Colombo, Oct. 20, 6 N., 23 W.; 33 days out.

CASUALTIES.—The Hebe, Meermans, Batavia to Rotterdam, which put into Mauritius, Oct. 5, leaky, has discharged cargo, and would be docked and overhauled.

STEAMER PASSED THE SUEZ CANAL.—Hong Kong, from Shanghai, &c, for London. Nov. 27, Sea Gull, from Liverpool, for Hong Kong; 28, Scotland, from London, for Singapore, China, &c.; Scindia, from London, for Colombo, &c.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

BONHAM—On the 13th Nov., at Kensington, the wife of J. Walter Bonham, of a son.

BROOKS—On the 25th Nov., at Streatham, the wife of George Henry Brooks, of Windsor, and of Doctors'-commons, London, of a son.

CAW—On the 4th Oct., at Manila, the wife of Thomas Caw, of a daughter.

COUTTS—On the 12th Oct., at Shanghai, Mrs. G. W. Coutts, of a son.

DIXON—On the 2nd Oct., at Nagasaki, the wife of Captain J. C. Dixon, Master of the British brig *Lass of Gowrie*, of a daughter.

GILMAN—On the 1st Oct., at Wagga Wagga, New South Wales, the wife of Richard James Gilman, jun., of Mittagong Station, of a daughter.

JOHNSTONE—On the 15th Nov., at Yokohama, the wife of Robert Johnstone, of a daughter.

DEATHS.

BONHAM—On the 24th Nov., at Kensington, Maria, the wife of Walter Bonham, aged 24.

BOWRING—On the 23rd Nov., at Claremont, Exeter, in the 81st year of his age, Sir John Bowring, LL.D., F.R.S., &c.

LUTHER—On the 4th Oct., at Foochow, the wife of W. H. Luther, I.M. Customs.

PASSMORE—On the 8th Oct., at Shanghai, William L., son of Mr. M. Passmore, aged 35.

SIR JOHN BOWRING was buried at the New Cemetery, Exeter, on Wednesday. The funeral was largely attended, several of the leading men of the city and county being present. The Exeter Town Council have passed a resolution expressing their deep regret at the death of Sir John, and their sense of the loss the city and country generally had sustained by his decease. The Committee of the British and Foreign Unitarian Association held a special meeting on Tuesday, and passed a vote of condolence with Lady Bowring and her family.

THE *Elizabeth Graham*, London to Shanghai, is reported missing, having been upwards of seventy days out since passing the Straits of Sunda. Forty guineas premium have been offered and refused.

THE FAILURE OF BOWLES BROTHERS AND CO.

On the 27th ult. a large meeting of the creditors of Messrs. Bowles Brothers and Co. was held at the Cannon-street Hotel, under the chairmanship of Mr. James Vizetelly, for the purpose of receiving the report of the committee of investigation appointed on the 16th inst. The Secretary read the following report:—

Having gone carefully through the approximate statement of affairs prepared by Messrs. Turquand, Youngs, and Co, and having received from Mr. John Young, a member of that firm, explanations in reference to the various items in the statement, and having examined the books of the London house in order to satisfy ourselves as to the position of the firm and upon certain matters involving very grave charges against its members, and having requested explanations from Mr. Robert Bowles, the only partner at present in this country, and from the manager, Mr. Keith, we regret to say that the prospects of the creditors are in no way improved by the examination thus far made. Further, we are of opinion that some of the partners may be found to be criminally liable for the misappropriation of the securities of several of their customers, in connection with which misappropriation we find, in the course of our investigation, that the managers of the London house have taken a prominent part. The statement of the affairs of the London house, as extracted from the books, discloses, in our opinion, very disastrous prospects for the creditors. The estimated liabilities amount to £83,000, and include securities belonging to customers, deposited for safe custody only, of the estimated value of about £14,000, which have been pledged by the bankers of the London house against loans. This amount of £83,000 is exclusive of the large liability of the firm in respect of shares in the Joint National Agency Company, which, we are informed, amounts to about £95,000, being 19s. per share, the amount not paid up on 100,000 shares of £1 each. On the other hand, the only assets which can be reckoned upon as realisable consist of the cash and bills receivable on hand and debtors on current accounts, estimated to realise about £3,500. In addition to these there are debtor balances appearing in the books amounting to about £138,000, the nature and value of which neither Mr. Robert Bowles, nor Mr. Keith, the manager, can satisfactorily explain or estimate. We fear, however, that but very little will ever be realised from these balances. Important information in the interest of the creditors has yet to be obtained as to the extent of the liabilities and assets of the houses in Paris, New York, and Boston, and of what the private estates of the five partners consist. We may here state that the London books do not show any capital accounts of the several partners, and that their drawings in London have been debited to salary and entertainment accounts. The accuracy of the statements contained in the telegrams which have been recently received of the liabilities and assets of the Paris and Boston houses appear to be so inconsistent when compared with the balances in the books of the London firm against those houses respectively, that we hesitate to place them before the creditors as conveying anything approaching to a true explanation of their affairs. In regard to the liabilities and assets of the New York house no information has yet been received. The partners constituting the firm of Bowles Brothers and Co. are the same in each of the four houses, viz.: Robert Caldwell Mackay Bowles, Charles Stetsen Peabody Bowles, William Burroughs Bowles, Nathan Appleton, and Henry Cushing Stetson. We cannot help expressing our great surprise that the business of Messrs. Bowles Brothers and Co. has been mixed up to a very great extent with the affairs of the Joint National Agency Company, and also at the ignorance professed by Mr. Robert Bowles and the manager, Mr. Keith, both in reference to that company's accounts and the financial transactions of the London house generally. With reference to the advances made by Messrs. J. S. Morgan and Co. during the few weeks immediately preceding the suspension of payment, we are of opinion, after carefully examining the account, that the transactions exonerate Messrs. Morgan and Co. from any imputations. Having regard to proceedings which have been taken against one of the partners of the firm, since our appointment, and to the whole circumstances of this case, we cannot help coming to the conclusion that the only mode of protecting the general interest of the creditors, and ensuring a fair distribution of the assets, is by placing the estate in bankruptcy; and this course we recommend the creditors to adopt.

Mr. Richard Jones (solicitor), who said he represented Mr. Patrick Neile, of Jersey—who was the largest creditor—stated it was found that in a few days after securities were lodged with Messrs. Bowles, simply for safe custody, they obtained advances upon them from the Union Bank. Such securities were as transferable as a Bank of England note, and he was sorry to say that the law was on the side of what was done. The manager of the Union Bank, whom he had seen on the subject, asked how were they to know that the bonds did not belong to Messrs. Bowles, there being nothing on the face of them to show to whom they belonged. He did not think that in the whole course of his thirty years' experience he had ever met with so vilanous a transaction as this, which showed that persons had come over from America and opened houses in London, New York, Geneva, and Paris, apparently without a single shilling of capital. There was nothing to show that any one of the firm had ever put a shilling into the concern. On the contrary, it appeared that they were always drawing out whatever they pleased, and that they spent some of the money of the creditors in giving an entertainment to the High Joint Commission at Geneva. (Laughter). There was £85,000 owing to the creditors, and £3,500 constituted the whole of the assets. There were debtor balances, but their nature could only be explained by Charles Bowles, who was out of the country. He doubted whether the proceeding against Robert Bowles was a judicious one at the time. Robert Bowles, when asked for information, shrugged his shoulders, and said he was a mere shopwalker, and that his brother Charles, who was the active partner, had gone to California. When questioned about the other partners, he said, "Mr. Nathan Appleton, of Boston, is a wealthy man; he is one of our partners." There was nothing, however, to show whether he was a partner or not, and if he was a partner it might be only to the limit of the money he had advanced. They would find that from time to time Mr. Appleton had taken an active part, and that he had telegraphed to J. S. Morgan and Co. to say that he would see the creditors paid; but whether that constituted a liability remained to be seen. The only course to adopt was to make all the partners bankrupt, and thus make them amenable to the criminal law. (Hear, hear.)

Mr. E. Newman moved, "That the committee be requested to instruct a solicitor to take such proceedings as he may be advised, with the view of making all or any of the partners bankrupt." Mr. Schuler seconded the resolution.

Mr. Jones said that, according to the information the committee had received, Mr. Appleton had rendered himself liable for all the debts of the concern, and, if that were the case, every shilling of the creditors' money would be paid. If not, they would be able to examine the partners, and ask them what they had done with £85,000 in two years. (Hear.)

The resolution was agreed to unanimously, as was one moved by Sir Antonio Brady, thanking the committee, and requesting them to continue their labours on behalf of the creditors.

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THE P. AND O. COMPANY'S REPORT.

The tabular statement prefixed to this report contains, as usual, particulars of the tonnage, horse-power, and present stations of the company's fleet. The alterations in the list since the last half-yearly report are the removal of the names of the Aden, Ottawa, and the hulk Ariadne, and the addition of the Zambesi, and the tug, the Timsah. The Aden and Ottawa, no longer adapted for the present requirements of the service, have been advantageously disposed of by sale in China. The hulk Ariadne, after doing good service for twenty-seven years at Alexandria, has been broken up, altered arrangements at that port rendering the use of a hulk no longer necessary. The Zambesi is a steamer of 2,200 tons, and 400-horse power, and will be delivered by her builders, Messrs. Barclay, Curle, and Co., of Glasgow, in February. She was purchased by the Board at an early stage of construction, and will be thoroughly adapted to the requirements of the company. The tug Timsah, which has been contracted for with Messrs. Day and Co., of Southampton, is intended more especially for the purpose of assisting the company's vessels in the navigation of the Suez Canal, but can be availed of for general work in Egypt.

Of the vessels mentioned in the last half-yearly report as fitting out, the Cathay was delivered to the company on the 12th June, and despatched on the 27th of the same month, *via* the Suez Canal, to Bombay and China. The Hydaspes was launched on the 6th July, handed over to the company on the 23rd August, and despatched to Bombay, also *via* the Canal, as an extra steamer on the 21st September. The reports received on the performances of these vessels since leaving England are in the highest degree satisfactory.

The Malwa and Bokhara, on the present fitting out list, are in a forward state. The Malwa was launched on the 16th October, and will be delivered in December, and the Bokhara will be ready in a few weeks after. The Venetia, Lombardy, Gwalior, and Nizam, are also making good progress.

The Pera has received new engines and boilers and a general refit. The new machinery gives this vessel an increased speed, and at the same time effects an economy of nearly forty per cent. in her consumption of coal. The Ceylon, having already compound engines, is now receiving new boilers and a general refit, and will again take her place on the sea-going list early in January.

Four of the company's steamers, the Deccan, Hindostan, Malacca, and Sunda, came through the Canal direct from China to London with full cargoes of last new season's teas. These vessels returned by the same route, with full cargoes, to their original stations. In addition to the above, the company's vessels have been enagaged in making a variety of extra voyages apart from the mail services, aggregating a mileage of nearly 200,000 miles. The directors are happy to state that the navigation of the company's numerous fleet has not been attended by any accident since the date of the last report.

UNDERWRITING ACCOUNT AND GENERAL RESERVE FUND.

The position of the underwriting account, after deducting the loss of the Rangoon, enables the directors to recommend a distribution of one per cent., being equal to £27,000, and to carry the sum of £23,038 14s. 11d. to the general reserve fund.

The reserve fund would thus show a balance of £455,162 11s. 9d., but in view of the large amount which (as explained hereafter) must be expended in extraordinary repairs and improvements, the directors consider it necessary to follow the precedent of last year, by appropriating the balance of the underwriting account to this special purpose.

EXTRAORDINARY REPAIRS AND ALTERATIONS.

In their report of December, 1871, the directors called particular attention to the comparatively small amount expended in repairs, and therefore set aside a sum of £20,000 to provide for what may be termed arrears in that department.

During the current year the directors have not been able to accomplish the necessary work which they had in contemplation, partly because the fleet has been in such constant employment, and partly because the various shipbuilding and engineering firms have been overcrowded with work. The consequence has been that the repairs for 1872 have been even below those of 1871, so that the amount of £20,000 set aside in 1871 has not yet been employed. To justify a further appropriation for this purpose, as now proposed, it is necessary to explain the work to be undertaken. The success of the high and low pressure, or, as it is usually termed, compound engine, may be said to have caused almost a revolution in steam navigation. For this, amongst other reasons, the directors have pressed forward the construction of a number of new vessels with this improved description of machinery, and when the vessels now contracted for are completed, the company will possess twenty-two vessels, aggregating 60,000 tons and 11,000-horse power thus fitted. In addition to this, however, it becomes necessary, as the boilers of the older steamers grow defective, to replace not only their boilers, and refit them in the ordinary way, but to supply them also with new engines, regard being of course had in carrying out this work to the other qualifications of the steamers for the constantly changing character of the company's service.

Under these circumstances, the directors have contracted for new boilers and machinery for the following steamers, viz., Surat, Mongolia, Bangalore, Sumatra, Sunda, Malacca, Geelong, and Avoca. Two of these vessels, the Surat and Mongolia, will receive entirely new engines, and the former vessel will also be lengthened about fifty feet. In the case of the other steamers, the machinery can fortunately be converted to the new principle without being entirely replaced. The cost of this work will be very considerable, and the proprietors will therefore realise the absolute necessity of providing for it to some extent by anticipation.

ITALIAN MAIL SERVICE.

In the report submitted to the shareholders at the last half-yearly meeting, details were given of a successful negotiation with the Italian Government for an extension of the company's Brindisi line to Ancona and Venice. The contract having been ratified by the King and Parliament of Italy, the service was commenced on July 26. This line has fully satisfied the anticipations of the directors, and affords ample promise of increased importance.

THE SECRETARY.

Mr. Howell, after a connection with the company extending over a period of thirty years, during twenty-five of which he filled with great advantage to the company the responsible position of secretary, has been compelled, owing to the state of his health, to resign his appointment. Under the circumstances, the board had no hesitation in awarding him a retiring allowance, feeling assured of the cordial approval of the proprietors. The board have selected Mr. A. M. Bethune to fill the vacancy. Mr. Bethune ably represented the company in Egypt for a considerable time, and for some years past has been attached to the management in London.

CAPITAL, REVENUE, AND EXPENDITURE.

The amount of share capital continues in the same position as during the last four years, viz., £2,700,000 paid-up capital, and £800,000 uncalled; the amount of debentures at present issued is £700,000. The receipts for the past twelve months show an increase of £30,000 over those of the previous year, but two-thirds of this amount arise from transport services.

The directors have again to report an increasing competition upon all the Company's Eastern lines. Upwards of 1,250,000 tons of shipping have passed through the Suez Canal in competition with the company, against 700,000 tons during the previous year. Many of these vessels have carried passengers at lower rates than the company, while, in their most important field of operations, viz., the Bombay trade, the utmost depression has existed in the freight market throughout the whole year. To such an extent has this been the case, that the net freights obtained by the company between Southampton and Bombay, after deducting the expense of transit through Egypt, have averaged only 15s. to 20s. per ton. Under these adverse circumstances the directors have been enabled to sustain the receipts of the company by the increased carrying capacity of the new steamers, and by developing other fields of operation beyond those embraced by the Mail Service.

The expenditure, upon the whole, exhibits a diminution, as compared with last year, of £38,000. A great part of this may be attributed to the diminished cost of victualling the company's steamers since the practice was commenced of selling wine, instead of including it in the passage-money. But it must be remembered that any economy in this direction has been more than counterbalanced by the reduction in the rates of passage-money.

The rise in the price of coal, of labour, and of almost every article used for the purposes of steam navigation, has materially affected the result of the year's operations, while the competition created by the Suez Canal has prevented any corresponding increase in freights. The directors beg to conclude by recommending a dividend of 3 per cent., free of income-tax, for the six months ending 30th September last, making, with 3 per cent. declared in June, and the payment of 1 per cent. from the underwriting account, a total of 7 per cent. for the year.

LITERATURE.

Una: or, the Early Marriage. By Harriette Bowra. London: Hodder and Stoughton.—This is a single volume novel, which fully bears out a statement appearing upon its title-page that it is a "domestic story." The plot—if plot it may be termed—consists simply of the history of the early married life of a young couple whose happiness is for a time obscured by the darkening influences of mutual misunderstandings. Resembling "Redlands"—a work by the same authoress, which was noticed in these columns some time since—in the fact of being utterly free from that besetting sin of most female authorship—sensationalism—the interest of the reader is secured not only by the skilful development of the story, but to an equal, if not a greater, degree, by the fluent, easy, and graceful style which characterises the author's writing. We heartily recommend the book, believing that there are few who, once commencing its perusal, will not continue to the end.

In 1870 M. E. Simon, Acting Consul at Foochow, presented to the Social Economy Society of Paris, an account of the manners and institutions of Paris which has just been published in the *Journal Officiel*. Amongst other interesting facts M. Simon states that there exists in China a register called the "Book of the Family," in which are inscribed all good actions and all punishments. It is the only civil register that exists in the Empire; in it the father registers his child's birth, and thus endows him with all the rights arising from such filiation; in it also marriages and deaths are entered. The severest punishment that can be inflicted is the erasure of a name from the book; a man whose name is so erased loses all civil rights, is a stranger everywhere—an outlaw. Death is nothing to a Chinese compared with this! It was not a low state of civilisation in which the grand idea of such a moral register was produced.

M. Lazareff has found an interesting relic to the north of the Ural mountains, and has communicated it to the Paris Academy. The inscription is engraved on a piece of native silver. M. Sackaroff, professor of Chinese at St. Petersburg, says that the commencement of the inscription is easily read, that the characters belong to the Chinese vulgate—the first character represents twenty-six, the second, *inn*, signifies silver, and the third, *ghirm*, metal; the rest is very doubtful. It appears, however, that the inscription is very ancient, and this bit of silver warrants the supposition either, that the Chinese in ancient times worked the silver mines of the Ural mountains, or were in communication with those who did.

At the last meeting of the Royal Asiatic Society, Mr. J. Ferguson, V.P., read a paper on a portion of the route traversed by the Chinese traveller, Hiouen-Thsang, in India, between the years 730 and 744 A.D. The writer commenced by stating his reasons for distrusting the prin-

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ciples of criticism adopted by those who had hitherto attempted to follow the pilgrim in his travels. After explaining the rules he had framed, he proceeded to state that, in that part of the route he had selected for examination, extending over upwards of 3,000 miles, he had not found it necessary to alter the text of his author in a single instance, either for direction or distance; but, on the contrary, he had found the indications in the text so uniformly consistent and correct, that he believed they were in nearly all instances sufficient to determine within narrow limits of error the position of all the places mentioned. The author of the paper then proceeded to examine in detail each of the various stages traversed by Hiouen-Thsang, from the time when he crossed the Ganges at Patna, going southward till he crossed the Nerbudda on his route to Bullabhi; pointing out, as he went along, the discrepancies between his determinations and those of M. Vivien de St. Martin and General Cunningham, who had preceded him in the attempt of identifying the names of places occurring in the traveller's narrative. The discrepancies between his conclusions and those of the scholars who preceded him in the inquiry are so great that the question is evidently one of principle rather than of detail. In the opinion of the writer, the remaining two portions of Hiouen-Thsang's journey—namely, from the time of his entering the Cabul valley till he crosses the Ganges at Patna and enters Magadha, and that which extends from the time he left Ballabhi till he returned to Nalanda—require re-examination quite as much as the middle portion.

Mr. George Smith, of the British Museum, has issued a most interesting account of the record of the Deluge which he has lately deciphered from the Assyrian monuments. He writes:—"The cuneiform inscription which I have recently found and translated gives a long and full account of the Deluge. It contains the version or tradition of this event which existed in the early Chaldean period at the city of Erech (one of the cities of Nimrod), now represented by the ruins of Warka. In this newly-discovered inscription the account of the Deluge is put as a narrative into the mouth of Xisuthrus or Noah. He relates the wickedness of the world, the command to build the ark, its building, the filling of it, the Deluge, the resting of the ark on a mountain, the sending out of the birds, and other matters. The narrative has a closer resemblance to the account transmitted by the Greeks from Berosus, the Chaldean historian, than to the Biblical history, but it does not differ materially from either; the principal differences are as to the duration of the Deluge, the name of the mountain on which the ark rested, the sending out of the birds, &c. The cuneiform account is much longer and fuller than that of Berosus, and has several details omitted both by the Bible and the Chaldean historian. This inscription opens up many questions of which we knew nothing previously, and it is connected with a number of other details of Chaldean history which will be both interesting and important. This is the first time any inscription has been found with an account of an event mentioned in Genesis."

The Council of the Society of Arts contemplates a movement which has for its aim the extension of the usefulness of that Society, which has already to be congratulated as having done, under the guidance of its officers and its excellent and accomplished secretary, Mr. Le Neve Foster, M.A., an immense service to the social and domestic arts of Great Britain. The Council is about to appeal to its members to suggest how best their numbers could be increased, so as to justify their undertaking the work; and one of the suggestions is embodied in the following:—"Hitherto each member has had the privilege of purchasing a season ticket for the International Exhibition at the reduced price of one guinea. It is proposed, should a sufficient response be made to this appeal, that each member shall receive, on personal application for the same, a season ticket free of all charge. Also, that all members elected in future shall pay an entrance-fee of one guinea, which is desirable, as giving permanency to the Society." The number of members is at present about 3,500; and looking at the extensive field of the Society's action, it is believed that this field might be readily doubled.

THE *EDINBURGH REVIEW* ON THE KOREA.

CHRISTIANITY AND MISSIONARIES.

To say nothing of the hosts of native Christians in Japan, who perished wholesale rather than apostatise in the persecutions of the sixteenth and seventeenth centuries, an indisputable constancy on behalf of their religion has been shown by the poor and despotically-governed peasants of Tonquin and Annam, despite a series of bloody persecutions; whilst in Korea it is impossible not to recognise a singular degree both of readiness in accepting and of steadfastness in adhering to the doctrines introduced by the Roman Catholic propagandists. The secret of the enigma may perhaps be found in the passion evinced by all these races for combinations partaking of the nature of secret societies, a similarity with which the force of events has invariably caused the fraternities of converts to assume. A Korean or Annamese of the lower class, accustomed only to unremitting labour under the eye of a callous despotism, and holding his life and fortune entirely subject to the pleasure of merciless officials or nobles, may well find a striking relief from the hard monotony of his cheerless existence in admission to the mysteries, of which, irrespectively of rank or wealth, he finds himself eagerly welcomed as an adept. There is a sense of security in the mere feeling that one is linked to others by a common bond of risk; and, once indoctrinated in the elements of faith presented for the neophyte's acceptance, he becomes subject to the most impressionable sentiments of the mind. The promise of a blest hereafter which Christianity holds forth, sheds an unaccustomed ray of encouragement and hope into souls for which pagan religions offer no adequate solace of this kind. We are speaking not without authority when we observe that it is this vision of a happy land beyond the grave, and notably of the reunion hereafter with the spirits of loved ones who have gone before, that furnishes the Christian missionary, Protestant no less than Catholic, with some of his most effectual arguments. The hope of an hereafter, or, in other words, the great Christian doctrine of immortality and the resurrection of the dead, is the true source of the fervour with which Christianity was avowed by multitudes of Koreans within the space of a few years.

Certain it is, notwithstanding the persecutions of 1788, followed by even still more stringent measures in later years, that the Korean Christians continued to increase in number; and a year or two later they despatched an emissary, named Paul Li, to obtain assurances from the Bishop of Peking, respecting certain doubts that had arisen among them upon points of doctrine and practice. According to the missionary relations, the accounts brought back by Paul Li of the delight he had experienced in participating in the sacraments and assisting in the ceremonies of the Church fired to so great an extent the imaginations of his countrymen that they longed for admission to similar privileges, and for the presence among them of duly qualified priests. The messenger was sent back to Peking accordingly, and received from the Bishop what was necessary for the celebration of the mass, together with instructions how to manufacture wine. It was arranged that a priest should be sent to a rendezvous on the frontier, where he was to be met by Korean Christians; and in the beginning of 1791 a missionary was actually sent from Peking; but on arriving at the appointed spot he encountered no one, and was obliged to turn back. A fresh persecution had broken out in Korea, and for some time all communication with the outer world was cut off. At length, in 1795, after more than one unsuccessful attempt, a young Chinese, who had been ordained as priest, and had received the name of Jacques Velloz, succeeded in crossing the frontier, and was enthusiastically welcomed among the native Christians. From the fragmentary notices that have been handed down with respect to this period it would appear that the reigning sovereign withheld consent from the severe measures of repression urged upon him by a party among his councillors, and refused to sanction an ordinance aimed at the complete extirpation of the new doctrines. Thanks to this hesitation, Christianity, while mercilessly persecuted by individual functionaries, found at least a refuge in certain districts of the kingdom, where more lenient governors bore rule; and notwithstanding frequent proscriptions and many wholesale executions, the number of Christians "*solidement convertis*" was estimated at 10,000 in 1800. At this epoch the death of the King supervened, and during a regency which ensued the hostile party gained a temporary ascendant. The opportunity was embraced to inaugurate a fresh persecution, and active search was made for the missionary Jacquez Vellos, who, after many hairbreadth escapes, was finally taken prisoner. He was publicly executed on May 21, 1801, and for more than thirty years after this event the Korean Christians remained without a priest.

ANNUAL EMBASSY TO PEKING.

Notwithstanding the literary dependence upon her gigantic neighbour, Korea has steadfastly maintained for many generations a policy of strict isolation almost as severe with reference to the Chinese as towards all other nations. The only intercourse allowed with China is officially confined to two points, viz., Peking, which is visited annually by an envoy accompanied by a certain number of privileged traders, and the "gate town" near the city of Feng-hwang in Manchuria, on the frontier dividing the two countries, where a fair is periodically held. Beside this, an irregular traffic is maintained by Chinese junks, sailing from the ports of Chefoo and Wei-hai Wei in Shantung, which carry on a surreptitious trade at the islands on the coast of Korea, and notably at the mouth of the river Ya-lu. The annual embassy visits Peking in the winter season, and the traders who accompany it bring with them ginseng and other drugs, paper, and cotton-cloth. The number of each embassy is not allowed to exceed two hundred persons, and their stay is limited to forty days. Although largely employed as a means of carrying on trade, the object of the mission is nominally no other than that of presenting a congratulatory memorial from the King of Korea to his suzerain, and of receiving in return a copy of the Chinese Imperial calendar, which is issued as one of the attributes of Chinese supremacy to dependent States.

THE FRENCH EXPEDITION.

Two bishops and seven missionaries having thus perished, there remained in Korea but three of the French missionaries, MM. Ridel, Calais, and Féron, whose position long remained one of the most painful uncertainty. One of their number, now entitled Monseigneur Ridel, having been designated as the martyred bishop's successor, has recounted to us how, after succeeding in rejoining his two associates in one of the southern districts of Korea, the three missionaries spent six weeks in concealment in a small loft in the interior of a poor Christian widow's hut, affording them barely room to crouch or lie down, and whence they dared only emerge after nightfall in order to snatch a mouthfull of air at the cottage door. It was at length decided that M. Ridel should make his way across to China as bearer of the news of what had occurred; and having succeeded in reaching the coast, he slipped away to sea on board a diminutive and leaky junk, manned by eleven native converts. After a seven days' voyage he reached Cheefoo, one of the Chinese ports opened by treaty to foreign trade, situated on the great promontory of Shantung, immediately opposite the Korean coast. He arrived at this port on the 7th July, 1866, and proceeded at once to Tientsin, where the French naval commander-in-chief, Admiral Roze, happened to be at that time. The intelligence of what had occurred was at once forwarded to the French Chargé d'Affaires at Peking, M. Henri de Bellonet, who, unfortunately for the interests of his country, had carried into diplomacy the rude customs and unmeasured language of the African Zouaves, in whose ranks he had served at one period of his career. On the 13th July, M. de Bellonet addressed to Prince Kung, the chief of the Chinese Foreign Office, a despatch, of which the following extract comprises the principal portion:—

"I grieve to bring officially to the knowledge of your Imperial Highness a horrible outrage committed in the small kingdom of Korea, which formerly assumed the bonds of vassalage to the Chinese Empire, but which this act of savage barbarity has for ever separated from it.

"In the course of the month of March last, the two French bishops who were evangelising Korea, and with them nine missionaries, seven Korean priests, and a great multitude of Christians of both sexes and of every age, were massacred by order of the sovereign of that country.

"The Government of his Majesty cannot permit so bloody an out-

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rage to be unpunished. The same day on which the King of Korea laid his hands upon my unhappy countrymen was the last of his reign; he himself proclaimed its end, which I in my turn solemnly declare to-day. In a few days our military forces are to march to the conquest of Korea, and the Emperor, my august sovereign alone, has now the right and the power to dispose, according to his good pleasure, of the country and of the vacant throne."

Two or three days later Prince Kung replied in a very courteous strain, observing that "as Korea is an out-of-the-way country, lying in a secluded corner, and, as is well known, has always strictly maintained its own regulations, I am quite unaware what has led them (*sic* in original) to put these missionaries and Christians to death. Still I am sensible of the friendly feelings which have led your Excellency thus to communicate to me the reasons for the French Government in moving its forces against the country." The Prince wound up by suggesting that some preliminary inquiry might not be out of place before a resort should be had to arms.

Meanwhile M. de Bellonet had decided, on his own authority, that the French naval forces should at once proceed to invade Korea, without awaiting instructions from home; and Admiral Roze was requested to take measures accordingly. Just at this time, however, intelligence arrived from the French possessions in Cochin China, announcing an insurrection among the natives, and the French squadron was compelled to hurry southward for the protection of Saigon. Some months elapsed before it could again repair to the Chinese waters, but towards the end of September, 1866, Admiral Roze arrived at Chefoo with the frigate *Guerriere*, corvettes *Primauguet* and *Laplace*, and the gunboats *Kien-chan*, *Déroulède*, *Le Breton*, and *Tardif*. The two missionaries, MM. Feron and Calais, who had been left behind in Korea on M. Ridel's departure, had in the interim found means of effecting their escape, and brought news that persecution still continued to harass the native converts.

The gunboats *Tardif* and *Déroulède* were detailed to effect a preliminary survey of the river approaches to the Korean capital; and having entered the embouchure of the Han, which they found undefended, they followed its course upwards entirely unopposed for a distance of some fifty miles, until they found themselves actually in front of the walls of Séoul. Here they anchored for a few hours, the officers diligently employed in hydrographic observations, whilst half the population of the city lined the river bank and gazed in wonder at the unaccustomed spectacle. No attempt at molestation was encountered, though several forts commanding the river were passed, and the gunboats finally steamed away after completing their exploratory mission. It was fully ascertained that Séoul might be reached by vessels of moderate draught, but the somewhat unpleasant fact (to nautical minds) was noted that the rise and fall of the tides in the River Han reach the remarkable extent of fifty or sixty feet, combined with currents of unusual force. On the 11th of October Admiral Roze set sail from Chefoo with his entire squadron, and two days later he anchored opposite an island known to the French surveyors as l'ile Boisée, in the embouchure of the river descending from Séoul. At the mouth of the river lies the large insular tract forming the district of Kiang-hwa or Kang-hoa, comprising the city of that name, and here, without any attempt at communication with the Korean Government, a force was landed from the French ships on the 14th of October, and moved inland to attack the city. After some insignificant skirmishing, unattended with loss on the side of the French, Kang-hoa was escaladed and found almost wholly deserted by its inhabitants. Silver ingots to the value of about 190,000 francs were discoverd in the treasury and became lawful prize of war; whilst some curious specimens of Korean art in metal-work and textile fabrics formed the principal trophies of the Royal residence which was found to exist within the walls of the town.

At this time, so unwarlike had the institutions of the country become, and so little was the Regent prepared, despite his now implacable resolve to refuse all intercourse with the outer world, to meet an invasion, that the only force at his disposal for resisting or rather for harassing the French expedition consisted in some bodies of men hurriedly called in from the forests of the north, where their avocations as woodsmen and hunters had familiarised them with the use of firearms, and inured them to habits of daring. Eight disabled and dismounted cannon, with a stock of powder and useless muskets, constituted all the munitions of war discovered at Kang-hoa; and it cannot be doubted that had the small French force of some 500 or 600 men been pushed on at once, they would have entered the capital with little more difficulty than they experienced in the capture of Kang-hoa. Common prudence, nevertheless, was opposed to such an advance into an unknown country, with the prospect of finding that the Government had removed into the depths of the interior even should the capital be successfully reached. It was probably hailed as a relief, therefore, from the embarrassing condition in which this somewhat headlong expedition found itself when, after a few days' delay, a vague and wordy despatch was received from a Korean general, who professed a desire to negotiate respecting the designs of the French commander. A reply was forwarded to this communication, demanding the punishment of the three Ministers who had counselled the execution of the missionaries, and the appointment of plenipotentiaries with whom Admiral Roze might treat; but within a day or two after this letter was despatched it became evident that the Koreans were bent merely on gaining time, and that numerous levies were being assembled for the purpose of surrounding and overwhelming the handful of invaders. Armed bodies began to appear on the opposite bank of the river, whence by land to the capital is a distance of but twelve or fifteen miles, and on the 26th of October a reconnoitring force sent in this direction fell into an ambush, and was driven back with considerable loss. A larger force was landed on the following day, but met with no better success. Advancing against a line of breastworks where the Korean force was supposed to be lodged, the French force found themselves suddenly confronted by about 500 soldiers, who greeted them with a heavy fire. Thirty-five of the French fell wounded, including three officers, and being unprovided with artillery the attacking party was compelled to retreat after returning with interest the Korean fire. Finding the task he had undertaken entirely beyond the means at his disposal, Admiral Roze reluctantly abandoned Kang-hoa, embarked his forces, and returned to Chefoo, where instructions from the French Government were met by no means supporting the hasty action inaugurated by their Chargé d'Affaires at Peking.

The exultation of the Koreans on this triumph over the first European invaders of their sacred soil may be easily imagined; and it is mortifying to record that at a date posterior to the entire abandonment of the French expedition M. de Bellonet was still inditing despatches in a tone of singular bombast to the Chinese Government. On the 11th of November, 1866, after accusing the Chinese (on evidence which has never been substantiated) of "complicity" in the murder of the missionaries and of affording encouragement to the hostile feelings of the Koreans, he wrote:—

"It is of no consequence for us to know the reasons which led the Koreans to commit this execrable offence; the deed is done. . . . I have already given the most precise instructions that the culpable mandarins, whose names I have been able to procure, shall be tried and executed as soon as they fall into our hands. As for the fate of the ci-devant King of Korea, it is now subject to the decision of the Emperor, my august master. . . .

"I ought, in closing, to bring to the notice of your Imperial Highness that military operations once commenced, as they now are, I cannot stop them before we have attained the end we have set for ourselves. Every attempt at conciliation will now be useless, unless the ci-divant King of Korea surrenders at discretion, and implores the mercy of the Emperor, our august sovereign, trusting to his generosity. It is for your Imperial Highness to see if you can give this advice to the Korean Government."

The Chinese Foreign Office, greatly disturbed by the receipt of such bellicose communications, at length submitted them to the various European representatives at Peking, as also to the United States Minister, by whose Government they were subsequently made public. It is only fair to the Government of the Emperor Napoleon to add that M. de Bellonet's language and proceedings were equally disapproved and were followed by his recall; but this correspondence was, nevertheless, dexterously employed in the following year by Mr. Burlingame, the then United States representative at Peking, as one of the reasons for his own appointment (with an immense salary) as Chinese ambassador to the Western Powers.

THE AMERICAN EXPEDITION.

Meanwhile, by a singular coincidence, the same year which had witnessed the massacre of the missionaries had been marked by more than one event tending to fix the attention of other Governments besides the French upon Korea. On several occasions, in previous years, European vessels had been wrecked on the Korean coast, and their crews had been, if not hospitably, at least humanely treated, although placed under jealous restrictions so long as they remained on Korean soil. In June, 1866, the American schooner *Surprise* was wrecked on an island near the north-western coast, and her crew, having reached the mainland in safety, were kept for twenty-four days under guard at a fishing village, while instructions from the capital were awaited by the officials who took them in charge. During this time they were abundantly supplied with food and even with medicines for the sick; and they were finally sent under escort to the Chinese frontier, having every reason to be satisfied with their treatment until they arrived, after a tedious journey, upon Chinese territory, when starvation and harsh treatment took the place of the kindly entertainment they had previously met with. In August of the same year the British steamer *Emperor* was privately despatched on an experimental voyage to Korea by a mercantile firm in Shanghai, and this vessel penetrated to within a short distance of the capital. No symptoms of hostility were betrayed by the Korean officials who visited her, but the determination arrived at by the Regent to permit no commercial intercourse with foreigners was firmly manifested, and a proposal on the part of the enterprising captain to "make a treaty" was politely negatived. No reference was made during this visit to the recent murder of the missionaries. Simultaneously with this undertaking, another attempt to break through the barriers of Korean exclusiveness was being made in another direction. On the very day that the *Emperor* steamed up the river Séoul, an American schooner, the *General Sherman*, left the Port of Chefoo, secretly bound for Korea. Her voyage, destined to a melancholy ending and to give rise to important results, was a venture on the part of a British trader at Tientsin (who held also the appointment of United States Consul at that port), and she was freighted with an assortment of merchandise specially selected with an eye to Korean requirements. Three United States citizens were on board the *General Sherman*, viz., her owner, Mr. Preston, with the master and mate, named respectively Page and Wilson; besides whom she carried two British subjects—the supercargo, Mr. George Hogarth, and the Rev. Mr. Thomas, a young missionary of great promise as a linguist, who, already possessing a remarkable knowledge of the Chinese language, had acquired some acquaintance with the Korean, and had previously visited the islands on the coast of Korea in a native junk. There was, in addition, a crew of some fifteen or twenty Malays. Notwithstanding a full knowledge the individuals of this party had obtained, before leaving Chefoo, of the massacre of the French missionaries, they did not hesitate to prosecute their voyage, and the vessel ascended the course of the P'ing-jang river for a distance of four tides. Many weeks elapsed during which nothing was heard of her subsequent fate, until at length, on the arrival of the French exploring expedition in the river Séoul, a native convert who made his way to Père Ridel, informed the latter that a foreign vessel, which had lately entered the P'ing-jang, had been destroyed by fire with all on board in obedience to orders from the Regent. This distressing intelligence was subsequently confirmed by the Chinese pilot who had navigated the vessel for some distance up the river, but who had cautiously left her on discovering that danger was menaced. All information received at this time and subsequently was to the effect that the *General Sherman* had been left high and dry at a point some distance from the mouth of the

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river, in consequence of having diverged from the proper channel during a period of floods; that the Europeans on board had been at first received with apparent friendliness and beguiled with promises of trade; but that after a period of treacherous delay (the local officials having meanwhile received instructions from the capital) some of her European passengers were inveigled into landing under the pretext that negotiations for trade were about to be entered upon, and were immediately set upon and murdered. At the same moment a large body of Koreans surrounded the vessel as she lay helplessly stranded, and piled brushwood around her in heaps. Fire was then set to the pile, and she was destroyed with all who still remained on board.

The intelligence of this frightful act of barbarity was duly communicated to the United States Minister at Peking, at whose request a corvette, the *Wachusetts*, was despatched to make inquiries respecting what was stated to have occurred. A letter, addressed to her commander by order of the Korean Government, but not received until 1868, when a second visit was made to the coast, admitted the destruction of the *General Sherman*, casting all blame, however, upon those on board the unfortunate vessel. They were accused of having wantonly seized and detained a high Korean official, and of having "rent to pieces with their cannon" the native trading junks, thus rousing to a pitch of irrepressible fury the passions of the multitude, by whom, it was hinted, and not by their rulers, the vessel and all on board had been destroyed. This vague and wholly incredible story was further repeated to the Chinese Government in reply to inquiries instituted by them at the request of the United States representative.

Attention having been drawn to Korea by these varied events, a fresh incident occurred in 1868, which led (strangely enough) to the recent American demonstration in that country. In May of that year a steamer under the German flag returned to Shanghai, after a voyage to Korea; and the object of her visit thither, although for some time kept secret, at length oozed out. It appeared that a Mr. Jenkins, a son of the American Vice-Consul (formerly a missionary) at Shanghai, and himself long employed as consular interpreter, had proceeded in the steamer *China* to a point near the Korean capital, in company with a French priest and a needy Hamburgh trader, named Oppert, with the design of excavating the site of a royal mausoleum, pointed out by the priest, and of abstracting from it a coffin of gold containing the remains of a former sovereign which was supposed to be enshrined within. Apart from its value as bullion, the possession of this treasure would insure the consent of the Koreans, it was asserted by Mr. Jenkins's priestly confederate, to any demands that may be made upon them. A large number of Chinese and Manilamen formed the rank and file of this buccaneering expedition. On reaching the assigned spot the whole party, well armed, commenced their search for the buried treasure; but an alarm was given, the Korean villagers turned out *en masse*, and the intending desecrators were driven back to their ship, with the loss of one or two men. Having put back to Shanghai, the *China's* expedition could not long be kept from the knowledge of the public; and its leader, the worthy Mr. Jenkins, was arraigned by the United States Consul-General, Mr. Seward, on a charge of violating the United States neutrality laws, but was acquitted on technical grounds.

Nothing was heard for some time after this of Korea or the *General Sherman* affair, until at the end of 1870 it began to be rumoured that the United States Government had measures in contemplation for a diplomatic mission in that direction, to be supported by a strong naval force; and on the appearance in December of that year of the papers laid before Congress, it became known that a protracted correspondence had been carried on for some time past with reference to this subject. This correspondence had originated with a despatch written in April 1868, by Mr. Seward, announcing to his Government, on the authority of the above-mentioned Mr. Jenkins, the arrival at Shanghai of certain Korean Ambassadors charged with a mission of inquiry, with whom, Mr. Jenkins represented, he was to visit Korea, for the purpose of making arrangements for the despatch of a Korean embassy to the United States. This scarcely probable story does not appear to have aroused any suspicion in Mr. Seward's mind, and no impediment was placed in the way of Mr. Jenkins's departure—with the results already narrated above. The Consul-General subsequently wrote at great length to his superiors at Washington, dilating upon the advantages which, in his opinion, the opening of Korea to foreign commerce could not fail to insure; but in the month of July it became his duty to explain that the pretended embassy had proved to be a myth, and that Mr. Jenkins and his confederates had in fact been engaged in a body-snatching enterprise; or, as he officially worded it, in "an attempt to take from their tombs the remains of one or more sovereigns of Korea, for the purpose, it would seem, of holding them to ransom."

Undignified, to say the least of it, as the position of the United States had become through this unlawful enterprise, the recommendations previously urged by Mr. Seward did not remain unheeded. It was decided that a naval force should be despatched to Korea, and the United States Minister at Peking, Mr. F. Low, was commissioned to accompany it, with full powers to open negotiations. The objects to be held in view were the conclusion, if possible, of a commercial treaty; but should this be found impracticable, a convention in the interests of shipwrecked seamen of the United States was to be accepted. The Minister was finally reminded that, while firmly maintaining "the right of the United States to have their seamen protected," a conflict by force was to be "avoided, unless it cannot be avoided without dishonour." No communication appears to have been made to any of the European Powers with reference to the intended expedition, notwithstanding the deep interest naturally taken in such a matter by all maritime nations; and it must be inferred that the honour of opening Korea to the commerce of the world was exclusively reserved to itself by the Government of General Grant. Strangely enough, however, with so practical a people as that of the United States, the means adopted for effecting his object were palpably inadequate. The squadron placed under Admiral Rodgers's command consisted of one heavy frigate, the *Colorado*, a vessel of the most antiquated type; two fine corvettes, the *Benicia* and *Alaska*, whose only defect (a fatal one in this case) lay in their excessive draught of water; one iron paddle-wheel gun-vessel, and a small tender formerly employed as a tugboat. The whole squadron mustered a force of some 1,300 men, but indifferently supplied with equipments for landing, or even with breech-loading firearms. On their arrival in the Chinese waters the American officers looked with feelings akin to envy upon the flotilla of light-draught gunboats flying the British flag, which they recognised as precisely the same sort of craft most needed in an expedition of the kind they were about to undertake, in lieu of their own formidable-looking but in reality useless ships. The concurrence of the British naval forces would doubtless have been welcomed, when a nearer insight of the task about to be undertaken disclosed a portion of its difficulties; but, in the absence of any previous understanding between the Governments, co-operation was of course impossible.

After numerous delays arising from extraneous causes, the United States plenipotentiary, Mr. Low, at length reached the Korean coast on board Admiral Rodgers's flagship; and the squadron took up its position, at the end of May, 1871, in the same anchorage where the vessels commanded by Admiral Roze had lain in 1866. Some petty officials shortly afterwards made their appearance, and were informed by Mr. Low's interpreters of the object of his arrival, being at the same time notified that, after a sufficient delay to allow the pacific nature of the mission to become known, the steam-launches of the squadron would proceed to effect a survey of the river higher up. Accordingly, on June 1, four steam-launches and the two light-draught vessels of the squadron advanced up the stream. On reaching a point where the river narrows, at a distance of about twelve miles above l'Isle Boisée, the flotilla was suddenly greeted by a tremendous cannonade discharged from batteries commanding the channel, which were seen to be numerously manned. Not unprepared for a collision, and fortunately uninjured by the unskilful fire of the Koreans, heavy though it was, the Americans returned the salute in gallant style with their howitzers; and after an action lasting some fifteen minutes the batteries were swept clear of their defenders, who lost thirty killed, while on the American side only two seamen were wounded. The little expeditionary force then retired to the anchorage; and after vainly waiting for ten days to receive an apology or explanation of this treacherous attack, a landing force was put in motion to take vengeance for the insult offered to the United States flag. A total force of 945 men was thrown on shore on Kang-hoa Island, and advanced to the attack of the batteries which had opened fire upon the surveying flotilla. Although numerously defended by a host of Koreans, evidently quite prepared for the conflict, who stood their ground with an unflinching steadfastness which won the admiration of their assailants, the batteries were captured without difficulty, after being swept by the fire of half-a-dozen howitzers; and the citadel, a breastwork placed on the summit of a rocky eminence, was carried at the point of the bayonet, after frightful slaughter had been wrought among the Korean garrison by the fire of the American artillery. Three killed and seven wounded represented the total loss of the attacking party, whilst on the Korean side between four hundred and five hundred dead bodies were actually counted after the action terminated. Although in sight of the town of Kang-hoa, the victorious Americans were not tempted to follow the example of the French in taking possession of this place; and after destroying the batteries and removing hundreds of the gingals with which they were armed, Admiral Rodgers withdrew his force to their ships—only to find that his demonstration of force had proved wholly ineffectual in overcoming the passive resistance of the Korean rulers. The only result of Mr. Low's overtures and Admiral Rodgers' vigorous blows was a communication in which the uncompromising defiance of the Regent was boldly expressed, and in a few laconic sentences the Americans were told that no persuasion would remove him from his resolve to maintain the seal of exclusion upon his country. "Do you want our land?" he wrote. "That cannot be. Do you want intercourse with us? That cannot be either." Whereupon, after a further stay of three weeks at Boisée anchorage, the American squadron, wholly incapable of pushing farther into the interior, turned its back on Korean waters, as Admiral Roze had done in 1866.

Two of the most powerful nations of the West have thus crossed swords with Korea, and it must be admitted that, comparing the initiatory pretensions with the results achieved, their efforts have wholly failed. What arrogance has been begotten in the minds of the Koreans by their repulse of the French in 1866 has been abundantly shown in their demeanour towards foreigners of late years in the person of members of their annual embassy to Peking; and this cannot fail to have become enhanced by the virtual success with which they have withstood the American endeavours to enter into relations with them. The task of bringing Korea within the pale of international obligations, whilst rendered all the more needful by the recent failures in that direction, has become from this very cause the more difficult of accomplishment. It is impossible, however, that the Maritime Powers can much longer tolerate a state of affairs which places in jeopardy the lives of their seamen whom adverse winds may cast ashore in this inhospitable region, and which dictates the instant abandonment (as has lately happened in more than one instance) of valuable property when vessels are merely stranded within sight of the Korean coast. The numerous accidents incidental to navigation are sufficient to render nugatory those pretensions to a right to shut out all intercourse with the world which Korea alleges, and in which the self-satisfied judgment of a school of modern political philosophers is disposed to concur. But a question of graver importance than even that of enforcing in Korea a respect, at least for civilised usages, so wantonly set at naught in the case of the *General Sherman*, is involved in the unhappy impression produced in China by what is there considered the defeat of a foreign invasion. The hostile propensity with reference to European nations which culminated on June 21, 1870, in the dreadful massacre at Tientsin, is believed to have gained its first serious impetus from the unfortunate issue of Admiral Roze's campaign in Korea; and the virtual failure of a still more conspicuous expedition, to support which in its efforts to bring the Korean Government within the comity of nations Chinese aid had been fruitlessly invoked, is only too likely to strengthen the inclination towards overtly resisting European demands for the fulfilment of treaty previsions which has been strikingly betrayed of late at Peking.

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FORMOSA.

WHEN the ports of Formosa were opened by Treaty to British trade little or nothing was known about the resources of the island, and some time elapsed even after that event before any regular trade was developed. It is true that there existed a considerable trade in camphor, but as the necessary operations were carried on principally through the agency of Chinese representatives of Hong Kong merchants, and as the mandarins failed to show any activity in protecting them or the foreigners concerned from lawlessness and fraud (frequently, it is to be feared, connived at by the mandarins themselves), there was little to induce merchants to extend their dealings. For years Formosa was cursed with the existence of the camphor monopoly, entailing, as it did, long-continued bitterness between the mandarins, who in several instances benefited by the monopoly, and the suffering British merchants. The exertions of the late Mr. Consul GIBSON having at length, however, put an end to this breach of the Treaty, matters began at last to exhibit a bright face and trade to develop itself. British capital and pluck, too, aided in the increase of business, especially at the northern end of the island, to which we now more particularly refer. Whatever may have been the cause, we find that within the last four years the very ports at the shutting up of which, as a matter of economy, Sir RUTHERFORD ALCOCK hinted in 1869, have witnessed a wonderful development both in the import and export of various important articles of trade. To say nothing about camphor—the export of which will always be of importance,—the cultivation of tea, which six or seven years ago was little regarded in a business point of view, has year by year increased so much as to give employment to multitudes of Chinese, who are now so interested in the enterprise of the British merchant that many indigo fields have this year been planted with the tea shrub. We believe that last year's trade exhibited an increase of eleven or twelve-fold since the commencement of the export seven years ago, and we feel certain that this year's Custom-house Returns will show a still greater difference. Shipments of coal, which abounds at Kelung, near Tamsuy, have also taken place to an important extent within the last four years; and a yearly increasing market might easily be obtained were the Chinese Government induced to allow foreign appliances to raise the better coal from beneath the surface. Such as the export now is, it has lately given employment to a large number of vessels. Little as we know about the island of Formosa, it is a matter of notoriety that its interior is stocked with valuable wood, such as that of the camphor tree, and that its soil is eminently fitted for the production of tea, indigo, wheat, sugar, &c. Coal, it is also to be remembered, is dug up within sight of one of the open harbours, so that it can or ought to be most conveniently shipped. The resources of the island are, in fact, of such a nature that, even against deterring influences of various kinds and many a downright act of opposition on the part of the native authorities, the originally small foreign trade has magnified itself into one of vigour, and one which will, we venture to prophesy, continue to increase. Not only so, but we think that, with a better administration of justice by the Chinese officials, and the toleration of modern mechanical appliances, the ports of Formosa will send forth large quantities of such products—new to foreign trade—as may be found in the interior. Wells of kerosene oil are known to exist there. The foreign business is at present almost entirely in the hands of British subjects; and if the British Government has a desire to extend a trade which will be beneficial to its merchants, it cannot do better than regard with attention the island of Formosa. As the first step in its action, the Government should insist on better protection of British interests on the part of the Chinese authorities of the island, who are so far removed, according to Chinese ideas, from the mainland as to be, as is well known, practically free from the control or rebuke of their superiors, indifference to well-grounded complaints and grievances being the result.

THE COOLIE TRADE PROCLAMATION.

To the several checks which the coolie trade at Macao has recently received the Governor of Kwang-tung has added yet one more. Of all the nationalities engaged in the so-called emigration of coolies, the Peruvians have gained an unenviable notoriety for cruelty and illegal dealing. The cases of the *Nouvelle Penelope* and of the *Maria Luz* are too fresh in the memories of our readers to make it necessary for us to bring forward any more instances to substantiate this assertion, and we rejoice to find that the native provincial officials have at last determined to supplement the action of the Treaty Powers by putting their spoke in the wheel of the brokers engaged in the Peruvian coolie trade. For years it has been known that a very efficient system of kidnapping has been in operation in the province of Kwang-tung. The cautious way in which the kidnappers have carried on their nefarious traffic, and the impossibility of gaining any information from the victims after once they have been induced to enter the doors of the barracoons, always rendered it difficult to obtain any precise evidence against the dealers, and thus the catastrophes which have from time to time befallen the ships carrying their unhappy loads form almost the only direct proof against these robbers of men. Of course much might be done by vigilance on the part of the district mandarins to suppress the traffic; but the times are out of joint, and that efficiency which was—if history is to be believed—a marked characteristic of Chinese officials in bygone ages is rarely to be met with among the prefects and magistrates of modern China. It now no longer avails aught for the Viceroys and Governors to issue orders to their subordinates only, they must make the people act on their own defence, and thus in any emergency the inevitable proclamation appears calling on the public to assist the authorities to put an end to the particular evil in question. Such a manifesto has been issued by the Governor of Kwang-tung on the subject of the Peruvian coolie trade. In unqualified terms he condemns the traffic and calls on the people to help him to put an end to the detestable system of "pig selling." We wish this effort on the part of the Governor every success, and if the people will only supplement the vigorous action lately taken by the Imperial gunboats in the Macao waters, by seizing every kidnapper they can catch, it is quite possible that the illegal traffic in coolies may soon be numbered among the things of the past.

THE Time Table of the P. and O. Company's Service for 1873 has been arranged for the first six months of the year only. We conclude from this that the directors are negotiating with the Postal authorities for the passage of the mail by the Suez Canal. We do not observe any changes in the present Table on any of the Company's lines. The Table of the Messageries Maritimes we hope to have shortly,

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WE understand that HER MAJESTY has fixed Thursday next, the 5th inst., to receive his Excellency IWAKURA and the chief members of the Japanese Embassy. The engagements of the week have consisted of a visit to Huntley and Palmer's, and Sutton's at Reading, the Law Courts at Westminster, and the St. Thomas's Hospital. They will probably visit the Universities next week.

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SIR JOHN BOWRING.

The announcement of the death of the active-minded veteran who, although in his eightieth year, was, until within the last month or two, to be seen in almost every public gathering of men of science or political notabilities, carries us back in memory to the period when the foundations of our present political relations with China were laid, and when the colony of Hong Kong first began to indicate the promise of its present greatness and importance. When Dr. Bowring, as the reward of an already long career as a political economist, statistician, and Parliamentary debater, received in 1849 his nomination to the British Consulship at Canton, the utmost that his friends and admirers expected as the result of this appointment was the production of a voluminous and painstaking report on the trade with China, to be followed perhaps, in due time, by some equally elaborate work on the condition and resources of the Chinese Empire; whilst from his antagonists and critics came an audible sneer that the stern virtue of Bentham's chosen disciple had not, after all, been proof against the temptation of a lucrative public office. Whatever may have been anticipated by Dr. Bowring's friends and foes, the destiny that awaited him in China was neither of that pacific kind which seemed alone suited to the friend of Hume and Cobden, nor a sinecure favourable to the cultivation of literature and the pursuit of difficult studies. Scarcely arrived at Canton, Dr. Bowring discovered that the amiable and peace-loving Chinese, whose readiness to accept commercial intercourse with foreigners on a just footing, had lately been extolled by his party in the House of Commons, were in reality bent upon nothing less than undoing to the greatest possible extent the concessions extorted from them in 1842; and a sample of the prevailing temper was forced on his attention by the contemptuous refusal with which his proposition for an interview with the Governor-General Sen was at once met. Cooped up in the "Old Factory" to which the residences of all Europeans were confined, the British Consul (who was not devoid of an adequate sense of his own importance) was compelled for years to submit to a humiliating course of treatment which had, however, the good effect of counteracting in Dr. Bowring's mind the lingering influences of his former views, and schooling him to a juster appreciation of the peculiar character of the Chinese. During the year 1853, Dr. Bowring was appointed to discharge for a time the duties of Governor of Hong Kong and Diplomatic Representative of Her Majesty in China; and having revisited England, on being relieved from this post by the return of Sir George Bonham, he received the honour of knighthood. Appointed in the following year to fill the posts in which he had temporarilp acted, the new Governor proceeded to the Colony with his family, and took the oaths of office on the 13th April, 1854.

At this period Hong Kong, although in the thirteenth year of its existence as a colony, had barely begun to emerge from the difficulties which attended its foundation, before capital and population had become attracted to the spot, or steam had acquired its full development as a promoter of commerce. At this time the Colonial revenue, chiefly derived from sales of land, amounted to no more than about £25,000 per annum, against an expenditure of upwards of £34,000, the Home Government being required to make up the deficiency by an annual grant. It was not until the fourth year of Sir John Bowring's Governorship that revenue and expenditure balanced each other at an amount of some £63,000, since which date the Colonial Budget, vastly as its figures have become swollen, has been managed without assistance from the home Exchequer. Numerous subjects of importance claimed from the outset the new Governor's attention. Scarcely had he taken office when intelligence was received of the declaration of war against Russia by the Sovereigns of Great Britain and France; and serious responsibilities devolved in consequence upon the civil and military authorities among whom Sir John Bowring now took a leading place. The T'aip'ing rebellion was at the same time at its height in China, and the province of Canton was desolated by an outbreak of ferocious brigandage affiliated with the rebels under Hung Sin-tsiuan. A peculiarity of this rising was the possession of strongly-armed squadrons of junks by the rebel party, and for some months the river approaches to Canton were blockaded by these piratical craft, which threatened at one time even an attack upon Hong Kong. The intervention of H.M.'s ships was employed, under Sir John Bowring's sanction, for the purpose of breaking up the rebel blockade; and when the excitement arising from these events had died away, the Governor and Plenipotentiary sought once more to obtain an interview with the Viceroy at Canton, the afterwards celebrated Yeh Mingshén, but met as before with a refusal of admission within the city. The first step towards opening communications with the Imperial councillors at Peking was now taken by Sir John Bowring, in concert with the United States Minister in China. Proceeding in vessels of war to the mouth of the Peiho, they requested and obtained the presence of the Commissioners appointed to receive the communications they had addressed to the Chinese Government; and at an interview held under the walls of the Taku Forts their interpreters, Mr. W. H. Medhurst and Dr. S. Wells Williams, endeavoured, but fruitlessly, to persuade the Chinese mandarins, sent down from Peking, to promise the removal of the grievances complained of at Canton. Unsuccessful in his endeavour to come to an amicable understanding with the Chinese, Sir John Bowring returned to his seat of Government in the South; and in his subsequent reports to the Foreign-office he was compelled to represent the utter inefficacy of any but forcible measures in further negotiations.

Directing his attention now to the state of the colony, Sir John Bowring urged on the scheme for embanking the sea front of the town of Victoria, which ultimately took the shape of the magnificent but costly and not yet completed granite sea-wall, to which the name of the Bowring Praya has been given; and under his auspices much needful legislation in matters affecting the Chinese, who now began to flock to the colony in increasing numbers, was brought into operation. The subject of emigration to countries in South America and the Spanish Main at the same time rose into importance; and while on the one hand measures were taken to check the abuses of the Cuban and Peruvian coolie trade, the passage of the "Chinese Passengers' Act" of 1855 by the British Parliament placed adequate powers in the hands of the Governor of Hong Kong for the regulation of emigration to British Colonies. In this and the following year several important engagements took place between the ships of war on the Hong Kong station and the piratical junks which at this time swarmed along the coast; and early in 1855 Sir John Bowring succeeded, during a brief mission to Siam, in concluding the first treaty between Great Britain and that country. Little more than a year afterwards, the inevitable results of the arrogant policy pursued by the Chinese Government were realised in the outbreak of hostilities at Canton in consequence of the seizure of the crew of the lorcha *Arrow*. The experience of the preceding seven years had convinced the *ci-devant* advocate of peace principles and reduction of military and naval expenditure, that without a forcible assertion of her rights Great Britain must submit to increasing obstacles in the way of trade with the Chinese, and the disciple of Bentham was not found deficient, in the hour of need, in activity and resolution when it became necessary to authorise and to support the prosecution of hostilities. The position of the Governor and Plenipotentiary became an anxious one in the following year, when Hong Kong lay under the ban of a Chinese official interdict, which stripped it of large numbers of its Chinese population, and converted many among the natives who remained into spies and auxiliaries of an unscrupulous enemy. On the 15th January, 1857, an attempt was made to poison the foreign residents of Hong Kong, by means of arsenic introduced into the bread which was distributed from the shop of the Chinese baker, Allum. Notwithstanding the fact that through the excessive quantity of the poison this diabolical scheme failed to achieve its purpose, great suffering was entailed on many individuals, and from the effect of the illness caused by eating some of the poisoned bread the first Lady Bowring's death was eventually caused.

While occupied with the conduct of hostilities against the Chinese, the attention of Sir John was at the same time claimed by grave dissensions among the Colonial officials, and peace was not promoted by the appointment to the post of Attorney-General of Mr. Chisholm Anstey, a fiery and aspiring lawyer, from the ranks of the British Parliament. The closing years of Sir John Bowring's administration were embittered by the discovery of scandals connected with a highly-favoured and important Colonial employé, who fell under suspicion of connivance with the misdeeds of a piratical association. We need do no more than refer to the occurrence of this once agitating subject of inquiry.

Relieved of his functions as Governor of Hong Kong by Mr. —now Sir Hercules-Robinson—Sir John Bowring bade farewell to Hong Kong in May, 1859, and set out on the return voyage, during which he met with shipwreck in the Red Sea. During the twelve years that have elapsed since his retirement from the public service Sir John has continued to display an unfailing interest in matters relating to China, but the record of his official career, and the elaborate work upon Chinese affairs in general which might have been expected as the production of his years of leisure, have not, so far as we are aware, proceeded from his pen. We should fail to do justice to Sir John Bowring if we omitted to bear testimony to the interest he took in laying the foundations of the existing Consular Service in China, which owes to his foresight and his representations some of its most useful features, and which found in him, as chief, an unfailing consideration and regard for justice.

THE JAPANESE EMBASSY.

On Monday last the Japanese Ambassadors visited Reading and received an address from the Mayor and Corporation. They arrived by train from London, and were met on the platform by the Mayor (Mr. H. B. Blandy), the Recorder, and the members of the Corporation. Besides the Chief Ambassador there were two associates—Okubo and Yamagutsi—with three secretaries; and the party was accompanied by Major-General Alexander and Mr. Aston. Burgesses who had looked for flowing robes and rich embroidery were altogether disappointed at seeing the Envoys in the rigid coats, hats, and other humdrum *et ceteras* worn by European gentlemen. It rained incessantly, and the visitors drove from the railway station through the mud amid acclamations which might have been louder if the townsfolk had not needed all their energy to hold their umbrellas against wind and wet. The address of the Corporation spoke of the "high and laudable

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object" with which the Envoys had left their distant home to inquire into the means of civilisation and enlightenment possessed by other nations; expressed sympathy with the desire of the Mikado for the full development of the resources and strength of Japan; and, while thanking the Ambassadors for the honour done to Reading, ventured a hope that the industrial processes to be witnessed there might give them pleasant and useful recollections on their return to their native land. To this address the Iwakura responded in Japanese, and read the following translation:—

Our Sovereign, his Majesty the Emperor of Japan, has intrusted us with the important and agreeable mission of visiting and inquiring into the various institutions and manufactures belonging to the more advanced nations of the world. Our mission has everywhere met with the greatest sympathy: and the deep interest universally shown in all that concerns the welfare of Japan—of which your cordial and valuable assistance so kindly offered this day is but another proof—has not only compensated us for our long absence from our native land, but enabled us to obtain a rich store of information, which we trust we shall be able on our return to make a profitable use of, in the future development of our empire. On behalf of our Sovereign and his subjects we take this opportunity to express our most hearty thanks for the kind manner in which you have invited us to your ancient borough. We shall take great pleasure in becoming acquainted with the objects of interest it may afford, and can assure you that his Majesty, on hearing our report, will feel no less gratification than ourselves at the cordial welcome you have given to us as his Ambassadors.

This ceremony being concluded, the Ambassadors proceeded to the biscuit factory of Messrs. Huntley and Palmer, where two members of the firm showed them the whole process of biscuit-making. Having spent two hours in the biscuit factory, the Ambassadors next drove to see another Reading speciality. Messrs. Sutton's warehouse, in which there was a show of roots, produced from the seeds sold by these well-known seedsmen. This warehouse is nearly 400 feet long and 40 feet wide. The Ambassadors were astonished at the proportions reached by some of our tubers in a soil which, in their short experience of our climate, has seemed so unblessed by sunshine. Mr. Sutton pointed out some of the champion swedes, of which twenty-five weighed 384 lbs. There were also drumhead cabbages weighing 60lb. each. Red mangolds, grown by the Marquis of Ailesbury, weighing 489 lb., or an average of more than 40lb. a piece, and mammoth mangolds with yellow flesh, rich in saccharine matter. The Chief Ambassador expressed a desire to enrich the national agriculture with some of these roots, as well as with the champion swedes, which would vary the cultivation of the white-fleshed turnips already grown in Japan. The Ambassadors were shown a model of the trophy to be exhibited by the Messrs. Sutton at Vienna, showing the sorts of roots, corn, and seeds grown in England, and were taken through the range of warehouses counting houses, lecture and reading-rooms belonging to the firm.

The Ambassadors were afterwards entertained at luncheon at the Town hall by the Mayor. Among the guests were Mr. Shaw Lefevre, M P., Colonel Blandy, Sir Peter Spokes, Rev. C. H. Travers, Mr. G. Palmer, Mr. W. J. Palmer, the Town Clerk, Mr. Sutton, and the members of the Corporation. The Mayor presided, and proposed the toasts, among them of course "The Health of the Ambassadors." The Mayor spoke of the wall of exclusiveness formerly raised by the Japanese, the complete revolution which had been effected among them, and the hearty desire of this country to respond to the overtures made by the Mikado. The Chief Envoy, in reply, thanked the Mayor for his generous hospitality, thanked all present for their warm welcome, expressed the interest which he and his colleagues felt in what they had seen during the day, hoped they would be able to profit by what they had seen, and declared an earnest wish for an increased and increasing intercourse between the two nations. The Ambassador concluded by proposing the health of the Mayor, who responded. The toast of the "Town and Trade of Reading," proposed by Mr. Shaw Lefevre, brought the proceedings to a termination.

THE SCOTCH POLICE AT HONG KONG.

It will be in the remembrance of our readers that a draft of Scotch policemen was despatched to Hong Kong about the end of last year, under the superintendence of Inspector Gray, of the Hong Kong Police. They were forty-five in number, and selected by Mr. Stuart, the Procurator Fiscal of Edinburgh, from the police forces in that city and county, the town of Leith, county of Fife, and county of Roxburgh---a fine stalwart body of unmarried men, all under thirty years of age, strong, healthy, and with first class characters. The terms of engagement were a bounty of £15 each, second-class fares on their voyage to the colony, with pay to commence from the date of embarking at Liverpool, at the rate of $480 per annum. The men are bound to serve five years, at the end of which time they will be entitled to a free passage home, or if they re-engage for an additional five years they will be entitled to a pension at the rate of one-fourth their pay at the end of two years' service. The men took their departure in two detachments, of which the second, comprising twenty five, sailed in the *Glaucus*, with Inspector Gray on board. In due time they arrived safely at Hong Kong. Much interest was entertained in Edinburgh regarding this experiment to keep the peace among the "heathen Chinee," by the vigorous arms of "muscular Christianity" selected from the rigid ranks of Presbyterianism. Accordingly, considerable disappointment was felt on the publication of a letter from one of the force, complaining first, of the indifferent diet they had during the voyage, secondly, of their treatment at Hong Kong, and thirdly, of the unsuitableness of the service for "free and independent" North Britons, unused to harsh drill in a hot climate. This letter, which was published in the Edinburgh *Daily Review*, reached the colony, and appears to have surprised the Scotch constabulary and the authorities at the erroneous and overcharged statements it contains. Numerous letters have been received by the editor of that journal, contradicting these statements, one of which, dated 26th September, is inserted in a recent issue, which will be found below. We have much satisfaction in giving it insertion, as it exonerates Inspector Gray and his colleagues of any breach of agreement with the men under their charge. Moreover, as there is a report of a second draft being engaged, it will clear away any impressions among fresh applicants for the service against joining it. The following extract is from the letter referred to:—

"I was much surprised to see in the *Daily Review* an extract from a letter written by one of the last batch, who left Edinburgh in December last. As I am one of the twenty-five who left on 22nd December, I know all that transpired during our voyage on board the s.s. *Glaucus*, and since our arrival also. I cannot conceive how my fellow-constable could forget all that really took place when he wrote the erroneous letter in question; but as the errors are too numerous to go over, I will confine myself to referring to one or two. He stated that the rations which we got on the voyage were very bad. Such was not the case. Yet I admit they were not the best; but there is a vast difference between the two extremes, and any person endowed with common sense could not reasonably expect to get the same satisfaction on sea as he would on land, especially when food could not be properly cooked, owing to the roughness of the sea. What surprises me most is, that my friend should forget his indebtedness to Inspector Gray so far as he has apparently done. He states that when we complained to the inspector he only returned us a saucy answer. I can assure you that is utterly untrue. The reverse is the case, and it can be substantiated, I think, by every one, except the writer. Mr. Gray was very civil and obliging to all the men. The only complaint made to him was about the attendance we got, and that was at once remedied by him. The cause was, that the steward got accidentally hurt, and on the inspector hearing that we had not proper attendance he got the captain to pay a regular wage to a man to wait on us. Again, my friend says there is not one of us who would not be glad to return home if he got the chance. That is also untrue. I don't believe there are five out of the whole forty-five who would accept the offer of being sent home free. Our captain is a thorough gentleman, and wishes to make us as comfortable as circumstances will permit. In short my friend has grossly misrepresented our true position. "N. M."

JAPAN BY A FRENCH MERCHANT.

A French merchant, residing in Japan, has recently written to the *Moniteur*, declaring that the accounts of the country are highly deceptive, and give a picture of a Japan that only exists in the imagination of the writers. The *Moniteur* very properly prints the letter in question, "with all reserve." The writer says that he has resided ten years in Japan, that he loves the country like a second father land, and will not be suspected of injustice towards it. In justice, however, to France, he says, he cannot allow misrepresentations to remain without contradiction, especially as they are all the more dangerous from the fact of their being founded on some real fact. Japan he declares to be a delicious country, the Japanese gay, gentle, and polite, the merchants, manufacturers, and bankers intelligent and perfectly accustomed to the execution of large commercial transactions; but, all these advantages fall before the want of intelligence and imperfect action of the functionaries. The Japanese official is described as not doing harm knowingly, but as a "young spendthrift who ruins his family." For some time, he says, these young gentlemen have cast off all restraint; at the time of the European intrusion they were kept down by authority, always great in Oriental nations, but now the bonds are all broken by the childless love of everything foreign which can never replace what has been lost. The Japanese is described as essentially imitative, but having learnt a little, he immediately fancies he knows everything. Science and philosophy do not exist in Japan, the language in fact scarcely permits their development. A great savant is a man who can read and write a large number of characters only. A man who can read and write everything is a phenomenon. With respect to science the Japanese merely catch the superficial forms, they never penetrate the depths; they are very poetical and have much sentiment; still, they are very positive, very material; looking at them from this point of view, says the merchant, we find the key to all that is passing there at present.

Speaking of the patriotism which allowed the Mikado to centralise in his own person all the powers that had been exercised by eighteen great families, he says:—But all these patriotic seigneurs were cribbed with debt; the Government has absorbed them by taking their debts to its own account, and it would seem by the course it is pursuing to be looking out for a foreign liquidator; this liquidator will probably be an association of which the members will be Russia, England and America. The central government which is thus charged with all the debts has all the world for creditors and pays for its enormous floating debt up to 4 per cent. per month interest. You will see that the end of all this must be ruin and the intervention of the foreign liqui-

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dator. When the Goverment is in want of funds it issues paper money, which has not even the value of our assignats, for it represents nothing. We take this money at a discount and pay it back to the Government at par, a very agreeable operation for us no doubt, but I should prefer serious business which promised no future danger. Japan has a regular loan in the European market; but it is also in debt to all the European bankers and merchants with whom it is in relation, and to all the native bankers and merchants it owes the enormous amount of its *kinsats!* In short, its affairs are much embarrassed, and instead of taking those measures which at present might prevent bankruptcy, it dreams of nothing but unproductive fancies and works which deceive no one here, such for instance as those famous railways which from the commencement were nothing but loan machines. Moreover, between ourselves, these famous railways were the condition imposed by Mr. Lay for the public loan.

From whatever side you regard the Japanese Government you find the same masquerading mingled with the European civilisation movement, and beneath the same thoughtless puerility. A grand seigneur, a relation of the Mikado's, desires to study for himself all the benefits of European civilisation; he is an ambassador, a minister plenipotentiary, and calls himself Iwakura, that is to say, Mr. Storrewarehouse. He praises the benefits of civilisation, but he is the persecutor of Christian Japanese; it is true that he takes care the martyrdom is executed in secret, and that the voices of the sufferers are silenced, that Europe may hear nothing. Everybody who travels abroad has a mission, all the ministers are now on their travels, but little inconvenience is caused thereby, for Japan has been governed for ages by third-class officials.

In conclusion, Japan is not becoming civilised, but is reviving herself. The finances are in a ruinous condition; she owes, to my knowledge, a milliard (forty millions sterling), and I do not know all. Her acts and tendencies have but one object, luxury and excessive love of European forms. This dark sketch concludes with the following sinister prophecy—"But when the governing class is ruined, the country will see a grand future open before it from its natural resources, and the practical sense of the class who really work."

SUEZ CANAL DUES.

(To the Editor of the *London and China Telegraph.*)

SIR,—I think you are a little too extreme in your views regarding the increase in the Canal dues, as lately made by Mons. Lesseps. Speaking as a shipowner of many years' standing, I can safely say that when asked "What is the *capacity* of a ship?" the answer invariably would be the estimated amount such ship would carry in dead weight or measurement. Now it is well known that almost every steamer passing the Suez Canal carries about a tonnage and half of dead weight, *i.e*, about her registered *gross* tonnage, or *double* her net registered tonnage of tea, or cotton. Where then is the hardship? Sailing ships have no deductions made for sails, provisions, or coals, and pay dues on the full registered tonnage. Why, then, should not steamers, on board of which it is well known that in many cases after the coals in the bunkers are consumed, cargo between intermediate ports is frequently carried? After all, Sir, may it not be said that the shipowner does *not* pay the dues, but that they and all such charges are part of the freight paid by the *consumers* of the goods carried, and on their shoulders the burden rests. Such was the reply of Chancellor of the Exchequer to the deputation of shipowners the other day, when they asked that the Light Dues should be paid out of the Consolidated Fund instead of forming a direct charge on shipping as at present. I cannot but think that the outcry against M. Lesseps and the proprietors of the Canal is unfair and unjust; they have a right to expect a return upon the outlay they have incurred, and if they think they can get it by charging on the *tonneau de capacite*, I maintain they are quite justified in doing so.—I am, &c.,

Liverpool, Nov. 27, 1872. M.

NAVAL AND MILITARY.

Lieut. E. O. B. Gray, Acting Quartermaster to the Marine Battalion in Japan, is promoted to be Second Captain vice Poyntz, retired, and Lieut. T. E. Hungerford is appointed Acting Quartermaster to the battalion in place of Lieut. Gray.

We understand that the Thetis, screw corvette of 13 guns, 1,854 tons, 350-horse power, will be commissioned next week for the China station.

The Twelfth Report of the Royal Naval Scripture Readers' Society has just been printed for circulation among the subscribers. The sphere of the society's work embraces the whole service, with its 61,000 seamen and marines, dispersed through the 232 ships in commission (only 70 of which carry chaplains), the 270 reserve vessels, which have ship-keepers, 10 hospitals and infirmaries, and 5 marine barracks. Fourteen readers labour amongst them, under constant clerical supervision. "Hong Kong (says the report) is occupied jointly, with the Army Scripture Readers' Society, by one of our agents, and the Committee have abundant reason for thankfulness for the accounts received from many quarters of the earnestness and faithfulness of Mr. Chambers. Especially would they call attention to the testimony borne by the munificent local contributions to the heavy expense of this station. The Rev. T. Talbot, who proved his appreciation of the Society's work both by active personal direction of the Reader, and by preaching a sermon in its behalf in the Cathedral of Hong Kong (after which $180 were collected, one-half of which was allotted to us), having been compelled to resign the Treasurership, the Committee have much pleasure in announcing its acceptance by the Colonial Chaplain, the Rev. R. Hayward Kidd." Hong Kong is the most important of the foreign branches, and to it the committee specially tender their thanks. The income of the parent society last year, was £1,605 15s. 10d., the largest of any since its formation in 1860, with the exception of 1868 69, when it was £1,748 17s. 6d. The subscription list from Hong Kong shows that $321 had been collected during the year.

Teetotalism appears to be taking a firm hold in the Royal Navy. At a conference at Portsmouth, at the close of last week, it was resolved to hand over the Royal Naval Temperance Society to the National Temperance League. In the course of the proceedings, a report was read which stated that branches existed in 37 of the Queen's ships in all parts of the world, and that in 65 vessels on board which branches have not been established members have been enrolled. Among the ships having branches are the following on the China station:—The Barrosa, Iron Duke, Leven, Midge, and Rinaldo. The following ships on the station have members serving on board:—The Avon, Dwarf, Hornet, Juno, Princess Charlotte, and Zebra.

NAVAL INVALIDS FROM CHINA AND JAPAN.

In our last impression we gave an article on the Health of the China Fleets, compiled from the official report just published. From the same source we give some additional facts relative to patients in the hospitals of England who have been invalided from the China station. Dr. Donnet, of Haslar Hospital, states that the majority of the cases of diarrhœa and dysentery admitted to the institution during the year were of a chronic form, and the patients had been exposed to the malarious influences of the coast of China. Many had returned to England, and had been benefited by the change; but on the commission of any irregularity a relapse occurred, which obliged them to take refuge in the hospital. Though the constitutions of the patients had suffered much from the effects of these enervating diseases, only one was invalided. Staff Surgeon A. Irwin, of the Naval Hospital, Plymouth, in his report on the cases of neuralgia, states that one was that of an invalid from China, on which station he had suffered very much from the complaint, but had well nigh recovered on the passage home. Of the cases of organic disease of the heart, two were from China. The two cases of dysentery were also from that station (one had been contracted in Japan); and in four cases of diarrhœa out of thirty-seven, the disease had its origin there. Dr. Domville, C.B., of Melville Hospital, Chatham, reports among the twenty-one cases of epilepsy, four were from China, one patient having been invalided three months previously for debility, supervening on constant attacks of intermittent fever and diarrhœa, and the other three having received injuries to the head two years previously. The one case of gastritis, that of an able seaman twenty-eight years of age, was from China. Of the six cases of dysentery two were from that station; and of the sixteen cases of diarrhœa, one. A case of lupus—that of an officer who had been invalided from China—is also reported. He was admitted with ulceration of a lupoid nature of the upper lip and nostrils, but was finally discharged cured, after having been 64 days in hospital. Of the five cases of disease of the ear, one was due to facial paralysis, for which the patient was invalided from the China station. Assistant-surgeon R. Nelson, of the Royal Marine Artillery Division at Eastney Barracks and Fort Cumberland, Portsmouth, says that most of the cases of secondary syphilis in that corps are men with broken down constitutions, whose systems are saturated with the poison. The China station furnished them with many such cases, contracted for the most part in Japanese ports. Of the cases of rheumatism, the Mediterranean and China stations supplied the greatest numbers. Staff-surgeon F. Harvey, of the Marine Light Infantry division at Torton, near Gosport, records one case of scrofula, and one of disease of the heart invalided from the Pearl, and one of vertigo from the Rinaldo. Surgeon J. S. Adams, of the Plymouth division of Royal Marines, reports a case of softening of the brain, the patient having been invalided from Japan.

Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, NOV. 26.

Fully confirming the contents of my last letter, in which I gave your readers the text of the new law for the conversion of the Hamburg Bank Valuta, I have merely to add, in reporting progress to-day, that the law was promulgated in the official part of the *Hamburg Correspondent* of the 14th inst., and on the following day the "Regulations" of the Administration of the Bank, about which it is only needful to observe that money may be brought in to an unlimited extent either in bags containing 450 gold pieces of twenty marks, or 900 of ten marks, or of 500 silver thalers; but that the minimum amount that may be withdrawn at one time is fixed at 9,000 marks of the new currency.

Last week a meeting of the Commission Houses in this city was held at the Exchange Rooms, to take into consideration what steps should be taken for an uniformity of usances in consequence of the impending alteration in the money of accounts, Herr Noyemann, the indefatigable President of the Chamber of Commerce, in the chair. In his opening address the chairman divided the business of the meeting into the following four heads, and pointed out the expediency of obtaining unanimity if possible, in order to show their foreign connections a closely

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serried phalanx:—1. The quickest possible way of effecting the transition; 2. If it be desirable, to take this opportunity of revising their scale of commission charges, and other usances of the trade; 3. What stand the Hamburg merchants should take towards the foreign trade, with respect to the alteration of the currency, in calculating outstanding claims and remittances; and 4. In what form they had best notify to their correspondents the resolutions to be passed at the meeting. After a prolonged discussion the following resolutions were passed by an overwhelming majority: *Ad.* 1. It was agreed to do business on the Hamburg Exchange on and after the 1st of January next exclusively in the new Imperial marks and pfennige, and to make up all invoices and account sales in the same currency. *Ad.* 2. Every merchant to regulate the amount of his commission for purchases and sales according to his own discretion. An alteration of the general usances was declined, but on the other hand, in consequence of the great increase in wages, it was considered advisable to augment in a corresponding degree the scale of petty charges which have remained stationary for more than a whole generation, and it was therefore agreed to charge 40 pfennigs per bag or package on goods sent off by railway, and 50 pf. per ditto if shipped in steamers or sailing vessels. *Ad.* 3. It was unanimously resolved to make up and close all accounts current at the end of the year in marks and schillings banco as hitherto, and then transfer and bring forward the balances in the new currency of the country at the fixed rate of 150 marks gold for 100 marks banco, and credit the accounts for remittances in banco until the 15th February (close of the silver accounts at the bank) at the same rate; but on the other hand to calculate remittances in thalers and foreign valuta at the exchange of the day into banco, and then book the amount in imperial marks. *Ad.* 4. A committee was appointed—consisting of the firms who had convened the meeting—to draw up the above resolutions in the shape of a joint circular, for each house to send to his friends abroad.

As the French Government has given notice of its intention not to draw any more bills on Hamburg in marks banco, but in gold currency, should it be advisable to make use of this money market in any future financial arrangements, there is no longer any reason for the great accumulation of silver bars in the Bank cellars, and the owners are beginning to debarrass themselves of what is now no longer money but merchandise. Fortunately a fresh outlet has been found to get rid of a large quantity of these bars; for the French Government find it profitable to coin them into five-franc pieces, as they have the option of paying the remainder of the war indemnity either in gold or silver, and thus during the last ten days silver bars of the value of nearly thirty millions of marks banco have been sent off by railway to Paris for that purpose, relieving the Hamburg Exchange of about forty millions marks banco, which, with the facility of its passing through eight or ten different hands in one day, is quite sufficient for the requirements of commerce under ordinary and normal circumstances.

Another piece of good news that I am able to communicate to-day is, that there is well-founded and substantial reason to believe that that the definitive law for the introduction of the new currency will be passed in the approaching session of the German Parliament. The financial committee of the Federal Council have reported progress, and with the consent and approbation of the last-named branch of the Legislature are now engaged in drawing up the text of the Bill to be brought in; and indeed it is high time that the affair should be definitively brought to a close; for not only is the large quantity of gold already coined—now more than twenty millions sterling—but an equally great, and probably still greater amount still uncoined and waiting to be minted, is lying in an unproductive state locked up, with an enormous loss of interest, as no orders have been given for putting it in circulation, and as thalers are no longer allowed to be coined, money is getting very scarce, and the only alternative is an inundation of dirty, greasy and most offensively smelling paper dollars, issued in some cases by banks of questionable security, which strongly remind me of the one pound notes of the country banks we had formerly in circulation in England. As for small change it is so rare that the shopkeepers are put to their wits' end to satisfy their customers who put down their thaler and require change, which, however, can only be effected by their taking postage stamps or a slip of paper bearing the name of the seller. The course is most naturally preferred by the shopkeepers, as it not only gives them the chance of these "notes," though perhaps only purporting to be for a halfpenny or a farthing, being lost and thus rendered irredeemable, but secures them further profit by fresh purchases, as nobody else will take them.

Baron von Rehfues, the German Envoy in China, who has been for some months in Europe on leave of absence, has now returned to his post with full instructions from Prince Bismark, so that we may soon expect to hear of negotiations being opened for the revision and renewal of the Treaty of Commerce with China.

The King of Siam has sent as a present to the former Lieutenant Schulze a magnificent cigar case of solid gold ornamented with the Siamese Royal coat-of-arms in enamel, as a token of his satisfaction at receiving a handsomely bound copy of his work entitled the "Chronicle of all the Orders of Knighthood." The present was brought over by the German Consul at Bangkok, Herr Lessler, who recently arrived in this country on furlough, and it is now being exhibited in the Royal Arsenal at Berlin.

A remarkable rise in the value of the shares of the Hamburg (and China) Steam Company has to be recorded. The original shares are now quoted at 122, or 22 per cent. premium, and the new issue, which, however, only participate in the profits of 1873, readily command 107, or 7 per cent. premium.

COMMERCIAL.

The Produce markets are still in a very unsettled state, principally in consequence of the impending alteration in the currency; but a moderate amount of business was done in Teas for local consumption as well as for the supply of the interior. Among the sales by importers were 80/4 chests of Pekoe, and 309/8, and 184/16 chests of Congou at former quotations. Rice of all descriptions neglected; a few small sales for consumption reported in cleaned grain, but nothing done in rough. Of Cassia Lignea the 12000 chests to hand, per Corona from Hong Kong, have been warehoused, and are not to be thrown on the market at present; prices remain at 10 to 10/½ sch. bco. No transactions in Pepper, which is firmly held. Of Oil of Cassia 20 chests have been disposed of at a slight decline, after which the market became firmer. The only sale of Spelter reported was 1,000 centners of Silesian, ordinary marks and qualities, at 15 3/8 marks banco per centner for shipment.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, NOV. 27.

My political news by this opportunity is very scanty. The Second Chamber is still involved in the Budget debate, and nothwithstanding much more progress has been made than in former years, the discussions, especially those upon the chapter of home affairs, last long. There is, of course, no question of any political battle; it is a sort of business debate, which presents few or no features of interest. The Minister of Justice, when his Budget was debated, revealed a very lengthy programme, showing that he intends to evince great activity in regard to legislation. The question, however, is whether much, if any, of his intentions will be realised? For several years we have been accustomed to endeavours made with the object of improving our legislative system by talented men who have stood at the head of this department, but all have proved abortive. When the members dealt with the Home Budget the question was again brought forward, if it would not be desirable to establish separate departments for education and commerce. The Chamber has made more haste than in former years, which may be ascribed to a desire to deal as soon as possible with the Reform Bill—the main question of this session.

The Bourse has remained in the same condition as it has been for some time past, dull, and prices, though showing very little alteration, are generally flat. The fresh political complications in France create anxiety, and now that the state of the money market is so sensitive, the position of affairs is not favourable. There is a good demand for discount at the bank, and the last weekly account was again unfavourable, but the rate of discount was not altered. The Rotterdam Bank—whose shares are now quoted at 112¾—has called a meeting of shareholders, to be held here on the 2nd of December, with the object of altering the statutes. These alterations will be published in a few days. The news from Amsterdam continues unsatisfactory; more houses have stopped payment, heavy losses being caused by speculations in cotton and petroleum. No public failures, however, have occurred.

Another regular steam-line, between Holland and Java (*via* the Suez Canal), will be established in competition with the Company Nederland. According to an advertisement of a firm of shipbrokers, Messrs. Ruys and Co., a regular service will be opened in the month of January or February, with four first-class English steamers, viz., the *Devon*, 2,100 tons; the *Kingston*, 1,900 tons; the *Harrington*, 1,750 tons; and the *Wyberton*, 1,650 tons. Every six weeks a steamer will leave here for Java.

An interesting law suit has been decided by the district-court at Amsterdam; viz., that of the Trading Company *v.* the owners of the East Indiaman *Djawa*. This vessel was chartered to convey a cargo of Government produce to Holland. When starting from Java the vessel became so leaky that it was necessary to put into Batavia, where the ship was examined. A great part of the cargo, which is damaged, will have to be sold, which will entail a loss of f.120,000. After being repaired, the *Djawa* continued the voyage, and has delivered the rest of the cargo. The Trading Company asked for indemnification, because the damage was due to neglect, while the shipowners maintained that the examination had proved that the vessel was damaged by running on a bank. This assertion, however, was not accepted by the Court, who condemned the owners to pay the sum above stated.

PRODUCE MARKETS.

A material improvement took place in Coffee at the Trading Company's public sale, held last Wednesday, which went off with spirit at advanced rates, in consequence of large speculative purchases, which caused the quantity brought forward scarcely to suffice for the demand. Consequently the article has since remained in good request, and prices have further advanced. Sugar remains very firm, and the quantity put up to-day at public auction for account of the Trading Company has also found ready buyers at higher prices. The Indigo sales held last week went off at reduced rates. Tin has undergone a material decline. The business done in this as well as in other articles has been upon a limited scale.

COFFEE.—The Trading Company closed the series of their public sales of coffee for this year by offering at public auction at Amsterdam on the 20th inst. about 84,400 bags Java and Padang, which met eager buyers at higher prices than had been anticipated, consequent upon a large portion of the quantity put up having been secured by speculators whose competition caused prices to range ½c. to ¾c. in excess of the valuations. A brisk demand has continued to prevail since, and a fair business has been doing in shipments of private importation at full prices, in the proportion of the late advance, whilst for some numbers of the late public sale a further advance of ¾c. to 1½c. has been paid. Good ordinary Java sold successively at 47c., 47½c., 48c. and 48½c., whilst holders have become more and more reserved, and some of them keep backward altogether. The Trading Company's monthly public sales are not to be resumed until February next.

SUGAR has continued to exhibit a firm appearance. The scanty supply for sale has checked business, and attention has been mainly engrossed by the approaching public sale. The Trading Company's sale of 13,357 baskets went off as follows: No. 12 f.36, No. 13 f.36¼, No. 16 f.36, No. 18 f.36½, No. 19 f.36¼, No. 20 f.36¼. According to these prices the value of the Dutch standard has been fixed by the brokers as follows, to which I add, for the sake of comparison, the currency established at the late March, May, July, and September sales.

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	March.	May.	July.	Sept.	Nov.
No. 5	f.28¼ ...	f.30¼ ...	f.29 ...	f.29 ...	f.29½
„ 6	30¾ ...	32¼ ...	31 ...	31 ...	31¼
„ 7	30 ...	32 ...	30½ ...	30¾ ...	31
„ 8	32 ...	33¼ ...	32 ...	32¼ ...	32¾
„ 9	33 ...	34¼ ...	33 ...	33¼ ...	34
„ 10	33½ ...	34¾ ...	33¾ ...	34 ...	34½
„ 11	34½ ...	35¼ ...	34¾ ...	35 ...	35½
„ 12	35½ ...	36¼ ...	35½ ...	35½ ...	36
„ 13	36 ...	37¼ ...	36¼ ...	36 ...	36¼
„ 14	36½ ...	37¾ ...	36¾ ...	36½ ...	37
„ 15	36¾ ...	37¾ ...	36¾ ...	36¾ ...	36½
„ 16	36¾ ...	37¾ ...	36¾ ...	36½ ...	36½
„ 17	37 ...	37¾ ...	37 ...	36½ ...	36¾
„ 18	37½ ...	37¾ ...	36½ ...	36½ ...	36¾
„ 19	37¼ ...	37¾ ...	36¾ ...	36¾ ...	36¾
„ 20	38 ...	38 ...	37 ...	36¾ ...	37

TEA without any activity, in the face of the public sales of China and Java to be held at Amsterdam to-morrow.

TOBACCO.—Several parcels of sundry headmarks will be offered in the next few days by private tender.

MANILA SEGARS.—About 400/m Cheroots 2a Cortados 1872 had been advertised for sale by public auction on the 20th inst., of which 100 mille were previously disposed of by private treaty, whilst of the remaining 300 mille only 20 mille passed the hammer at f.45 in bond, and the balance has partly been bought in at this price and partly withdrawn.

SPICES.—The demand for the different articles under this head remains dormant.

RICE enjoys but little demand, and prices are barely supported.

RATTANS keep firm, without anything doing.

TIN.—A quiet tone continues to prevail for this article, and prices have further receded. Banca has sold for present delivery at f. 89½, f. 88¼, f. 86, and f. 86½, and for delivery ex the coming spring sale of 1873 at f. 85 and f. 84½.

HIDES.—No transactions have taken place since my last. Sales are to be held to-day.

JAVA INDIGO.—The public sales held here and at Amsterdam last week, went off pretty currently at reduced rates. Compared with the valuations, based on the currency of October 1870, the decline now established reaches to 80c. to 110c. for very ordinary and hard sorts, 60c. to 80c. for ordinary medium sorts, 50c. to 60c. for good and fine medium sorts, 25c. to 40c. for superior and very soft sorts. Out of the 513 cases put up at public auction at Amsterdam, 458 cases passed the hammer, and 55 cases were bought in and withdrawn. Prices ranged much in the same proportion as those paid here, only the very ordinary descriptions having in some instances been sold at a further decline of 20c.

SHIPPING.

ARRIVALS.—Nov. 20, at Texel, from Padang, Waalstroom; at Flushing, from Akyab, Voltri; 22, at Brouwershaven, from Batavia, Aeolus; at Texel, from Batavia, Aurora; 23, at Brouwershaven, from Tjilatjap, Elisabeth Maria; at Texel, from Batavia, last from Mauritius, Hollands Trouw; 24, at Texel, from Batavia, Bellatrix and Sliedrecht; 25, at Texel, from Batavia, Zeebloem.

PASSENGERS INWARD.—From Java, per Aurora, Messrs. J. T. Pencheim, B. van Hasselt and family; per Hollands Trouw, Mr. P. C. Holtboom and family; per Aeolus, Mrs. Hartman Kok; per Bellatrix, Miss Julie van der Schalk; per Sliedrecht, Mr. W. J. L. Scheepens.

Monetary and Commercial.

Another Steam Company has been formed in connection with China. The title is registered as the New York, London, and China Steamship Company (Limited). Capital £300,000, in £25 shares. The directors are Messrs. Augustin Heard, Captain Lowther, R.N., E. M. de Bussche, J. N. L. Griswold. New York, John Heard, Boston. The Agents in China will be Messrs. Augustin Heard and Co.; and in London, Messrs. Fearon and Co.

The dividend to be recommended at the annual meeting of the P. and O. Company on the 6th inst. will be 3 per cent. for the six months ending Sept. 30, with a bonus of 1 per cent. from the underwriting account, making, with 3 per cent. dividend paid in June, a total of 7 per cent. for the year. The report of the Directors will be found in another column.

An extraordinary meeting of the proprietors of the National Bank of India (Limited) is called for the 10th inst., to confirm the special resolution passed on the 19th ult. altering some of the regulations of the undertaking.

At the second meeting of the creditors of Messrs. Bowles Brothers and Co., a long report was read from the committee appointed on the 16th ult. The statement of affairs of the London house, as extracted from the books, discloses, in the opinion of the committee, very disastrous prospects for the creditors. The estimated liabilities amount to £83,000, and include securities belonging to customers, deposited for safe custody only, of the computed value of about £14,000, which have been pledged with the bankers of the London house against loans. The sum of £83,000 is exclusive of the liability of the firm in respect of shares in the Joint National Agency Company, which the committee are informed represents about £95,000, being 19s. per share, the amount not paid up on 100,000 shares. On the other hand, the only assets which can be reckoned upon as realisable, consist o the cash and bills receivable on hand, and debtors on current accounts, estimated to realise about £3,500. In addition there are debtor balances appearing in the books to the extent of £38,000, but very little is expected to be realised. It was resolved to place the estate in bankruptcy. Mr. Robert Bowles has been again brought up at the Mansion House Police-court, and has been further remanded until Wednesday next.

Messrs. Mosses and Mitchell, the London agents of the Suez Canal Company, have issued the following notice, which savours strongly of "letting down easy" the English shipowners :—

Notwithstanding the recent decision of the Tribunal of Commerce at Paris in favour of the Messageries Maritimes Company, we beg to inform the Government and steam-shipowners that the Suez Canal Company intend abiding by the terms of their act of concession, which gives them the right, as is shown by official documents published at that period, of levying a tax of ten francs per gross ton measurement. By adopting the English mode of measurement, and applying it to every ship passing through the Canal, they establish a uniform treatment for all flags, and thereby secure to the British shipowner immunity from those unfair advantages that steamers of other countries might derive by sailing with inaccurate papers.

The *Nourmahal* has arrived from Hiogo, having left 12th June with a cargo of tobacco and rags.

Owing to several orders for Spain and elsewhere the price of fine Bar Silver has improved, and may now be quoted as firm at 59½d. per oz. standard. The West India steamer has brought £145,000 in Mexican Dollars; these have not yet been landed, but the new coinage has been sold at 58d. per oz., principally for refining purposes. The old coinage is at present unsaleable at the rate recently current of 60¾d. per oz.

BANK AND MISCELLANEOUS SHARES.

Shares.	JOINT STOCK BANKS.	Paid.	Closing Prices.
£10	Agra Bank, ...	All	6½ to 7
25	Bank of Egypt	All	52 to 54
20	Chartered Bank Ind., Aust., and China	All	13½ to 14½
25	Chartered Merc. of India and China ...	All	22½ to 23½
20	City Bank	10	14 to 15
100	Colonial Bank	30	58 to 60
500fr.	Comptoir D'Escompte of Paris	All	f.605
£28¼	Hong Kong and Shanghai Bank ...	All	46 to 48
100	Imperial Bank	20	28½ to 29½
50	London and County	20	56½ to 57½
50	London Joint Stock	15	46 to 47
100	London and Westminster	20	68 to 69
25	Oriental Bank Corporation	All	41½ to 42½
50	Union of London	15	43 to 44
	TELEGRAPH COMPANIES.		
10	British Indian Extension	All	14⅝ to 14¾
10	British Australian...	All	9⅜ to 9⅝
10	China Submarine	All	10 to 10½
10	Eastern Telegraph Company	All	10⅜ to 10⅝
10	Great Northern	All	10¾ to 11¼
25	Indo-European	All	14 to 16
10	Mediterranean Extension	All	6½ to 7
12	Telegraph Construction Company ..	All	31½ to 32½
50	Indiarubr., Gutta Percha. & Tel. Works Co.	45	38 to 39
	MISCELLANEOUS		
20	British India Tea Company	All	4 to 5
20	Brit. and Foreign Marine Insurance Co.	4	5½ to 6 pm.
20	Ceylon Company	All	15 to 17
20	Do.	10	5½ to 4½ dis.
20	Do.	5	4 to 3 dis.
50	Colonial Company	20	2 to 1 dis.
5	Credit Foncier of England	All	5⅝ to 5⅝
10	General Credit and Discount Company	7½	1¾ to 2 pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	¾ to ⅓ dis.
98	Japan Loan, 9 per cent.	All	110 to 112
20	London and Prov. Marine Insurance Co.	2	2½ to 2¾ pm.
25	National Discount Company	5	12½ to 13
25	Ocean Marine Insurance Company ...	5	13¾ to 14½ pm.
500fr.	Messageries Maritime of France ...	All	f.532 to f.550
50	P. and O. Steam Company	All	52 to 54
50	Do. Do. 1867	10	1 dis. to par
100	Royal Mail Steam Company	60	83 to 85
20	Realm Marine Insurance Company ...	3	1½ to 1 dis.
402f.	Suez Canal Company		f.410
20	Thames and Mersey Marine Insur. Co.	2	4¾ to 5½ pm.
20	Universal Marine Insurance Company	5	6 to 8 pm.

ARTICLES OF IMPORT.

TEA.

The market remains as dull as ever, and the amount of business by private contract is unusually small, especially in Congous, the trade being occupied by the frequent public sales of both China and India Teas, which have passed off rather heavily, and generally at lower prices. The greatest decline has been in Canton Scented Capers of common to good medium quality. The public sales of the week have comprised 13,330 packages; the whole of which have been sold without reserve. The deliveries for the week amount to 3,351,000 lbs., against 3,355,000 lbs. last year.

Black.—Red leaf: Dust and broken leaf kinds, old season's, at auction, have sold at extremely low rates, say, 3d. to 6d.; new, leafy, sweet liquoring sorts, have realised fair average prices, from 8d. to 11d., inferior flavoury kinds at 11½d. to 1s. 0½d. have sold at full rates, being in short supply; good flavoury, chiefly Sayune district, at 1s.

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1d. to 1s. 2d. have been largely dealt in; medium to fine Kaisow at 1s. 3d. to 1s. 7d. has sold lower, and exceptional good value can be obtained; fine and finest Kaisow sells slowly at 1s. 8d. to 2s. 2d., well known chops realising 1d. to 2d. per lb. more; Sze Hing chop a short time ago, 2s. 4d. per lb. Pakling kinds continue neglected, and the stocks held by importers are much larger than usual at this period. Tayshan leaf: The bulk of late imports are chiefly of good common to fair quality; sales have been made at 11d. to 1s., the market closing weak. Black leaf: Old import of ordinary to good common has been sold at 8d. to 9½d. per lb.; new season's, good common, we value at 10d. per lb.; preferable kinds, at 11d. to 1s. 1½d., continue scarce; medium to fine at 1s. 2d. to 1s. 8d. has been dealt in to a fair extent at 1d. per lb. decline; finest at 1s. 9d. to 2s., limited sales; extra quality sells up to 2s. 7d. per lb. Souchong: Sales show a reduction of 1d. to 2d. per lb. Oolong: Limited business at 1d. to 2d. per lb. decline. Scented Tea: Heavy supplies have been received of Canton kinds, desirable parcels, well scented, have sold readily, though at a decline of 1d. per lb., and the market closes without a further downward tendency. Foochow Scented Orange Pekoe has been in full supply and sold at easier rates, strong scented medium quality 1s. 4d. to 1s. 5d. per lb. Caper 1s. 3d. to 1s. 5d. per lb. *Green*: The market has again been liberally supplied, and prices have ruled lower for Ping Sueys, but Moyune kinds maintain their value. Japan leaf, nothing doing.

SILK.

There is nothing new to report; the market continues quiet, and prices are steady, with improved deliveries. Although the pressure for money is over, and the Bank Rate of discount has been reduced to 6 per cent., there is as yet no appreciable improvement in the market, business at the moment being to a certain extent checked by the political crisis in France. In China Silk transactions are on a very limited scale, and confined almost entirely to the few daily purchases made for the home trade; prices, however, are on the whole fairly maintained. Canton Silk: The moderate prices now ruling have at last attracted the attention of consumers, and led to some business at slightly improved rates. Japan Silk is comparatively in good demand, and prices are a little firmer; fair and good fine Mibash is becoming more in favour with our home manufacturers, while on the Continent the consumption of this class of Silk is increasing daily. Deliveries 1st to 27th inst. inclusive:—China, 2,232 bales; Canton, 691; Japan, 662; total, 3,635 bales.

CINNAMON.

The periodical auctions were held on the 25th ult., when a total of 2,207 bales Ceylon was offered, against 1,732 bales at the August sales and 1,965 bales at the corresponding auctions last year. Good and fine qualities met a good demand, and prices show an advance of 1d. to 2d. per lb. upon the previous auctions, but medium and ordinary qualities went off slowly and a decline of 1d. to 2d. per lb. was established. Of the whole, 1,850 bales were disposed of. At the commencement of the sales a flat tone was apparent, and prices declined 1d. to 2d. per lb.; but the demand afterwards improved and prices recovered, the better qualities selling with good competition at an advance of 2d. to 3d., and in a few instances 4d. per lb., other qualities showing little alteration from the August sales' rate. Of the whole, about 2,000 bales were disposed of as follows:

CEYLON.

Bales					
552 First Sort,	fine to superior	...	...	sold at	3s. 7d. to 3s. 10d.
	one lot ditto	...	...	...	3s. 11d. to — —
	medium to good	...	...	...	3s. 0d. to 3s. 6d.
	low to low medium		...	...	2s. 5d. to 2s. 11d.
949 Second Sort,	fine to superior	...	...	...	3s. 4d. to 3s. 6d.
	one lot ditto...	...	...	...	3s. 7d. to — —
	medium to good	...	...	...	2s. 7d. to 3s. 3d.
	ordinary ...	...	...	...	2s. 2d to 2s. 6d.
534 Third Sort,	fine to superior	...	...	...	2s. 11d. to 3s. 3d.
	middling to good	...	...	...	2s. 6d. to 2s. 10d.
	ordinary ...	...	...	...	1s. 10d. to 2s. 5d.
192 Fourth Sort,	good to fine...	...	...	...	2s. 1d. to 2s. 6d.
	low to medium	...	...	...	0s. 11d. to 2s. 0d.

CINNAMON CHIPS.—Only 611 bags Ceylon were offered, of which 300 bags sold at steady rates, medium to good at 5½d. to 6½d.

SUGAR.

The market has exhibited a steady demand for good refining qualities, and fully previous rates have been obtained. An increased demand has prevailed for brown Eastern kinds, and larger sales have been effected than for some time past, but prices show no improvement. The following are the details of the sales effected:—

Penang: At auction 52 bags sold, brown (duty 4s.) at 25s. 6d., low yellow (duty 4s. 9d.) at 28s., 3,195 bags date sort (duty 4s.) were bought in at 22s. 6d. to 23s., 8 baskets sold at 21s.

Manila: In auction 2,195 bags clayed (duty 4s.) sold, common to fair 24s. 6d. to 25s., low at 24s., 1,356 bags unclayed Zebu (duty 4s.) were bought in at 22s. 6d. By private contract 16,000 bags unclayed Ilo Ilo (duty 4s.) have been sold at 22s. 6d., also 7,000 bags superior clayed (duty 4s.) at 27s. 3d.

Siam: In auction 12,109 bags concrete (duty 4s.), from Bangkok direct, were all sold at the valuations, sound (5,200 bags) at 23s., the remainder washed, chiefly first-class at 22s., second-class 21s. An offer of 248 baskets low dark quality was bought in at 22s.

Java: A floating cargo arrived off coast has been sold, but particulars are not reported.

China: An offer of 1,438 bags low soft brown (duty 4s.) was bought in at 22s. 6d. per cwt.

CAMPHOR.—*China* being in larger supply has further declined; only limited business has been done privately, and at auction the business done has likewise been small, being comprised in the sale of 100 cases at £3 15s. per cwt. re-weighte. *Japan*: No transactions.

CARDAMOMS.—No business done in Ceylon.

COCOA NUT OIL.—The market for Cochin has been steady with private sales of fine quality at £38 10s. to £38 15s.; of 195 casks at auction a portion was sold at £37 to £38 10s. Ceylon is rather easier; of 546 casks offered in a public sale a few only sold at £35 for fair quality, and small private sales have been effected at the same price.

COIR GOODS.—At the last sales the supply of Yarn was again light, the bulk consisting of ordinary and low coarse in dholls, which sold at previous rates, the few lots in bales being chiefly bought in. Of 179 bales Cochin Yarn only 70 bales sold, good ordinary to low middling £29 10s. to £30 10s., medium £32; 56 bales Ceylon were bought in at £36, except 7 bales which sold at £32, fine first-class sea-damaged at £41 10s.; 28 tons ditto sold, very common to common £27 to £28 10s., good common £29 to £29 15s., medium £31 to £32. Of 30 tons Ceylon Fibre offered 6 tons sold, fair to good £21 15s. to £24 10s., first-class sea-damaged £16, the remainder sound of ditto bought in at £17, 6 tons Ceylon brush sold at £30 to £34 10s., 13 bales ditto being bought in at £40 per ton.

CUTCH.—The market is quiet, but the stock is firmly held at 21s. 6d. to 22s. 9d. per cwt., at which prices there has been some business done.

DRAGON'S-BLOOD.—Of 20 cases lump offered in public sale, a few only were quitted at £6 per cwt. for fair quality.

EBONY.—Ceylon is still very scarce and is held for high rates; there have been no transactions.

ESSENTIAL OILS.—*Aniseed* has been lower, but closes with a rather better inquiry; about 60 cases sold privately at 9s. to 9s. 3d. *Cassia* very firmly held. *Nutmeg*: Firm, 2 cases retired. *Cinnamon*: Fine, scarce and wanted; 7 cases retired. *Citronelle*: Again lower and dull; of 170 cases at auction, only a few sold at 2d. per oz., the bulk held for higher rates. *Lemon Grass*: Value nominal, and difficult of sale; 18 cases retired.

GALANGAL ROOT.—In active request, but there is no supply.

GAMBIER.—Prices have been easier, and about 400 tons have been sold, ex ship, landing at 24s. 6d. to 25s., and afloat August-September shipment 23s. to 23s. 6d.; more distant 22s. to 22s. 6d.; 3,036 bags cubes at auction were retired, but subsequently sold at about 29s. per cwt.

GALLS.—*China* are in but little demand, but are firmly held. During the fortnight about 111 cases have found buyers in public sale at £2 16s. per cwt. No business privately is reported. *Japan*: Without movement.

GUMS.—*Benjamin*: Siam quiet: 3 cases at auction retired: Sumatra also quiet: of 84 cases offered, two-thirds sold at 70s. to 62s. 6d. for thirds. *Copal*: Cheaper and very dull. *Damar*: very dull and prices lower: 375 cases at auction retired. *Gamboge* steady: of 9 cases offered a few only sold at £15 per cwt. for good.

GUTTA-PERCHA.—The market continues quiet, but there is some inquiry: of 505 packages and 1,414 blocks at auction very few only sold: Macassar fine genuine at 3s. 2d. to 3s. 2½d., mixed part white 1s. to 1s. 3½d.; very inferior weak reboiled 4d. to 4¾d. per lb.

HEMP.—Manila is very dull, and previous quotations are barely maintained. There have been no transactions since our last report.

HORNS.—Siam Buffalo are firm, but there has been no business of importance transacted. Ceylon Deer are also firm, but without sales.

INDIA-RUBBER.—Scarce, and prices show an advancing tendency.

ISINGLASS.—Firm; fine qualities of Penang and Manila scarce and in request.

JAPAN WAX.—There is but little demand, and no sales are reported. Holders are firm at £4 15s. for good saucers.

MUSK.—Market steady; 42 caddies Tonquin at auction chiefly sold, fair to fine selected well-shaped pods at 24s. to 39s. 6d., rough and bally fair 18s. to 19s. 6d., wet pickings, 18s. to 20s.; 12 tins grain sold, fair 51s. 6d. to 52s., dark at 48s., damp and inferior 38s. to 40s. per oz.

PEPPER.—*Black* has continued very dull, and is still declining; Singapore has sold privately at 6⅜d. to 6¼d., and Penang at 6 1-16d., with but little business done. At auction, Singapore, 1st class, damaged, has sold at 6⅛d. to 6¼d.; Penang, sound, 6d. to 6⅛d., chiefly the former figure. *White* is again lower, and not much private trade has been done. At public sale, Singapore has realised 11⅜d. to 12¼d. for fair to good; Penang, 11¾d. for good quality.

RHUBARB.—Market for China steady but quiet; of 90 cases offered half sold; very good bold pinky fracture at 2s. 9d.; middling fair 1s. 10d. to 2s.; high dried medium and bold, part pinky part grey 1s. 5d. to 1s. 8d. per lb.

RATTANS.—Scarce and in good request at firm prices.

RICE.—The market has been very dull during the week, and but a small business has been done, prices remaining without alteration. On the spot middling White Bengal has been sold at 11s. 6d. quay terms, and Necransie at 8s. 9d. Three floating cargoes have been sold, viz.:—The Valparaiso, 1,135 tons Rangoon at about 9s. 4d., for the Continent; a cargo of 1,500 tons Necransie November shipment, per steamer, at 9s. 0¾d., for the Continent, damages at valuations; and the Nina Barabino, 1,050 tons Moulmein at 9s. 2¼d., ex ship, for London. The Papa de Rossi 730 tons Moulmein off coast, at 9s. 3d. ex ship; a cargo of 900 tons Necransie, at 9s. 0¾d. continental terms, and the cargo per steamer Mecca, 1,250 tons Necransie, December shipment, at 9s. continental terms.

SAGO.—Very quiet and little business done; of 1,862 bags offered, very few only sold at previous value. *Flour* firm but quiet; 161 bags retired.

SAPANWOOD.—Market steady; 12 tons Manila sold at auction at £8 7s. 6d. for fair wood, sugar damaged. 10 tons Ceylon offered and retired.

SHELLS.—The periodical sales are fixed for to-morrow.

STAR ANISEEDS.—Quiet; 55 cases offered in public sale were retired.

STICKLAC.—Scarce, and offers would realise high prices.

TAPIOCA.—Market steady, but quiet; of 1,819 bags at auction, a few only sold at 2¾d. to 3d. per lb. for fine white.

TURMERIC.—China scarce, Java dull of sale.

TIN.—Under pressure of forced sales the market has continued to droop, £133 having been accepted for Straits, being a decline of £4 per ton upon our last week's quotations; the current rates afloat are £130 to £132. Banca and Billiton rule at £145 per ton showing no change.

VERMILLION.—There is a small business done at previously ruling rates.

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ARTICLES OF EXPORT.

MANCHESTER GOODS.

Since the 22nd inst. a steady feeling has prevailed, but the business done has not been large, owing to the firmness of producers. Buyers show little disposition to pay the full rates now quoted, while the engagements of spinners and manufacturers relieve them of the necessity of making sales, and the tone at the close is firm.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	6s. 3d. 6s. 4½d.	7s. 0d.	7s. 7½d.	7s. 10½d. 8s. 0d.	— 8s. 3d.	8s. 4½d. —	9s. 1½d. 9s. 3d.	9s. 4½d. 9s. 6d.

Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	9s. 7½d. —	9s. 10½d. —	10s. 6d. —	11s. 4½d. —	10s. 9d. —	12s. 1½d. —	7s. 3d. —	8s. 4½d. —

Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	39	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	8s. 3d. —	9s. 4½d. —	10s. 9d. 11s. 0d.	12s. 9d. —	10s 10½d —	12s. 4½d 12s. 7½d	13s. 6d. —	15s. 3d. —

T-CLOTHS.

Width	32 in.	...	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 0	6 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18	18×18
Price	5s. 9d. 5s. 10½d.	5s. 10½d. 6s. 0d.	6s. 9d. 7s. 0d.	6s. 10½d. 7s. 4½d.	7s. 3d. 8s. 0d.	8s. 3d 9s. 0d.	8s. 6d. 9s. 3d.	

	s. d.		s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	9 9		—
Maddapollams	3 7½	to	3 9
Long Cloths	9 6		—
White Spot Shirtings ... nominal)	11 6		—
,, Brocade... ... do.	11 9		—
,, Damasks ... do.	21 0		—
Cotton Yarn (Water Twist), Nos. 16-24 China...	1 0½	to	1 1¼
Nos. 28-32 do.	1 2¼	to	1 3
No. 40 do. (mock)	1 2½	to	1 3¼
No. 40 Mule Twist	1 2	to	1 3½
No. 30 do.	1 0½	to	1 2

WOOLLEN AND WORSTED GOODS.

The current quotations in the Leeds market for Woollens and Worsteds rule as follows, showing no change from last week:—

Spanish Stripes, 62 in., 19 yards, Elephant Chop, 3s. 6½d. per yard for scarlet; Long Ells, 30/31 in., 24 yards, Lion Chop, 34s. per piece for scarlet; Camlets, best SS, 30/31 in., 58 yards, Elephant Chop, 82s. 6d. per piece for scarlet; Lastings, 31 in., 30/31 yards. Lion Chop, 70s. per piece for gentian; Brocades, 31 in., 29 yards, Half Moon Chop, 25s. per piece for scarlet.

NEW YORK MARKET REPORT.

COFFEE.—The market for Brazil is extremely quiet, owing chiefly to the absence of the good and better qualities Rio, which are alone in request. The low grades are in sufficient stock, but these are not wanted, hence the dulness. An exciting Presidential Election, now just passed, has also had, as usual, a tendency to divert trade from its usual course, and no business of moment is looked for until the arrival of fresh parcels, or the springing up of a demand for the grades now here. Holders remain firm. The market for East India descriptions is inactive, the demand from all quarters being on a very limited scale, and prices may be said to favour buyers, but there is too little doing to establish any range of quotations.

CORDAGE.—The following are the current quotations:—Manila Cordage, sizes above 12-thread, 18½c.; do. 6-thread and 9-thread, ¼ in. and 5-16 in. diam., 19½c.; do., 12-thread, ⅜ in. diam., 19c.; do., Hay Rope, 19c.; do. Cordage, bolt rope yarns, 20½c.; do. 6-thread and 9-thread, 21½c.; Tarred Manila, 18c.; Fine Tarred Manila Lath Yarn, 19½c.

CAMPHOR.—China is quoted 20c. gold.

CHINA PRESERVED GINGER rules at $8 currency, duty (35 per cent. *ad val.*) paid.

ESSENTIAL OILS.—Aniseed is quoted $2.40 to 2.45 gold, and Cassia $1.25 gold.

FIRE CRACKERS.—The market is dull; 500 boxes extra No. 1 sold at $2.42½, and 500 do. on private terms.

HEMP.—The market for Manila is very quiet, but there is a small business doing at 11c. gold.

INDIGO is quiet at 90c. to $1 currency.

RICE.—The market is steady, with a moderately active demand for foreign kinds, prices of which are rendered firm by the high value of gold. Rangoon duty paid rules at $7 to $7.12½ currency and in bond at $3.30 gold.

SUGAR.—There has been a steady, fair inquiry, almost entirely from Refiners, and as the stock rapidly runs down, prices are well supported and the market is strong, though devoid of all excitement. The sales of East India have been 17,370 bags Manila, per Forward Ho, 9,264 bags ditto, per Eleinore, and 6,716 bags ditto, per Garibaldi, all on private terms.

SPICES.—There has been considerable movement in Ginger, but apart from this the market has been very quiet. From store there is a fair jobbing demand, which dealers are supplying at $1.20 to $1.25 for Mace, Penang Nutmegs 95 cents, China Cassia 29 to 30, Pepper 16¾ to 17¾, White Pepper, 34 to 35, Cloves 21½ to 22, Clove Stems 10½ to 11, all gold.

SILK.—Business being confined chiefly to weavers of piece goods and Haineen stock required, the few holders are firm at a trifling advance. Fine and medium Cantons show more animation in consequence of some movement, and the tone is rather better. Current rates are:—China:—Tsatlee, No. 3 chop, $8.75 to 9; Taysaam, usual reel, No. 1, $7.75 to 8; No. 2, $7.62½; Taysaam, re-reeled, $7 to 8; Haining, re-reeled, $8.87½ to 9.12½; Tsatlee, re-reeled, $8.50 to 9; Canton, re-reeled No. 1, $6.12½ to 6.37½; No. 2, $5.87½ to 6; Kutegown, Nos. 1 and 2, $7 to 7.37½. Japan:—Nominal.

TEA.—The market exhibits some buoyancy more than for some time past, and prices are steadier. The demand is principally for Japan and Green, while Oolong is dull and neglected. The current rates are as follows:—Hyson: common to fair, 45c. to 52c.; superior to fine, 55c. to 68c.; extra fine to finest, 70c. to 95c. Young Hyson: common to fair, 38c. to 45c.; superior to fine, 52c. to 75c.; extra fine to finest, 80c. to $1.15. Gunpowder and Imperial: common to fair, 55c. to 65c.; superior to fine, 75c. to 92c.; extra fine to finest, 95c. to $1.40. Hyson Skin and Twankay: common to fair, 28c. to 31c.; superior to fine, 38c. to 35c.; extra fine to finest, 36c. to 40c. Uncoloured Japan: common to fair, 40c. to 46c.; superior to fine, 50c. to 65c.; extra fine to finest, 70c. to $1.05. Oolong: common to fair, 32c. to 40c.; superior to fine, 45c. to 62c.; extra fine to finest, 68c. to $1.05. Souchong and Congou: common to fair, 25c. to 35c.; superior to fine, 40c. to 57c.; extra fine to finest, 60c. to $1.

TIN.—The market has seldom been as dull as during the past few weeks; stocks are offered at steadily declining prices without eliciting any response from buyers, so that while we further reduce quotations they are still entirely nominal, say for Straits 31c. to 31½c., and Banca 35c. to 36c. gold.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Nov 21	Douglas (s.)	Luty	Rangoon	London
22	Tamesa	Philips	Manila	Do.
22	Falcon	Dunn	Macao, &c.	Do.
22	Waterloo	Kelly	Bassein	Do
21	John George	Barrow	Singapore	Falmouth
21	Charles Bal	Chapman	Rangoon	Liverpool
22	Antipodas	Bowes	Zebu	Do.
22	J. C. Potter	McClure	Rangoon	Do.
21	Nina Borabino	Delloroso	Maulmain	Falmouth
21	Nuovo-Ghilino	Corthe	Rangoon	Do.
22	Bertha (s.)	Lawrence	Galle, &c., via S.C.	London
22	Leucadia	Mearns	Shanghai	Do.
23	Peri	Westwater	Penang	Do.
23	Lodore	Fisher	Colombo, &c.	Do.
23	Winestead (s.)	Shetliff	Galle, &c., via S.C	Do.
23	Loochoo	Beal	Bangkok	Do.
23	Nonrmahal	Milledge	Yokohama & Hiogo	Do.
23	Schiedam	Houtkooper	Formosa	Do.
25	Catalina	Ansuategui	Manila	Do.
23	Mary E. Ray	Saker	Do.	Liverpool
23	Eaton Hall	Mesnard	Rangoon	Do.
22	Khorasan	Brown	Bassein	Do.
20	Waalstroom	Manje	Padang	Texel
21	Marie	Horveno	Singapore	Havre
21	Duc de Malakoff	Hudin	Manila	Do.
21	Glenisla	Watts	Ilo Ilo	Falmouth
22	British Nation	Carnell	Rangoon	Liverpool
	Eliza Quierolo	Pittalonga	Bassein	Waterford
23	Sterling	Bowen	Do	Queenstown
24	Balgownie	Mill	Colombo	London
24	Parsee	Ferguson	Penang	Do.
25	Santos	Kleingarn	Nagasaki	Do.
23	Royal Alice	Hughes	Rangoon	Liverpool
22	Royal Alfred	Hean	Do.	Do.
23	Lenore	Davies	Do.	Do.
25	Thomas Blyth	Trenery	Batavia	Falmouth
26	Luigi Olivari	Dodero	Akyab	Queenstown
22	Aurora	Visser	Batavia	Texel
23	Hollandstroun	Van Stryen	Do.	Do
24	Bellatrix	Hancke	Do.	Do.
24	Sliedrecht	Willemsen	Do.	Do.
22	Acolus	de Vries	Do.	Brouwershaven
22	Elizabeth Maria	Muller	Tjilatjap	Do.
	Guinevere	Anthony	Foochow	New York
	Deerhound	Carlin	Do.	Do.
	Dr. Petermann	Budelman	Hong Kong	Do.
	Westbury	Cork	Amoy	Do.
27	Amine	Froud	Ceylon	Deal
25	Zeebloem	Gollards	Batavia	Texel
Oct. 18	Emilie	Plexis	Macao	Callao
23	Caroline	Briquier	Hong Kong	Do.
8	Cecrops	—	Do.	Valparaiso
Nov 26	Guiseppe d'Abando	Cammarota	Batavia	New York
21	Oberon	Burgoyne	China & S. Francisco	Liverpool

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov. 8	Condor	Bruhn	China	Bergen
18	County of Argyle	Duncanson	Batavia & Sourabaya	Glasgow
22	Capioland	Wooldridge	Do.	London
23	Hindoo (s.)	Kerr	Colombo, &c., via S.C	Do.
23	Glenroy (s.)	Watt	Sing., China, &c., S.C.	Do.
22	Azalea (s.)	Joy	Colombo, &c., via S.C.	Liverpool
25	Una	—	Galle	Newcastle
Oct. 25	Winterthur	Milnes	Batavia	Rio Janeiro
Nov 26	Frederik Pettersen	Lennes	Java	London
25	Mallard	Young	Galle	Newport

See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Previous to Nov. 26.

Steamer.	From.	For.
Cheops	... London	... Singp., China, &c.
Glaucus	... Liverpool	... Do.
Atalanta	... China, Singp., &c.	... London
Cingalese	... Ceylon, &c.	... Do.
Bel ona	... London	... Singp., China, &c.
H. C. Orsted	... Do.	... Hong Kg. & Shanghai

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LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, and Yokohama: Flintshire. For Penang, Singapore, Hong Kong, and Shanghai: Chin Kiang, Altona. For Singapore, Hong Kong, Yokohama, and Hiogo: Duna. For Singapore and Bangkok: Kromahtah. For Colombo, &c.: Bertha, Winestead.

SAILING VESSELS.—For Yokohama: Osaka, Eliza Shaw. For Hiogo: Hanover. For Shanghai: Maitland, Sir Lancelot, Carmarthenshire. For Hong Kong: Undine, James Shepherd. For Batavia and Sourabaya: Schiedam. For Singapore and Saigon: Chas. Collett. For Singapore and Sarawak: Auriga. For Singapore: Rosedale. For Penang: Peri. For Colombo: Granville. For Colombo, &c.: Elizabeth Ann.

At LIVERPOOL.—For Yokohama and Hiogo: Royal Minstrel. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Sarpedon (str.). For Manila: Amigos. For Singapore, Batavia, Samarang and Sourabaya (via S.C.): Danube (str.). For Singapore: Aleppo.

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai: Glenlyon (str.).

SPOKEN.

LILY DALE, London to Shanghai, Oct. 6, 4 N., 115 E., 115 days out.
MASNUTH (Dut. ship), Cardiff to Hong Kong, on the line, 32 days out.
V.P.N.M. (barq.), from Hong Kong, Oct. 17, 12 N., 111 E., 10 days out
VULTURE (barq.), New York to Japan, 13 N., 114 E.
ENOCH TRAIN (Amr. s.), New York to Hong Kong, Sep. 25, 14 N., 113 E.
VALPARAISO, China to Falmouth, Nov. 3, 37 N., 28 W.
SULTANA (ship), Cardiff to Singapore, Sept. 17, 39 S., 29 E.
WESTBOURN, Amoy to New York, Oct. 2, 33 S., 14 E., 65 days out.
PRIDE OF THE THAMES, Sunderland to Sourabaya, Nov. 16, 45 N., 13 W.
SUSANNA JOHANNA, Rotterdam to Batavia, Oct. 3, 3 S., 19 W.
WANSBECK, Java to Hamburg, Oct. 3, 33 N., 34 W.
ALFRED HAWLEY, London to Malacca, Oct 30, 2 N., 28 W.
MARIA, (Dutch ship), Java to Amsterdam, Sept. 21, 25 S., 58 E.
J. W. CUSHING, Cardiff to Singapore, Oct. 9, 17 S., 27 W.
J. C. CURLING, Cardiff to Singapore, Oct. 9, 17 S., 27 W.
GOLDEN FLEECE, London to Colombo, Oct. 13, 1 N., 28 W.
ETHA RICKMERS, Cardiff to Shanghai, Oct. 21, 1 3S., 30 W.
HAVELOCK (barq.), London to Singapore, Nov. 14, 44 N., 13 W.
R.D.B.F. (N. G. barq.), Hamburg for Java, Oct. 16, 2 N., 20 W.
ANTON GUNTHER, Newcastle to Singapore, 43 N., 14 W.
MAJESTIC (Amer. barq.), Shields to Singapore, Oct. 26, 5 N., 25 W.

FREIGHTS AND CHARTERS.

There is a good supply of tonnage on the berth for Eastern ports at the undermentioned rates. Homeward quotations continue firm for next Season from Manila.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 70s. meast. To Hiogo: 80s. meast. To Nagasaki: 85s. meast. To Shanghai: 40s. meast. To Foochow: 85s. meast. To Hong Kong: 40s. meast. To Chefoo: 85s. meast. To Manila: 85s. meast. To Singapore and Penang: 40s. meast. To Sourabaya and Samarang: 80s. meast. To Batavia: 75s. meast. To Padang: 85s. meast. To Saigon: 80s. meast. To Colombo: 35s. meast.

Per SAILING VESSELS.—To Yokohama: 45s. weight, 40s. meast. To Hiogo: 50s. weight or meast. To Shanghai: 40s. weight, 30s. meast. To Hong Kong: 35s. weight, 30s. meast. To Chefoo and Tientsin: 45s. weight or meast. To Singapore: 22s. 6d. weight, 22s. 6d. meast. To Penang: — weight, — meast. To Samarang: 32s. 6d. weight, 25s. meast. To Batavia: 20s. weight, 25s. meast. To Sarawak: 35s. weight, 40s. meast. To Sourabaya: 27s. 6d. weight, 20s. meast. To Colombo: 25s. weight, 20s. meast. To Saigon: 40s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: £42 10s. To Hong Kong: £36. To Singapore: £25 to £26. To Penang: £26 to £27. To Galle: £24.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 40s. to 42s. 6d. To Shanghai: 45s. To Hong Kong: 33s. to 34s. To Manila: 30s. to 32s. 6d. To Batavia, Samarang, and Sourabaya: 24s. to 25s. To Singapore: 24s. To Galle: 21s.

From Birkenhead, per ton.—To Shanghai: 35s. To Hong Kong: 27s. 6d. To Manila: — To Singapore: 20s. 6d. To Galle: 21s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s.; ship 25s. to 27s. 6d.

CASUALTIES.

The Deucalion (str.), Butler, from Liverpool, Nov. 20, for Singapore, China, &c. (via S.C.), put back on 27th, deck work damaged, loss of boats, &c.; she would be docked at Birkenhead, to examine cargo.

A telegram from Shanghai, Nov. 26, announces the Tonbridge, from London, with a general cargo, total wreck between Gutzlaff and Harper island; crew (except chief officer) saved.

The Queen Victoria, of Dublin, from Cardiff for Japan, was towed into Queenstown, Nov. 25, with rudder gone and decks swept.

A telegram from Port Said, Nov. 25, announces that the Prins Hendrik (str.), from Texel, for Batavia (via S.C.), arrived with engines disabled, which would be repaired there.

The Antipodes, Bowes, which arrived at Liverpool, Nov. 22, from Zebu, reports having struck, July 28th, on a bank (where she remained ten minutes), from which Puercoa islands bore N.E., Capiel island N. by W., and Destacado S.W.¼W.; the bank was not indicated upon the chart, and the vessel sustained no damage.

The Prinses Amalia (ship), Timmermann, from Batavia to Amsterdam, put into Table Bay, Oct. 14, leaky, and with rudder broken; she would have to discharge for repairs. The Marie, Horveno, which arrived at Havre, Nov. 21, from Singapore, reported having encountered heavy weather off the Cape of Good Hope, during which she laboured heavily and pumped up discoloured water.

MISCELLANEOUS.

At ST. THOMAS.'—Nov. 8, Daniel Draper, Clark, from Singapore.

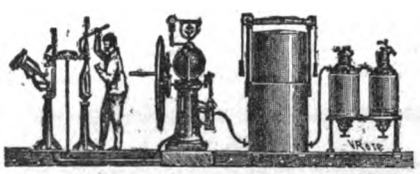
The Hindoo (str.), which left London Nov. 23, for Colombo, &c. (via S.C.), has put into Portland through stress of weather.

The Glenisla, Watts, from Ilo Ilo to Falmouth, was in collision with a brig off the latter port, during a gale, Nov. 22.

The Craigforth (str.), Scott, which left London, Nov. 20, for Singapore, China, &c. (via S.C.), put into Plymouth 26, having been three times off Ushant.

J. HERMANN LA CHAPELLE.

GOLD MEDAL AT THE LYONS EXHIBITION, AND LARGE GOLD MEDAL AT THE MOSCOW EXHIBITION, WITH HONOURABLE MENTION.



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,, 3	...	2,200 do.	...	... 88
,, 4	...	3,000 do.	...	... 100
,, 5	...	4,500 do.	...	... 120
,, 6	...	6,000 do.	...	... 140
,, 7	...	8,000 do.	...	... 180
,, 8	...	10,000 do.	...	... 220

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Fig. 100.

Fig. 192.

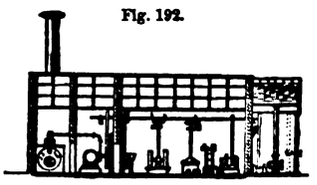

Fig. 121.

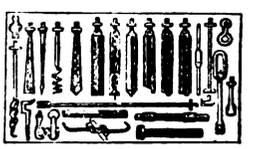

Fig. 105.

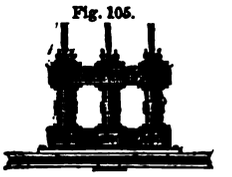

Fig. 189.

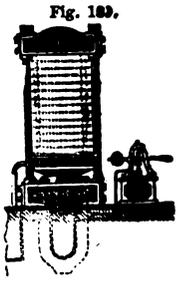

Fig. 141.

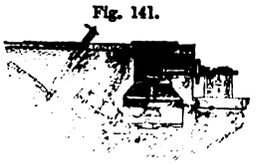

Fig. 207.

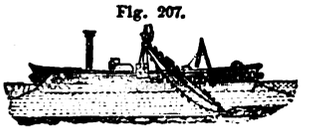

Fig. 30.

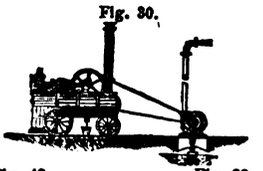

Fig. 43.

Fig. 39

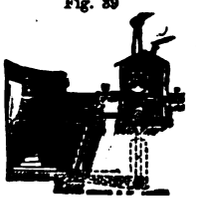

Fig. 24.

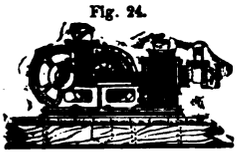

Fig. 117

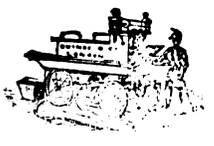

Fig. 146.

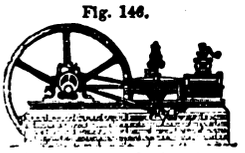

Fig. 154.

NOTE.—These numbers correspond with the numbers in the Catalogue.

Fig. 24.—Gwynne and Co.'s Patent Combined Centrifugal Pumps and Engines for High Lifts.
Fig. 30.—Gwynne and Co.'s Improved Portable Steam Engines and Centrifugal Pumps.
Fig. 39.—Gwynne and Co.'s Patent Pumping Machinery, as applied to Emptying Docks.
Fig. 43.—Gwynne and Co.'s Patented Wind-power Pumping Machinery, designed for Drainage and Irrigation purposes.
Fig. 100.—Gwynne and Co.'s Improved Double-Barrel Deep-Well Pump.
Fig. 105.—Gwynne and Co.'s Improved Treble-Barrel Li and Force Pump.
Fig. 117.—Gwynne and Co.'s Brigade Fire Engine.
Fig. 121.—Gwynne and Co.'s Improved Boring Tools.
Fig. 141.—Gwynne and Co.'s Improved Reaction Turbine.
Fig. 146.—Gwynne and Co.'s Improved High Pressure Horizontal Engine.
Fig. 154.—Gwynne and Co.'s Improved Cornish Boilers with double flues.
Fig. 189.—Gwynne and Co.'s Improved Hydraulic Press.
Fig. 192.—Gwynne and Co.'s Improved Machinery for Pressing Oil from Seeds, Olives, Fat, &c., &c.
Fig. 207.—Gwynne and Co.'s Improved Dredging Machinery.

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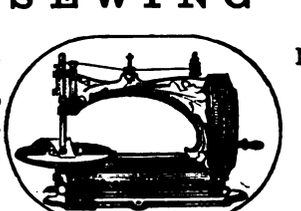
Manufactured specially for family requirements. They Hem, Braid, Bind, Quilt, &c.; are very light, elegant, and useful. Their mechanism is so simple that purchasers can easily work them by referring to the instructions forwarded with the machine.



Single Thread, to work by hand (noiseless) ...	£2	15	0
Registered Shuttle Lock-stitch, to work by hand (strongly recommended)	4	4	0
Do. on stand complete do. or foot	6	0	0
No. 6 do. do. do. do.	6	6	0
*No. 1 E do. do. do. do.	10	0	0

* This Machine has extra room under the arm.

MANUFACTURING SEWING MACHINES FOR

SHIRT AND COLLAR MAKERS, £10 and £12.

TAILORS, £10, £12, and £14.

BOOTMAKERS (Flowering, &c.), £8 8s. and £10
For putting in elastics, repairs, and all ordinary boot work, £10 10s

DRESSMAKERS (very light), £6 6s. and £10.

SADDLERS, MILLBAND MAKERS, HARNESS MAKERS, &c.,
Working with a shuttle, awl, and needle, and using the ordinary waxed thread, £50 and £65.

SAIL, BAG, and TARPAULINE MAKERS,
Using tarred twine, from £25 to £35, making either the plain stitch or sewing over the edges.

1 & 2, CHEAPSIDE,

AND

OXFORD-CIRCUS, LONDON, ENGLAND.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
Cowper's-court, Cornhill, London, E.C.

W. L. H. SKEEN AND CO.,
PHOTOGRAPHERS,
COLOMBO, CEYLON.
Invite inspection of their large collection of
VIEWS OF CEYLON, NATIVE CHARACTERS, &c.
ON SIZES 12 BY 10 TO C. DE V.
CATALOGUES POST FREE.

MAC EWEN AND CO.,
QUEEN'S ROAD HONG KONG,
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Special Agents for the
London and China Express.

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CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED),

IN CONNECTION WITH THE

EASTERN TELEGRAPH COMPANY, LIMITED.

TARIFF TO CHINA AND JAPAN.

On and after 15th **OCTOBER** the following Rates for **Telegrams of Twenty Words** will come into force :—

	FROM LONDON.	FROM PROVINCIAL STATIONS.
TO HONG KONG }	£6 0 0	£6 1 0
„ SHANGHAI }		
„ JAPAN	7 0 0	7 1 0

Half the above Rates for every additional **Ten Words** beyond **Twenty** Words.

No charge for Postage will be made on Messages to China and Japan, which are posted at Hong Kong, Shanghai, or Nagasaki.

Messages should be given in at the Falmouth Company's Office,

No. 74, OLD BROAD-STREET, LONDON.

Messages sent from Postal Stations should be ordered

VIA FALMOUTH

these words being signalled as an instruction by the Postal authorities free of charge.

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
9th October, 1872

DRUGS, CHEMICALS, &c.,

WHOLESALE AND FOR EXPORTATION.

DRUGS, &c., guaranteed genuine as imported, and PHARMACEUTICAL PREPARATIONS made in strict accordance with the Pharmacopœia.

All Orders accompanied by Drafts, or sent through Merchants, attended to promptly, and executed upon the best terms.

BAISS BROTHERS & CO.,

DRUG MERCHANTS, &c., GOVERNMENT CONTRACTORS FOR CHEMICALS, &c.,

102. LEADENHALL STREET, LONDON, E.C.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

THE HIGH PRICE OF MEAT.

Great economy effected by using

LIEBIG COMPANY'S EXTRACT OF MEAT.

Read carefully the printed instructions.

CAUTION.—None genuine without Baron Liebig's the inventor's, signature.

Beware of all imitation extract.

THE SOCIETY FOR THE DIFFUSION OF USEFUL KNOWLEDGE IN CHINA.

FOUNDED IN PEKING Nov. 1871, under the patronage of the Foreign Ministers and Residents in the Chinese Capital. Secretary in Peking, Dr. S. W. Bushell (British Legation); Hon. Sec. for Great Britain, Professor Summers (*Phœnix* Office, 3, George-yard, Lombard-street), who will be happy to receive the names of gentlemen who desire to become members, or to subscribe to the *Peking Magazine*, published by the Society. Membership, 36s. per annum. The Magazine to non-members, 6s. per annum, free to members.

HOLLOWAY'S PILLS

EXCELLENT PILLS.—The resources of medicine and chemistry were long and fruitlessly tried before they yielded a remedy which could overcome disorders of the stomach and nerves, till Professor Holloway discovered his purifying and tonic Pills. They are the safest and surest correctives of indigestion, heartburn, flatulency, torpidity of the liver, twitchings, nervous fancies, despondency, low spirits, and declining strength. Holloway's Pills supersede all irregular action in the body, and so strengthen and support the system that disease departs and leaves the patient not at all shaken. This is the grand aim and object of medical art, to regulate disordered functions, without damaging the constitution by the remedy, and admirably is this end attained by Holloway's Pills.

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OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR ... MALTA ...	Every Thursday, at 2 P.M.	—	—
ALEXANDRIA. ADEN ... BOMBAY ...	,, ,,	Every Friday, at noon.	Every Monday, at 5 A.M.
GALLE ... MADRAS ... CALCUTTA ... PENANG ... SINGAPORE ... CHINA ... JAPAN ...	Thursday, Nov. 7 & 21, at 2 P.M.	Friday, Nov. 1, 15, & 29, at noon.	Monday, Nov. 4, 18, & Dec. 2, at 5 A.M.
AUSTRALIA ... NW. ZEALAND (Cargo only.)	Thursday, Nov. 21, at 2 P.M.	Friday, Nov. 29, at noon.	Monday, Dec. 2, at 5 A.M.

And all Ports at which the British India Company's Steamers call.

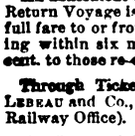
An allatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight and al other information, apply at the Company's Offices 122, Leadenhall-street, London; or Oriental-place Southampton.

JAPAN AND CHINA.

Great Mail Route via New York and San Francisco.



THE PACIFIC MAIL STEAMSHIP COMPANY, under their new arrangement with the United States Government, despatch the following magnificent STEAMERS, of 3,000 tons burden and upwards, with Mails and Passengers, from San Francisco, on the 1st and 16th of every month, for Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, connecting at Hong Kong with the Peninsular and Oriental Line, for Ports in India:—

Acapulco	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	Ariel

Returning from Hong Kong on the 12th and 27th of every month.

The Pacific Mail Steamship Company's steamers also leave New York on the 10th, 20th, and 30th of every month for San Francisco, via Panama, calling en route at Kingston, Jamaica, and ports along the North Pacific coast.

For rates of fare from England, which include railway transit across the American continent, and other information, apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	18 days	from England.
Japan ...	in 38 ,,	,,
China ...	in 44 ,,	,,
New Zealand	in 42 ,,	,,
Australia ...	in 47 ,,	,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Steamship Company and United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

AROUND the WORLD in NINETY DAYS,

by Steam and Rail, by Land and Sea, via North America. Japan China, Sandwich Islands, New Zealand, Australia, Ceylon, India, Egypt, and Continent of Europe.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, either by way of Japan and China or New Zealand and Australia, at one reduced and inclusive fare.

The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, or to New Zealand and Australia, by the United States, New Zealand, and Australia Mail Steamship Line, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

The journey may be broken at any point, and resumed at pleasure

Fare, via China, £221; via New Zealand and Australia, £197.

For further particulars apply to H. STARR and Co., 22, Moorgate-street, London. Agents Union and Central Pacific Railway, &c. &c.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

HATTON-COURT, THREADNEEDLE-STREET. LONDON.

Incorporated by Royal Charter.
Paid-up Capital, £800,000.

COURT OF DIRECTORS, 1872-73.

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SECRETARY.
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BANKERS.
London—The Bank of England: the City Bank.
Scotland—The National Bank of Scotland.

AGENCIES AND BRANCHES.

Bombay.	Rangoon.	Hong Kong
Calcutta.	Singapore.	Shanghai.
Akyab.	Batavia	Hankow.

The Corporation buy and sell, and receive for collection, Bills of Exchange, payable at the above-named places; issue Letters of Credit; undertake the purchase and sale of Indian Government and other Securities; hold them for safe custody; and receive Interest or Dividends as they become due.

Deposits of Money are received for not less than twelve months, bearing Interest at 5 per cent. per annum.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

Incorporated by Royal Charter.

Head Office—65, OLD BROAD-STREET, LONDON, E.C.

Branches and Sub-Branches:—
In INDIA ..... Bombay, Calcutta, Madras.
,, CEYLON ..... Colombo, Kandy, Galle, Matale.
,, STRAITS SETTLEMENTS ..... Singapore, Penang.
,, JAVA ..... Batavia.
,, CHINA ..... Hong Kong, Foochow, Shanghai, Hankow.
,, JAPAN ..... Yokohama.
Bankers:—
Bank of England,
London Joint-Stock Bank.

The Bank receives money on deposit, buys and sells Bills of Exchange, issues Letters of Credit and Circular Notes, and transacts the usual Banking and Agency business connected with the East, on terms to be had on application.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, Yokohama, and Hiogo, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three: Saturdays Ten to Two.
Threadneedle-street, London 1872

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th o March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—144, Leadenhall-street E.C
MANAGER.—Theod. Dromsl.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office.

K. de PIOTROWSKI,

COMMISSION MERCHANT & GENERAL AGENT

HIOGO-KOBE,

JAPAN.

OSLER'S GLASS CHANDELIERS

WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

CHANDELIERS IN BRONZE AND ORMOLU.

MODERATOR LAMPS AND LAMPS FOR INDIA.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN.

LONDON—Show Rooms, 45, Oxford-street, W.
BIRMINGHAM—Manufactory and Show Rooms Broad-street.

ESTABLISHED 1807.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods o the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, assented.

J. THOMSON Chairman.

CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130, 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

LONDON AGENTS—FEARON AND CO.,
34, GREAT ST. HELENS, E.C.,
By whom risks to all Eastern ports are taken at current rates.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.
Reserve Fund, $1,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutt

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

ST. JOHN'S CATHEDRAL, HONG KONG.

COMPLETION FUND.

JUST before embarking from Hong Kong, on Tuesday, Nov. 16, 1869, H.R.H. the DUKE OF EDINBURGH was graciously pleased to lay the first stone of a choir for this, the mother Church of the Diocese of Victoria. The cost of the fabric has been shared by the Executive Government and the local community; and it is proposed, by a general subscription among former residents in, and visitors to China, to provide the necessary furniture and fittings. Should sufficient funds be raised, it is proposed to erect a stone pulpit.

The Committee will gladly receive and forward any special gifts with which they may be entrusted. This scheme having received the cordial approval of the Colonial Chaplain and the Trustees, is circulated by the Executive Committee.

The Rev. W. R. BEACH, M.A., Chaplain to the Forces, Canon of St. John's Cathedral, Hong Kong, and late Colonial Chaplain.

CHAS. S. GEORGE CLEVERLY, Esq.

ROBERT S. WALKER, Esq., Hon. Treasurer, the Hollies, Beckenham, S.E.

HERBERT LAURENCE, Esq., Hon. Secretary, 1, Royal Exchange-buildings, E.C.

P.O. Orders to be made payable at Cornhill, E.C.

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

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TANJONG PAGAR DOCK COMPANY

(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.) ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Peiho	... Dec. 8	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Meikong	... Dec. 22		
Sindh...	... Jan. 5		
Provence	... Jan. 19		
Hoogly	... Feb. 2		
Tigre...	... Feb. 16		

The steamers of the 22nd Dec., 19th Jan., and 16th Feb. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 8th Dec., 5th Jan., and 2nd Feb. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples... Every Thursday (noon)
" Constantinople ... ... " Saturday, 5 P.M.
" Algiers ... ... " " "

The Company's weekly steamers to Alexandria connect at Alexandria with the English mail steamers from Brindisi to Bombay.

For Passage, Freight, or Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool: at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

PENANG, SINGAPORE, CHINA, and JAPAN. The following high-classed SCREW STEAM and SAILING SHIPS will be despatched as under:—

Destination.	Ship.	Class.	Dock.	Last Shipping day.
Peng., Sing., Hg. Kg., & Shanghai, via S.C. ...	Chin-Kiang, s.s.	100 A1	SWID	Dec. 3
Do.	Hong Kong, s.s.	100 A1	SWID	Dec. 24
Do.	Nankin, s.s.	100 A1	SWID	To follow
Do.	Canton	100 A1	SWID	To follow
Shanghai ...	Carmarthenshire	A1 14 yr.	E.I.D.	With des.
Do.	Weymouth ..	AA1	E.I.D.	To follow
Hg. Kg and Foochow...	Norman Crt.	A1 16 yr.	E.I.D.	With des.
Yokohama*	Denbighshire	A1 15 yr.	E.I.D.	With des.

* And Hiogo if sufficient inducement offer.

Excellent accommodation for first-class passengers.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal. To sail on the 5th Dec.

FOR SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, the splendid full-powered screw steamer DUNA, 100 A1, 852 tons register, 120-horse power nominal; W. THOMSON, Commander; lying in the Victoria Docks. Cargo deliverable at Japan without transhipment.

For Freight, apply to D. R. MACGREGOR, Esq., owner, Leith; to SMITH, SUNDIUS, and Co., 33, Gracechurch-street; to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Now ready (November issue).

CASTLE LINE OF STEAM PACKETS for PENANG, SINGAPORE, HONG KONG, SHANGHAI, JAVA, and JAPAN.—The following high-classed and full-powered STEAMSHIPS will be despatched as under:—

Steamer.	Class.	Tons.	Dock.	To sail.
Glenlyon	100 A1	2,200	SWID	Dec. 21
Gordon Castle	100 A1	2,000	SWID	To follow
Glengyle	100 A1	1,700	SWID	To follow
Drummond Castle.	100 A1	2,000	SWID	To follow
Braemar Castle ...	100 A1	2,200	SWID	To follow
Cawdor Castle.....	100 A1	2,200	SWID	To follow
Floors Castle	100 A1	2,000	SWID	To follow
Glenfalloch	100 A1	2,000	SWID	To follow
Glenroy	100 A1	2,100	SWID	To follow

For Freight or Passage, apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

STEAM VIA THE SUEZ CANAL to PENANG, SINGAPORE, HONG KONG, and SHANGHAI; taking cargo for transhipment to Java, Japan, &c., at through rates at shippers' risk. Last shipping day, 3rd December. The new and splendid full-powered screw steamer CHIN-KIANG, 100 A1, 1,220 tons gross; 800 tons net register; 160-horse power nominal. J. HOGG, Commander; South West India Docks. This magnificent steamer, just built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, bids fair to be one of the fastest in the trade. Has splendid accommodation for first-class passengers.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopgate-street Within, E.C (Corner of Cornhill).

All Packages must be marked distinctly with port of destination.

ROBERTSON and Co.'s INDIA and CHINA LINES of STEAM and CLIPPER SHIPS.

Port.	Ship.	Class.	Dock.	To sail.
Singap. and Saigon	Chas. Collet	3-3rds L1.1	SWID	Dec. 10
Pen., Sing., Hg. Kg., & Shanghai...	A new stmr.	100 A1	SWID	Dec. —
	Russia, s.s....	100 A1	SWID	Dec. —
Yokohama...	Taitsing.....	A1 14 yr.	SWID	With des.

For Freight or Passage apply to York Chambers, 55, King-street, Manchester; or to 10, Orange-court, Liverpool; or 5, Newman's-court, Cornhill, London, E.C.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS,

AMSTERDAM.

PENANG, SINGAPORE, CHINA, AND JAPAN.

THE following SPLENDID First-class STEAM and CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Shanghai ...	Maitland ...	A1 14 yr.	E.I.D.	With des.
Hong Kong	Undine	A1 16 yr	E.I.D.	With des.
Do.	JasShepherd	A1 13 yr.	SWID	To follow
Yokohama...	Eliza Shaw	A1 17 yr.	E.I.D.	To follow
Hiogo.....	Hanover.....	A1 11 yr.	W.I.D.	With des.
Pen., Sing., H.K., Shng. & Yoko. ...	Flintshire, s.s.—S.C.	100 A1	E.I.D.	Dec. 5

For Freight apply to KELLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

STEAM TO CHINA via S.C.) taking goods for PENANG, SINGAPORE, HONG KONG, *viâ* SHANGHAI, also for JAVA AND JAPAN, &c., for transhipment. The splendid new full-powered ocean steamship ALTONA, 1,220 register, 260-h. p. n.. KENNETT HARE, Commander, will not receive goods after the 4th Dec. from the South West India Docks. The time of departure will be named in a day or two, and strictly adhered to. This magnificent steamer is now in London from the builder's yard, ready to commence loading.

For Freight apply to the Owners, R. BYRNE and Co., 137, Fenchurch-street, E.C., London.

To sail positively on the 20th December.

STEAM to BANGKOK (SIAM), crossing the Bar, offering great facilities for shippers of fine goods and machinery of large dimensions, and calling at TANJONG PAGAR WHARF, SINGAPORE, the fine new, powerful, screw steamer KROMAHTAH, 805 tons, 150-horse power, nominal, W. B. HAFFENDEN, Commander. Splendid accommodation for passengers. Loading in the West India Docks.

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FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Nankin, s.s.	1,650	Norris & Joyner ...	Dec. —
Kromatah, s.s.	805	Smith, Son, & Cole	Dec. 20
Rosedale	459	Wright Bros. & Co.	Dec. 20
Glenlyon, s.s.....	2,200	Thos. Skinner & Co.	Dec. 21
LIVERPOOL.			
Sarpedon, s.s.	1,519	Alfred Holt	Dec. 3
Ajax, s.s.	1,549	" "	Dec. 18

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

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VIA BRINDISI.]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 484.] LONDON, MONDAY, DEC. 9, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD.
JAPAN — Yokohama	Sept. 6	Oct. 22	Oct. 23*
Yedo			
Osaka and Hiogo	Aug. 23	,, 17	,, 18*
Hakodadi			
Nagasaki	,, 23	,, 15	,, 19
CHINA — Peking	—	—	,, 18
Tien-tsin	—	—	,, 20
Chefoo	—	—	,, 22
New-chwang	—	—	,, 18
Hankow	,, 23	,, 13	,, 21
Kiu-kiang	—	—	,, 19
Chin-kiang	—	—	,, 16
Shanghai	Sept. 6	,, 18	,, 25
Ningpo	—	—	,, 22
Foochow	,, 6	,, 21	,, 27
Formosa			
Amoy	—	—	,, 28
Swatow	—	—	,, 29
Hong Kong	,, 20	,, 29	,, 31
Canton	—	—	,, 29
Macao	—	—	,, 30
PHILIPPINES— Manila	Aug. 23	,, 4	,, 19
COCHIN-CHINA— Saigon	Sept. 13	,, 17	,, 28
SIAM — Bangkok	—	—	,, 31
BORNEO—Labuan	—	—	,, 29
Sarawak	—	—	,, 30
JAVA — Batavia	,, 27	Nov. 1	Nov. 2
Samarang	—	—	,, 1
Sourabaya	—	—	,, 1
MALACCA STRAITS— Singapore	Oct. 4	,, 4	,, 7
Penang	,, 4	,, 3	,, 9
CEYLON—Galle	,, 18	,, 10	,, 16
Colombo	—	—	,, 15

* By Pacific mail, *via* San Francisco.

THE MAILS, &c.

The P. and O. mail, bringing advices as above, was delivered, *via* Brindisi, this morning, its due date. The advices per Pacific mail from Yokohama Oct. 23, were delivered partly on the 4th inst. and partly this day. The next inward (French) mail, with dates Yokohama Oct. 29th, Shanghai Nov. 1st, Hong Kong Nov. 7th, Singapore Nov. 15th, is due, *via* Marseilles, on Monday next, the 16th inst., but will probably reach London on Friday or Saturday.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, five to six hours in transmission. The land lines between Yokohama and Nagasaki are in working order, and messages are being received from these ports through the Great Northern Telegraph Company.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Poonah*, arrived Dec. 5.—From Yokohama: Mr. Fauchi. From Hong Kong: Mr. Parodi. To Venice, from Yokohama: Mr. Angelo. From Hong Kong: Mr. Smith.

To Southampton, per P. and O. steamer *Candia*, expected to arrive Dec. 16.—From Yokohama: Mr. T. G. Aubert. From Shanghai: Miss A. Darling.

Per steamer *Antenor* (Holt's line).—From Yokohama: Mr. J. W. Hart, Mrs. Escombe and child.

PASSENGERS OUTWARD.

Per French mail steamer *Peiho*, from Marseilles Dec. 8 (booked from London).—To Yokohama: Mr. Carl Freiderich, Mrs. A. Mori, Mr. Montour, Mr. Abe, Mr. J. Savetier. To Shanghai: Mr. R. Gundry. To Hong Kong: Mr. T. B. Irving, Mr. I. I. Keswick, Miss Forbes, Mr. G. W. Forbes. To Batavia: Mr. and Mrs. C. Schone, Mdme. and Miss Jacquement, Mr. and Mrs. Dunneberg, Mr. Bennett, Mr. and Mrs. Wiemans and family. To Galle: Mr. and Mrs. Trail. To Saigon: Capt. Sauze, Mr. C. Mauras, Mr. G. Mauras, Mr. Aitkin.

Per French mail steamer *Meikong*, from Marseilles, Dec. 22 (booked from London).—To Batavia: Mr. and Mrs. Palairet Hoolandt, Mr. and Mrs. Müller, Mr. and Mrs. Hooft. To Galle: Mr. and Mrs. Dunlop and family.

Per French mail steamer *Amazon*, from Marseilles, Jan. 5 (booked from London).—To Hong Kong: Mr. A. Heard.

Per P. and O. steamer *Pera*, from Southampton, Dec. 5.—To Yokohama: Mr. Hugo Orth. To Hong Kong: Miss McPherson, Mr. and Mrs. Vinton. To Ceylon: Asst. Commr. Campbell, Commdr. E. W. Hereford, R.N., Mr. T. H. Knight. To Akyab: Capt. C. A. Munro.

Per P. and O. steamer *Poonah*, from Venice, Dec. 13.—To Singapore: Mr. G. Harrison.

Per P. and O. steamer *Poonah*, from Brindisi, Dec. 16.—To Hong Kong: Mr. Y. Nagaoka, Mr. N. K. Ohno.

Per P. and O. steamer *Delhi*, from Southampton, Dec. 19.—To Ceylon: Mr. J. L. Anstruther.

Per P. and O. steamer *Nubia*, from Venice, Dec. 27.—To Singapore: Mr. and Mrs. Alexander Fraser.

Per P. and O. steamer *Nubia*, from Brindisi, Dec. 30.—To Hong Kong: Mr. C. V. Creagh.

Per steamer *Sarpedon* (Holt's line), from Liverpool, Dec. 4.—For Port Said: Capt. Kirkpatrick. For Penang: Mr. W. Vijelin. For Hong Kong: Miss F. Kliihe. For Shanghai: Mr. Nicholson, Mr. Benjamin, Mr. and Mrs. Waters, Miss Archer.

Per steamer *Chin Kiang*, from London Dec. 7.—For Hong Kong: Mr. Alex. Ottomeir, Mr. Jas. Strong.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 22nd October, and by the Pacific mail we have advices one day later, viz., to the 23rd October; the French mail from London Aug. 30 arrived out on the 16th, and the following P. and O. mail of Sept. 6 on the 22nd Oct. The following items of news are from the *Japan Herald*:—

We have reason to believe, from information which has reached us, that when the history of the recent intercourse between Japan and Korea shall be revealed, it will be found that it has been perfectly courteous and respectful on both sides,—not, perhaps, eminently satisfactory to either party, but in no degree, thus far, warranting apprehensions of serious disagreement, such as the pretended Korean correspondence would imply. We believe, too, that the residence of the Japanese Minister in Korea will be proved to have been subject to no greater restrictions than were, up to a very recent period, imposed by the Japanese upon all foreigners in this empire. And finally, we believe that the visit of the Japanese ship of war to Korea will turn out to have been for no other purpose than that of bringing back to this country the various officials who were left there to transact certain business, which, being now concluded, need detain them no longer. We have no hesitation in declaring the conviction that these sensational stories of impending hostility between the two countries are, without exception, pure inventions of some persons ill-disposed to the Mikado's Government.

Great attentions have been bestowed upon the Chinese Commissioner, Chen, during his residence at Tokei. He was lodged at Hama-go-ten, the establishment always assigned to the most distinguished foreign guests, and was made the centre of as much festivity as his quiet habits would permit. The special consideration shown him is said to have been due to the fact that he is really the first delegated messenger from the sister Empire who has been received in a friendly spirit, and to a generous desire to efface all recollection of the severities sometimes shown to previous Ambassadors.

The misfortunes of the *Maria Luz* are long in coming to an end. Having lost her live freight, she has now, to crown all, been seized for debt. Acting as agents for a firm in Hong Kong, Messrs. Bavier advanced some $8,000 for repairs, law, and other expenses. The charterer of the vessel at Macao has instructed his agents to demand security for the above and other advances, in default of which, to attach the vessel until these claims shall be satisfied. Captain Hereiro subsequently demanded his papers at the Custom House, which were refused; he then handed in the following protest to the Kanagawa Kencho:—

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Yokohama, 3rd Oct., 1872.—Having three times demanded of this Kencho the papers of my ship, the *Maria Luz*, and having each time been refused delivery of them, I am unable to leave the port with my ship; and it being of urgent necessity that I should get back to Hong Kong without any delay, I hereby notify to this Kencho that I quit Yokohama by this day's mail, protesting against the above-mentioned refusal by the Kencho to deliver me the papers of the said ship, and holding the Kencho responsible for all consequences of the refusal and detention of the above-mentioned papers.—RICARDO HEREIRO.

Having issued this protest Capt. Hereiro left by mail steamer for China, leaving his ship in the custody of the Government, which has placed officers on board. It would seem that the Government has at length some compunctious visitings as to the legality of its action, and would fain give up the ship and papers, but nobody can be found to relieve it of its troublesome incumbrance. The captain having gone off to China, the mate was left on board, and the authorities offered to put him in possession, and to give up her papers, but he declined the offer, and has gone off to China, to join the captain. Meantime there is nobody to feed the crew, and the Government have declined exercising towards them the same hospitality that they have bestowed upon the coolie passengers. The men, we hear, have made application to Mr. de Long, who represents Peruvian interests here, for his advice and assistance. Soyeshima Taneomi, the Minister for Foreign Affairs, has addressed the following letter to the Viscount de San Januario, the Governor of Macao:—

SIR,—I hasten to reply to your despatch with reference to the case of the *Maria Luz*, a Peruvian vessel now in Japanese waters. At no stage of the proceedings has the Government I have the honour to serve questioned that the Government of his Majesty the King of Portugal has done all that it thought necessary to secure that the emigration of Chinese subjects from Macao should be conducted in accordance with the principles of justice and humanity; and no tribunal of Japan has or will hastily presume that the rules which guide the emigration from Macao, and which were framed with the view of protecting Chinese subjects, were other than calculated to meet the object in view.

But while anxious to perform every obligation which the Government of Japan, as a friendly nation, owes to Portugal, the Japanese Government has also duties to perform toward the subjects of the neighbouring State of China, with the Sovereign and people of which it is on terms of cordial amity. The present case concerns alone the State of Peru and the Governments of China and Japan; and in disavowing, as I distinctly do on the part of my Government, any intention to do otherwise than give full credit and place full faith in the intentions of justice and humanity of the Portuguese Government, I cannot see how your Excellency can view this case or the action of the Japanese tribunal therein as affecting the honour or interests of Portugal.

The Russian Grand Duke Alexis is now daily expected. Preparations to give his Royal Highness a suitable reception are being proceeded with. Hamago-ten, the residence that the Duke of Edinburg occupied on the occasion of his visit, and which is assigned to distinguished guests, has been appropriated by the Japanese Government to the use of the Grand Duke.

The Government has decided to grant the sum of two millions of dollars to the Mombusho, or Department of Public Instruction, for purposes of national education, instead of the large sum asked for a few months ago by that office. The projected system of colleges throughout the Empire will now go into effect as soon as suitable teachers can be procured.

One of the results of the visit of the Liu Kiu Commissioners will be the exchange of the historical title of the King of Liu Kiu to that of Kuazoku, or hereditary noble of Japan. This alteration has already been agreed to by the representatives in Yedo, but the consent has to be ratified by the nominal monarch himself before it can take effect.

The offices of the Department of Public Instruction in Yedo are to be removed from the old Chinese College grounds to a yasiki near the Tokiwa-bashi, in the immediate neighbourhood of the Okurasho and Shiheirio. The former buildings will be given up to a "normal school" for the training of native teachers, who will be ultimately employed in the large schools to be established in various parts of the empire.

The Mikado's birthday, the 23rd October, being observed as a general holiday amongst the Japanese, the railway authorities announced special trains to run on that day for general convenience, in anticipation of the augmentation of traffic to be expected.

There has been a disturbance at Sopora, the new capital of Yezo. The coolies, on account of receiving no wages, have been rioting. The affair was attended with loss of life; one officer was killed, and another badly wounded. Four or five coolies were also killed.

The wife of an officer in the country of the ex-Prince of Tosa has given birth to a child having four arms, four legs, four ears, and three eyes; it died half-an-hour after birth.

HIOGO.

The *Hiogo News* states:—

"The telegraph line between this port and Yokohama is at last to be opened to the use of the public on and after the 9th inst. We are very glad to see this, as we were beginning to be half afraid that the opening of this portion of the line might be postponed by the Japanese authorities till the whole line to Nagasaki should have been completed; but such is not to be the case, and we are sure that the amount of business which we fully expect will wish into their hands will soon satisfy the said authorities of the wisdom of the step upon which they have decided."

It is under consideration to substitute the portrait of the Mikado for the barbaric dragon on the Japanese coinage. Mr. Rieszt, who suddenly left Osaka when called on to answer a charge of travelling beyond treaty limits with a pass, has been arrested. Another case, in which the offence was committed some three or four months ago, by a German named F. Nerring-Bogel, has been punished by a fine of $100.

NAGASAKI.

The telegraph line between this port, Kobe and Yokohama is now in complete working order, and is being constantly used by the officials. We are informed that in a few days all the arrangements will be completed for opening the line to the public.

The potteries at Areta in Hizen have been busily engaged for several months past in preparation of porcelain ware ordered by the Japanese Government. This collection is intended as specimens of Japanese art to be sent to the Vienna Exhibition. It will cost over $10,000, and will be finished in about one month.

H.B.M.S. *Salamis* leaves for Shanghai and will arrive for the English mail leaving there on the 25th inst. H.B.M.S. *Iron Duke* will probably leave for the same port. H.B.M.S. *Juno* remains here about three weeks and then proceeds to Hong Kong *via* Shanghai. On her voyage up to this place she struck upon an unknown rock in Chinchu harbour, into which she entered during very rough weather.

The Japanese Government steamer *Yu-ko-kan* now in this harbour leaves for Tai Shu (Tsu-sima) to-morrow afternoon. Three officials from this place will leave in her to meet the Embassy, which is about to proceed to the Korea, relative to the affairs between that country and this empire. The vessels forming the squadron will meet at Tsu-sima, and from thence the Embassy will start for their destination.

It is frequently reported that Nagasaki has declined very much in commercial importance, but the following figures show how erroneous this generally received supposition is.

The total value of goods imported into and exported from Japan in 1871, exclusive of 15,335,562 dollars treasure, is stated by the returns compiled for transmission to H.B.M.'s Government to be $41,366,949, viz, :—

Kanagawa	$30,091,298
Hiogo and Osaka	6,438,929
Nagasaki	4,158,551
Hakodate	678,171

CHINA.

—o—

SHANGHAI.

Dates extend to the 25th Oct. The P. and O. mail of 6th Sept. arrived out on 18th Oct. The following summary is from the *North China Herald*:—

The P. and O. Company, not wishing to have their mail steamer again detained at the Woosung Bar, as was the case with the *Travancore* last English mail, have taken the precaution of sending the *Golconda* to Woosung before completing her loading.

The French mail steamer *Meikong*, while going down river, and passing between H.B.M.'s *Cadmus* and *Midge*, was caught by the strong tide sweeping off the Pootung shore, and driven alongside the latter vessel, carrying away her own foreyard and injuring some of her boats, and bringing down the *Midge's* mainyard. In trying to recover way again, the influence of the tide was so great on her immense length as almost to carry her down to the opium hulks. Fortunately she got way on, and proceeded safely on her voyage.

The *Hopewell* is alongside the Hongkew wharf, reloading her original cargo of tea. She has had three new masts placed in her and several new yards, and we may shortly expect to see her once more among the list of departures for London.

We hear that Mr. C. Hannen, Commissioner of Customs at Tientsin, goes home shortly on leave, and that his place will be taken by Mr. J. H. Hart.

The Supreme Court, sitting as a Court of Vice-Admiralty, was occupied for two days last week in trying the cross-suits arising out of the collision between the ships *Hopewell* and *Annie Gray*, near the Woosung Bar. The nominal damages sought by the *Hopewell* were $25,000, and by the *Annie Gray* $7,000. The court found that the *Annie Gray* was in the wrong, and therefore gave judgment in favour of the *Hopewell*, with costs. The detailed reasons for the finding of the court were given on Monday last. They form a concise summary of the points in the particular case; and the application of general principles and local practice in the navigation of the river are of interest and importance to shipmasters and pilots.

At the Supreme Court, before the Chief Judge, the plaintiff in the case J. L. Brown *v.* R. Hart was heard in support of a motion to set aside the order of the Law Secretary that the petition in this case be taken off the file of the Court, or that a rehearing should be granted. Messrs. Harwood and Wainewright appeared for the defendant. After hearing Mr. Brown's arguments, his lordship, without calling on the other side to reply, dismissed the motion with costs.

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The German Club Race Lotteries for the first day's races, were held on Saturday night. The two principal events are the Maiden and the Criterion. The former secured eighty-two subscribers at $10 each, and the principal sales were—Electricity $100, Protem $105, and Scamp $95. For the Criterion there were fifty-seven subscribers at $5 each, and the auctioneer knocked down Coronet and Ku-pu-chu for $60 each, and Statescraft at $45. The total amount in the Maiden's is $1,640, and in the Criterion $598.

From Peking we hear shortly that the Emperor's wedding-day passed off very quietly. The artist who visited the capital on behalf of the *Illustrated London News* was successful in getting a good view of the procession.

The *Maria Luz* coolies, to the number of 228, arrived by the P.M.S. S. *New York* from Japan, under charge of Chen, the Mixed Court Magistrate, the Commissioner despatched by the Viceroy to act on behalf of the Chinese Government. Mr. Shinagawa, Consul for Japan, returned by the same steamer. The coolies were landed in small parties, and conducted by the Chehsien's officers to quarters prepared for them outside the South Gate, where they will remain till the local authorities can find a suitable vessel to convey them back to their native province of Kwantung.

The Autumn Prize Meeting of the S.V.C. is fixed for Monday and Tuesday, the 11th and 12th prox. Two events are put down for the first day—the National Rifle Association Silver Medal and the Municipal Challenge Cup; and three for the second—the German Challenge and Importers' Cups, and the Champion Sweepstakes. On Friday, the 8th Nov., the Rifle Club holds an opening competition, which will embrace all rifles.

We hear that the "World" eight of the S.R.C. are getting into good form, pulling strongly and steadily, and that there is every prospect of the eight-oar race at the next regatta being equal in closeness and interest to that rowed last spring.

At the Kiangnan Arsenal the other day a new cylinder was cast for the No. 6 frigate now in course of construction. There were ten tons of liquid metal required for the casting, and the cylinder when completed will weigh about seven tons.

HONG KONG.

Dates extend to the 31st Oct. The outward P. and O. mail of 20th Sept. arrived on 28th Oct. The following items are from the *China Mail*:—

The O.S.S. Co.'s steamer *Hector*, which left this port on the 28th, brought 1,008 bales of silk from Shanghai; and we observe from our Shanghai files that the now celebrated Captain Hereira, late of the *Maria Luz*, came on by the same opportunity. We note in this connection that the Japanese Foreign Department has published the *Maria Luz* case in a pamphlet form.

The members of the club Germania gave one of their combination entertainments on the 28th, in their neatly-fitted theatre and concert-room. As is invariably the case, the members' friends were present in large numbers, amongst whom were his Excellency Sir Arthur and Lady Kennedy and suite, the Acting Chief Justice, and General Whitfeild. As the entertainment was of a semi-private nature, we refrain from a criticism of the programme, but the part-singing, the instrumental duets and quartettes, and the dramatic achievements of the Travelling Student and the sturdy Miller were the principal features of a most varied and enjoyable evening's recreation.

The overland Australian telegraph has been completed. Hong Kong is now brought within a few hours' communication of Melbourne, Sydney, and other centres of Australian trade. Although the opening up of a new telegraphic route has lost its novelty, the completion of the line in question is too important not to be noted; and those who complain of the slowness with which such additions to our facilities for receiving news are made, may profitably be reminded that some 12,000 miles of submarine and 2,000 miles of land wire have been laid and placed in connection with this colony during the past eighteen months.

Amongst the names of the passengers who left lately in the M. M. Co.'s steamer *Meikong*, will be found that of Baron Richthofen, who returns to Europe to prepare an elaborate account of his explorations in China—a work which, when published, can hardly fail to prove of great interest and value. The book will probably be published both in English and German, and the Baron estimates that some three or four years will be occupied in the work.

We are glad to notice that success has at last crowned the efforts of Mr. F. H. Stuart in raising the German barque *Marie*, which had been wrecked on a rock off Lintin in the Canton River.

By the *Sui Tsing* we learn that the American ship *Enoch Train* is lying off Haucheen Bluff with loss of main top-mast and all her after yards. The *Sui Tsing* towed her to a safe anchorage. The *Enoch Train* is from New York with coals, and was dismasted on October 2nd in a typhoon, in lat. 17. 11 N., long. 117. 38 E.

PHILIPPINES.

MANILA.

A Manila correspondent writes:—On the 12th we were visited by a hurricane that has caused considerable loss of life and property. The wind commenced moderately at about ten o'clock from the N.W., gradually increasing in strength till half-past five in the morning. At this hour the hurricane was intense, blowing most furiously; then veering rapidly to the W. N.W., S.W., S., S.S.E., and S.E., it subsided at about 9 A.M.; from midnight to half-past eleven the rain was incessant, and it was providential that when the storm ended the tide commenced to ebb, or else we should have been additionally afflicted by an inundation. The destruction of native huts, roofs, lamp-posts, trees, &c., has been very heavy, no less than 607 of the former are recorded as blown down. In the harbour, the Spanish schooner *Genoveva* foundered with almost all her crew; a provincial craft was wrecked on the beach, and several others were driven ashore; the Spanish vessels *Alyandro* and *Rodrigo* grounded, but have since been towed off; nine sailors of the *Alyandro* are reported drowned while going off the ship. At Punta Sangley (Cavite) some dead bodies were washed ashore. In Pampanga the hurricane has done a great deal of harm to the sugar crop; report says that at least one-half has been destroyed.

We are informed from Zamboanga that in the morning of the 15th ult., at about ten o'clock, seventy convicts in the fort of "Del Pilar" attacked the soldiers on guard, and after cruelly murdering the officer in command, one sergeant, and two corporals, they took possession of the muskets in the fortress, and sallied out with the intention of penetrating into the town; but in the meantime the Governor, some officers, and all the Spanish residents had placed themselves at the head of the natives, and were prepared to attack the murderers. The war vessels in the harbour also made preparations to bombard the fort, if necessary. The convicts made desperate attempts to enter the town, but finding that their efforts were ineffectual, owing to the stoutness of the defence, they commenced to retire towards the town of Tetuan, leaving three of their number killed, and some wounded. By this time some men had been landed from the gunboats, and an active pursuit was at once organised, which resulted in the almost complete extermination of the prisoners; only ten of them are supposed to have reached the forests, where if they do not perish from hunger and fatigue, they will yet fall into the hands of the authorities.

COCHIN CHINA.

SAIGON.

The latest dates extend to the 28th October. Business was exceedingly dull, and several failures had taken place of Chinese in connection with Singapore. There had been a very severe typhoon on the 23rd Oct, a little to the north of Cape St. James, and the following vessels had returned to port disabled:—*Taffarette* (French), *Blackwatch* (British steamer), *Kulahome* (Siamese), and the *Surao* (German), was aground at Cape St. James.

The condition of the new rice crop was very satisfactory, and supplies were expected to arrive at market in December.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates extend to the 7th Nov. The outward P. and O. mail of 4th Oct. arrived on 4th Nov. The following items of news are from the *Straits Times*:—

His Excellency the Governor, on the 28th, proceeded in the Colonial steamer *Pluto*, accompanied by H.M.S. *Zebra*, Capt. Denison, to Malacca, Klang, and Langkat. During his Excellency's absence a mob of street coolies, taking it into their heads to resist the measures taken by the police to prevent street obstructions, banded together and went in a body through the streets of the town, and throwing sirrie leaves (supposed to be a sign of the secret societies) into the shops and stalls of the markets, ordered the occupants to close their places immediately, threatening that if any one refused his shop would be immediately ransacked and the inmates severely punished. Shortly after noon, on the 29th, not a single shop in the town remained open, while crowds had collected here and there, throwing stones at and otherwise maltreating policemen found in the streets, gathering round the police stations, smashing hack carriages, robbing money-changers, and others, and giving way to the lawlessness of mobs generally.

A Bugis named Mat Saman, sentenced to death at the last criminal session for murder, but whose sentence was commuted to imprisonment for life, while being escorted by police peons from Her Majesty's Jail to the Convict Lines, was released by the mob, the peons being seriously maltreated, and he has not since been retaken. During the confusion, a gang went to the office of the Registrar under the Contagious Diseases Ordinance and demolished the office furniture and destroyed what papers they found; fortunately these proved to be merely printed forms, the register not being kept there, and the work of registration has since proceeded without interruption. The justices of the peace were called together, and determined upon a proclamation, to be issued in Chinese print, explaining the order that had been given to the police officers, and later in the day the shops were reopened and all rioting ceased. The military, the volunteers, and a number of the European residents, were, how-

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ever, called out for two nights, lest some attack should be made upon the banks and merchants' godowns. His Excellency the Governor heard of the disturbance on his return to Malacca, and immediately returned to Singapore, reaching here late last Saturday night. The conduct of the police and the authorities in the matter has been very severely criticised. On Monday the Governor issued a proclamation appointing a Commission to inquire into and report upon all the circumstances connected with the riots. Their meetings are to be public, and a shorthand report of the evidence will be published.

The Malacca Treasury embezzlement case is at last to be tried at a special criminal session to be held there by the Chief Justice on the 11th. There is, we understand, a great deal of interest felt in this case at that settlement, as the assistant treasurer had been highly respected for many years in the community, and was believed to have been of irreproachable character. Singapore, too, has its frauds and swindles to lament. Last mail we had to record the failure of the firm of Velge Bros., and the absconding of Mr. Abraham Velge, who was charged with forgery and swindling. Yesterday the Square was startled by the failure of Joshua and Bro., opium traders, with enormous liabilities, the claims of two local banks alone aggregating, it is said, nearly $600,000. There are in this case, also, matters which may cause it to be heard more of hereafter. Mr. A. R. Joshua, the manager of the business, is under arrest on a charge of criminal breach of trust.

The erection of the lighthouse on the North Sands, Malacca Straits, is again delayed, owing to the heavy swell. The barque *Norna* was chartered for the work, but she has returned to Singapore, and the iron has been stored at Her Majesty's naval coal depot on Pulo Brani. We understand nothing can be done for three or four months to come.

His Excellency the Governor has been pleased to grant twelve months' leave of absence, with half salary, to Mr. H. Ellis, harbour-master of Penang, to proceed to Europe. Captain Fox will continue to act as harbour-master of Penang until further orders.

The Austrian corvette *Fasana*, Post Captain Funk, arrived in harbour on the 29th October, and gave a salute of twenty-one guns, which was returned from Fort Canning.

Complaints have reached us from Labuan of the indifference or apathy displayed by the Governor with regard to the suppression of piracy in the neighbouring waters. The Sulu trade was being materially interfered with by pirates, and although H.M.S. *Hornet* was lying idle in Victoria harbour, Governor Bulwer declined to take the responsibility of ordering her after them. We mention this because it has been brought to our notice. We have been hitherto under the impression that H.M.'s naval officers had standing orders to "go for" pirates wherever heard of.

Commercial Report.

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(For dates see first page.)

IMPORTS.

YOKOHAMA.—In the early part of the interval a good business was done in Grey Shirtings at full rates, but a slight decline had since taken place, and the native festivities, on the occasion of the formal opening of the railway, had latterly lessened the demand. Cotton Yarn had been fairly saleable, chiefly Nos. 16 to 24, and 28 to 32, but heavy stocks had caused a further reduction in prices. In Woollens there had been no particular change; Black Velvets and Lastings had continued in good demand, but the stock of the former was very small.

HIOGO-OSAKA.—A fair business had been doing during the interval at slightly lower quotations. Cotton Yarn: Lower counts in less demand; 38/42, no enquiry. Grey Shirtings: Deliveries continued steady; prices, however, had not been maintained. Turkey Red Cambrics enquired for. Taffachelass: No change. Other Cottons in less demand. Camlets: Scarlet in some request, at slightly better rates; Black not much enquired for. Lustres and Orleans: Favourite patterns readily saleable, quotations unchanged. Mousselines de Laine: Business on a smaller scale, at a slight decline in rates. Blankets in request, at former rates, for good assortments. Metals: Nail Rod Iron in more demand, at advancing rates; other descriptions dull.

TIENTSIN.—There has been no improvement in the import market of this port.

HANKOW.—There had been less pressure to realise, the market had assumed a healthier tone and symptoms of a good demand were now apparent. In Woollens few transaction were reported, but quotations for most descriptions remained steady, Long Ells alone showing any marked change. Grey Shirtings: 7 lbs. improved 1 to 2 candareens per piece; 8¼ lbs. recovered 2 to 3 candareens from the lowest point; 9 lbs. 10 to 12 oz. quotation for best makes Tls. 2.61 per piece. White Shirtings difficult to move; inquiry of a most limited character. T-Cloths: Active demand, and about 9,500 pieces 7 lbs. placed at an advance of fully 2 to 3 candareens, especially best Mexicans; 8 lbs. out of favour. Drills: Very quiet, but sales at rather better rates. Jeans nothing done; nominal quotations, for best Tls. 2.15 to 2.20 per piece. Fancy Cottons: Sales confined to Brocades and Spots with a few pieces of Chintz.

CHINKIANG.—Business had been somewhat under the average, and the values of 8¼ lbs. Shirtings, good common chops had not ranged over Tls. 1.72 to 1.75.; 7 lbs. Shirtings had not been wanted. T-Cloths, following the course of the Shanghai market, had been depressed, and Mexican 7 lbs. Cloth had only realised Tls. 1.42 to 1.50. Drills had gone off freely, the rates paid being apparently under those current in Shanghai, say Tls. 3.05 to 3.08 per piece for 15 to 15¼ lbs.

SHANGHAI.—Piece Goods: Telegrams reporting an active and advancing Cotton market, and continued monetary pressure at Home, had somewhat restored the confidence of importers, while dealers continued to show more desire to invest at the low rates previously ruling. Woollens: Business had not been large, but prices had been more than maintained. Grey Shirtings: 8¼ lbs. goods had taken a start, and fully 800 bales of Dewhurst's Eagles, quitted at Tls. 1.82½ to Tls. 1.86. Collie's Lion—Dewhurst's Pheasants, and similar qualities at Tls. 1.83 to 1.85, inferior chops at a proportionate improvement. 32,000 pieces Mildewed Pillar and other chops sold at Tls. 1.78, and 10,000 pieces Collie's second quality, also mildewed, at Tls. 1.80. 7-lbs. active at former quotations. Best 10-lbs. at Tls. 2.55 to 2.65. White Shirtings: Occasionally asked for, good 56 reeds at Tls. 1.70, 64 reeds at Tls. 1.84, and 66 reeds at Tls. 2.15. T-Cloths: More inquiry for Common 6 and 7-lbs., as also for good to finest 8-lb. cloth, but great irregularity prevailed, common 6 lbs. Tls. 1.13 to 1.15; 7-lbs. common and fine Tls. 1.25 to 1.45, 8-lbs. Tls. 1.58 to 1.64; Chop Dollar 7-lbs., Tls. 1.50 Drills: Market dull, prices easier. Tls. 3.02 to 3.09 for Dutch, and Tls. 3.04 to 3.15 for 14 to 15 lb. English; Jeans: Quiet, but fairly steady. English Tls. 2.10 to 2.13; English Sheetings 14½ to 16 lbs., Tls. 2.80 to 3.20; Fancy Cottons, inquiry pretty general, but business unimportant. Handkerchiefs, 28 and 23 inch. Tls. 0.50 to 55 and Tls. 0.82½ per doz.; Chintzes, Tls. 1.23 to 1.30 for blue and blown, Tls 1.43 for assorted; Turkey Reds, Tls 2.95 for 2½ lbs Tls 2.13 to 2.15 for 3 lbs; White Brocades, Tls 2.15; Black spots, Tls 2.72; Dyed Damasks, Tls 4.65 to 4.75. Cotton Lastings, Tls to 4.80; Velveteens 26 inch, to Tls 0.22s Woollens; Camlets, Tls 13.50 for Black, Tls 15.75 for Scarlet, Tld 15.95 to 16.10 for assorted; Market at the close quiet, anr. quotations weaker; Spanish Stripes, in good request, and highed. T T B quality sold at Tls. 0.71, and mixed chops of Scarlet places. "to arrive," at Tls. 0.71½; Black Lastings wanted at TlB 12.50 to 13.50; Long Ells; Business scarcely worth noticing. H.D.O. Scarlet, Tls. 6.30; C. P. H. Scarlet, Tls. 6.35, a'sorted, Tls. 5.80 to 5.9. Figured Orleans, Nothing done. Metals.—Dull, and nothing to report. Nail Red Iron, of common brand, offering at Tls. 3.40 and 3.50, without attracting buyers. Coals: No change.

HONG KONG.—In addition to the mail steamers, the Agamemnon steamer from Liverpool and the Canton steamer from London had arrived, bringing fair supplies of Manchester manufactures. During the fortnight a trivial business had been doing in Yarns and Piece Goods. Advices from the coast ports and consuming districts were still of a dull nature, and the desire of importers generally to effect sales to take advantage of the high exchange now ruling, with the belief current amongst the Chinese dealers that values had not seen their lowest, had all tended to bring about the unsatisfactory state of the market.

FOOCHOW.—Sales had been as follows: Grey Shirtings, 8.4 lbs., 1,500 pieces, at $2.65 to 2.70 per piece. T-Cloth, 7 lbs., 1,450 pieces, at $1.90 to 2.15 per piece; Mexican, 7 lbs. and 8 lbs., no sales. Lead: 1,000 pigs, at $6.75 to 7 per picul, against Tea.

CANTON.—Lead: Prices unaltered, but transactions extremely limited. Quotations: Common quality, $6.30 to 6.35; W.B., $6.55 to 6.60.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—The market for Grey goods had continued very dull, accounts from the neighbouring markets being unfavourable. White Shirtings and some descriptions of Fancy Goods had been in fair enquiry. 39-inch Grey Shirtings 8¼ lbs. in less demand, holders accepted $2.50 to $2.47½ for ordinary; 7 lbs. in better demand at $2.10; 6 lbs. dull at $1.10. 45-inch 8 lbs. demand very limited at $2.50 to $2.52½; 9 lbs. neglected, prices nominal at $2.85. 32-inch T-Cloths: Very quiet, and business small; 5 lbs., $1.32½; 6 lbs., $1.60 to $1.62½; 7 lbs., $1.80 to $1.82½. Madapollams neglected and nothing done. 36-inch Grey Supers: Demand very limited. 36-inch White Shirtings: Fine in good request, more enquiry for medium qualities. Grey Yarn: 40s in some demand at rather low rates; sales at $127½ to $129; 30s in little enquiry, nothing done in 18/24s. Coloured Yarns: T. R. in fair request, Dark Green saleable at $85 to $87; Imperial Red dull. Woollens: Lastings more enquired for; Scarlet Long Ells neglected; Camlets firmly held, but little enquiry. Metals: Iron less firm and prices in favour of buyers; Nailrods, $4.30; Belgian Flat bar, $3.45; Hoop held for $5¼ to 5½. Lead in no demand. Swedish Steel, $4¼.

EXPORTS.

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TEA.

YOKOHAMA.—Business had been very quiet, settlements not exceeding 3,000 piculs. As a rule, holders had shown no particular anxiety to realise, and prices were not materially changed. Arrivals had been light and the scarcity of the medium to good medium grades continued; these sorts remained relatively dear. At the close the market was firm Quotations:—Good common, $29.00 to 30.00 per picul; medium, $32.00 to 35 per picul; good medium, $36.00 to 40.00; fine, $41.00. 10 43.00 per picul; finest, $45.00 to 48 per picul; choice and choicest, $50.00 and upwards.

HIOGO-OSAKA.—A large business had been transacted, and settlements aggregated about 5,500 piculs. Owing to the continued high prices that had been ruling at Yokohama, compared with this market, and the native speculation to meet the demand there, prices had advanced considerably. Stocks were estimated at 3,500 piculs. Settlements to date were 32,000 piculs, being 13,000 piculs in excess of last season's for a similar period. Caller Ou sailed on the 11th Oct. for New York direct, with 845,500 lbs. Tea, and the Devana for Yokohama, to complete her cargo, with 353,638 lbs. from this port. Quotations: Good common, $23 to 26, per picul; medium, $28 to 31; good medium, $33 to 36; fine, $38 to 42; finest, $43 to 48; choice, $50 to 55; choicest $56 and upwards.

KIUKIANG.—Shipments of both Black and Green Teas were being steadily made to Shanghai on native account.

SHANGHAI.—For Black Teas a good enquiry had existed, and a fair amount of business had been done. Prices had generally ruled in

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favour of buyers, a decline in values of about five mace being noticeable all round. The total reported settlements had been 15,091 chests, re-shipments 417 chests, and the stock was reduced to 14,000 chests. Green Teas: Market for country descriptions less active than during the preceding fortnight, but a fair amount of business had taken place, and no material change was advised. The tendency, had, however, been towards a lower range of values, confirming the reduction recently noted, and a further decline of about a tael per picul in most descriptions had been established. Pingsueys had attracted more attention and had been taken by English buyers at a reduction of about Tls. 3 per picul from last quotations, the quality being, however, very undesirable. Settlements reported during the fortnight 37,623 half-chests of all kinds, and reshipments 1,275 half-chests, leaving a stock of 73,078 half-chests of all kinds.

HANKOW.—Considering the advanced period in the season a fair business had been transacted, the reported purchases having been 5,924 chests. These settlements had been made chiefly on Russian account, at prices fully up to those previously quoted.

FOOCHOW.—Congous had continued to meet with a good demand from English and Australian buyers, the daily settlements averaging 3,150 chests, which quantity was in excess of the daily arrivals from the country, as the stock had been reduced by 8,000 chests during the interval. Prices had had an easy tendency, as the Teamen were ready sellers at current quotations, but there had been no quotable change. About 2,500 chests of Souchong had been settled at rather irregular prices. The Ooloong market remained in the same undisturbed state, and the stock amounted to over 102,000 half-chests. Most of the samples shown were thin and characterless.

AMOY.—Extreme quietness had again prevailed in the Ooloong market, and the settlements during the fortnight had been only 500 half-chests. Operators were declining to buy except at a material decline, while Teamen were altogether unwilling to make sales, though the stock comprised upwards of 39,000 half-chests. Quotations were nominal. The Anglo Saxon was the only vessel on the berth for New York.

CANTON.—Scented Orange Pekoes had been offering at lower rates, but Scented Capers had not been obtainable at any reduction, as all parcels with any pretension to quality had been bought at full prices as soon as offered for sale.

SILK.

YOKOHAMA.—Purchases since the commencement of the month had barely exceeded 100 piculs, continued unfavourable advices from Europe having given a check to business. Silkmen had shown no desire to realise, by accepting lower rates, and, besides, many of them had been fully occupied with the silkworm egg business, to the exclusion of other matters. Quotations unchanged, but must be considered nominal. Unsold stock estimated at about 1,500 piculs. Silkworm Eggs: Settlements to date amounted to about 1,000,000 cards, leaving about 100,000 on the market, and total receipts were not expected to exceed 1,200,000. Quotations: Best, $3.20 to 3.50; good, $2.70 to 3; Middling and Inferior, $2 to 2.70 per card.

SHANGHAI.—Messrs. Skeggs and Co.'s Circular says:—The French mail closed on the 18th Oct. with settlements for the week of 1,400 bales, most of which were taken in barter or in joint account with natives, the prices paid showing barely 5 taels reduction on our last quotations, while the Silk is fully 1s. to 1s. 6d. worse in quality than that purchased at the end of June and the beginning of July. During this week settlements amount to 1,600 bales, at little or no variation in price. Much trouble has been given to buyers by dealers sending in good musters, and after purchase, inferior cargo, which on inspection has had to be rejected. Dealers are very pleased with the past fortnight's business, as the relief came just in time to prevent any further reduction of prices, and in fact the market now closes in their favour.

CANTON.—Notwithstanding unfavourable advices from home, purchases still continued at about 1s. per lb. over prices in London by wire advances, and rates had advanced about $10 all round. In Re-reels, some Lacklows had been settled at $580 for Curio No. 1. Stock:—150 bales Loongkongs, 1,500 bales Tsatlee reels, 70 bales Kowkongs, 120 bales Cumchucks, Lacklows, &c., and 250 bales of inferior descriptions.

EXCHANGES, &c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6⅝d.	4s. 7d.	4s. 7d.
Shanghai ,, ,, ...	6s. 1d. to 6s. 1⅛d.	6s. 1⅛d.	6s. 1⅛d.
Canton ,, ,,	4s. 6⅛d.	4s. 6⅛d.	4s. 7d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 6d. to 4s. 6⅛d.	4s. 6⅛d.	4s. 6⅛d.
Manila ,, ,, ...	4s. 3d.		

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	308	227½
,, Hong Kong...	25 to 26 dis.	—
Bar silver	111.3.0	9 prem.
Mexican dollars	78.7.0. nominal.	

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 71 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 26 per cent. discount.
China Traders' Insurance, $1,300 premium.
Hotel Shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, 30 per cent. premium.
Hong Kong Fire Insurance Company, $347½ to $350 prem.
Union Insurance Company, $1,250 premium.
China and Japan Marine Insurance Company, Tls. 35 premium.
China Fire Insurance Company, $37 premium.

TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Gungner	July 24 ...	Shanghai ...	810,600
Northampton	Aug. 14 ...	,, ...	1,567,344
Weymouth	,, 15 ...	,, ...	1,114,253
Leicester	,, 19 ...	,, ...	1,764,249
Annie Braginton	,, 20 ...	,, ...	545,333
Hopewell	,, 30 ...	,, ...	807,232
Langstone	Sept. 4 ...	,, ...	1,036,400
Thyatira	,, 4 ...	,, ...	1,331,500
Yeavering Belle	,, 9 ...	,, ...	661,127
Clausina	,, 19 ...	,, ...	619,137
Woodlark	,, 20 ...	,, ...	1,172,668
Melbrek	,, 20 ...	,, ...	1,180,123
Lallah Rookh	,, 20 ...	,, ...	1,155,999
Paragon	,, 20 ...	,, ...	527,381
Denbighshire	July 4 ...	Foochow ...	615,500
Grenadier	,, 18 ...	,, ...	666,800
Star of the North	,, 23 ...	,, ...	983,100
Jungfrau	,, 28 ...	,, ...	810,200
Everest	Aug. 30 ...	,, ...	743,693
Essex	Sept. 6 ...	,, ...	1,688,100
Zenobia	,, 11 ...	,, ...	1,357,783
Maiden Queen	,, 30 ...	,, ...	1,116,242
Ziba	Oct. 1 ...	,, ...	790,400
Eme...	,, 4 ...	,, ...	1,082,850
Endymion	,, 22 ...	,, ...	1,060,267
Olympia (str.)	,, 23 ...	,, ..	283,275
Wemyss Castle	Aug. 24 ...	Canton ...	878,841
Burdwan	Sept. 1 ...	,, ...	911,000
William Ritson	,, 9 ...	,, ...	733,583
Norman Court	,, 14 ...	,, ...	1,047,308
Hector (str.)	Oct. 29 ...	,, ...	234,356

LATEST TELEGRAMS.

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COMMERCIAL.

CHINA.

HONG KONG, DEC. 7.—Grey Shirtings, 6¼ catties, 8¼ lbs., $2.40. Cotton Yarn 16-24, $115. Tea: Business limited. Exchange on London: Bank bills, six m.s., 4s. 5⅞d. to 4s. 5½d.

SHANGHAI, DEC. 7.—Very little business doing in Piece Goods; Grey Shirtings, 6¼ catties, 8¼ lbs., Tls. 1.9.0; T-Cloths, 6 lbs. ordinary, Tls. 1.1.5; 7 lbs. Mexicans, Tls. 1.4.6. Silk: Market weak, No. 3, Tsatlee, Tls. 570. Exchange on London: Bank bills, six m.s., 6s. 1d.

STRAITS SETTLEMENTS.

SINGAPORE, DEC. 3.—Cotton Yarn, 40's, $126; 16-24, nominal; Grey Shirtings, 39-in., 8¼ lbs., $2.45; 7 lbs., $2.7½. T-Cloths, 6 lbs., ordinary, $1.60. Gambier, $4.5. Pepper: Black, $10.80. White (new crop), $18. Tin, $32⅛. Exchange on London: Bank bills, six m.s., 4s. 5⅛d.

PENANG, DEC. 7.—Tin, $32.00; Pepper: Black, $10.85; White, $21; Sugar, No. 2, $5.10, No. 3, $3.20; Cotton Yarn (Mule Twist) 40's, $128; 30's, $117; Grey Shirtings, 8¼ lbs., $2.55; T-Cloths 6 lbs. $1.65. Exchange on London: Bank bills, six m.s., 4s. 5⅛d.

THE MAILS.

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PRESENT INWARD MAIL—BRINDISI, DEC. 5.—The P. and O. steamer Poonah arrived at 10 A.M., and the mail leaves at 1.20 this afternoon for London.

NEXT INWARD FRENCH MAIL.—PORT SAID, DEC. 5.—The Messageries Maritimes steamer Sindh, from Yokohama Oct. 29, Shanghai Nov. 1, Hong Kong Nov. 7, Batavia Nov. 10, Singapore Nov. 15, left here to-day for Marseilles, where she may be expected on the 11th inst.

INWARD FRENCH MAIL DUE DEC. 30.—GALLE, DEC. 5.—The Messageries Maritimes steamer Provence, from Yokohama Nov. 12, Shanghai, Nov. 15, Hong Kong Nov. 21, Batavia Nov. 24, Singapore Nov. 29, left here to-day for Aden.

OUTWARD FRENCH MAIL OF NOV. 8.—GALLE, DEC. 6.—The Messageries Maritimes steamer Ava left here to-day for Singapore.

Shipping Intelligence.

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ARRIVALS.

At YOKOHAMA.—From Liverpool, Oct. 17, Dovenby; 16, Ino, from New York.

At HIOGO and OSAKA.—From London, Sept. 30, Thracian; Oct. 9, Zohrab.

At SHANGHAI.—Previous to Dec. 4, from London, Elizabeth Graham; from Cardiff, Oct. 21, Alexander Lavalley (str.); from New York, 17, Elizabeth Nicholson.

At HONG KONG and CANTON.—From London, Oct. 28, Canton (str.).

At SINGAPORE.—From London, Nov. 4, Lord of the Isles (str.); from Liverpool, 2, Marianne; from Cardiff, 1, Matador; 3, Palmas; Dec. 5, Proteus; from Newcastle, 3, Lavaghna; 5, Havilah; from Hamburg, Enterprise (str.); from Liverpool, Ulysses (str.).

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At PENANG.—From London, Nov. 1, Lord of the Isles (str.); 4, Drummond Castle (str.); from Hamburg, 1, Enterprise (str.).

DEPARTURES.

From YOKOHAMA.—None.

From HIOGO and OSAKA.—For New York, Sept. 18, Jessie Isabel; Oct. 11, Caller Ou; 12, Devana (via Yokohama).

From SHANGHAI.—For London, Oct. 17, Hong Kong (str.); 21, Lalla Rookh, Melbrek; 22, Paragon; 24, Hector (str.); Dec. 4, Glengairn, Hopewell, Fiery Cross; 5, Menelaus (str.); for New York, 24, Mikado.

From FOOCHOW.—For London, Oct 18, Olympia; 22, Endymion; for New York, 24, Guinevere.

From HONG KONG and CANTON.—For London, Oct. 28, Hector (str.); 29, Hong Kong (str.); for Falmouth, 26, Arabella; for Hamburg, Patria.

From SINGAPORE.—For London, Oct. 28, Josephine; Nov. 2, Olympia (str.); 4, Hector (str.); 5, Hong Kong (str.); for Channel, 5, Ranavola; for Boston, 2, Chalgrove; for London, Dec. 3, Said.

From PENANG.—For London, Nov. 2, Alice Ritson; 5, Olympia (str.).

VESSELS LOADING.

At YOKOHAMA.—For London, Magnet; for New York, Devana.

At HIOGO and OSAKA.—For London, Oceana; for Falmouth (cleared), White Adder; for New York, Albuera, Zohrab.

At SHANGHAI.—For London, Patroclus (str.), Sir Jamsetjee Family, Aracan (full), Gordon Castle (str.), Araby Maid; for New York, E. A. Oliver (full), Centurion, Dilkhoosh, Morro Castle, Mary Whitridge.

At FOOCHOW.—For London, Hong Kong (str.), Selim (expected), Flying Spur, Silver Eagle, Patroclus (str.), Gordon Castle (str.), Fontenaye.

At HONG KONG and CANTON.—For London, Corea, Star of China.

At SINGAPORE.—For London, Ottercaps; for Liverpool, Nola; for Marseilles, Isaure; for Boston, Blencathra, A. H. Willie.

At BANKOK.—For London, Ville de Granada.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, £4 2s. 6d. per ton of 50 feet; to New York, £3 5s. per 40 feet.

At HIOGO and OSAKA.—To London £3 5s. per ton; To New York, £2 15s. to £3 5s. per ton.

At SHANGHAI.—To London, £2 10s. to £3, steamers; £2 15s. sailing vessels. To New York, £3.

At FOOCHOW.—To London, £3 per ton of 40 feet, steamers; £3 per ton of 50 feet, sailing vessels.

To NEW YORK, per steamer £4 10s. per 40 feet; £3 10s. sailing vessel.

At HONG KONG and CANTON.—To London, per teamer, £3 per ton of 40 feet, per sailing vessel, £2 15s. to £3 per ton of 50 feet; to New York, £4 10s. per steamer, £3 10s. sailing vessel.

At SINGAPORE.—To London, £3 dead weight; £3 10s. light freight; measurement, per steamer, £4 to £4 10s.

PENANG.—To London, measurement, £4 to £4 10; hides £4 10; white pepper, £5.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Oct. 15	Cashmere	Shanghai	New York
,, 15	Fairy	Manila	Cork
,, 15	Essex	Foochow	London
,, 16	Jane Woodburn	Hong Kong	Cork
,, 16	Alert	Batavia	Genoa
,, 16	Cairnsmore	London	Hong Kong
,, 17	Lammermuir	Cardiff...	Shanghai
,, 17	Red Cross	Manila	London
,, 17	Oxford	Batavia	Amsterdam
,, 17	Ruth	Samarang	Falmouth
,, 18	Langstone	Shanghai	London
,, 18	Berbice	Greenock	Samarang
,, 18	Azelia	Singapore	London
,, 19	Wooloomooloo	Do.	Liverpool
,, 19	Naples	Havana	Hong Kong
,, 20	Hope	Singapore	London
,, 20	Gutenburg	Batavia	Amsterdam
,, 20	Linnatin	Manila	Falmouth
,, 20	County of Nairn	Sourabaya	Rotterdam
,, 20	Annie Braginton	Shanghai	London
,, 21	Zenobia	Foochow	Do.
,, 21	Cutwater	Singapore	Boston
,, 21	Antipodes	Cardiff	Hong Kong
,, 21	Conquira	Shanghai	New York
,, 21	Golden Sgur	Macao	Buenos Ayres
,, 22	Winstaria	Sourabaya	Boston
,, 23	Sumatra	Manila	Cork
,, 23	Beemah	Hong Kong	New York
,, 23	Oriana	Samarang	Queenstown
,, 23	Jessie Isabel	Japan	New York
,, 25	Western Chief	Cheribon	Plymouth
,, 22	Ette Loring	Japan	New York
,, 26	Henry Buck	Buenos Ayres	Batavia
,, 26	Eme	Foochow	London
,, 26	Archer	Hong Kong	New York
,, 26	Maiden Queen	Foochow	London
,, 26	Princess Louise	Singapore	Hamburg
,, 27	Uranos	Cardiff	Singapore
,, 27	Rocket	Samarang	Boston
,, 29	Borneo	Boston	Batavia
,, 29	Dirigo	Sourabaya	Boston

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Dec. 4, at Liverpool, from Rangoon, Arracan (str.); 6, at London, from China and New York, Cyphrenes (str.); 6, off Deal, from Akyab (via S.C.), Arratoon Apcar (str.); 7, at London, from Bassein (via S.C.), Hilton Philipson (str.); off Falmouth, from Samarang, for Amsterdam, Herschel; 8, at Plymouth, from Colombo (via S.C.), Cingalese (str.); at New York, from Shanghai, Kaisow.

DEPARTURES.—Dec. 5, from London, for Singapore, China, &c., via S.C., Chin Kiang (str.); for Singapore and Sarawak, Auriga; for Singapore, Lloyd's; 4, from Cardiff, for Singapore, Orient; for Galle, Verona; from Swansea, for Galle, Seawfell; from Newcastle, for Hong Kong, J. Lister; 6, from London, for Sunderland and Sourabaya, India; for Hong Hong, Undine.

STEAMERS PASSED THE SUEZ CANAL.—Previous to Dec. 6, Prins Hendrik, Texel to Batavia; Patroclus, China to London; Leith, London to Colombo, &c.

MISCELLANEOUS.—The Alpha (str.) sailed for Barbadoes and not for Yokohama, as reported in the postscript of our last issue.

The traffic receipts on the Great Northern Telegraph Company's European lines for the month of November amounted to f.105,232, against f.90,922 at the corresponding period of 1871, and on the China and Japan lines to f.102,645, against f.50,810.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, DEC. 4.

Some time ago I mentioned the fact that Mr. P. H. van Diest had asked a concession for the exploration of the Ombilien coal fields, on the West coast of Sumatra, and for the construction of a railway from thence to Padang. This gentleman being on the point of returning to Java has transferred his demand for concession to Mr. J. K. W. Quarles van Ufford. According to what the Minister of the Colonial Department said at the sitting of the 7th of September, it appears that he is not much inclined to grant this concession, because heavy charges upon the Government would result from it if the Government guaranteed the due payment of the interests upon the capital required for the construction of the railway. Both the gentlemen I named have published letters in support of their scheme. They value the sum to be guaranteed by the State at f.350,000 a-year, and they are of opinion that the Government would be called upon for this amount during a few years only, when they would acquire important advantages in return.

LITERATURE.

The *Phœnix* presents us with a more than usually interesting number this month. The Rev. Thomas Bryson gives an off-hand, but observant account of "A Week in Nanking," conceived in the best spirit of foreign travel. Mr. B. H. Hodgson, whose pen is always welcome, contributes some interesting notes of Nayakote and its tribes. Major MacMahon has a scholarly paper on a rather dry subject; and the Rev. Mr. Edkins has broken new and interesting ground in his inquiry into the "identity of Chinese and Indo-European roots." There are the usual reviews, among which is to be found a notice of Mr. Medhurst's *Foreigner in Far Cathay*, which, is in our opinion, much too chary for the merits of the book or the credit of the reviewer. We look upon Mr. Medhurst's book as the most valuable contribution to general knowledge of China with which European literature has recently been enriched.

Art for December is simply admirable. It opens with a notice of Mr. Marks's "Princess and Pelicans," illustrated by an admirable photograph, and accompanied by a running commentary in the best style of word-painting drollery. The perusal of this short article, and the inevitable conning of the illustration, will alone repay the reader for the cost of the number. The "Shepherd of the Regno di Napoli" is not less delightful; and the "Girl of the Foundling Hospital" is charming, not only as a *chef d'œuvre* of art but as a suggestive study. It is not too much to say that, in its new form, *Art* is a publication to which no one who can afford its very moderate price should omit to subscribe.

Ocean Highways, published by Messrs. George Philip and Son, contains a most interesting article on Public Works in Japan, by Mr. R. H. Brunton, the engineer to the Japanese Government. A map is given, which shows the railways and lighthouses erected or proposed. We make some extracts from this interesting paper. There are other papers containing important information, such as relate to Sir Bartle Frere's mission to Zanzibar, the "Voyage of the Challenger," and the war between the Atalik Ghazi and the Zungans. But all of these must yield in interest to the continuation of the papers entitled the "Threshold of the Unknown Region," which treats particularly of the possibility of the passage of the Polar pack between Greenland and Novaya Zemlya. Of Davis, the discoverer of Davis's Straits, three hundred years ago, and Baffin, after whom the celebrated Bay was named, we have not space to tell. We must be content to refer our readers to *Ocean Highways* for information on these points, which, we can promise them, is not only full and authentic on these points, but valuable and suggestive on many others.

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The *People's Magazine* is one of the best of the publications of the Society for Promoting Christian Knowledge. It is well written and well illustrated. It takes part in most of the important social questions of the day, and it observes a just moderation of style which should always command attention to its arguments.

The *Cornhill* maintains its character as a varied and interesting miscellany. This month it has a special attraction for us in a very sensible article on *Chinese Arsenals and Armaments*, in which we think we trace a pen not unfamiliar to the readers of this journal. In this we are told that it is not aggression against foreigners, but defence against rebels, which has caused the Chinese to turn their attention to the improvement of their arms.

On the capture of Nanking in 1864 by the Imperial forces the arsenal works were removed from Shanghai to that city, and Dr. Macartney was commissioned to lay out among the ruins left by the insurgents a great extent of workshops and foundries, in which the processes of European manufacture were to be copied. . . . It has lately been shown that gunpowder is not, as is commonly asserted, a Chinese invention, and that the use of explosive compounds was introduced into China at a comparatively late period. . . . In addition to Nanking—where, to the original undertakings in connection with artillery manufacture, experiments in the fabrication and use of torpedoes have of late years been carried on—the arsenals founded by the Chinese are three in number, and are situated respectively at Foochow in the south, at Shanghai in Central China, and at Tientsin in close proximity to the capital. No such thing exists in reality as the Chinese army, navy, or exchequer, viewed as a whole. . . . The empire is divided into a number of semi-independent jurisdictions (eighteen in China proper alone), each of which has its own complete official hierarchy, its army and navy, and its separate revenue system.

The arsenal and dockyard at Foochow appear to have been formed by two Frenchmen, Messrs. Daiguebelle and Giquel, soon after 1866. The site is about forty acres, on the bank of the river Min, below Foochow, and close to the anchorage of foreign shipping. The number of foreign employés (principally French) is between sixty and seventy, including teachers, accountants, draughtsmen, and artisans. The schools of navigation and engineering are presided over by Englishmen. The number of native artisans employed in the arsenal is about 1,500, and of students 300.

Under the direction of their foreign instructors and foremen, these Chinese "hands" have not only constructed buildings and dockyard works which would do credit to any European nation, but have also built and launched a number of steam vessels which have, for several years past, successfully navigated the adjacent waters. . . . It is stated that already a man-of-war like H.M.S. *Favourite*, of 2,300 tons, and 400-horse power, could be built, her engines, boilers, and screw manufactured, her armament, sails, cordage, iron masts and anchors made, and her midship battery plated with heavy laminated plates rolled at the arsenal. Her guns could be forged there, her shot and shell fitted there, and her copper sheathing rolled out, on the completion of the works in progress.

At Tientsin a school for Chinese troops in European drill and tactics was set on foot eight or nine years ago, though the progress has been materially impeded by the refusal of the Chinese officers to submit to the conditions of European discipline. The writer concludes:—

Regarded in their military aspects, the dockyards of Foochow and Shanghai, the arsenal of Nanking, and the fortifications of Taku, would probably in any future hostilities add comparatively little to the difficulties and dangers of an attacking force. . . . It is from a political point of view, on the other hand, as indicating only too obviously a desire to arm the country for resistance against all further exigencies of improvement, that the warlike preparations of the Chinese are most worthy of attention.

Mrs. Leonowens, whose book on the "Inner life" of the Siamese Court created some sensation a short time since, is now at Boston, United States, where she is delivering lectures on the same subject.

EXTRACT FROM MR. BRUNTON'S PAPER ON JAPAN.

The improvements already completed in Japan are not very extensive; but the germs have been laid for important undertakings, which will no doubt revolutionise the whole country. It should be remembered that Japan, only five years ago, emerged from the thralls of a fierce and bitter civil war, which upset the whole constitution of the country. Since then the mind of the Government has been fully occupied with internal changes, the organisation of departments, and general arrangements, and little time could be given to prosecute extensive works with activity. We will, however, briefly describe such as have been undertaken. Engineering shops, capable of making small engines, boilers, and other iron work were established by the Dutch settlers fifteen or twenty years ago, at Kobe and Nagasaki. These contain the ordinary punching and shearing machines, lathes, drills, planing machines, &c., and are worked entirely by the Japanese themselves. They re-boiler their own steamers, and have turned out small marine engines in a very creditable manner, as well as doing what repairs may be required for the owners of steamships who apply to them. A patent slip, imported from this country, which is capable of taking on vessels drawing 12 or 14 feet of water, has been established at Nagasaki. It is worked under the care of one Englishman, is kept fully occupied, and is found to be of great use. A very important and more extensive work, viz., the establishment of an arsenal and dockyard, was begun about seven years ago, under the auspices of the former Government. It has lately been completed, and is under the superintendence of a staff of French engineers. It is situated at Yokoska, about eight miles from Yokohama. A graving-dock, 350 feet long, and with twenty feet of water on the sill, has been completed there. It is admirably executed, being cut out of rock, with masonary sides, and has iron caissons at its entrance. There is also a patent slip to take on vessels of 12 feet draught. There are besides most extensive machine-shops and foundries, containing all the largest and most useful machinery common to such places, with powerful cranes and all the apparatus necessary for the building or repairing of the largest vessels, roperies and sailmaking shops, with extensive warehouses containing complete stores of all the furnishings necessary for ships. Several small steamers have been built here; and in repairing ocean-going ships, the dock has been found of great use. The total cost to the Government of the entire work has been about £400,000.

The next work in point of seniority which the Government undertook was the erection of lighthouses. This was commenced about four years and a half ago, and has been so far executed under the direction of the writer of this paper. The Japanese have long appreciated the value of a beacon light for the guidance of navigators, and on every projecting headland may now be found a clay building in which a wood fire is nightly burned. But, with the characteristic quickness of perception of the people, a well organised lighthouse, with its delicate optical apparatus, its brilliant and never failing light, had not long been shown them in complete working order, than the untrustworthiness and faulty character of their own system of lighting became apparent to them, and it was doomed; the Government issuing the following

NOTIFICATION.

"Lighthouses are very useful for navigation, and formerly Japanese were in the habit of burning wood fires at the expense of the surrounding people. The maintenance of these fires was very expensive, and they were often put out by the wind or rain, and so they became a danger to navigation. Therefore, there will now be built properly constructed lighthouses at those places where they are found to be most necessary. Any local government or authority desirous of having a lighthouse on any point must make application to this office, as all wood fires must from this time be discontinued and put an end to."

(Signed) "DAI-JO-KWAN."

The Japanese Lights may be divided into two classes, viz., those which, as is seen from the above notification, are required by native craft for their local trade, and those which are erected in accordance with a Treaty stipulation for ocean-going and foreign vessels. The former need only be of a small description, while the latter generally require the most powerful light possible, and, consequently, an expensive style of construction. Of the former, six lights have been completed, though many more are in contemplation; while of the latter, seventeen are now in operation. The optical apparatus for all of them have been got from England, and are of the best description procurable, and the towers and dwellings are constructed in the most substantial and lasting manner. Besides the lights, all dangerous shoals in the track of ships have been buoyed, and beacons erected where considered necessary. It is the intention of the Government to erect a certain number of lighthouses each year, until the whole coast is efficiently illuminated. The total cost, so far, including the purchase of a steam tender and her maintenance, has been about £250,000.

The writer had also the privilege, shortly after his arrival in Japan, of being entrusted with the erection of two short lines of telegraph, viz., between Kobé and Osaka twenty miles, and between Yokohama and Yedo twenty miles. These were the first telegraphs in the country, and were worked with great skill and regularity by native operators for some years. Brequet's dial instrument was adopted, on which was grouped the English alphabet and the forty-seven Japanese characters, and it was found that both languages could be transmitted with ease and rapidity by their means. Telegraph construction has now, however, been made into a separate department, and is superintended by a staff of English engineers. Under their direction the line from Nagasaki to Yedo has been completed, in continuation of the Great Northern Company's cable from Shanghai, thus putting Yedo in direct telegraphic communication with England. Many other lines of telegraph are in contemplation.

Railway works were commenced in Japan about two years and-a-half ago. They were undertaken with the assistance of an English loan, which was floated in the market, and very rapidly taken up. The originally proposed line is from Kobe to Yedo, a distance of about 250 miles; but only two lengths of twenty miles each, viz., from Kobe to Osaka, and from Yokahama to Yedo, have been as yet actively proceeded with. The latter has been lately opened, and from the traffic which has already gone over it, the most flattering hopes of its success are entertained. The railway is on a 3-feet 6-inch gauge, and is laid with cross sleepers, and double-headed rails of about sixty pounds to the yard. The works are generally very light, and the cost of construction should be small. The engines and carriages have been obtained from this country, and are of the ordinary description. The railway is directed by a regular staff of English officials.

These works are all under a Government Department, which has recently been formed, and which is called the "Kobu-sho" or Public Works Office. It is presided over by a Minister of State. He has under him a number of Commissioners, each of whom are entrusted with the special care of one of the undertakings in the charge of the department.

Of the works in contemplation, it is difficult to speak with any degree of accuracy, but it is almost certain that these are of a very extensive nature. Extensions of the railway and telegraph system, an increased number of lighthouses, the working of the valuable mineral products of the country, the introduction of various manufactures and industries, the construction of roads, the improvement of rivers, and the formation of harbours, are all spoken of as things likely to be undertaken. In their earnest endeavours to introduce improvements into their country, if they set to work in the thorough and systematic way which has been their wont, the Japanese may rely on having the best wishes and hearty co-operation of every liberal-minded man in England.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, DEC. 9, 1872.

THE FRENCH PRESS ON THE SUEZ CANAL.

WITH every disposition to treat our French neighbours with all possible courtesy, it will, we fancy, be a hard matter for our readers to keep their gravity over the extravagantly absurd article—anent the Suez Canal—which we have translated from the Paris *Presse* in another column. It speaks volumes of the demoralisation of the French press that such a tirade of utter nonsense should appear in the pages of what used to be considered a respectable journal. It is more important still as showing how wondrously weak must be the cause of M. DE LESSEPS and his followers, when they can lend themselves to such base and frivolous arguments. But, "when all is said and done," the sense of the ridiculous is the feeling which will predominate over all others after reading our French contemporary's magnificient gasconade. That poor dear old PAM's memory should be disturbed for the purpose of dragging his honoured name into a mere squabble about the shareholders and dividends of a Joint Stock Company, which has involved itself in debt and is trying to "squirm" its way out of its embarrassments by repudiating its contracts, is certainly the last thing that we should have expected from the good taste and chivalry of the French. They know, as a nation, that they never had a truer friend, or a more honourable critic and adviser than the immortal statesman whose fame the *Presse* has, most ill-advisedly, set itself to try to tarnish. The notion of Lord PALMERSTON being "panic-stricken" with anything is too original to escape commemoration; but that he was so much afraid of France as to circulate rumours to the disadvantage of M. DE LESSEPS, and to employ Mr. ROBERT STEPHENSON to endorse them, is simply monstrous. Of course, if M. DE LESSEPS and his organ like this style of argument, they must be most welcome to it. But we expected better things of them. We thought, and we think still—that the French nation could well afford to be content with the greatest triumph of engineering which modern science has achieved. All this was for France, because the greatest engineer of the age happened to be a Frenchman, M. DE LESSEPS was at once the BRUNEL and the STEPHENSON—whose ashes he spurns. He triumphed over the most threatening obstacles, and he accomplished a work which, while the world rolls, will be a lasting monument to his memory. No doubt he spent a great deal more money on his enterprise than he had calculated upon; but, for that, who was to blame but himself? To go back to the early discussions of the feasibility of the Suez Canal is merely to involve ourselves in the discussion of a question which has been finally settled. M. DE LESSEPS, full of his own inspiration, triumphantly carried it through to its completion—he has now only to watch its progress through its probation and proof. If ever figures came in aid of a great undertaking, their "hard logic" has been brought to bear on the results of the first year or two's trading of the Suez Canal. Every month the traffic increases; every month the acknowledgment of the benefit conferred is more and more readily admitted. To check the constantly increasing influx of vessels would be folly; but both folly and madness appear to be chronic, or, rather, intermittent disorders in France. Such foolish articles as that in the *Presse* may not aggravate them at home, but they may very decidedly deter English investors from taking shares in an undertaking which seeks to prop itself up by such transparently unprincipled means.

THE JAPANESE AND THE FAMINE IN KOREA.

THE Japanese have now the opportunity of performing a noble action, and at the same time putting an end to an ignoble strife. The intelligence of the dreadful famine in Korea, which we published last week, must excite compassion in every heart capable of any feeling at all. Even the horrors of the coolie traffic in Macao, and the slave trade in Zanzibar, which Sir BARTLE FRERE has been despatched to suppress, pale before the harrowing statement of the Chefoo correspondent of the *North China Herald* that to such extremities are the Koreans reduced that they are fain to sell their young women to the Chinese in order to obtain a little food for the protraction of the lives of the miserable beings who consent to live upon such terms. By all means, let the Japanese despatch their fleets to Korea, but let them be laden, not with guns, but with grain. As for recovering any of the overdue tribute, that is clearly impossible from a people reduced to such extremities. As for the Chinese, on whom the Koreans have so recently pinned their faith, the value of their protestations of friendship may be judged by the fact that they are the very people who are carrying on this harem traffic. Their protection is evidently that of the wolf to the sheepfold. On the other hand, the Japanese Government can by a simple act of generosity, out of their plenty, feed a starving people, and regain the share of influence over the Koreans which they have lately been deprived of. Let them reflect also that they will be advancing the cause of civilisation, to which they are so much attached, by following our English example in helping in their hour of need the most discontented of our subjects—as in Ireland—and the most formidable of our whilom antagonists—as in France. If this train of argument be fairly brought before the Japanese Government at home, and their Embassy here, we cannot doubt that it will be attended with the desired effect.

MR. CYRUS FIELD, associated with Mr. PENDER, Captain SHERARD OSBORN, Baron REUTER, and others, has proposed a scheme for amalgamating all the Submarine Cable Companies now working or in progress. The proposition will, of course, meet with opposition, and a good deal of nice bargaining will be required to bring the scheme to a successful conclusion. The association will be termed the "Globe Telegraph Company," and will, in fact, stand in a similar position to the public as the Government now does for the inland traffic. There is much to recommend the scheme, as tending to equalise the risks, and give a more secure investment for capital in submarine cables.

WE noticed in our last issue the formation of a company to run a line of steamers between London, the Straits, and China, and between New York, the Straits, and China, *via* the Suez Canal. The boats for this line are now building on the Clyde, and will, it is expected, be ready next March or April. The Agents in China will be Messrs. AUGUSTINE HEARD and Co.; and in London, Messrs. FEARON and Co. The capital, it is stated, has been privately subscribed.

THE last mail from New York brings accounts of the launching of the *Calima* on the river Delaware, one of the four steamers which we announced some months since as contracted for by the Pacific Mail Company. The *Calima* is an iron screw-steamer of about 2,000 tons cargo capacity, with passenger accommodation for 150 first-class and 800 steerage. The engines for this steamer as well as the other three have been made on the Clyde, and sent out.

OUR correspondent at Lisbon informs us that a new Governor has been nominated for Macao, Senor QUINTINO D'MACEDO, the late Secretary to the Minister of War, who will, we believe, proceed shortly to this post.

THE Queen has approved the appointment of DON JOSE ANTONIO DE LAVALLE as Spanish Consul at Hong Kong.

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GREAT BRITAIN AND THE SUEZ CANAL.

(From the Paris *Presse*.)

No person, and no body of persons, have any right to complain of the consequences of their own deliberate acts or contracts. This trite observation is called forth by the report that the English Government are about to take steps to prevent the raising of the rates on the Suez Canal, which has been sanctioned by the Sultan and the Khedive. The course proposed by M. de Lesseps will unquestionably weigh heavily on every country whose vessels avail themselves of his great work, for the advance demanded is of a very oppressive character, The British flag will no doubt feel this impost more than any other, because the English have the chief part of the trade with India, China, and Japan in their hands. But, at the same time, it cannot be denied that England has the smallest right of all the maritime Powers to criticise the course which the directors of the Suez Canal Company have been compelled to pursue in order to realise a dividend for their shareholders. The blame that the cost of the construction of the Canal exceeded the estimates of M. de Lesseps, and that it became necessary to borrow so great a loan before the enterprise could be completed, that the interest on debentures swallowed up all prospect of dividend to shareholders, rests entirely with the English Government. The statesman responsible for this measure succeeded in passing it through Parliament in a shape opposed to common sense, and injurious to every European nation—especially to Great Britain.

The Viceroy of Egypt had made a "concession" of the Canal to a Frenchman, M. de Lesseps, in consequence of an esteem which was richly deserved. The mere fact that the *concessionaire* was a Frenchman was enough to rouse feelings of jealousy and rage in the mind of Lord Palmerston, notwithstanding that M. de Lesseps had done everything in his power to invest the Canal with an international character. Surprising delusion! It seemed as if Lord Palmerston dreaded that the Egypt of 1798 was about to be resuscitated, and that the conqueror of the Pyramids was likely to be revived in the person of M. de Lesseps—whose only object was one of peace, and especially valuable to Great Britain, as the mistress of the East Indies. Lord Palmerston, who had been Under-Secretary for War in 1807, and, afterwards—when the hatred of England to France rose to fever heat (*paroxysme*)—suffered all the bad passions of the latter time to inflame his mind once more. He moved Heaven and earth to cause the miscarriage of M. de Lesseps's scheme, even after the concession had been granted to him. The firmness of M. de Lesseps, backed by the support of the Viceroy, alone caused the great work to be commenced in spite of the intrigues of the English Premier. Then the latter, vexed and irritated, and excited by the trucklers to British prejudice (against France) had recourse to intrigues and machinations most unworthy of himself and his country. Hypocritically pretending to feel a deep interest in the welfare of the poorer Egyptians, he obtained from the Sultan a firman ordering that "fellahs" should be prevented from working on the Canal, because they would be likely to be fleeced of both health and wealth in the employment. In opposition to this it is well known that the company paid their workmen regularly, and that they did their best to preserve their health under circumstances of the most trying kind.

As soon as Lord Palmerston had obtained the firman abovementioned, he congratulated himself on the prospect of the Company's surrendering at discretion. Every influence, of French origin, however harmless, was ostensibly withdrawn. But, on the other hand, exaggerated accounts of the impracticability of the undertaking were set afloat in every direction. Even Robert Stephenson, the greatest English engineer of the day, was so far "fascinated" by Lord Palmerston that, after surveying the desert, he published a report, declaring his opinion that M. de Lesseps's idea was chimerical. But M. de Lesseps, though feeling himself shamefully deceived, would not give way to the dictum of Robert Stephenson, inspired as he was by Lord Palmerston in a moment of blind French-funk (*Gallo-phobie*). The great engineer collected round him the most practical men of the day, and with the assistance of their organisation and the labour of 30,000 workmen (fellahs) the Canal became an accomplished fact. No greater undertaking has ever been performed by the hands of men, in the face of a cold and reluctant comity of spectators, including the most enlightened quarter of the globe. The expense of the work was necessarily enormous. The quantity of coal consumed was almost incalculable, and coal was very dear at the time. Besides this, the price of every kind of labour was immensely increased. The inevitable consequence was that the work cost a vast deal more than the original estimates, and that the Company found itself saddled with an enormous debt.

The question therefore now comes before us, in an unanswerable form, that, if the tariff of the Canal is not raised, and the enterprise fails to pay in consequence, the prime blame lies with Lord Palmerston. In his day, the British Parliament was not sufficiently self-reliant to dispute the capricious will of the Premier, although public opinion fervently wished well to the Suez Canal, and hailed with cordiality the completion of the great work. Therefore, if England now resists the payment of enhanced dues by this passage, she has nobody to blame but herself. She must not also forget that there are other flags which have equal cause to complain of the despicable intrigues of Lord Palmerston; and that it devolves on England to take them all in tow if she would clear herself of opprobrium in this matter.

THE JAPANESE EMBASSY—PRESENTATION TO THE QUEEN.

On Thursday the Queen received at Windsor Castle Iwakura, the Chief Ambassador, with Kido, Okubo, Ito, and Yamaguchi, Associate Ambassadors, and the Secretaries of the Embassy, Shioda and Hyashi. The occasion, being one of great historical interest, if not of actual diplomatic character, was invested with the importance of semi-State; and the Ambassadors were accompanied from London by Lord Granville, Secretary of State for Foreign Affairs, a Royal train of saloon carriages being assigned to them, and the Paddington Railway Station being carpeted and otherwise carefully arranged for their departure. The train started at quarter-past twelve o'clock, and reached the Royal platform at Windsor a few minutes before one. A large number of persons were present at the departure of the Embassy and suite from Paddington; and the distinguished visitors found a still larger assemblage of persons at Windsor ready to greet their arrival. On alighting from the train, Iwakura and his companions were led through the Royal waiting-room to the Queen's carriages, which were in attendance to convey the party to the Castle. Sir Harry Parkes and General Alexander took part in the induction of the party to the precincts of English Royalty. Three carriages had been sent from the Castle Mews, two being drawn by four horses, with outriders in the Royal scarlet, and at the railway station a Guard of Honour of the 2nd Battalion of Grenadier Guards was drawn up. The weather was bright and seasonably pleasant; so that the brief spectacle, which excited considerable public curiosity in the Royal borough, was not marred as it would have been had it taken place on an earlier day. Two bands of the Household Brigade were stationed in the Castle; and the National Anthem was played both on their coming and going. After the custom which had prevailed among all Eastern races, from the beginning of history to these prosaic and parsimonious days, the Japanese came bearing gifts. Their offerings, which were without exception costly, were in some instances of considerable size. These more bulky objects were contained in two pair-horse broughams, which followed the three carriages of half-State. At the grand staircase the Ambassadors were received by Lord Sidney, the Lord Chamberlain, who ushered them to the audience chamber, where they were met by Her Majesty, who was accompanied by the Duke of Edinburgh and the Princess Beatrice. The Duchess of Sutherland was in attendance on the Queen, and several military officers were present. It may be mentioned that the Japanese party wore Court suits of European fashion, they having seemingly wholly discarded while on their travels the costume of their own country. The Chief Ambassador, after reading an address to the Queen, delivered to Her Majesty his letters of credence. The Royal reply was handed by the Queen to Lord Granville, who gave it to the Ambassador. The visitors, after the reception, lunched at the Castle, and then took their leave, evidently pleased with the gracious welcome they had received at the hands of Royalty. Lord Granville accompanied the deputation back to town, as did Lord Lucan and Colonel Marshall.

ADDRESS OF THE EMPEROR OF JAPAN.

His Majesty the Emperor of Japan, since the achievement of our national reconstruction, and the reorganisation of the administrative power of the Government, being desirous of establishing more intimate and friendly relations with foreign Powers, has commissioned us as his Ambassadors Extraordinary to proceed to the Court of your Gracious Majesty.

We have the great honour of presenting to your Majesty in person, on this occasion the letter of credence from our august Sovereign, and in accordance with his instructions would beg to express to your Majesty renewed assurances of our desire that the friendship now existing between your Majesty's Kingdom and the Empire of Japan may increase in strength, and that nothing may ever occur by which it shall be diminished or discontinued. During our sojourn here we have derived great interest and profit from the study of the various institutions of your enlightened and powerful Kingdom, and we avail ourselves of this opportunity to express our deepest thanks for all the assistance we have had afforded us, and for the kind manner in which we have been received by your subjects, as well as by your Majesty's Government. And as we are now on the eve of our departure we desire to congratulate your Majesty on the prosperity which has attended your Majesty's brilliant reign, and on the happiness and peace of your Majesty's Kingdom.

REPLY OF HER MAJESTY THE QUEEN.

It has given us great satisfaction to receive the assurances which you have been charged by your Sovereign to convey to us, of his Majesty's sincere desire that the friendship now existing between our dominions and the Empire of Japan may increase in strength, and that nothing may occur by which it shall be diminished or discontinued.

On your return to Japan you may inform your Imperial Master that his Majesty's desire in this respect is fully shared by ourselves.

It is our earnest hope that under his Majesty's wise administration Japan may continue to advance in prosperity, and that the commercial intercourse between the two nations be further developed.

We trust, also, that the future course of Japanese policy may be such as to ensure for Japan the lively sympathy of the nations of Christendom.

On Saturday, the 30th ult., Iwakura and his suite paid a visit to the office of the *Graphic* newspaper. They were received by the manager, who at some length explained the process of drawing and engraving upon wood. Great interest was evinced on the subject by his Excellency, who was subsequently conducted

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over the well-arranged printing-offices, which have been recently erected. The machinery excited general admiration amongst the visitors, to whom all the operations necessary for the production of an illustrated newspaper were thoroughly explained. After a thorough initiation into the processes of composing, printing, and folding the journal, his Excellency took his leave, expressing his pleasure and satisfaction at what he had seen and heard. On Monday the Ambassadors visited the works of the Chartered Gas Company, at Beckton, unaware of the crisis which had occurred, and added to their English experience the incidents of an English strike. Some members of the Embassy being informed that the stokers were simply a superior kind of labourers, who having acquired some skill in feeding fires obtained wages averaging 30s. a week, stated that in Japan, where strikes were unknown, men of that class worked for 1s. a week, and expressed their astonishment at any one quarrelling with such advantageous terms. The visitors subsequently went down the river to the southern outfall sewer works at Crossness Point, and the arrangements of the works were explained to them by the manager.

On Wednesday a deputation waited on the Ambassadors at the Buckingham Palace Hotel, to present an address from the Ladies' Committee of the Society for promoting Female Education in the East. The address was presented by the Hon. A. Kinnaird, M.P., and the following answer was returned and handed to him by Iwakura:—

To the Dowager Marchioness of Cholmondeley, the President, Vice-Presidents, &c., Committee of the Society for Promoting Female Education in the East,—We, the Ambassadors of his Majesty the Emperor of Japan, in reply to your earnest words expressing sympathy with the cause of female education in Japan, desire to thank you for the friendly interest thus manifested. We are anxious to gather information respecting your methods of education, and whatever else you may have learned in your long experience which shall tend to the elevation of the wives and daughters of our land. We appreciate your noble efforts put forth for the advancement of the women of the East, and are deeply grateful for your kind offer to aid in this work in our Empire, from which the cloud of seclusion has but recently been dispelled. We shall be most happy to convey to his Majesty the Emperor of Japan an account of this interview, and on his behalf thank you again for your sympathy with what he is endeavouring to accomplish for the welfare of your sisters in Japan.

THE P. AND O. COMPANY'S MEETING.

The half-yearly meeting of the shareholders in the P. and O. Company was held at the offices on the 6th inst., under the presidency of Mr. P. D. Hadow. The report of the directors (given in our last), detailing the operations of the company during the past twelve months, ws taken as read.

The Chairman said there were not many subjects in the report calling for any explanation, as the directors, acting upon their usual custom, had touched upon everything which they thought the shareholders would expect them. At the same time he should be glad to offer any explanation in addition which the shareholders might desire. The accounts had, as usual, been open for the inspection of the shareholders at the office, and, taken in connection with the report, he thought that they would be considered eminently satisfactory. The simple fact was that the board of directors had been pursuing the policy shadowed forth during the past three or four years, of increasing the capacity and efficiency of the fleet without making any extra demands upon the proprietors. During the period mentioned the company had increased its shipping property to the extent of £228,000, whilst the tonnage had in the same period been increased by 12,000, and the horse power to a corresponding amount. Referring to the assets and liabilities, he said the liabilities stood at £12,000 in excess of the amount stated at the previous annual meeting, whilst the revenue figured for £30,000 more, and the expenditure exhibited a corresponding increase. These great results had only been obtained by a corresponding increase in the mileage, which amounted during the year to upwards of 200,000 miles. Referring to the expenditure, he desired to call attention to a paragraph in the report stating that there was a diminution of £12,000. That was a clerical error; the words should have been "the expenditure on the ordinary mail service," which words had been inserted in the report to be forwarded to the shareholders.

The fleet was never in a better condition; its carrying capacity had been increased, and its general efficiency vastly improved. New ships had been built, and old ones had been refitted and renovated. As the shareholders would naturally suppose, that work had been very expensive, but it had been done without calling upon the shareholders for a single farthing. Whilst congratulating them upon the past, it would be idle to conceal that there was a great work in store, in order to maintain the superiority of the company over all other lines. As in the past, so in the future the board hoped to be able to make all the necessary alterations and improvements in the fleet without calling upon the shareholders for a penny. A fair dividend had been maintained, and it could not be increased whilst the company's property was being improved and increased. He hoped at the end of three or four years the fleet would be doubled in value and a larger dividend paid. The board endeavoured to combine the utmost economy with the greatest efficiency. Taking one ship as a sample—the *Pera*—which was a very expensive vessel, it had been refitted with compound engines and completely overhauled; the result was that the consumption of coal had been reduced from forty-three tons per diem to twenty-three tons. He earnestly wished the company could do the same by all the old vessels in the fleet. The sphere of the company's operations had been enlarged by its taking up the Italian mail service, and he was happy to say that the results had fully borne out the most sanguine anticipations of the board.

There were one or two subjects not mentioned in the report, and he would anticipate the questions of the shareholders by referring to them. The principal one was the Suez Canal. But the reason was that the board had really nothing new to report. The company could not use the Canal to the extent desirable on account of the excessive rates imposed; but it had used it to some extent, and they had paid (of course under protest) the sum of £25,000 during the year. At the same time it was a matter for congratulation that even the payment of so large a sum had left the company a decent profit. Proceedings had been taken, and as they were still pending it was unadvisable to allude to them at length. A conference would take place at Constantinople in February next, at which some decision would be arrived at, and the company had twice memorialised the English Government on the matter, so that there was no doubt British interests would be duly represented. The other subject not alluded to in the report was the Australian mail contract, which would expire in 1873. Active steps were being taken to place the colonial mail service on a sound basis. The English Government would carry the mails free as far as Galle, and contribute £40,000 towards maintaining the service. The colonists were agitating the question, and the Colonial Government would meet in February next in order to make the arrangements mutually beneficial to all interests.

The board had not lost sight of the fact that China played now a most important part in the commerce of this country, and it was possible that as its trade was yearly increasing the service would be increased in that direction. The expenditure in coal had increased, not so much from the enhanced price charged as from the increased mileage run. This was attributable to the fact that long before the rise took place the company made contracts and agreements for a supply. But contracts, like all other things human, came to an end, and the company would be on the alert to take advantage of every and any alteration in the market. The company had used Indian and Australian coal so far as it was advantageous to do so. The only reason that more foreign had not been used was that it could not be obtained at a remunerative price. Coal might be cheap at the pit's mouth, but dear when carried a long distance, where there was no back freight. (Hear.)

He alluded to the services of Mr. Howell, the secretary, who had served the company most efficiently for thirty years, and stated that that gentleman, on account of failing health, had retired on half pay. The company was remarkably well served by all its officers, but there was no one who had done more or rendered more faithful and efficient service than Mr. Howell. (Loud cheers). He hoped that gentleman would long live to enjoy the ease which a long life spent in the service of the company had so justly entitled him to. (Loud cheers.)

Freight from India had been exceptionally low, yet a profit had been made; the company's vessels had run 1,600,000 miles without any casualty, a fact which reflected the highest credit upon the commanders and officers, and for which they ought to be thankful under Providence, and there was reason to look forward to a season of prosperity. He concluded by moving the adoption of the report and accounts. Mr. Roupell briefly seconded the motion.

Mr. Gliddon, for the first time for many years past, was able to give his most unqualified approval to the report.

Mr. Davis, whilst thanking the directors for what they had done, expressed a belief that the company ought to become its own importer of wines and spirits, which would add 1 per cent. to the dividends of the shareholders.

Dr. Beattie condemned the conduct of the Suez Canal Company, which he said charged the Peninsular and Oriental Company twice over, because first of all it charged the gross tonnage and then charged £.10 per head per passenger. He wished to know if any arrangement had been made with the British India Company to connect with that company's new line between Zanzibar and Aden.

Mr. Badderley wished to know if there was a chance of getting a greater return than 1 per cent. from the underwriting account, and if so how soon.

Mr. Jones, having complimented the directors upon the report, asked if any steps had been taken by the Government to improve Galle harbour.

Mr. Mackenzie alluded to the Suez Canal charges, and trusted the directors were in communication with the Foreign Office thereupon. On this subject he also suggested that the directors should give the accounts more in detail, and issue them to the shareholders, and also have the deed of settlement printed. He also alluded to the loss of the *Rangoon* and the Galle Harbour question.

The Chairman, in reply, said the company could not save £25,000 per annum by importing its own wines and spirits, because the whole consumption for the year was only £50,000. The total cost per ton of the ships, taking a rough average, was £30, inclusive of engine room. Dr. Beattie was quiet right in saying that the Suez Canal charged tonnage on the whole available space of the ships, and in addition charged £.10 per head for the passengers who occupied it, thus doubling the charge to them; but no doubt British interests would be fully represented at the forthcoming conference in Constantinople.

The report was adopted, and a dividend of 8 per cent. for the half year, in addition to 1 per cent. from the underwriting account, declared. Votes of thanks were accorded to the officers, directors, commanders, and to Mr. Howell, and the proceedings closed with a vote of thanks to the chairman.

NAVAL AND MILITARY.

The gunboat Mosquito, Lieutenant W. H. Bond, Commander, which was commissioned on the 30th October for the China Station, sailed from Devonport on the 3rd inst. The officers of the Mosquito are Commander W. H. Bond, Navigating Sub-Lieutenant; W.H.P. Buckner, Surgeon'; Assistant Surgeon, J.A. Robertson; Engineers, J. Rice, H. G. Bourke, W. H. C. Gale. The total of the ship's company is fifty-seven officers and men.

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Among the appointments of warrant officers during the last month were—Gunners, second class, J. Hallahan, P. Cox, and T. Davidson, to the Iron Duke; boatswains, second class, J. Stewart, W. Taylor, and J. Clarke, to the Iron Duke, and J. Roberts, to the Midge.

Lieutenant McHardy, of the Royal Engineers, has been appointed Acting Surveyor-general at Hong Kong, in the place of Mr. Moorsom, resigned.

Lieutenant the Honourable Algernon Charles Littleton has been appointed to the command of the Salamis, on the China Station.

Commander E. W. Hereford, R.N., proceeds by next mail to Ceylon, to take command of H.M.S. Columbine, on the East India station, in succession to Commander J. C. Tucker.

MISCELLANEOUS.

THE LATE MR. PEREIRA.—A notice has been issued by Messrs. Tucker, New, and Langdale, solicitors, that claims on the estate of the late Mr. Edward Pereira must be sent in before January 10, 1873. The will of the deceased gentleman was proved on the 26th ult., by the Hon. Margaret Anne Pereira, widow, the relict; Miss Maria Pereira, the sister; and Edward Tegart and Francis Charles New, the executors; the personal estate being sworn under £120,000. The testator bequeaths to his wife £1,000; to the English branch of the Society or Association for the Propagation of the Roman Catholic Faith, £1,000; to the Society of St. Vincent de Paul, established in England in 1844, £100; to his executor Mr. Tegart, £100; to his executor Mr. New, £250; to his butler, John Deakin, if in his service at his decease, £100; and to Mary Keane, if in his service at his decease, £50. All the legacies are given free of duty. Testator's widow is to be at liberty to reside in his house, 30, Grosvenor-square, and to have the use of the stables in Brook-mews; if she ceases to reside there, the said house and stables are to be sold, the proceeds invested, and the income of such investment paid to the widow for life. The residue of the real and personal estate is given upon trust for testator's children equally. The goods and effects will be sold, by order of the executors, on Thursday, December 12 and following days, by Messrs. Phillips and Son.

AN interesting entertainment was given at the Blackheath College for the sons of missionaries in China and other parts of the world in connection with the London Missionary Society and the Baptist Society. The schoolroom served very well to accommodate about a hundred visitors. The boys went through glee singing, French and Latin pieces, and the performance of the farce known as "Slasher and Crasher," which, as its name implies, contains slang not at all in character with the education of missionaries' sons, and it is extraordinary how the committee could have sanctioned the introduction of such trash. This was succeeded by a panorama and lecture on the Holy Land, which was appreciated as more in harmony with the moral training of the scholars.

COLLISION IN HONG HONG HARBOUR—ACTION AGAINST THE P. AND O. COMPANY.—The Judicial Committee of the Privy Council has given judgment in a motion promoted by the Peninsular and Oriental Steam Navigation Company. A suit had been brought in the Admiralty Court at Hong Kong for damages to the barque *Glint*, which was in collision in Hong Kong harbour with the Company's steamer *Geelong*. The Court found the *Geelong* to blame, and a special application was made to their lordships for leave to appeal, the usual period for lodging a petition having expired. Leave was granted.

A DESPATCH has been received from Governor Pope Hennessy certifying that the stores and movables taken over at the transfer of Elmina and the Dutch Settlements on the coast of Guinea have been valued by the Joint Commission, under the 3rd Article of the Treaty between Holland and Great Britain, at the sum of £3,790 1s. 6½d. It appears that this sum, as Mr. Knatchbull Hugessen explained in the debate last Session on Mr. Sinclair Aytoun's motion, is to be paid by the Gold Coast Settlement. The new tariff has enabled the Government to do this without resorting to a loan.

MR. HERBERT LAURENCE will deliver his lecture upon "China and the Chinese," illustrated by dissolving views, at the National School Room, Wadhurst, on Wednesday next.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

PUGH—On the 27th Nov., at Hankow, China, the wife of William Pugh, Esq., of a daughter.

THOMAS—On the 1st Oct., at Yokohama, Mrs. Thomas Thomas, of a daughter.

MARRIAGES.

BLYDENBURGH—SEABURY.—On the 14th Nov., at the Church of the Annunciation, New York, by the Rev. William J. Seabury, William Judson Blydenburgh, of Shanghai, to Fanny, daughter of the late Charles S. Seabury, of Stony Brook, Long Island.

CLARK—STOCKFISCH.—On the 4th December, at St. Matthews, Bristol, Charles Brooks Clark, of Shanghai, China, eldest surviving son of John Clark, Kingston Villa, Arley-hill, to Georgina Eliza, eldest daughter of George L. Stockfisch, of Gower Villa, Southfield-road, Cotham. No cards.

PELL—MAJOR.—On the 25th Sept., at Sourabaya, Java, Bennett, third son of the late James Pell, of London, to Mary Elizabeth, only daughter of the late Thomas Daugerfield Major, of London.

DEATHS.

FITTOCK—On the 4th Dec., at his residence, 2, Clarendon-terrace, New-cross, Capt. John R. Fittock, R.N., in his 80th year.

HANNEN—On Sunday, the 1st Dec, at 49, Lancaster-gate, Lady Hannen.

JOHNSON—On the 21st Oct., at Swatow, the Rev. J. W. Johnson, in the 53rd year of his age.

JONES—On the 28th Nov., at Tavistock-road, Westbourne-park, Anne, relict of the Rev. J. T. Jones, formerly Chaplain of Penang, aged 63.

STEPHENSON—On the 4th Dec., at Lancaster-gate, Caroline Louisa, third surviving daughter of Sir Rowland Macdonald and Lady Stephenson, aged 18.

WENTZEL—On the 17th Oct., at Shanghai, Paul Wentzel, German Consul at Shanghai.

Monetary and Commercial.

The ordinary half-yearly meeting of the proprietors of the P. and O. Company was held on the 6th inst., under the presidency of Mr. P. D. Hadow, when the report was adopted, and a dividend of 3 per cent. for the half-year was declared, together with a bonus of 1 per cent. for the year from the underwriting account. A full report of the proceedings appears in another column.

An extraordinary meeting of the Eastern Telegraph Company (Limited) was held on the 6th inst., when the directors were authorised to issue as many of the unissued shares of the original capital as may be required for establishing a duplicate cable between England and Lisbon, and for laying cables between any of the islands in the Levant. The traffic receipts of the Company for the month of November amounted to £33,665, against £28,687 in the corresponding period of 1871. The directors announce an interim dividend of 3s. per share for the quarter ending the 30th September last.

The Northern Assurance Company announce the proposed payment of an interim dividend at the rate of 8 per cent., free of income-tax, on account of the year 1872.

Messrs. J. Henry Schroeder and Co. have issued notice of the Bonds of the "Amoor River Navigation Company" to be paid off at par on 1st January.

Vice-Chancellor Malins is engaged in trying the case of "Parker *v* Harvey Lewis, M.P., and others," in which the registered public officer of the National Bank asked the Court to declare that Mr. Harvey Lewis, M.P., Sir Joseph M'Kenna, and Mr. F. B. Henshaw were liable to make good to the National Bank the sum which it was bound to pay under the compromise of the suit which had reference to the purchase of the banking business of Charles Lafitte and Co.

Vice-Chancellor Malins having approved of a further return of ten shillings per share to the shareholders in Overend, Gurney, and Co. (Limited), the liquidators propose to pay the same on the 16th inst.

We are glad to announce that at a meeting of creditors held on 30th Nov., Mr. Clement D. Leggatt and Mr. John R. P. Leggatt, trading at Bombay as Leggatt and Co., and Mr. C. D. Leggatt, trading at Yokohama and London, each received their discharge. It will be remembered that this failure grew out of that of Gledstanes and Co. In reference to this estate, we understand that the inspectors are making fair progress, but the constant reference as to legal points causes undue delay and increases the bitterness of feeling in connection with this unfortunate failure. As to the out-turn of the estate no reliable estimate can be formed at present.

Attention has been repeatedly drawn to the inadequate and capricious nature of the premiums which have for a long time prevailed in the business of marine insurance. In the Life and Fire departments there are sound rules, but the competition at Lloyd's and among the Marine Insurance Companies in London, as well as in Liverpool, Manchester, and Glasgow, including the various mutual clubs, and even Hamburg and Paris, is now, it is said, carried to a reckless point. Last week the losses posted amounted to more than a million sterling (distributed rather evenly over the whole underwriting community), and estimating previous losses during the year, it is thought that 1872 may be considered to have been the worst within any recent experience.

Telegrams from Shanghai report the arrival of the *Elizabeth Graham*, from London, which vessel was considerably overdue. Sixty guineas premium had been paid on her at Lloyd's the day before the receipt of the telegrams.

The following homeward bound vessels of the P. and O. Company's service will pass through the Suez Canal:—The *Delhi*, due at Southampton Dec. 9th, the *Columbian* on the 23rd, and the *Deccan* on the 6th Jan.

The tenders for £650,000 in bills on India were received on the 4th inst. at the Bank of England, when the amounts allotted were—to Calcutta, £426,600; to Bombay, £220,000; and to Madras, £3,400. The *minimum* price was fixed as before, at 1s. 10½d. on all Presidencies, and tenders on Calcutta and Madras at 1s. 10½d. will receive about 25 per cent., and on Bombay at that price about 50 per cent. These results show an increase in the demand for means of remittance to the East.

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Bar silver—owing to the absence of supplies—has again improved in value, and business has been transacted at 59¾d. per oz. standard. Mexican Dollars of the old coinage have been sold at 60d. per oz., showing a decline of ¾d. per oz. from previous prices. An increased demand for China has caused the new coinage to advance ⅛d. in price for immediate shipment, and these now rule at 58⅞d.

The amount of bullion by the P. and O. Company's steamer *Pera*, which left Southampton on the 5th inst., was in gold—to Galle, £3,050; to Madras, £534; in silver—to Hong Kong, £63,070; to Shanghai, £3,255; to Bombay, £17,800;—total, in gold, £3,584; in silver, £84,125.

ARTICLES OF IMPORT.

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TEA.

Messrs. Percival and Co.'s Circular says:—The market has continued in a most unsatisfactory condition, the recent heavy arrivals having caused dealers to restrict their purchases to the smallest possible extent, whilst some importers have shown increased anxiety to realise, the result being a further decline in prices of nearly all descriptions of Congous, without producing any material increase in the demand. Deliveries last month were on a fair scale, being 13,766,000 lbs., against 14,017,000 lbs. for November last year. The total deliveries as compared with last year now stand thus:—

	1872.	1871.
Home consumption for London from Jan. 1 to Nov. 30	... 86,012,000 lbs.	82,114,000 lbs.
Exported do. do.	... 36,568,000 ,,	36,233,000 ,,
Sent coastwise do.	... 34,387,000 ,,	33,564,000 ,,
Total delivered ...	156,967,000 lbs.	151,911,000 lbs.

Black.—Congou: Broken leafs and siftings do not show much alteration; several parcels of old importation have changed hands at 4d. to 4¼d., and new from 6d. to 11d. Good common shipping qualities of Red leafs have sold at about previous rates, 11d. to 1s. 1d., but the good flavoury kinds up to 1s. 2d. have barely maintained previous rates. Medium Kaisow kinds have been freely offered, and the grades ruling from 1s. 3d. to 1s. 8d. have sold fully 1d. per lb. cheaper; fine and finest, although in limited request have realised previous rates. In Packlins but little has been done, but holders have been firm and not inclined to accept lower rates. Black leafs: Ordinary to good common Shantams of old Imports have changed hands from 7¾d. to 9¼d., and New Season's good common from 10d. to 11d., and superior good common from 11½d. to 1s. 1d.; medium Blackish-leaf kinds from 1s. 2d. to 1s. 4d. have been more plentiful, and have sold ½d. to 1d. per lb. cheaper; medium to fine have been dealt in to a moderate extent at about previous rates; a few parcels of extra fine have been taken for Export from 2s. 4d. to 2s. 7d. Souchongs have been difficult to move, at a decline of fully 1d. per lb. The demand for Oolongs has been extremely limited, and sales can only be effected at a decline of 1d. to 2d. per lb. Large supplies of Canton Scented Teas have come to hand during the month, chiefly of common quality, and consequently difficult of sale. Fair to good well scented kinds have met with buyers, but at rather lower prices. Tayshan Congou: Sales ex recent arrivals have been made at 10½d. to 1s. for common to fair quality. *Green:* Large Public Sales "without reserve" have been held, and nearly the whole of the late arrivals have been thus disposed of, Ping Suey kinds showing a drop of 3d. to 4d. per lb. on Gunpowders, and 1d. to 2d. per lb. on Young Hysons. Moyune kinds must also be quoted 1d. to 2d. per lb. cheaper.

SILK.

Messrs. Kilburn, Kershaw and Co., report as follows:—We cannot report any improvement in the Silk Market, the slight change for the better which had shown itself upon the more favourable position of the money market having since disappeared, owing to the political agitation in France which has, for the moment at any rate, quite stopped all business of a continental character, and the market at the present moment is very dull, with hardly anything doing; but with these causes removed we may fairly look for better business in the new year. China Silk has experienced little or no change in prices during the last month, the business done has been generally for immediate wants, and importers have claimed full quotations in most instances. In Cantons, more was doing about the middle of November, but this demand has also fallen off, and there is very little inquiry for any descriptions; quotations are unaltered. In Japans, however, there has been more doing, chiefly in fine and best Silks, at fair rates.

	STOCKS.		IMPORTS.				DELIVERIES.			
	30th Nov.		November.		1st Jan. to 30th Nov.		November.		1st Jan. to 30th Nov.	
	1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales	Bales.
Bengal ...	7294	6410	388	715	6873	4305	334	734	4724	5107
China	20786	24012	3567	3425	37183	32803	2671	2587	31787	28556
Canton ...	9289	8886	1588	1421	12519	10916	840	756	11753	10808
Japan	9141	7308	1588	1105	9903	7701	567	741	7903	9838

Coffee.—Early in the week a rather large supply of Plantation Ceylon offered by auction met an active demand, and last week's advance was supported but not exceeded. Since then there have been no public sales, but a good general business has been done by private contract at steady rates. Sales of some extent have been effected in Plantation Ceylon for arrival at 83s. to 84s., and in Native at 77s. per cwt. An offer of 28 bags Singapore in parchment was sold at 61s.

China Preserves.—In public sale 1,000 cases Ginger (Chyloong brand) were all sold, 12 jars per case at 9½d., 6 ditto at 9d. to 9½d., inferior 8d. per lb. in bond, of 100 cases dry ditto ditto one half sold at 10d., 50 cases Chow Chow sold at 7d. to 9½d., 20 cases Cumquats at 11d. to 1s. 1d., and 10 cases Orange at 1s. to 1s. 0½d., 10 cases Citron withdrawn.

Galls.—For arrivals 250 cases Chinahave been sold at 56s. per cwt.

Hemp.—The market for Manila continues in a most depressed condition, and at the auctions offers were made only at a further reduction, and all offers have been bought in at £48, except 254 bales seadamaged, which sold, first-class at £45 10s. to £45 15s., second at £44 10s. to £44 15s. per ton.

Horns.—Notwithstanding extensive supplies brought forward at the periodical auction, Thursday there was a good demand for all kinds, and the greater part found buyers. Ox and Cow, with the exception of Australian, realised an advance, but Buffalo and Deer declined, Buffalo 2s. to 3s., and Deer 1s. to 3s. per cwt. Of 13,925 (18 tons) Manila Buffalo offered, 4,500 sold, average 758 to 714 horns at 30s. 6d. to 31s. 6d. 50,186 (73 tons) Siam sold, average 727 to 673 horns at 38s. to 40s., 897 to 724 horns at 35s. 6d. to 37s.; oil damaged, average 572 to 490 horns at 35s., 3,086 (2 tons) Ceylon sold, average 1,896 at 25s. per cwt. Of Deer 2,579 (2 tons) Cochin sold at 53s. to 60s., 19,400 Ceylon sold at 72s. to 75s., inferior 59s. to 60s. per cwt.

Pepper.—*Black:* The public sales have gone off slowly at a further fractional decline; Singapore sound was bought in at 6½d., but seadamaged sold at 6⅜d. for first class, and 6d. to 6⅜d. for second; Trang bought in at 6⅜d., except damaged, which sold at 6d.; Penang sold at 6d., a few lots 5¾d.; privately sound Singapore has been sold at 6¼d., in Penang at 6d. *White:* In auction Singapore sold at 12⅛d., Penang at 12d. per lb.

Rice.—The market continues dull. On the spot Necransie has been sold at 9s., Rangoon at 9s. 6d., fine yellow Bengal at 10s., Bassein at 9s. 6d. For arrival 400 tons good white Bengal have been sold at 12s. 9d., and a good business has been done in Dacca, particulars not reported, but supposed at about 9s. to 9s. 3d. quay terms. The floating cargo per Arratoon Apcar, 2,000 tons October shipment, has been sold at 8s. 6d. ex ship, a cargo of 1,500 tons Necransie per steamer, November-December shipment at 8s. 8d. ex ship, or 9s. 7d. landed, and the cargo per steamer Ionia 1,875 tons Necransie, now due, at 8s. 9d. for a near Continental port.

Sugar.—The demand for refining as well as brown kinds continues limited, and business has again been small. In auction 1,601 bags low brown China (duty 4s.) were bought in at 21s. to 21s. 6d., and 148 bags Siam soft yellow (duty 4s. 9d.) at 30s. The parcel of China has since been sold privately at 20s. 9d., also 300 baskets date Penang at 21s. 6d., 500 bags. do. at 22s. 6d., and 7,000 bags unclayed Ilo Ilo Manila at 22s. 6d. to 23s. per cwt.

Shells.—The periodical sales were held on the 3rd inst. *Mother-o'-Pearl:* Manila and Macassar sold readily at fully the present value. 163 cases Manila were all sold, chiefly fine bold clean shells at £13 to £13 2s. 6d., one lot rather small £11, wormy £6; also 21 cases fine bold Macassar at £14. *Ear Shells:* Of 187 cases Japan offered 100 cases sold, commencing at £30 10s. and rising to £37; of 43 tons loose ditto 11 tons sold at £15 10s. to £16 10s. per ton. *Tortoise:* No sales of East Indian.

Tobacco, &c.—*Leaf Tobacco*: Of 402 bales China offered part sold at 7¾d. to 9½d., inferior 3½d. to 4½d., 29 bales China damaged at 1d. to 5d., 89 bales Japan sold at 8½d. to 9d., and 34 bales Japan damaged 3½d. to 8½d. *Cigars*: 3 cases Manilas old at 6s. 3d. per lb., and 7 cases ditto Cheroots 6s. per lb., in bond.

Tin.—We have to record a further fall in prices, quotations having declined to £130 to £131 for Straits on the spot, £130 afloat, £143 for Banca, and £135 for Billiton. The continued decline of the past few weeks has been brought about mainly by the fears of holders that the importation of Australian Tin Ore will have a great effect on prices. It is estimated that, including what is arrived and still floating, Tin and Tin Ore, equal to 800 tons metal have been shipped. It is highly probable that, sooner or later, this source of supply will have great effect if the production approaches nearly what some anticipate, but it will be some months before any correct judgment on this matter can be formed.

NEW YORK MARKET REPORT.

—o—

TEA.

There has been somewhat more disposition on the part of holders to meet buyers, and considerable sales of Oolong have resulted at a decline from late ruling rates. The market is very quiet, and stocks are steadily accumulating. Late advices from China advise the probability of large exports of Tea to the United States country, which has a depressing effect here. By auction 600 hf. chests Green sold at 97½ cents; 100 do. Oolong, 30 to 51; and 50 do. Japan, 35, cash. The current rates are as follows:—Hyson: common to fair, 45c. to 52c.; superior to fine, 55c. to 68c.; extra fine to finest, 70c. to 95c. Young Hyson: Canton-made, nominal; common to fair, 38c. to 45c.; superior to fine, 52c. to 75c.; extra fine to finest, 80c. to $1.15. Gunpowder and Imperial: Canton-made, nominal; common to fair, 55c. to 65c.; superior to fine, 75c. to 92c.; extra fine to finest, 95c. to $1.40. Hyson Skin and Twankay: Canton-made, nominal; common to fair, 28c. to 31c.; superior to fine, 33c. to 35c.; extra fine to finest, 36c. to 40c. Uncoloured Japan: common to fair, 40c. to 46c.; superior to fine, 50c. to 65c.; extra fine to finest, 70c. to $1.05. Oolong: common to fair, 32c.; superior to fine, 45c. to 62c.; extra fine to finest, 68c. to $1.05. Souchong and Congou: common to fair, 25c. to 35c.; superior to fine, 40c. to 57c.; extra fine to finest, 60c. to $1.

The *New York Shipping and Commercial List* says:—The Tea trade, we understand, has been disastrous to importers this year, most of them having, it is said, sustained an average loss closely approximating 10 cents per pound. This has arisen mainly from indiscriminate purchasing in China, many orders having been sent out without limits. Some of the older importers, with a prescience which long experience alone confers, left the business mainly in the hands of the

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comparatively young importers and dealers, foreseeing nothing but disastrous results from such sharp, if not reckless competition. Of course, John Chinaman has profited largely by the high cost of Teas in the supply markets, but, from all that we can learn, he will not have things quite so much his own way another season.

SILK.

With the exception of one or two line sales of re-reeled Canton there has been but a light business done. There is so little trade in manufactured goods that many of the mills throughout the country are working short time, and others have temporarily closed up. In spite of this discouraging state of things importers generally feel pretty firm at present quotations, and are rather inclined to hold their stocks off the market than to make further concessions to meet buyers. Cantons of all grades continue to be in full supply, with only a very light demand. The stock of China re-reels has been considerably increased by recent arrivals, via San Francisco. Usual reel Silks are quiet. Quotations are :—China :—Tsatlee, No. 3 chop, $8.75 to 9.25 ; Taysaam, usual reel, No. 1, $8 to 8.25 ; No. 2, $7.75 to 8 ; Taysaam, re-reeled, $7 to 8 ; Haining, re-reeled, $8.75 to 9.25 ; Tsatlee, re-reeled, $8.50 to 9.12½ ; Canton, re-reeled No. 1, $6.25 to 6.50 ; No. 2, medium and good, $6 to 6.25 ; Cotengown, Nos. 1 and 2, $7 to 7.37½ ; Japan :—Nominal.

COFFEE.—The feature of the market for Brazil Coffee is as before, the fully good and better grades in good demand, while all others, especially the old and undesirable stock, continue neglected. For East India kinds the market is depressed, and, for some descriptions, half a cent lower, the demand at the moment being small, and late quotations for any kind are not now obtainable. We note the sale of 1,000 mats Java in lots at 18¾c. gold.

CORDAGE.—The following are the current quotations, showing no change :—Manila Cordage, sizes above 12-thread, 18½c. ; do. 6-thread and 9-thread, ¼ in. and 5-16 in. diam., 19½c. ; do., 12-thread, ⅜ in. diam., 19c. ; do., Hay Rope, 19c. ; do. Cordage, bolt rope yarns, 20½c. ; do. 6-thread and 9-thread, 21½c. ; Tarred Manila, 18c. ; Fine Tarred Manila Lath Yarn, 19½c.

CAMPHOR.—China is quoted 20c. gold.

CHINA PRESERVED GINGER rules at $7 currency, duty (35 per cent. *ad val.*) paid.

ESSENTIAL OILS.—Aniseed is quoted $2.25 gold, and Cassia $1.50 gold.

FIRE CRACKERS.—The stock is closely concentrated, and, with more inquiry, prices have further advanced, and still tend upward ; the sales are 10,000 boxes extra No. 1, closing strong at $2.55 currency.

GAMBIER is quoted at 4½c. to 5c. gold. The market is strong. Stock about 1,500 bales.

HEMP.—Manila has been in better request, but the market is easier ; we quote 10¾c. to 11c. gold, with sales of 2,000 bales per Forward Ho ! and Southern Cross, 1,000 of it to go to Boston, at 10¾c., and 500 do. previously per C. Coventry at 11½c., both gold, sixty days.

INDIGO.—Manila is very dull at 85c. to $1 currency.

RICE.—There is a continued fair demand for both home and foreign kinds, and the market is steady at previous rates, viz., for Rangoon $7 to 7.25 currency (duty paid), and $3.25 to 3.35 gold in bond.

SUGAR.—The market has been brought to a standstill by the almost entire withdrawal of buyers. The trade inquiry is insignificant, and refiners seeing only present and prospective loss at the present low and declining prices of their product, stand almost wholly aloof, and the business in consequence from day to day is about as small as it can well be. There is, however, no pressure to sell, and few sellers at any reduction from previous values, but in the state of things noticed above, previous valuations must be considered entirely nominal.

SPICES.—Invoices and large parcels remain quiet, and we have only to notice the sale of 3,000 bags Sumatra Pepper in bond at a private price. The distributing demand is rather better, Pepper especially moving quite freely. Prices of Mace, Nutmegs, and Pepper are firm, while Cassia, Pimento, Cloves, and Clove Stems have been shaded a little. Dealers are meeting the jobbing demand at, for prime Penang Mace $1.25, Nutmegs prime 95c., China Cassia 28½c. to 29½c., Batavia do. 28c. to 30c., Cassia Vera 25c., Sumatra Pepper 16½c. to 17c., Singapore 17½c. to 17¾c., White 34c. to 35c., Cloves 21c. to 22c., Clove Stems 10½c., all gold.

TIN.—The same dulness and depression so long noticed in the market continues, and prices are irregular, but on the whole favour buyers ; we have only to notice sales of 150 slabs Straits at 30c. to 31c gold. A rumour has been current that 1,000 slabs Straits had been sold in Boston at 30c., but the statement is contradicted.

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
Dec. 1	Doune Castle	Erskine	Shanghai	London
1	Antenor (s.)	Crompton	China, Sing., &c., S.C.	Do.
Nov30	Rutlandshire	Morgan	Akyab	Liverpool
	D. Draper	Clark	Singapore	Boston
30	Taitsing	Blomfield	Shanghai	London
Dec. 1	Batavia	Westendorff	Hong Kong	Cowes
2	Bolton Abbey	Milligan	Singapore	Liverpool
	Teviot (s.)	Nisbet	Shanghai	New York
	Florence	Houston	Manila	Do.
	Roslin Castle	Alexander	Singapore	Do.
2	Teviotdale	Nicol	Akyab	Queenstown
3	Chrysolite	Cruickshank	Do.	Falmouth
	Hahnemann	Jeffery	Rangoon	Queenstown
Nov30	Corn Mathilda	Goedvolk	Tjilatjap	Helvoet
Dec. 1	Madone	Denier	Batavia	Boston
4	Orchis (s.)	—	China, Sing., &c., S.C.	Deal
3	Corra Linn	Glazebrook	Sarawak	Off Newhaven
2	John George	Barrow	Singapore	Cuxhaven
	Hylton Castle	Scott	Amoy	New York

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct.14	Callao	—	China	Callao
14	Providencia	—	Macao	Do.
Nov28	Danube (s)	Hopkins	Singap. & Java—S.C.	Liverpool
28	Blair Athol	Wilson	Galle	Cardiff
Oct.26	Maria Pace	—	Batavia	Monte Video
22	Theresa	Taylor	Java	Buenos Ayres
Nov30	California	Delnum	Batavia	Liverpool
29	Mozart	—	Singapore	Newcastle
28	Osaka	Leslie	Yokohama	London
Dec. 2	Sir Lancelot	Edmonds	Shanghai	Do.
Nov29	Sylvia (s.)	Johannsen	China, &c., via S.C.	Hamburg
	Louise	—	Batavia	Amsterdam
Dec. 4	Elizabeth Ann	Coates	Colombo, &c.	Do.
	Salfala (?)	—	Batavia	Rotterdam
Nov30	Maury	Sachau	Singapore	Hamburg
Dec. 1	J. G. Fichte	Hubert	Manila	Do.
4	Sarpedon (s.)	Ferguson	Sing., China, &c., S.C.	Liverpool

See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

	Steamer.	From.	For.
Nov. 5 to 20	... Strathclyde	... London	... Colombo, &c.
,,	... Calcutta	... Do.	... Do.
,,	... Xantho	... Do.	... Do.
28	... Scindia	... Do.	... Do.
5 to 20	... Galley of Lorne	... Do.	... Singp., China, &c
,,	... Cheops	... Do.	... Do.
—	... Scotland	... Do.	... Do.
5 to 20	... Tyger Van Kocti	... Glasgow	... Singapore
,,	... Emiliano	... Liverpool	... Manila
,,	... Nestor	... Do.	... Singp., China, &c.
27	... Sea Gull	... Do.	... Hong Kong
5 to 20	... Olympia	... Shanghai, &c.	... London
,,	... Atalanta	... Do.	... Do.
,,	... Odessa	... Do.	... Do.
—	... Hong Kong	... Do.	... Do.
5 to 20	... Hector	... Singapore, &c.	... Do.
,,	... La Correze	... Saigon	... Toulon
,,	... Chas. Albert	... Newcastle	... Bangkok
,,	... Sea Gull	... Batavia	... Amsterdam

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, and Yokohama : Flintshire. For Penang, Singapore, Hong Kong, and Shanghai : Chin Kiang, Altona. For Singapore, Hong Kong, Yokohama, and Hiogo : Duna. For Singapore and Bangkok : Kromahtah. For Colombo, &c. : Bertha, Winestead.

SAILING VESSELS.—For Yokohama : Eliza Shaw. For Yokohama and Nagasaki : Taitaing. For Hiogo : Hanover. For Shanghai : Maitland, Carmarthenshire. For Hong Kong : Undine, James Shepherd. For Batavia and Sourabaya : Schiedam. For Singapore and Saigon : Chas. Collett. For Singapore and Sarawak : Auriga. For Singapore : Rosedale. For Penang : Peri. For Colombo : Granville.

At LIVERPOOL.—For Yokohama and Hiogo : Royal Minstrel. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.) : Priam (str.), Ajax (str.). For Manila : Amigos. For Singapore : Aleppo.

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai : Glenlyon (str.). For Ilo Ilo : Redbreast.

SPOKEN.

BOHEMIAN GIRL (Dutch ship), Rotdm. to Batavia, Sept. 17, 5 S., 24 W.
CONFIDENZA (Ital. lugger), Cardiff to Galle, Sept. 23, 1 S., 26 W.
NOACH II., Rotterdam to Batavia, Nov. 9, 10 N., 27 W.

FREIGHTS AND CHARTERS.

Berth rates of freight to and from the Eastern ports are quieter, but they have not declined since our last issue.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama : 70s. meast. To Hiogo : 80s. meast. To Nagasaki : 85s. meast. To Shanghai : 40s. meast. To Foochow : 85s. meast. To Hong Kong : 40s. meast. To Chefoo : 85s. meast. To Manila : 85s. meast. To Singapore and Penang : 40s. meast. To Sourabaya and Samarang : 80s. meast. To Batavia : 75s. meast. To Padang : 85s. meast. To Saigon : 80s. meast. To Colombo : 35s. meast.

Per SAILING VESSELS.—To Yokohama : 45s. weight, 40s. meast. To Hiogo : 50s. weight or meast. To Shanghai : 40s. weight, 30s. meast. To Hong Kong : 35s. weight, 30s. meast. To Chefoo and Tientsin : 45s. weight or meast. To Singapore : 22s. 6d. weight, 22s. 6d. meast. To Penang : — weight, — meast. To Samarang : 32s. 6d. weight, 25s. meast. To Batavia : 20s. weight, 25s. meast. To Sarawak : 35s. weight, 40s. meast. To Sourabaya : 27s. 6d. weight, 20s. meast. To Colombo : 25s. weight, 20s. meast. To Saigon : 40s. weight, 35s. meast.

The current quotations for coal, &c., are as follows :—From Wear or Tyne per keel.—To Yokohama : —. To Shanghai : £42 10s. To Hong Kong : £36. To Singapore : £25 to £26. To Penang : £26 to £27. To Galle : £24.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama : 40s. to 42s. 6d. To Shanghai : 45s. To Hong Kong : 34s. To Manila : 30s. to 32s. 6d. To Batavia, Samarang, and Sourabaya : 22s. to 23s. To Singapore : 24s. To Galle : 21s.

From Birkenhead, per ton.—To Shanghai : 35s. To Hong Kong : 27s. 6d. To Manila : — To Singapore : 20s. To Galle : —.

MISCELLANEOUS.

The Antenor (str.), which arrived at Gravesend Dec. 1 from China, Singapore, &c. (via S.C.), broke adrift from the buoy off the Terrace Pier during the night, but sustained no damage.

A BOARD of Trade inquiry has been ordered into the conduct of Capt. Milledge, of the Nourmahal, on the passage from Hiogo to London.

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CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED),

IN CONNECTION WITH THE

EASTERN TELEGRAPH COMPANY, LIMITED.

TARIFF TO CHINA AND JAPAN.

On and after 15th OCTOBER the following Rates for Telegrams of Twenty Words will come into force :—

	FROM LONDON.	FROM PROVINCIAL STATIONS.
TO HONG KONG }	£6 0 0	£6 1 0
„ SHANGHAI }		
„ JAPAN	7 0 0	7 1 0

Half the above Rates for every additional Ten Words beyond Twenty Words.

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Messages should be given in at the Falmouth Company's Office,

No. 74, OLD BROAD-STREET, LONDON.

Messages sent from Postal Stations should be ordered

VIA FALMOUTH

these words being signalled as an instruction by the Postal authorities free of charge.

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
9th October, 1872

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35, RUE D'ARGOUT, 35,

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ARTICLES SPECIALLY RECOMMENDED.

REGENERATEUR GELLÉ FRÈRES, a superior pomade.
CUCUMBER SOAP for the skin.
COMPOSITION ZOUAVE, pour noircir les moustaches et favoris.
LAIT PROPHYLACTIQUE, pour enlever les taches de rousseu.
EAU CEPHALIQUE, pour faire disparaitre les pellicules de la tête.
EAU DE COLOGNE, extra fine for the toilet.
CONCENTRATED ESSENCE for the handkerchief.
SPECIAL PERFUMERY from Parma violets.
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NIGRITINE VEGETALE dye for the hair and beard, instantaneous and inoffensive

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INTERNATIONAL JURY, CLASS 25, PERFUMERY.
THE SILVER MEDAL, *the highest recompense awarded for Perfumery, was obtained by the house of* GELLÉ FRÈRES *for the superiority and excellence of its productions.*

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EUROPEAN, CHINA, AND INDIAN WORK.
WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonadel Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
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T. W. JACKSON,
COMMISSION AGENT
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ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, Yokohama, and Hiogo, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two.

Threadneedle-street, London 1872

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France), Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street E.C

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods o the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS,

AMSTERDAM.

CHINA TRADERS' INSURANCE COMPANY (Limited).

In conformity with the SPECIAL RESOLUTIONS adopted and confirmed at the EXTRAORDINARY MEETINGS of SHAREHOLDERS held at HONG KONG on the 1st and 15th Feb., altering clauses Nos. 130, 131, 132, and 133 of the Articles of Association (such changes to take effect from 1st November, 1871), the net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (⅔) to all contributors, whether Shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (⅓) to Shareholders generally, according to the number of Shares held by each.

LONDON AGENTS—FEARON AND CO., 34, GREAT ST. HELENS, E.C.,

By whom risks to all Eastern ports are taken at current rates.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.

Reserve Fund, $1,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 23, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

DEUTSCHE BANK,

ACTIEN GESELLSCHAFT.

CAPITAL,

Thalers 10,000,000, or £1,500,000, fully paid up,

HEAD OFFICE.
Berlin.

BRANCHES
at Hamburg, Bremen, Shanghai, and Yokohama.

LONDON BANKERS.
National Provincial Bank of England.
German Bank of London (Limited).

The Bank is prepared to transact all kinds of Banking business on the Continent, as well as in the East.

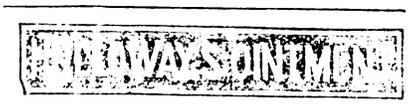

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TABLE GLASS OF ALL KINDS.

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THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January 1872. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

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Peiho	... Dec. 8	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Meikong	... Dec. 22		
Sindh...	... Jan. 5		
Provence	... Jan. 19		
Hoogly	... Feb. 2		
Tigre...	... Feb. 16		

The steamers of the 22nd Dec., 19th Jan., and 16th Feb. connect at Aden with the steamers for Reunion and Mauritius.

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Peng., Sing., Hg. Kg., & Shanghai, via S.C. ...	Hong Kong, s.s.	100 A1	SWID	Dec. 24
Do.	Nankin, s.s.	100 A1	SWID	To follow
Do.	Canton	100 A1	SWID	To follow
Shanghai ...	Carmarthenshire	A1 14 yr.	E.I.D.	With des.
Do.	Weymouth ..	AA1	E.I.D.	To follow
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Steamer.	Class.	Tons.	Dock.	To sail.
Glenlyon	100 A1	2,200	SWID	Dec. 21
Gordon Castle	100 A1	2,000	SWID	To follow
Glengyle	100 A1	1,700	SWID	To follow
Drummond Castle.	100 A1	2,000	SWID	To follow
Braemar Castle ...	100 A1	2,200	SWID	To follow
Cawdor Castle.....	100 A1	2,200	SWID	To follow
Floors Castle	100 A1	2,000	SWID	To follow
Glenfalloch	100 A1	2,000	SWID	To follow
Glenroy	100 A1	2,100	SWID	To follow

For Freight or Passage, apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

Steam via the Suez Canal. To sail on the 14th Dec.

FOR SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO,

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Steam via the Suez Canal. To sail on the 30th Dec.

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Port.	Ship.	Class.	Dock.	To sail.
Singap. and Saigon	Chas. Collet	3-3rds Ll.1	SWID	Dec. 15
Pen., Sing., Hg. Kg., &	A new stmr., via S.C. ...	100 A1	SWID	Dec. —
Shanghai...	Russia, s.s....	100 A1	SWID	Dec. —
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PENANG, SINGAPORE, CHINA, AND JAPAN.

THE following SPLENDID First-class STEAM and CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Pen.. Sing., H.K., Shng. & Yoko. ...	Flintshire, s.s.—S.C.	100 A1	E.I.D.	Dec. 11
Shanghai ...	Maitland ...	A1 14 yr.	E.I D.	With des.
Hong Kong	JasShepherd	A1 13 yr.	SWID	With des.
Yokohama...	Eliza Shaw	A1 17 yr.	E.I D.	With des.
Hiogo.....	Hanover.....	A1 11 yr.	W.I.D.	With des.

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Steam, via the Suez Canal.

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FOR Tanjong Pagar, SINGAPORE.—

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Rosedale	459	,, ,,	Dec. 20
Nankin, s.s.	1,650	Norris & Joyner ...	Dec. —
LIVERPOOL.			
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Ajax, s.s.	1,549	,, ,, ...	Jan. 4

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VIA MARSEILLES.]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 485.] LONDON, MONDAY, DEC. 16, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Dec. 14.
JAPAN — Yokohama	Sept. 6	Oct. 22	Oct. 29
Yedo			
Osaka and Hiogo	Aug. 23	,, 17	,, 19
Hakodadi			
Nagasaki	,, 23	,, 15	,, 22
CHINA — Peking	—	—	,, 21
Tien-tsin	—	—	,, 23
Chefoo	—	—	,, 26
New-chwang	—	—	,, 25
Hankow	—	—	,, 26
Kin-kiang	—	—	,, 24
Chin-kiang	—	—	,, 20
Shanghai	Sept. 13	,, 28	Nov. 1
Ningpo	—	—	Oct 28
Foochow	,, 13	,, 27	Nov. 2
Formosa			
Amoy	—	—	,, 1
Swatow	—	—	,, 1
Hong Kong	,, 20	,, 29	,, 7
Canton	—	—	,, 5
Macao	—	—	,, 6
PHILIPPINES— Manilla	,, 20	,, 29	,, 2
COCHIN-CHINA— Saigon	,, 27	Nov. 2	,, 11
SIAM — Bangkok	—	—	,, 3
BORNEO—Labuan	—	—	,, 1
Sarawak	—	—	,, 2
JAVA — Batavia	Oct. 4	,, 6	,, 8
Samarang	—	—	,, 7
Sourabaya	—	—	,, 6
MALACCA STRAITS— Singapore	,, 11	,, 12	,, 14
Penang	,, 4	,, 3	,, 9
CEYLON — Galle	,, 25	,, 18	,, 19
Colombo	—	—	,, 18

THE MAILS, &c.

The French mail, bringing advices as above, was delivered, *via* Marseilles, on Saturday, two days in advance of its due date. The next inward (P. and O.) mail, with dates Yokohama 5th, Shanghai 8th, Hong Kong 14th, Singapore 21st Nov., is due, *via* Brindisi, on Monday next, the 23rd inst.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, five to six hours in transmission.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Sindh*.—From Yokohama: None. From Shanghai: Messrs. W. H. Lay, Hogg, Hanzomat, Mr. and Mrs. Matthai. From Hong Kong: Messrs. Cozon, Fernandez, Noguiera, Falco, Dubocex, Joubert, Melancelli, Parodi, Bossolo, Mazzoldi, Faye, Gaetano Bertoni, Arnasson, Thomas, Antognini, Bottot, Bovel, Reboul, Simon, Lini, Nicolas, Rien, Argenson, Culty, Berthezene, Roviere, Hugon, Montalberti, Courtot, Bastiani, Courlet, Hehu, Fondra, Causse, Poujol, Chiapello, Pellegrino, Mussot, Magnol; Mr. and Mrs. Schutze. From Saigon: Messrs. Baehme, Francfort, Souastan, Codry, Amonie, Bouille. From Singapore: Messrs. Lerocheno, Menfrino, Monga, Estruch, Perez, Fernandez. From Galle: Messrs. Mackenzie, Blake, Paterson, Decamps.

PASSENGERS OUTWARD.

Per P. and O. steamer *Pera*, from Southampton, Dec. 5.—To Yokohama: Mr. Hugo Orth. To Hong Kong: Miss McPherson, Mr. and Mrs. Vinton. To Ceylon: Asst. Commr. Campbell, Commdr. E. W. Hereford, R.N., Mr. T. H. Knight.

Per P. and O. steamer *Poonah*, from Venice, Dec. 13.—To Singapore: Mr. G. Harrison.

Per P. and O. steamer *Poonah*, from Brindisi, Dec. 16.—To Yokohama: Mr. Griffith Howell. To Hong Kong: Mr. Y. Nagaoka, Mr. N. K. Ohno. To Singapore: Mr. E. Z. Just.

Per P. and O. steamer *Delhi*, from Southampton, Dec. 19.—To Ceylon: Mr. J. L. Anstruther, Mr. E. J. Jamieson.

Per P. and O. steamer *Nubia*, from Venice, Dec. 27.—To Singapore: Mr. and Mrs. Alexander Fraser.

Per P. and O. steamer *Nubia*, from Brindisi, Dec. 30.—To Hong Kong: Mr. C. V. Creagh.

Per French mail steamer *Meikong*, from Marseilles, Dec. 22 (booked from London), —To Yokohama: Mr. and Mrs. Anton. To Batavia: Mr. and Mrs. Palairet Hoolandt, Mr. and Mrs. Müller, Mr. and Mrs. Hooft. To Galle: Mr. and Mrs. Dunlop and family. To Saigon: Commissionaire de Marne.

Per French mail steamer *Sindh*, from Marseilles, Jan. 5 (booked from London). —To Hong Kong: Mr. Albert Heard, Mr. and Mrs. Favre.

Summary of News from the Far East.

CHINA.

PEKING.

THE EMPEROR'S MARRIAGE.

The correspondent of the *North China Herald* thus reports the marriage ceremony:—

The marriage day of his Imperial Majesty the Emperor of China and the august ruler of hundreds of millions of subjects has passed over here as if it had not been. There was no popular excitement or demonstration, such as would accompany the nuptials of royalty in Europe, nor even a very general interest displayed by the citizens of the capital in the event. Everything seemed to be formal, and, so far as the outer barbarian or the more favoured celestial of unofficial position were concerned, perfectly private. For some time we have known that his Majesty Tung-chih would, on this 16th October, in the eleventh year of his reign and sixteenth of his age, be united to the accomplished and virtuous Ah-lu-tê, daughter of Chung-chih, a lecturer in the Hanlin, now raised to the dignity of Duke. We have heard of silks and sycee being sent in any quantity to the capital, and now and again the approaching event was noticed in the *Peking Gazette*. We were curious, therefore, to see so much of the ceremonial as might be public, but were after all obliged to gratify our curiosity in almost a surreptitious manner. A few days before the event, Chung-how and another high official from the Tsung-li Yamen called on the Foreign Ministers, and suggested that they should ask their nationals to keep out of the way. Some of the Ministers, Mr. Wade among the number, and Mr. Hart for the Customs officials, accordingly issued notifications requesting foreigners to avoid showing themselves while the procession passed along—which the foreigners considerately did, so far as was consistent with their determination to see somewhat of it. Among the wedding guests were the Ambassadors from the Tributary States of Korea, Annam, and Loochow. The first mentioned came, it is said, expressly to do homage on the auspicious occasion. The resident Foreign Ministers, who refuse to *kotow*, were of course excluded from the ceremonial. Excepting the procession from the Imperial palace to the Empress-elect's residence, everything was conducted within the sacred privacy of the palace. The procession part is, therefore, all that can be noticed.

For some weeks previously the road along the route to be taken by the procession was put under repair and carefully watered and cleaned, so that it was brought up to a pitch of finish altogether exceptional in China. The portion traversed is rather over a mile in length; and on the 10th inst. the processions began by the transference of the Imperial furniture to the palace. The first lot consisted of the Imperial bedstead, of the ordinary Chinese four-poster style, in Canton blackwood, splendidly carved and with rich hangings. A looking-glass, eight wardrobes, eight trunks and a few chairs, all in the same material and style, formed part of the suite; and during the next few days other articles of furniture and objects of vertu were sent in to the palace, many of them, no doubt, wedding presents. About four in the afternoon of the 16th the grand wedding procession issued from the Imperial palace to bring the bride to her Imperial lord. A body of runners preceded it, and at the head of the procession

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rode a Mongol prince, with his attendants. Then fifty white ponies, with yellow housings, and led by men in scarlet.

The band, dressed in scarlet—silent.

A number of men marching in pairs, with banners—small flags of yellow or red, having blue or black dragons emblazoned on them, and borne on red poles.

A scarlet umbrella of state.

About 200 men with lamps.

Forty-eight large round emblem fans.
Two black umbrellas;
Two white do.
Six yellow do.
Six red do.
Two blue do.
Two embroidered yellow do.

About 150 men with banners.

Two men who walked by the side of the path and bore aloft lamps from which depended banners. These men were clothed in scarlet, and had their dress varied with yellow spots.

Two Princes, one a fine looking man, said to be Prince Kung. These Princes were the masters of the ceremonies.

The Empress's Book and Seal, each borne on a white chair.

The Empress's chair, covered with yellow silk and gold, the poles red, and carried by sixteen eunuch bearers, all in scarlet and freely be-buttoned; sixteen spare bearers following.

A Manchu Prince, with numerous attendants and officials on horseback.

About 200 guards on foot.

In enumerating the etceteras of the procession, we have here the additions—principally the lamp-bearers and the chairs with the Empress's Book and Seal—which were made on the return, between 11 and 12 P.M. The procession was not very long, but the *coup d'œil* was magnificent. The dresses and appointments were rich and splendid; and everything was carried through in the quietest manner.

SHANGHAI.

Dates extend to the 1st Nov. The outward mail of Sept. 13 (French) arrived on 28th Oct.

The Imperial marriage has passed off very quietly. In the *Peking Gazette*, just to hand, of 22nd Oct., 1872, we read a note from their Majesties the two Empresses Dowager, to his Majesty Tung-chih, expressing their wishes that his Majesty should in the first moon of next Chinese year (February 1873) ascend the Throne and assume the position of Emperor; and that the regency should then cease. His Majesty commands that the high officers of State will consider the wishes of their Majesties, and later give his Majesty their advice on the subject of the note. We may now therefore conclude that the regency will cease from the first moon of next Chinese year, and that his Majesty Tung-chih will be henceforth both in name and in fact the Emperor of his dominions. In the *Gazette* of Oct. 23, 1872, we find an edict bearing on the former memorial of the Viceroy of Chihli, Le-hung-chang, who prayed that certain officers, himself included, should be degraded, &c., &c., on account of the bursting of the banks of the Yung-ting and of the consequent inundation of a great portion of Chihli. It is now commanded that, as the banks have been repaired, the officers in question should be reinstated in their positions and ranks.

We learn that the Literary Chancellor of Kiangsu will arrive at Shunkiang in the beginning of November. After finishing the examinations at Soochow and Taitsang, he directed the Chifu to gather together the scholars of seven neighbouring cities at Sungkiang, to await the fixing of the day for the B.A. examination; the B.A. graduates to be examined at the same time for next year's M.A.

The prospectus of the China Coast Steam Navigation Company will be found in our advertising columns. It will be seen that the general agents propose to combine, for the benefit of the new company, the traffic operations of the *Nanzing*, *Appin*, *Peiho*, and *Dragon*. Considering the growing trade between Shanghai and its Northern and Southern connections, there seems no reason why the consolidation of such a company should not be of general benefit. The agency is in the hands of Messrs. Jardine, Matheson and Co.

We hear that Captain Hutchison, lately owner of the *Shaftesbury*, has become owner of the P. and O. Co.'s steamer *Ottawa*, and leaves for Hong Kong to take charge of his new venture.

We hear that the gross amount of the tenders for the Municipal Debenture Loan was Tls. 250,000, and that the allotments were made at an average of 3½ premium.

H.M.S. *Iron Duke* arrived at Woosung from Nagasaki. It is probable that the fine band of this ship will appear at the race meeting, and we feel sure that if this can be so arranged it will give racegoers much gratification. The *Salamis*, Admiral Shadwell, has gone up to Hankow.

Our readers will notice that the wall at Messrs. Fogg and Co.'s, about which there has been so much controversy, has been taken down, and is now being replaced in its old position. They will also notice that in the centre of the Bund there is a line drawn, showing the piece of land reclaimed, of which we presume Messrs. Fogg and Co. intend to take possession. We also observe that the Bund line has been similarly marked out, opposite several of the leading hongs.

(FROM A CORRESPONDENT.)

SHANGHAI, Oct. 31, 1872.

Every day Shanghai is more and more putting on the appearance of an European or American city. The storekeepers now exhibit their wares behind great plate glass windows, which, in a month or so, will be brilliantly lighted with gas during the couple of hours before closing. The sanitary arrangements are rapidly improving, rents are gradually but steadily diminishing, and instead of the large hongs of former days, people who now put money into building specs provide four or six-roomed houses for young married people, of whom the number is largely increasing, chiefly, no doubt, on account of the dimishing cost of living. The country road to the Bubbling Well has long been lined with villas on both sides; but these are now, for the most part, deserted in favour either of the small houses in the settlement, or of terraces of detached or semi-detached houses on the river-road to Wasung. This latter now extends to a point four miles from the Soochow creek bridge, and before the end of the year will have reached two miles farther. Hongkew is being thoroughly drained; work now nearly complete, and the demands of private consumers far down in that quarter have rendered necessary the construction of an auxiliary gasometer on a plot of ground opposite the Hongkew wharf. The comprehensive building scheme for the two divisions of the settlement will very soon be carried out, and it is said that the Council will adopt the wise plan of leaving a considerable share of the expense to be borne by succeeding generations of foreign residents. Tls. 300,000 is spoken of as the probable figure of the municipal loan which will be necessary, and unless the bank take it all up, which is not improbable, an excellent opportunity will be offered to small capitalists of securing a safe and remunerative investment.

There is nothing political. A report is current that the mandarin worshippers in Peking are sadly disgusted at not being invited to take any share in the Imperial nuptial festivities. It is also said (but you know what gup like this is worth) that a powerful secret society pledged to the overthrow of the Manchu dynasty, and to the embroilment of foreign Powers with China, as a step in the desired direction, is known to exist in Shanghai. There is no doubt whatsoever that the Chinese are making the sea approaches to Peking almost impregnable. The correspondent of the *Allgemeine Zeitung*, whose letter you translated the other day, is quite correct, except in the trivial matter of saying that fortifications are being constructed on a river to the south of Taku. Pehtang (where our troops landed in 1860 and took the Taku forts in the rear) is the place he means, and certainly the manœuvre which was successful then would now either fail or be very costly. The next expedition to Peking must march overland from Chinkiang, and hence must be on a very large scale as regards numbers. This is not intended to prejudge the possibility of a descent by Russia from a different quarter, an event not very unlikely after all.

HONG KONG.

Dates extend to the 7th Nov. There is no later mail to report as arrived out.

THE LECTURE OF DR. LEGGE.

The series of popular lectures, to be given fortnightly in the City Hall Buildings, was inaugurated on the 6th inst. by the Rev. Dr. Legge. St. Andrew's Hall contained an audience larger and more fashionable than any we have ever seen gathered together in Hong Kong at a purely intellectual entertainment. As one of the oldest residents he was just the man to "lecture" those concerned on all these subjects. He had an admirable chance, seeing that the audience comprised his Excellency the Governor, his Excellency the Lieutenant-Governor, and a large number of the higher officials; and the result was, as the Governor characterised it, a compendious and instructive, as well as an interesting lecture—a most valuable leaf from the experience of the past.

Commencing with his first arrival on the island, the Rev. lecturer sketched its formation into a colony and its subsequent history. Nearly thirty years ago—from which time the sketch commenced—the city of Victoria did not require a very large directory to contain the names of its residents, and the then scarcely formed street-lines were easily described. In a chartered cutter, from Macao, Dr. Legge landed, during the reign of Sir Henry Pottinger; with their letters from home twice a year, delivered in a hap-hazard sort of way by means of friendly chitbooks, the life of the early colonists was humourously called before the minds of those now inhabiting Victoria city. The immense strides made by the young colony were graphically shown by comparison between the state of things thirty years ago and that exhibited in these days of steam and telegraphy, extended trade, long lines of streets, and palatial residences.

Having pronounced a hearty eulogium on the energy and enterprise displayed in this marvellous transformation, the learned lecturer passed on to a cursory allusion to the part played by the respective Governors in the development of the colony; Bonham, Bowring, Mercer, Robinson, and MacDonnell. He next spoke of the burglarious era and the piratical era, the latter following the former by a natural course of circumstances; and in passing he spoke in commendatory terms of Sir Richard MacDonnell's anti-

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piracy measures and the efforts made by the Chinese revenue cruisers in the same direction. Of the part taken by Hong Kong in the China War, and of the various other measures of more or less magnitude introduced by Sir H. Robinson and Sir. R. Mac Donnell, we have no space to speak. The scheme of education inaugurated by the former—with which the Rev. Doctor was intimately connected—was highly approved of; and the system of cadets, which was also an idea of Dr. Legge's, was warmly dilated on; while, in a tone "more in sorrow than in anger," he regretted that Sir Richard had subverted the entire scheme. Speaking of the police force, the Rev. Doctor reiterated his favourite theory that the backbone of the force must consist of natives; while in his remarks on the Chinese people—whom he regards as the most law-abiding to be found anywhere—he entered his protest against any departure from the procedure of English law in their government. The police at present existing he regarded as a great improvement on those of past days; but with a thoroughly-qualified superintendent and picked Chinese, he would undertake to clear the colony of crime as thoroughly as any city at home. Passing commendations were given to Mr. Stewart, inspector of schools, and Mr. Douglas, "our model governor of the gaol." The present highly satisfactory state of the colony as the healthiest in the East was also dwelt upon and compared with the easily-explained mortality of former years.

The concluding portion of the lecture was devoted to a consideration of the political condition of the Empire of China; to the comparison of it so frequently made with that of Japan; and to the part which Hong Kong must play in the future. The Rev. Doctor threw an eloquent word-picture of the future on the colony; and concluded amid the unanimous plaudits of all present.

Sir Arthur Kennedy then rose, and, in a few congratulatory words, proposed a hearty vote of thanks to the lecturer for his compendious and interesting lecture. From the learned Doctor's experience they ought to find much instruction in his matured judgments; and he was convinced in his own mind that Dr. Legge's views would ere many years be much more appreciated than they were at present. As Dr. Legge had himself said, it was not to be expected that they should agree with him in all his views; but sure he was that Dr. Legge's world-wide fame would yet be regarded as a great honour reflecting on Hong Kong, and that the truth of the views he had now expressed would ultimately be fully recognised. Applause followed, and the audience dispersed.

The United States Service Corvette *Lackawana* will leave this for Singapore and Calcutta on or about the 15th.

The P. and O. steamers *Ottawa* and *Aden* have both been sold, the former it is said for the sum of $65,000. The *Aden* will come down to Hong Kong, and will again return with the mails to Shanghai, where she will be delivered up to her new owners.

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates extend to the 14th Nov. The outward French mail of 11th Oct. arrived on 12th Nov. The following summary is from the *Straits Times*:—

The heavy loss sustained by the Chartered Mercantile Bank of India, London, and China, through the failure of Messrs. Joshua and Brother, caused a run on that establishment yesterday. Specie payments were continued without intermission until three P.M., the usual hour for closing, when the doors were shut upon an eager and excited crowd of Chitties, Chinese, and Klings, who remained in the street in front of the building, and would not leave the place. A panic had spread amongst the poorer classes, and petty shopkeepers came from long distances to get their $5 or $10 notes, no matter upon what bank, converted into hard silver without delay. The Chartered Bank of India, Australia, and China, in order to allay the panic, kept open to a late hour to meet any demand of this sort; and the example was followed soon after by the Chartered Mercantile Bank, where, after a large amount of specie had been counted out, the doors were again opened and specie payments resumed and continued till 6 P.M. The run continued next morning, but ceased after an hour or two.

Mr. A. R. Joshua was brought before Captain Walshe, police magistrate, and a remand of one week was asked for, which was granted.

A meeting of the Chamber of Commerce was held in the Exchange Rooms, for the purpose of taking into consideration the existing system of credit which has borne such disastrous results lately. There were twenty-one members present, whose names we think it will be best for their credit that we do not publish, because every one seemed to have a different opinion from his neighbour upon the very grave question under consideration. All agreed only to differ, and the result was *nil*. One man thought it extremely inopportune to moot the point in the middle of a panic. Another wanted credit limited to two months and payment of promissory notes strictly enforced when due. Another thought the present system good enough, and that to enforce payment of promissory notes when due would bring down the whole bazaar. Another wanted cash before delivery, and asked if there was now a bazaar to be brought down. Another proposed the adjournment of the meeting for three months. In short, combination and unanimity, for which the Chinese are so remarkable, were clearly proved to be an impossibility, a Utopian dream, amongst the European houses.

The colonial steamer *Pluto*, Captain Bradbery, left for Malacca, taking down his Honour the Chief Justice, who goes to hold the special criminal session for the trial of the Treasury embezzlement case.

William Waller and Adam Graham were arraigned before F. H. Gottlieb, Esq., junior police magistrate, on a warrant to keep the peace, issued on the information of a Mr. Stephen Edward Howard, describing himself as a newspaper proprietor, charging them with assault and threats of future violence, and declaring that he was afraid of his life. They were ordered to find sureties in $100 each to keep the peace for six months. They were then told there was still another warrant against them for assault, issued by a Mr. T. W. Mercer, also describing himself as a newspaper proprietor of Singapore, and as Mr. Mercer wished to consult counsel, the case was fixed for to morrow. The prisoners were admitted to bail. Mr. Howard then asked to have the further charge of assault heard, which he had made against them, but the defendants asked to be allowed time to engage counsel, which was granted, and the hearing of this charge was also fixed for to-morrow.

Commercial Report.

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(*For dates see first page.*)

IMPORTS.

TIENTSIN.—The advices were much more favourable for Piece Goods. Grey Shirtings were in good demand at gradually improving prices, while the other classes of Cotton fabrics shared in the general improvement. Drills specially were sought for, stocks being limited.

HANKOW.—There had been no change in the market. Grey Shirtings were firmly held, but the dealers gave little response, and rates were still Tls. 1.66 to 1.69 for 7-lbs., and Tls. 1.78 to 1.87 for 8¼-lbs. T-Cloths and Drills were unaltered in value.

CHINKIANG.—Advices are unimportant. The market for Grey Shirtings was slowly advancing in sympathy with that of Shanghai. T-Cloths were very flat, and dull of sale, while Drills met with a fair enquiry. The general disposition of importers was not in favour of meeting the views of Chinese dealers.

SHANGHAI.—The market for Plain Cottons had been materially strengthened by further favourable telegrams from home, and by better news both from Hankow and the North; but Fancy Goods and Woollens, with few exceptions, had been moved with difficulty at unremunerative rates. Grey Shirtings: The improvement in 8¼lb. had been continuous, and at the close holders were very firm, the tendency of prices being still upward. Collie's Lion Chop commanded Tls. 1.87; Dewhurst's best Eagles, Tls. 1.90; 7 lbs. very scarce and in request; Ordinary Chops, Tls. 1.68; Heavy Shirtings on offer at low rates, with few purchasers. White Shirtings: Settlements to the extent of about 10,000 pieces good to best; and 1,000 pieces ordinary 64 reeds at Tls. 2.00 to 2.10, and Tls. 1.90 respectively. T-Cloths: A large sale of 8 lbs. 33,000 pieces at Tls. 1.70 had been effected; 6 lbs. common, and 7 lbs. common to best, had been asked for; sales of 7 lbs. computed at 30,000 pieces at Tls. 1.26 to 1.52, the last figure obtained for a small lot of Collie's chop dollar. Drills: Quiet at a decline of 2 to 3 cands.; Dutch, Tls. 3.01 to 3.07½; English 15 lbs., Tls. 3.10 to 3.13½. Jeans: Good English sold at Tls. 2.10 to 2.12; commoner descriptions occasionally asked for at Tls. 2.05 to 2.07. Sheetings: Market stronger, 14 lbs., Tls. 2.70 to 2.85; 15 lbs. ordinary, Tls. 2.92 to 3.00 Fancy Cottons had not attracted much notice. Woollens: Sales extremely limited, and general demand far from active. Metals—Lead: In rather better favour, 300 tons L.B. reported settled at Tls. 4.75 to 4.80. Coals: Very dull. Quotations nominal. Cardiffs, Tls. 10 to 10.75; English, Tls. 9.50; American, Tls. 9.50.

HONG KONG.—Moderate sales of Raw Cotton and Cotton Yarns had been made at about former figures. Manufactured Cotton Goods had been taken to some extent, but low rates had been accepted, and the demand was slack at the close. No movement had taken place in Woollens, other than a few sales of Lastings, at lower figures. Rice has commanded slightly better prices, and some inquiry existed for Japan grain.

EXPORTS.

—o—

TEA.

SHANGHAI.—*Black*: There had been but a small business during the week. The reported settlements had been 5,789 chests at prices which showed no change in values. The stock was estimated at about 12,000 chests. *Green*: A steady inquiry had continued at about the values previously ruling, and somewhat larger transactions had taken place, the settlements reported during the week being 26,500 half-chests, and reshipments 3,800 half-chests. Towards the close we hear of further considerable purchases, mainly by one firm, some 13,000 half-chests having, we believe, been purchased in addition to those above reported. The stock, including unreported settlements, was estimated at 59,000 half-chests of all kinds. For New York the vessels loading were the Morro Castle (full), Sarah Nicholson, Centurion, Dilkhoosh, and Mary Whitridge, at £3 per ton of 40 cubic feet; the steamer Surprise had cleared *via* Amoy, having engaged a small portion of her cargo here at £4 per ton of 40 cubic feet. For London, rates

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remained unchanged, being £2 15s. per ton of 50 cubic feet per sailing vessel, and £3 per ton of 40 cubic feet per steamer; on the berth were the clipper Glengairn, and steamer Agamemnon.

FOOCHOW.—Fair settlements of Congou had been made. Teamen were still ready sellers of Congous at last quotations, and the tendency of the market was, if anything, weakening, but as yet there had been no noticeable drop in prices. In Souchongs and Scented Teas there had not been any transactions. The Oolong market was re-opened on the 1st November, when settlements were made of 2,639 half-chests at Tls. 19.8 to 21.8 o.b., and of 731 half-chests at Tls. 20.4 o.b. Nothing had been done in the so called fine strings, the teas settled ranging from fair to superior cargo only. Prices had been somewhat irregular, but the basis seems to have been from Tls. 17.5 to 18.5 short for good cargo. Teamen reported that other offers had been made, and it is possible that further business may arise from these, but the generality of buyers of Oolong did not seem disposed to enter the market at current rates. The Silver Eagle had arrived and had been placed on the berth for London at £3 per ton. The James Wilson was on the berth for the Colonies. The vessels expected were—For London, s.s. Agamemnon; for the Colonies, Belted Will and Jessie McDonald. Rate of Freight to London, per steamer, £3 per ton of 40 feet; per sailing vessel, £2 15s. to £3 per ton of 50 feet.

AMOY.—The market continued very quiet, and fairly good clean Oolong could be bought at $17 or as low a point as it has touched for one or two years. Receipts to date were about 208,000 half-chests, and stocks about 45,000 half-chests; only a few chops had been settled, which were for the s.s. Surprise. The Anglo Saxon sailed for New York on the 28th Oct., taking Amoy Oolong, 553,501 lbs.; Tamsui Oolong, 133,472 lbs.; and Congou, 6,851 lbs.; making a total of 693,824 lbs. Tea.

CANTON.—No settlements were reported, and there had been no change in values.

SILK.

SHANGHAI.—The active enquiry that existed at the date of our last report soon subsided, and the market had remained quiet during the week. Parcels however of desirable quality, owing to their scarcity, had commanded full prices, "Gold Lion" chop having realised Tls. 535, and "Blue Elephant," Tls. 510. Holders of the commoner descriptions, of which the stock chiefly consisted, would now readily accept the figures recently quoted. The additional settlements of all kinds were estimated at 500 bales, making total to date, 40,800 bales, and the unsold stock amounted to 5,000 bales.

CANTON.—During the week the market had been very quiet, with holders firm at previous rates. Settlements reported, 73 bales; the present mail, however, would take 350 bales in all, the bulk of which was purchased before the departure of last mail. Stock—2,000 bales Tsatlee, 80 bales Loonkong, 60 bales Cumchook and Lacklow, and 300 to 400 bales of inferior descriptions. There was a good demand for fine Loonkongs, which were scarce, and commanded high rates. Re-reels were very quiet, and no new settlements or contracts had been reported. Several musters of Kowkong of the sixth crop had arrived, of poor colour, and nibby; but they were not taken as any criterion of the crop, as the first musters are always bad. The yield is said to be short, and the quality bad.

EXPORT OF TEA AND SILK, SEASON 1872-73.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Sept. 30, 1872	—	57951596	34245669	—	11624695	103821870	34758
Corresponding period last season	—	58619305	29871102	—	8232706	96723113	35304

Shipments Since:

Oct. 12	per Odessa (str.)	From Canton	152,208	112
— 17	Antenor (str.)	Shanghai	1,037,972	1,209
	Travancore (str.)	Shanghai, &c.	—	761
— 18	Melbrek	Shanghai	1,180,123	147
	Lalla Rookh	Do.	1,155,999	
— 19	Paragon	Do.	527,381	
— 22	Endymion	Foochow	1,060,267	
— 23	Olympia (str.)	Do.	283,275	
— 24	Melkong (str.)	Shanghai, &c.	—	745
— 29	Hector (str.)	Canton	234,356	86
— 29	Hong Kong (str.)	Shanghai, &c.	—	81

TO THE CONTINENT.

		Bales.
From June 1 to Sept. 30, 1872	3052013	10447
Corresponding period last season	2049174	9992

Shipments Since:

Oct. 17	per Travancore (str.)	Shanghai, &c.	—	229
— 24	Melkong (str.)	Do.	—	1,208

TO UNITED STATES.

		Pcls.
From June 1 to Sept. 30, 1872	22296951	
Corresponding period last season	22812219	

Shipments Since:

Sept. 21	per New York (str.)	(addl.)	From Shanghai	59,035	
— 22	Teviot (str.)	"	Foochow	431,800	
	Do.	"	Amoy	76,020	
Oct. 10	James S. Stone		Shanghai	723,598	
— 11	Costa Rica		Do.	150,326	178
— 11	Antenor		Do.	—	11
— 16	N. B. Palmer		Do.	362,359	
— 21	Mikado		Do.	774,567	
— 23	S. G. Glover		Canton	45,226	145
— 24	Guinevere		Do.	1,011,400	
— 29	S. D. Carlton		Do.	73,029	

TO AUSTRALIA.

From June 1 to Sept. 30, 1872	8,162,100 lbs.
Corresponding period last year	10,915,379

Shipments Since:

July 14	per William Turner	From Hankow	409,340
Sept. 28	Aarhuus	Foochow	311,300
Oct. 7	Parana (str.)	Hong Kong	14,000
— 9	Auguste Reimers	Foochow	224,900
— 10	Norman	Hong Kong	65,000
— 12	Jenny	Foochow	324,800
— 18	Ellen	Do.	258,900
	Laughing Wave	Do.	138,300
— 21	England	Hong Kong	95,000
— 24	Georgina	Do.	6,000
— 24	Batavia	—	405,500

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844	51,022,600	...*	1862 to 1863	121,273,580	72,887
1845 to 1846	57,334,200	18,600	1863 to 1864	117,463,586	46,603
1850 to 1851	63,972,000	22,144	1864 to 1865	121,236,870	32,313
1853 to 1854	77,327,800	61,283	1865 to 1866	118,333,042	62,890
1855 to 1856	92,240,300	50,481	1866 to 1867	118,423,220	50,052
1857 to 1858	76,990,255	68,315	1867 to 1868	116,890,430	57,449
1858 to 1859	65,789,792	83,134	1868 to 1869	142,789,804	70,917
1859 to 1860	85,560,452	64,169	1869 to 1870	139,740,193	63,507
1860 to 1861	90,066,160	70,644	1870 to 1871	131,969,850	51,329
1861 to 1862	109,854,040	79,199	1871 to 1872	149,774,395	54,589

* Including the Continent.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 6¾d.	4s. 7d.	4s. 7d.
Shanghai " "	6s. 1d. to 6s. 1¼d.	6s. 1¼d.	6s. 1¼d.
Canton " "	4s. 6¼d.	4s. 6¾d. to 4s. 6¾d.	4s. 6¾d.
Hong Kong " "			
Macao " "			
Singapore " "	4s. 6d.	4s. 6¼d.	4s. 6¼d.
Manila " "			

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	306	228
" Hong Kong	25⅛ to 26 dis.	—
Bar silver	111.3.0	9 prem.
Mexican dollars	78.1.0. nominal.	

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 71 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance, $1,300 premium.
Hotel Shares, 45 per cent. discount.
Hong Kong and Macao Steamboat Company, 30½ per cent. premium.
Hong Kong Fire Insurance Company, $350 prem.
Union Insurance Company, $1,150 premium.
China and Japan Marine Insurance Company, Tls. 35 premium.
China Fire Insurance Company, $36 premium.
Victoria Fire Insurance Company, $34 premium.
Indo-Chinese Sugar Company, $55 dis.
Shanghai Steam Navigation Company, Tls. 38 premium.
Hong Kong Distillery Company, 5 per cent. dis.
Hong Kong Pier and Godown Company, $15 dis.

TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Gungner	July 24	Shanghai	810,600
Northampton	Aug. 14	"	1,567,344
Weymouth	" 15	"	1,114,253
Leicester	" 19	"	1,764,249
Annie Braginton	" 20	"	545,333
Hopewell	" 30	"	807,232
Langstone	Sept. 4	"	1,036,400
Thyatira	" 4	"	1,331,500
Yeavering Belle	" 9	"	661,127
Clausina	" 19	"	619,137
Woodlark	" 20	"	1,172,668
Melbrek	" 20	"	1,180,123
Lallah Rookh	" 20	"	1,155,999
Paragon	" 20	"	527,381
Grenadier	July 18	Foochow	666,800
Star of the North	" 23	"	983,100
Jungfrau	" 28	"	810,200
Everest	Aug. 30	"	743,693
Essex	Sept. 6	"	1,688,100
Zenobia	" 11	"	1,357,783
Maiden Queen	" 30	"	1,116,242
Ziba	Oct. 1	"	790,400
Eme	" 4	"	1,082,850
Endymion	" 22	"	1,060,267
Olympia (str.)	" 23	"	283,275
Hong Kong (str.)	" 27	"	1,645,650
Wemyss Castle	Aug. 24	Canton	878,841
Burdwan	Sept. 1	"	911,000
William Ritson	" 9	"	733,583
Norman Court	" 14	"	1,047,308
Hector (str.)	Oct. 29	"	234,356

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SHANGHAI SILK SHIPPERS.

From 1st *June to* 30th *Oct.*, 1872.

	Bales.		Bales.
Adamson, Bell, and Co. ...	750	Jarvie, John, and Co. ...	797
Balfour, Butler and Co. ...	590	Lacroix Cousins and Co....	1,736
Barnet and Co.	455	Lindsay and Head... ...	17
Birt and Co.	11	Maertens, A. H.	892
Birley, Worthington, & Co.	366	Nachtrieb, A., and Co. ...	811
Blain and Co.	35	Overbeck and Co.... ...	41
Bower, Hanbury and Co....	2,067	Pila and Co.	975
Bourjau, Hubener, and Co.	573	Pustau, Wm., & Co. ...	4
Bovet, Brothers and Co. ...	186	Reiss and Co.	2,585
Bull, Purdon and Co. ...	180	Russell and Co.	879
Butterfield and Swire ...	1,696	Sassoon, E. D. and Co. ...	38
Chapman, King and Co. ...	80	Sassoon, D., Sons, and Co.	1,542
Coutts and Co.	32	Scheibler, Matthaei, and Co.	558
Dent and Co.	81	Shaw Brothers and Co. ...	375
Dickinson and Co. ...	50	Siemssen and Co.	414
Essex and Co.	1,485	Skeggs, C. J. and Co. ...	47
Findlay, Wade and Co. ...	151	Textor and Co.	2,715
Fogg and Co.	242	Telge, Nolting and Co. ...	128
Gamwell, F. R.	35	Thorne Brothers and Co....	59
Gibb, Livingston, and Co...	683	Vogel, Hagedorn, and Co.	194
Gilman and Co.	509	Westall, Brand, and Co. ...	538
Heard, Augustine, and Co.	410	Wright, Burkill and Co. ...	1,021
Helbling, J. C., and Co. ...	278	Sundries	10,200
Hogg Brothers	70		
Holliday, Wise and Co. ...	30	Total bales... ...	39,465
Jardine, Matheson, and Co.	930		

Shipping Intelligence.

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ARRIVALS.

At SHANGHAI.—From Liverpool, Oct. 24, Agamemnon (str.).

At HONG KONG and CANTON.—From London, Nov. 4, Glengyle (str.), Malacca (str.); from Liverpool, 3, Achilles (str.); from Cardiff, Dec. 3, Sebastian Bach.

At SINGAPORE.—From Glasgow, Nov. 7, Saltee (str.); 10, Jeddah (str.); from Liverpool, 11, Menelaus (str.); from London, Dec. 10, Alice, Galley of Lorne (str.).

At SAMARANG.—From Clyde, County of Forfar.

At SAIGON.—From Boulogne-sur-Mer, Oct. 29, Rene; from Bordeaux, 17, August Leffler; 22, Hilda.

DEPARTURES.

From SHANGHAI.—For London, Oct. 25, Gordon Castle (str.); 29, Patroclus (str.).

From FOOCHOW.—For London, Oct 27, Hong Kong (str.).

From HONG KONG and CANTON.—For London, Nov. 6, Patroclus (str.), Gordon Castle (str.).

From SINGAPORE.—For London, Nov. 12, Gordon Castle (str.), Patroclus.

From MANILA.—For London, Oct. 29, Jane Sprott; for Liverpool, 31, Gloria, via Cebu; for Boston, 10, Gaspee; from Ilo Ilo, for London, 16, Houri; for Boston, 15, Nehemiah Gibson.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—Dec. 10, at Texel, from Batavia, Anna Elizabeth; 13, at London, from Foochow, Star of the North; from Canton, Wemyss Castle; from Foochow, Grenadier; at Deal, from Shanghai, Gunger; at Liverpool, from Rangoon, European (str.); 10, at Bremerhaven, from Hong Kong, Batavia (str.); Oct. 27, at Callao, from Hong Kong, Hollander; Dec. 13, off Prawle Point, from Zebu, Jubilee.

DEPARTURES.—Dec. 10, from London, for Newcastle and Hong Kong, Matchless; from Liverpool, for Singapore, China, &c. (via S.C.), Deucalion (str.), after repairs.

LAID ON.—At London, for Penang, Singapore, Hong Hong, and Shanghai (via S. C.), Glenlyon (str.); for Yokohama, Denbighshire; for Colombo, &c. (via S.C.), Othello (str.); at Liverpool, for Penang, Singapore, Hong Kong, and Shanghai (via S.C.), Antenor (str.).

SPOKEN.—Walter (barq.), New York to Japan, Sept. 22, 14 N., 115 E.; Robur (French ship), Singapore to Boston, Oct. 23, 33 S., 14 E.; Pepita (Spanish barq.), Manila to Liverpool, Nov. 2, 18 S. 3 W.

CASUALTIES.—The Herschel, Friedrich, arrived at Texel, Dec. 10, from Samarang, reports having thrown part of her cargo overboard, and had her bulwarks stove; advices from Rotterdam, Dec. 12, state that a telegram had been received there from Helvoet, announcing that fifteen passengers had arrived at that port from the Noach III. (ship), Hoefman, from Batavia, for Rotterdam, which vessel they report at anchor, about forty miles N. by W. of Goeree, with loss of riggng, &c.

MISCELLANEOUS.—The Araldo Mattutino, Martinolich, from Shields to Trincomalee, which put into Portsmouth, Dec. 8, has been lightened of sixty tons of coal.

COMMERCIAL POSTSCRIPT.

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Several commercial failures are reported from the north, including Messrs. Thornton and Co., of Manchester, merchants in the American trade, whose liabilities are said to amount to £256,000; also Messrs. Child, Mills, and Co., of Manchester, and Child, Hornby, and Co., of London, African merchants, with liabilities said to be between £350,000 and £400,000; also Messrs. John Wike and Son (in the woollen trade), of Manchester, Bury, and London, with liabilities estimated at from £250,000 to £300,000; and Messrs. Smith and Norton, Manchester, with liabilities estimated at £25,000. These firms have no special connection with the Far Eastern Trade.

The Telegraph Construction and Maintenance Company (Limited) is now issuing Seven per Cent. Bonds for three years to the amount of £150,000. The object in this step is to avoid a *permanent* increase of the Company's capital. An endorsement of this policy, and, at the same time, a proof of the high state of the Company's credit, is afforded in the fact that these Bonds are quoted 1 to 3 per cent. premium; and that, as we understand, the whole amount has already been covered twice over.

The Directors of the British Indian Extension Telegraph Company (Limited) have declared a further interim dividend of 6s. per share on account of the profits for the year ending 31st December, 1872, payable on and after the 6th prox.

The P. and O. steamer *Deccan*, due at Southampton, via Suez Canal, on the 6th Jan., is to return to China, via Suez Canal and Bombay, on the 18th. We believe that Sir Harry and Lady Parkes avail of this convenient opportunity.

THE MAILS.

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PRESENT INWARD MAIL.—MARSEILLES, DEC. 12.—The Messageries Maritimes steamer Sindh, with the inward French mails, put in at La Ciotat to-day in consequence of stress of weather.

INWARD HEAVY P. AND O. MAIL DUE DEC. 16.—GIBRALTAR, DEC. 10.—The P. and O. steamer Candia, with the homeward India and China heavy mail, left here this afternoon for Southampton, where she may be looked for on the morning of the 15th inst. She experienced fine weather.

OUTWARD P. AND O. MAIL OF NOV. 29.—SUEZ, DEC. 10.—The P. and O. steamer Geelong left at 4 P.M. yesterday, and the Surat at noon to-day, with the outward India, China, and Australian mails.

OUTWARD HEAVY P. AND O. MAIL OF DEC. 5.—GIBRALTAR, DEC. 11.—The P. and O. steamer Pera, from Southampton, with the outward India and China mail, arrived here at nine o'clock this morning, and left at one P.M. for Alexandria. Experienced heavy weather. All well.

LATEST TELEGRAMS.

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COMMERCIAL.

CHINA.

HONG KONG, DEC. 13.—Grey Shirtings, 6¼ catties, 8¼ lbs., $2.48. Cotton Yarn 16-24, $110. T-Cloths, 6 lbs. ordinary $1.55, 7 lbs. ordicary, $1.80; Mexicans $2 Tea: Markets without alteration; total settlements for the season to date at Foochow 650,000 chests, at Canton 540,000 chests; stock at Foochow 65,000 chests, at Canton 30,000 boxes; total export from China and Japan from 1st June to date 133,625,000 lbs. Exchange on London: Bank bills, 6 m.s, 4s. 5¼d.

SHANGHAI, DEC. 12.—Limited business doing in Cotton Piece Goods; nothing doing in Woollens; Grey Shirtings, 6¼ catties, 8¼ lbs., Tls. 1.9.0; T-Cloths, 6 lbs. ordinary Tls. 1.1.5; 7 lbs. Mexicans, Tls. 1.4.6. Cotton: Shanghai, Tls. 11. Tea: Market for Black weaker, for Green quiet; Hankow market quiet. Silk: Steady, Tsatlee, No. 3, Tls. 570, No. 4, Tls. 505, stock, 42,000 bales; Total export from China and Japan from 1st June to date, to England, 45,000 bales, to the Continent, 18,000 bales. Exchange on London: Bank bills, six m.s., 6s. 1¼d.; Mexican Dollars, Tls. 76½.

STRAITS SETTLEMENTS.

SINGAPORE, DEC. 11.—Cotton Yarn, 40's, $126; 16-24, nominal; Grey Shirtings, 39-in., 8¼ lbs., $2.45; 7 lbs., $2.7½. T-Cloths, 6 lbs., ordinary, $1.60. Gambier, $4.10. Pepper: Black, $10.85. White, $20. Tin, $32⅛. Exchange on London: Bank bills, six m.s., 4s. 5⅛d.

PENANG, DEC. 11.—Tin, $32.25; Pepper: Black, $11.20; White $19.50; Sugar, No. 2, $5.35, No. 3, $3.20; Cotton Yarn (Mule Twist) 40's, $128; 30's, $116; Grey Shirtings, 8¼ lbs., $2.55; T-Cloths 6 lbs. $1.65. Exchange on London: Bank bills, six m.s., 4s. 5⅜d.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

ALLEN—On the 10th Nov., at Hurricane Cottage, Singapore, the wife of Whitworth Allen, Esq., of a daughter.

BARNES—On the 25th Oct., at Shanghai, the wife of F. D. Barnes, of a daughter.

DROEGE—On the 25th Oct., at Shanghai, Mrs. A. Droege, of a son.

LEVESON—On the 12th Dec., at Cluny, Sydenham-hill, the wife of Edward J. Leveson, of a daughter.

MILLER—On the 28th Oct., Mrs. Rowley Miller, of a son.

MARRIAGES.

WARNE—KEUN.—On the 9th Nov., at St. Andrew's Cathedral, by the Rev. Canon J. A. Beckles, assisted by the Rev. Mr. Gomes, William Warne, inspector of police, to Virginia Maria Louisa, eldest daughter of the late Mr. P. J. Keun.

DEATHS.

ANDERSON—Accidently drowned, by falling into the river at Heard's Wharf, Shanghai, Robert Anderson, Chief Engineer s.s. *Surprise*.

JOHNSON—On the 21st Oct., Rev. John W. Johnson, a native of Effingham, New Hampshire, U.S., and for twenty-five years a missionary in China, of the American Baptist Missionary Union.

POWELL—On the 6th Dec., at Went House, West Malling, Kent, Henry Folliott Powell, of Brandlesome Hall, county Lancaster, late a captain in the Ceylon Rifle Regiment, in the 70th year of his age.

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THE NEW BISHOPRIC FOR CHINA.

(To the Editor of the *London and China Telegraph.*)

SIR,—The establishment of a new Bishopric in China is a most important event, and if not done with great care will lead to future trouble. The fact is our last Bishop was Bishop of Victoria (Hong Kong), not of China, and when we come to have a Bishop in China there are three points that should be very carefully regarded.

1. The new Bishop should only have a limited territory apportioned. Say Chekiang province, with the right, of course, to confirm and exercise episcopal functions wherever needed.

2. We must approach China with the intention of making all the land Christian. No mission should start upon any other plan, and, therefore, it is necessary that we begin the church upon a sound foundation, lay one stone and prepare to lay another; before long we may have a native church and native Bishops, and it might even be better, while the Church Missionary Society provide the funds for an unendowed see, that the title be limited to Ningpo, and his episcopal jurisdiction to one province. By no means should the new Bishop be called Bishop of North China. When other Bishops are wanted there might be a difficulty in arranging for the transfer of part of the diocese, more especially if the Bishop were paid by a Missionary Society.

3. It is of great importance when the Society for the Propagation of the Gospel is arranging for a new mission in China that the action and course of *American* Church Missions should be clearly defined, there must be agreement if not united action. The country is large enough for all, and I believe that missions well conducted, where the training of native clergy is looked upon as the chief feature, rather than the number of poor converts, there is much hope of success. Educate Chinese and use the press rather than the tongue, and some good may be done by well written prayers, translations of our own collects and psalms, but the public preaching to the mob is not the way to win Chinamen until they learn to behave a little and really wish to learn more.

The S. P. G. advertise for four high class intellectual men for China and Japan, and they are right; we want apostolic men who will induce respect, and at first they must be content to hire Chinese to teach them Chinese, and in time these native teachers should be made and would become Christians. Taiping-wang was a converted teacher; see what he did, and if he had had a first-rate man instead of a Roberts to lead him, what might we not have seen? *China must be converted by Chinese*, not by foreigners, and surely by this time some from America or elsewhere might be found who would be worth having as teachers, to teach in some little place near Nankin, Canton, and Foochow; but do not let us think of making a theological college in a place like Hong Kong, where Chinese would learn to despise Christianity rather than respect it.—Yours faithfully,

December 7, 1872. OLD CHINA.

MISCELLANEOUS.

THE WEDDING OF THE EMPEROR OF CHINA.

The *Daily News* publishes the following extracts from a private letter:—

Peking, Oct. 15.—The fortunate day and hour for the Imperial wedding have been fixed, and the ceremony will take place at daylight to-morrow (full moon). The foreign Ministers have all been asked to request foreigners not to go to-day or to-morrow into any of the streets through which the procession going for and returning with the bride will pass; and the Ministers have consented, but have returned very cold answers, as the Chinese Government have not had the courtesy to advise them officially that the wedding was to take place. We have been able to see something of the arrangements, but very little, and are hoping to see some more this afternoon. Oct. 16.—We had what I never expected—a perfect view of the procession yesterday. We succeeded in getting immediately opposite the entrance to the Imperial palace, and in persuading the mandarins sent up to order us down that we ought to be allowed to stay, and they fortunately assented. The *coup d'œil* was magnificent. The procession was not very long, but the dresses and appointments were splendid. First came a prince on horseback; then 48 white ponies with yellow housings, led by men in scarlet; the band, in scarlet, silent; 32 banners, 48 fans (big round things), 2 black umbrellas, 2 white ditto, 6 yellow ditto, 6 red ditto, 2 blue ditto, 2 embroidered yellow ditto, 192 lanterns (all these things carried by men in scarlet); Prince Kung, looking very handsome, on horseback, with his four-bearer chair carried beside him; the chair, yellow and gold, carried by 16 coolies, all in scarlet (with batons) with 16 spare coolies to relieve them (the chair apparently containing the bride); about 100 officials on horseback, in their best clothes; about 200 officials on foot, ditto.

THE WILL OF ADMIRAL COCHRANE.—The will of the late Admiral Sir Thomas John Cochrane, G.C.B., of Belgrave-square, and of Quarr Abbey House, Ryde, has been proved by Mr. Edward Marjoribanks, the acting executor, the personalty being sworn under £200,000. The testator has left to his widow, Dame Rosetta Rebecca Cochrane, such annual sum as, with the income received by her under her marriage settlement, will make up an annuity of £2,400; he also leaves her an additional annuity of £600, and it is directed to be paid out of a sum of £60,000, which, subject to such annuity, he gives to his children by his said wife; to Miss Catherine Farquharson, of Invercauld, he leaves a legacy of £4,000; and upon trust for his sister, Dame Anna Maria, widow of the late Sir Thomas Edward Troubridge, for life, the sum of £4,000; at her decease one moiety of this sum to be given to his niece, Miss Charlotte Frances Troubridge, and the other moiety to the children of the late Sir Thomas St. Vincent Hope Troubridge. The deceased appoints, under the power given him by the settlement executed on his marriage with his late wife, Mrs. Matilda Ross Cochrane, the sum of £10,000 (less £1) equally between his son Alexander Dundas Ross Wisheart Baillie Cochrane and his daughter, Mrs. Marie Teresa Sutherland. The testator gives his widow the option of residing at Quarr House, and if she does so she is to have the use of the furniture and effects there. Subject to such option, Quarr House and all the testator's real estate in the Isle of Wight and county of Southampton is devised to his son Alexander for life, with remainder to his (testator's) son Thomas for life, with remainder to his sons successively, according to priority of birth in tail male. Testator's son Alexander is named residuary legatee.

THE ROYAL ASIATIC SOCIETY.—At the last meeting of this society part of a translation from the Chinese was read, of a Legend of Dipankara Buddha, by the Rev. S. Beal. The legend is taken from a work, entitled "Fu-pen-hing-tsi-king," or "Miscellaneous Notices respecting the Birth and History of Buddha," translated by Djnanakuta, a native of Gandhara, in Northern India, who lived in the time of the Sin dynasty (581-617 A.D.). This legend, the writer maintains, illustrates plates 29 and 50 of Mr. Fergusson's "Tree and Serpent Worship." The first of these places is supposed to represent the burning of a city, Jambuda, created by Bodhisatva in the air, with its inhabitants trying in vain to escape, and the people of Jambudvipa looking on and lamenting. The second plate the writer takes to be a representation of a maiden with seven utpala-stalks in her hand, witnessing the entrance of Dipankara Buddha into the city Paduma, as related in the legend.

THE members of the Burmese Embassy were received by M. Thiers at Versailles on the 11th inst. M. Thiers informed the Ambassadors that France takes considerable interest in Burmah, owing to its proximity to Cochin China; that he was gratified by seeing the representatives of the King of Burmah in France; and that every attention should be paid to them during their stay. Mr. Edmund Jones, who accompanies the Embassy, was also presented to the President.

Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Dec. 10.

In the absence of anything more exciting, our Burgerschaft have been amusing themselves with overhauling the Constitution of this little Republic, the revision of which was specially provided for after the lapse of ten years, which period will terminate next year. On the whole it was found to have worked well, but the chief points that came under discussion had reference to the composition of the Senate. Several motions were made to alter the mode of election, and reducing the number of members. In support of this last proposal it was stated that the present number was not required since the re-establishment of the Empire, which had relieved the local Government from the administration of several departments hitherto presided over by Senators, such as the Post-office, the Telegraphs, the Railways, the Army, the Stamps; and they would probably be very soon called upon to surrender the expensive rights of the lighting up the coast, the pilot establishment, the Seamen's Hospital, the renewal of the beacons and buoys, the responsibility of keeping the fairwater of the Elbe at a proper depth, and removing such obstructions as may be formed by sand-banks, &c. One of these motions—made by Mr. Edgar Ross—went to the extreme length of reducing the number of Senators to three, which in his opinion was quite sufficient. But all these innovations were declined, and the revision ended, like some of the rivers in Africa, by being lost in the sands; and as the alterations passed were of no real importance, the Constitution remains practically the same for another term of ten years.

A subject of much greater commercial importance is the petition of the Chamber of Commerce to the Department for Trade and Navigation to take preliminary steps to induce the Bank of Prussia to establish a Branch establishment in this city as soon as possible, as it has already done at Bremen, where it is found to be a great accommodation to the merchants; but there are many grave objections to this proposal; for, unlike Bremen, we have here such a multitude of private banks ready and willing to afford the public every facility and accommodation in the way of discounting bills and making advances with or without deposits, that there is scarcely room for a fresh one; and then the proposal appears premature, as it is well known that the Imperial Parliament will have to legislate on the subject in the approaching session, when a Bill for the comprehensive regulation of all Banks in Germany will be laid before them. But the principal objection is that, like the fable of the horse and the man, if the Bank be officially invited to open a Branch here, they will feel justified in making onerous conditions and asking for the same privileges as they enjoy in Prussia; whereas there is no law to prevent their founding a Branch establishment here any day in the year; and if they have not hitherto done so, it is sufficient proof that they do not consider such a course to be beneficial to the interests of their shareholders.

A meeting of delegates from the North-German seaports and other commercial towns has been held at Rostock, to uphold the principles of free trade. On the motion of the delegates from Konigsberg, Dantzig, and Stettin, the following resolution was passed, and a committee appointed to carry it to the Chancellor of the Empire, and press upon him the importance of the same: "The Conference of Delegates is unanimously of opinion that the final object of a reform of the Custom-house tariff is its liberation from all protective duties and others tending to place obstacles in the way of free communication and traffic, and retaining only a few financial duties. As the first and immediate steps to be taken in this direction, they strongly suggest and recommend: 1, the repeal of the export duty on rags; 2, the repeal of the import duties on all descriptions of iron and chemicals; 3, a general reduction of the present duties on yarns with a corresponding revision of the duties on manufactured articles; 4, repeal of the duty on rice; and 5, simplification of the tariff by expunging therefrom all duties that cost more in collecting than they bring in to the revenue." The commission

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appointed to draw up the memorial embodying the above heads for presentation to the Chancellor, is composed of the representatives of Rostock, Konigsberg, Danzig, Stettin, and Hamburg. A resolution was then moved by Herr Stephan, the delegate of Konigsberg, to the following effect, and unanimously passed:—"The Conference greets with lively satisfaction the intended immediate repeal of the salt-tax, and hopes that with reference to the proposed augmentation of the duty on tobacco, the existing protection on the home-grown article may by degrees be totally made to disappear." And finally a motion made by the port of Swinemunde to memorialise the Prussian Minister for Finance on the subject of ports of distress was agreed to, its object being to liberate all vessels obliged to enter a port of distress—Nothhaven—either from contrary winds, storms, ice, the repair of sea damages, obtaining provisions or fuel, or to receive orders for their ultimate port of destination and discharge—from the payment of all local dues and dock charges.

The crew of the *Hertha*, which has passed three years and two months on the China and Japan station, and lately returned to Wilhelmshaven, have now been dismissed out of the reserve, and sent to their respective homes. There were about three hundred men, and as the greater part of them hail from Baltic ports, they passed through this city under charge of two naval officers. They all appeared to be in excellent spirits, and full of nautical fun and practical jokes, perfectly realising our old stereotyped idea of "Jack ashore," but at the same time evincing an evident and natural longing for their native fleshpots in their parental homes.

The East of Siberia Trading Company in this city give notice that Herr Johann Kuster, of Nicolayefsk, on the Amoor, has been elected a member of the board of directors.

By Royal decree, dated Copenhagen, Nov. 28 last, Herr R. Jensen, partner in the firm of Messrs. John Burd and Co., of Hong Kong, is appointed Consul at that port for his Majesty the King of Denmark.

COMMERCIAL.

The near approach of the Christmas holidays manifests itself already, and interferes much with business, so that the markets for all descriptions of Produce are for the time lamed and neglected. The sales of Teas were confined to the execution of a few orders for Congou and Souchong for the local trade. There has been a fair demand for Cassia Lignea at the rather reduced rates of 9⅞ to 10 schillings banco. Pepper is dull of sale, and a shade lower. The 300 chests of Star Annis, imported per Corona, from Hong Kong, have been privately sold by the importers at secret prices, and the 100 chests ditto, per Sampan, were declared in transit, and been sent on to the interior. Rice is firmly held, but no transactions are reported. Of Spelter 1,000 centners have been taken at 15½ marks banco per centner, under which figure there are no sellers.

SHIPPING.

ARRIVALS.—Wandrahm, from the South Sea Islands; Sampan, from Canton and Hong Kong; John George, from Singapore.

DEPARTURES.—Sylvia (str.), to Singapore and China; Norma, to Yokohama; Anita, to Nicolayefsk; Guaymas, to Macassar.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, DEC. 11.

The discussion of the Budget of the Home Department has lasted long, but all things must come to an end. The Budget has been passed unanimously. The last days of the debate were fraught with surprises. The Minister promised more railways to complete the existing system, or, if private capitalists should undertake the construction of the new lines he would give financial aid; he further promised a new building for the University at Leyden, and last, but not least, a new building in which to display the rich collection of beautiful pictures and other objects of art, which is now heaped up promiscuously at Amsterdam. The *résumé* of the debate is that the Minister intends to spend a considerable sum of money upon public works, education and science, and art, which is to find in him a benevolent protector. Most certainly Mr. Geertsema is not an embodiment of eloquence, but such a programme is sure to meet with general sympathy. It is further very remarkable that the Chamber voted by 43 against 25 a credit of 5,000 guilders to promote a better system of education for young ladies. Of course, this miserable sum was not the subject of the debate, but the principle has been fought out, and Parliament is convinced that this branch of education needs improvement. The debate upon lower class education was very dull.

After the Home Budget had been got rid of the subject of the Naval Department was brought forward, and a prolonged and exciting debate ensued; all sorts of technical questions regarding our navy were asked, but at last the Minister won the battle—his Budget being passed by a large majority (48—14 votes). The members then took a few days of rest—that is they went to work in the sections—to recruit their powers for the great parliamentary struggle—the debate upon the Budget of the War Department, which has begun to-day. Several members have already turned their guns on the Minister; they say we spend too much money for our defence—two hundred and three millions in the last fourteen years—and that we are, nevertheless, utterly unable to defend our country, that our military organisation is very bad, that the Minister has no system; and they maintain that the Chamber ought not to grant so large a sum as is now asked for—seventeen millions—without a complete reorganisation being effected in our army and our means of defence. Time alone will show whether the majority hold with these opinions—I, for my part, hope they will. Strange rumours have found their way, even to the English newspapers, about the reorganisation of our defences. It has been asserted that all the lines of defence would be given up, except that of Amsterdam—Utrecht, which would be so strengthened as to be in a position to withstand, if required, an attack by the whole German army. These rumours found a reply in some leaders in the German papers, demonstrating that Holland was trembling in fear of an attack from its German neighbours. These articles would have been amusing, if they had been less brutal. But it is not only the German papers which have spoken, the Paris press has also spread some curious items of news. Thus it was asserted by the *Presse*, of course "under reserve," that a German agent had distributed ten thousand rifles amongst the natives of Sumatra, who are at war with the Dutch Government, and that the revolutionists had thrown up entrenchments, which could not have been made by themselves without aid from Europeans. With this little story I take my leave of military matters. The major-general of the East India army, D. L. de Brabant, has quitted the service, receiving the Knighthood of the Netherlands Lion.

The very rough and stormy weather which has prevailed during the last few weeks makes it necessary for me to post my letter a day sooner than usual. Last week owing to this cause I could only send a short and incomplete report of the last meeting of the shareholders of the Rotterdam Bank. Let me add that this financial establishment will most probably in a short time increase its capital to fifteen millions. The shares have advanced to 116½—which certainly proves that the public has abundant confidence in the communication made by the leading manager, Mr. Muller, that the next dividend will be very satisfactory. The business has increased so much that more managers will have to be appointed. Mr. Canters will shortly return from Java after having liquidated the branch there. It was decided that the commissaries may be re-elected, and it is intended to allow foreigners to be elected to this office as well as to that of manager. The shares will be quoted upon all the principal foreign Bourses, and the Bank is free to undertake financial operations, except speculations in public shares and merchandise.

Belgium, it seems, is not very prosperous with its financial establishments. The stoppage of the *Banque de l'Union* is an utter disaster which recals that of Mr. Langrand, and we must be thankful that our financial establishments are not—as far as is known—injured by this failure. Some weeks ago I mentioned that an influential company had been established here, with a capital of fifteen millions, to promote trade and industry. I now hear that this Rotterdam Trading Company has asked for a concession to explorate Fyenoord, that is, to build a new town on the other side of our river. The exact details of this scheme are not yet known, but in my next letter I may be able to furnish particulars.

A local paper, the *Weesper Courant*, is informed by its Hague correspondent that the relations between the Minister of the Colonial Department, Mr. Fransen van de Putte, and the Governor-General of Java, Mr. Loudon, are not so *couleur de rose* as is desirable. It seems that the latter maintains—and this, indeed, agrees with his known character—an independent position, and declines to be the mere *serviteur* of the Minister. The correspondent adds that already much sharp correspondence has been interchanged.

The King, who is now at his seat het Loo, enjoying in this horrible weather the pleasure of shooting, has appointed as our Minister resident in Japan Mr. F. P. van der Hoeven, now our representative at the Court of Italy, in which post he is to be succeeded by Mr. W. F. H. von Weckerlin.

The news, spread by the Java papers, that a new journal was to be established there, under the editorship of Messrs. van Vloten, v. d. Linden, Douwes Dekker, and Roorda van Eysinga, is contradicted.

PRODUCE MARKETS.

Transactions in our leading articles of colonial and foreign Produce have been devoid of animation, and the late excitement as regards Coffee has a good deal abated. Prices of this article, as well as of Sugar, are, however, well supported. Parcels of Java Tobacco, offered for sale by private tender, have realised full rates.

COFFEE.—The demand has been brisk, and the inactivity which has prevailed in the market is mainly to be attributed to the reservedness of holders. No shipments of private importation were offered on sale, and second-hand parcels of Trading Company's Coffee are also but little brought forward, while 48½c. is demanded for good ordinary Java. Sales have been closed at Amsterdam of 400 bags Timor, ex Electra, at 47½c.

SUGAR continues in a healthy position, but I have only to report the sale of 275 baskets No 7, afloat, on secret terms.

TEA.—The brokers' valuations of the cargo of China ex Duna, from Foochow, *via* Suez Canal, to be offered for sale by public auction here on the 19th inst., range between 83c. and 140c. according to quality.

TOBACCO.—About 7,000 bales of several marks changed hands by secret tender.

SPICES.—The tone of our market remains unaltered. Transactions are on a limited scale.

RICE.—There is nothing to report; the demand remains inactive.

TIN.—No alteration is to be reported in the market, in which there continues to be but little doing. Banca has been selling at f.86½ for usual prompt and f.84½ and f.83 for delivery ex the coming spring sale, and Billiton on the spot at f.83.

HIDES continue to be well thought of, but no sales have been closed from first hands. Several parcels of Java Cows and Buffaloes, will soon be placed on the market for sale by secret tender.

INDIGO.—The business in this article has been confined to a few small lots of Java, which sold in the proportion of the prices of the late public sales.

SHIPPING.

ARRIVALS.—Dec. 6, at Texel, from Batavia (via Suez Canal), Seagull; 10, at Texel, from Samarang, Herschel; from Batavia, Anna Elisabeth.

PASSENGERS OUTWARD.—For Java, per Mina, Messrs. v.d. Wal and family, Zieke and family, Luther and family, v.d. Linden and family; Mrs. Nahuis; Messrs. Morus, de Lange, van Hunsel, Kasteleyn, Hamer, and Leigstra; per steamer Koning der Nederlanden, Miss Van der Byl; Messrs. H. B. van Daalen and family; J. J. Hendricks, H. E. Tromp, H. Rosenthal, J. A. Hardeman, J. C. van Hasselt, A. L. van Hasselt, J. D. Baaker, J. F. Sas, G. Mammen, J. A. Jansen, E. Scheltema, W. C. de Jongh and family; J. D. Vane and family; J. C. van Gheel.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, DEC. 16, 1872.

THE IMPERIAL MARRIAGE AND THE FOREIGN MINISTERS.

THE news which reaches us from Peking of the completion of the Imperial marriage is coupled with the significant announcement that not only were the Foreign Ministers not invited to the ceremony, but that the only official information on the subject vouchsafed to them by the Chinese Government was the request forwarded at the last moment that neither they nor their subordinates would leave their Legations on the days set apart for the marriage festivities. "A straw will show which way the wind blows," and the studied discourtesy thus displayed by the Government towards the representatives of the Treaty Powers augurs ill for the friendly solution of the Audience Question. We have reason to believe that the answers returned by the Ministers were couched in coldly formal terms as a hint to Prince KUNG that they were fully aware of the slight put upon them. In good truth the position of affairs in China is enough to make even the most long-suffering politician lose patience. It is now more than thirty years since Sir HENRY POTTINGER concluded his celebrated Treaty within the walls of Nanking. And what progress have we made in our relations with the Empire in those three decades? Five ports were then open to trade, now we have access to twelve; then our Minister resided at Hong Kong, now he has a house at Peking. Such are the relative positions occupied by us in China in 1842 and 1872. But even this gives an exaggerated idea of the advance really made; for, though the British flag flies over the Liang Kung Foo, yet it may fairly be questioned whether the position of our Envoy, at present, be not less dignified than when he directed affairs from the Government House at Hong Kong. It is true that he resides in the capital, and that he is thus in direct communication with the TSUNG-LI YAMUN, but this only makes the slights put upon him by the Chinese Government the more personally offensive and conspicuously obvious. Of this the mandarins are perfectly aware, and ever since the withdrawal of our troops from the neighbourhood of Peking, they have lost no opportunity of nullifying the effect produced among the natives by our success in arms, by offering every slight it has been possible for them to confer upon the *personnel* of the British and other Legations.

A reference to the visit of the Duke of EDINBURGH to Peking will fairly illustrate our remarks. It will be remembered that during his stay in the capital the Chinese Government took no notice whatever of his presence, although they were perfectly well aware of his arrival, thus proclaiming publicly their contempt for every scion of royalty other than those which surround the Dragon Throne. To this act of discourtesy we submitted, as we have submitted to scores of others; but it would have been far wiser if, instead of courting an insult by visiting Peking, the Duke of EDINBURGH had avoided the capital altogether, and contented himself with viewing those other cities in China where, no special honour being possible, their omission could not be taken to imply an affront. In this same way the position of our Minister in Peking has laid him open to numerous slights which could never have been offered him had he remained in Hong Kong, and thus an advantage which if properly used might, years ago, have placed our relations with China on a firm international basis, has by the weakness of our policy been turned to our discredit. In saying this we are by no means unmindful of the different commercial privileges which have of late years been conceded to us by the Chinese Government; but we would ask what greater indignity could they have offered to the representatives of the QUEEN and of the other European Sovereigns at Peking than by, at the last moment, imforming them of the intended marriage of the EMPEROR, only to request that they and their subordinates would not show themselves in the streets on the days set apart for the ceremony?

THE second of the batch of new steamers building on the Delaware for the fleet of the Pacific Mail Company has been launched and named the *Acapulco*. This vessel has been constructed by Messrs. HURLAN and HOLLINGSWORTH, and her length is about 320 feet, beam 40 feet, depth of hold 30 feet. She has four decks, and her carrying capacity is 4,500 tons. The engines are on the compound principle, with cylinders 51 and 88 inches in diameter, and with 42 inches of stroke; she has four boilers 9 feet 9 inches in length, and 13 feet in diameter, connected to one smoke-stack; each boiler is made of 13-16-inch boiler-iron, double riveted, and capable of carrying a working pressure of 70 pounds of steam. The line shafting is 13½ inches in diameter, the propeller-wheel being 16 feet 3 inches, with a varying pitch of 22 to 26 feet. When the *Acapulco* was launched she drew 7 feet. Three more ships are now being built at the Delaware Works at Chester. One is 312 feet, and two are 421 feet long, and of 40 and 47 feet breadth of beam respectively. The name of the first one, noticed in our last, is the *Colon*.

COMPLAINTS continue to reach us of the inefficiency of the Hong Kong and Shanghai Cable, and the want of connection with Foochow and other coast ports. Some allusion was made by the chairman of the China Submarine Company as to laying a duplicate line. This had better be carried out without delay, or the establishment of a third company will be the result. There is a determination on the part of both the Chinese and foreign merchants, engaged in the Coast trade, to rectify the present unsatisfactory state of communication as speedily as possible.

IT is perhaps amongst the things not generally known, that our Government will not permit the landing of any submarine cable at Hong Kong, and other British possessions, for which a special concession has been granted by a foreign Government. It is difficult to see with what object this regulation is enforced; it certainly seems very similar to Chinese obstructiveness, about which we have so often to complain. We believe that this obstacle has been the chief one in the laying down a cable to connect Manila with Hong Kong.

OUR Holland correspondent announces the appointment of Mr. F. P. VAN DER HOEVEN, late Minister at the Court of the King of ITALY, to be Minister and Plenipotentiary at Yedo. Our Hamburg Correspondent informs us that Mr. JENSEN, of the firm of Messrs. JOHN BURD and Co., has been confirmed as Consul at Hong Kong for Denmark.

THE Crown Agents for the Colonies have invited tenders for the laying of a Submarine Telegraph Cable between Natal and Mauritius, and thence on to Aden, to connect with the British India Company's line. We believe that these Colonies are prepared to pay something in the shape of a guaranteed interest, on the necessary capital.

MR. SULLY, the provisional liquidator of the "Joint National Agency," the concern which was established by Messrs. BOWLES BROS., and in which the Japanese made deposits to the extent of some £20,000, is now gathering in the assets of the Company, and will report on the prospects and condition of the estate on the 21st inst.

A TELEGRAM has been received from Calcutta announcing that Mr. COOPER and the Panthay Prince HASSAN, who left this country in September for Talifoo, have stopped in Rangoon, owing to reports that Talifoo was in the occupation of Chinese troops.

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THE CHINA BISHOPRIC.

A VERY important declaration has been published in connection with the Colonial Bishopric's Fund, subscribed with the names of the four Archbishops and twenty-nine Bishops of the Churches of England and Ireland. It proposes the endowment of nineteen *new* Bishoprics, and of eight already in existence, but for which only partial or temporary provision has yet been made. With reference to an announcement we lately made as to the appointment of a Bishop to China, we find in the declaration the following:—"The "Church Missionary Society has expressed its readiness to "pay, *for the present*, the salary of an additional Bishop in "China, and steps have been taken with a view to an ap- "pointment. *Ultimately his salary should be provided for "by a permanent endowment.*" We wish especially to call the attention of our readers—both at home and in China—to the words we have printed in italics. We believe that they will do much to reassure the minds of many who looked with apprehension on the proposal to appoint a Missionary Bishop for the North of China, not only nominated by, but dependent on, and receiving his instructions from, a society—however excellent that society might be. That apprehension, well-founded, as we think, in *principle*, derived in this case additional force from the fact that no body of men sitting in London could possess acquaintance with the peculiar necessities of the Church in China in any degree to be compared with that of a Bishop residing there, who ought to be left to a more free exercise of his functions than a *Society's* Bishop could possibly be. We are, therefore, glad to find that the payment of the salary of the new Bishop by the "Church Missionary Society" is to be considered only as a *temporary* measure; the consecration of the Rev. W. A. RUSSELL, was performed in Westminster Abbey on the 15th inst., being the Third Sunday in Advent. Mr. RUSSELL is well known in China, where he has long laboured with zeal, perseverance, and success; and his appointment will be welcomed by his brethren the clergy, by the native converts, and by the foreign community residing there. In wishing him much happiness and success as a bishop, we at the same time desire to urge upon the friends of the Church the importance of providing a permanent endowment for the office which he is about to fill. It is not proposed by the Council —say the Bishops in their declaration—that the entire endowment of these sees should be raised in England, but that the Christians in each country and the merchants who derive wealth from thence, should unite according to their ability with the Colonial Bishopries' Council, with the Church societies, and others in England, in providing the necessary funds. We earnestly commend these words to the generous consideration of the merchants of China, than whom a more liberal class of men does not, we think, exist.

THE P. AND O. COMPANY.

THE account of this Company's meeting must have been perused by our readers with too much interest to leave room for us to make any other comment on it than congratulation. The results as reported speak for themselves. A quarter of a million sterling has been added to the value of their shipping property, and their vessels have traversed 200,000 more miles than in any former year. All this progress has been accomplished without calling up a shilling of capital; and the usual or a little more than the usual dividend was fairly earned in the face of such low freights that one would have thought it better to leave them to their competitors. Nothing could be more satisfactory than the report. Even the irrepressible Mr. JONES was satisfied, and (as it is understood that one of his orations is a *sine qua non* at the meetings of every company of which he is a shareholder and not a director) he absolutely found words to congratulate the directors. The directors of the P. and O. Company have made gigantic strides in adapting their vessels to the requirements of the age, and the judgment that they have exercised is proved by the economy of the results. The benefit has been demonstrated. Under such circumstances, our usual task is taken out of our hands. We have nothing before us but to wish continued prosperity to the P. and O. Company—which is about synonymous with wishing long life to the present energetic directors.

CHRISTIANITY IN JAPAN.

In the course of the discussion on the budget in the French National Assembly, Count Desbassayns de Richemont took advantage of the presentation of the credits for the Ministry of Foreign Affairs to call the attention of the Government to the persecution of Christians in Japan. He had, he said, hoped from information given some time back in the journals that the Japanese Government had put an end to its barbarous acts, but unfortunately more recent accounts had not realised that expectation, and he regretted to say that of 3,000 Christians who had been banished, 1,000 had died after sufferings of all kinds, and the others were languishing in their exile, decimated by misery and ill-treatment The Court of Japan, anxious to obtain a position in the concert of civilised nations, was at this moment sending an Embassy to visit the different European Powers, and he wished to ask the Minister for Foreign Affairs whether he could give any information on the subject, and whether he did not think that the presence of that Embassy was a favourable opportunity for raising the voice of France on so painful a question.

M. de Goulard, Minister of Foreign Affairs, replied that the Assembly could entertain no doubt as to the solicitude of the Government. The fresh information received by the last speaker, which he trusted was not entirely exact, caused the apprehension that persecutions, not yet generally known, continued in Japan, and had led to results more sad and deplorable than anything contained in the official correspondence. He had some time back received a despatch which, while attracting his attention to that painful subject, seemed to reduce the facts to less serious proportions. He then wrote to the French Charge d'Affaires for further particulars, but had not yet received an answer. The Assembly was probably aware that there had been discovered in the interior of the country a Christian colony, which had existed for a long time past, and was an interesting relic of former missions. It would seem that this colony, by some caprice of the local authority, had been dispersed and exposed to cruel treatment. He was informed that the persecution, although odious and inhuman, had not been sanguinary, but it had at least resulted in acts which may have eventually compromised not only the safety and liberty of the persons stricken, but their lives also. The French Government would spare no pains to obtain the most precise information; it would employ all its influence with a Government which was not deaf to the voice of civilisation, to obtain from it a conduct more worthy of a nation which wished to take a place among civilised countries. A solemn and important embassy was indeed expected in France; nothing so far indicated that it was charged with any other mission than that of studying European arts, railways, electric telegraphs, and all the curiosities and novelties that had illustrated the present age. The French Government would not only hasten to exhibit to the Embassy all those precious things, and initiate it in all the material benefits of modern civilisation, but it would neglect no opportunity of acting in such a manner that when the Ambassadors returned to Asia they might teach the Japanese populations something still more precious, namely, humanity and religious tolerance.

THE JAPANESE EMBASSY.

In pursuance of a meeting of the Bishops at Lambeth Palace, in which among other subjects the effort recently made by the Japanese Government to restrain the persecution of the Christians was discussed, the Archbishop of Canterbury paid a formal visit to the Japanese Ambassadors at the Buckingham Palace Hotel. His Grace expressed in his own name and in that of his brethren his thankfulness for the progress which has been made in the cause of religious liberty in Japan, and his earnest hope that the intercourse at present existing between England and Japan may lead to further good results. The visit of the Archbishop was followed by that of a deputation, consisting of the president, secretaries, and members of the Council of the Evangelical Alliance, who presented a memorial asking that all enactments against the Christian religion might be repealed throughout Japan. The deputation was introduced by Lord Ebury, the president of the society, and the following answer to the memorial was handed to him by Iwakura.

To the Council of the Evangelical Alliance.—Gentlemen,—We are very much gratified with the visit of a deputation from so influential a body as the British Evangelical Alliance. Your words, expressive of deep interest in the Empire from which we have come as the Ambassadors of his Majesty the Emperor, are fully appreciated by us; and your desire that our mission may result in greater prosperity to our land is fully reciprocated with respect to the kingdom of Great Britain. We cannot allow this opportunity to pass without a word of reply concerning the reported persecutions in Japan to which you have alluded. We are glad to assure you in this public manner that the statement that "the Imperial laws against the introduction and profession of Christianity have of late been promulgated" is not correct. The desire of the Government is to do what is best for its subjects, and to foster a spirit of greater religious as well as civil liberty. We refer you to our present attitude, both at home and abroad, in confirmation of the fact that this is the feeling of the central Power.

The Ambassadors commenced the past week—the last of their stay in England—with a visit to the Prince and Princess of Wales at Sandringham. Iwakura, with the four Associate Am-

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bassadors, and the two secretaries, travelled by an early train from London, accompanied by Sir Harry Parkes, Major-General Alexander, and Mr. Aston, and were met at the railway station at Wolferton by Major Grey, equerry-in-attendance on the Prince of Wales. Carriages were in waiting, by which they were conveyed (amidst a furious storm of wind, rain, and sleet) to Sandringham house, where the Prince and Princess, the Royal children, and suite, were assembled in the reception saloon to meet them, and the members of the Embassy were severally presented. The interview was divested, for the most part, of State ceremonial, and assumed the character of a friendly visit. The Ambassadors were entertained by the Prince and Princess at luncheon, and afterwards (the storm having subsided) a tour was made of the royal gardens, conservatories, and tropical houses. Having taken leave of the Prince and Princess, the Embassy left for London. They have since been entertained at dinner by Sir Harry Parkes and Sir Arthur Kinnaird, M.P., and have paid a visit of inspection to a large range of wharves and warehouses on the Surrey shore of the Thames near London-bridge known as "Butler's Wharf," through which the Ambassadors were conducted by Mr. Hutchins, the chairman of the board of directors.

On the 11th inst. all the members of the Embassy, accompanied by General Alexander, attended the Cattle Show at the Agricultural Hall. They were received by Mr. Sidney, the secretary of the Agricultural Hall Company, who conducted them over the most important parts of the show. Mr. Ransome explained the use of the machinery and implements; and Mr. Sutton described the nature and properties of the roots on which cattle are fed in this country. The Ambassadors were then shown the Devons, Herefords, and Shorthorns, as the first three English breeds of horned stock; and, afterwards, the sheep. From what was said it appeared that some members of the Embassy are considering the practicability of a cross between their sheep and the most profitable English breeds. After having viewed the show of animals, the Ambassadors were entertained at luncheon by the directors in the Board Room and before leaving, Iwakura purchased a neat Parisian phaeton which was exhibited in the Hall.

The Ambassadors will leave London for Paris this day.

(THE TIMES.)

The visit of the Japanese Embassy to this country may be supposed to have terminated with the formal reception of the Ambassadors by Her Majesty on Thursday last, and they and we may now review the incidents and compute the results of a mission so truly extraordinary. We live in an age of such marvels that few things cause much astonishment; yet, if anybody had predicted thirty years ago that an accredited Embassy would really arrive in this country from Japan, he would have been ridiculed for his pains. Japan was then, and had long been, the most mysterious region of the whole globe, the more so because it was neither savage nor uncivilised, but the seat of a most ancient race, with an organised Government, well-developed industries, and venerable traditions. The manners and customs of the inhabitants were said to resemble in some degree those of the Chinese, but China itself was only imperfectly known, while of Japan we possessed merely the strange and fragmentary accounts which had filtered through the journals of certain Russian prisoners. The Japanese had bound themselves, or were bound by their rulers, to national seclusion. One country alone was allowed once a year to send a single ship to their ports, and through this channel a few characteristic wares and products of the country found their way to Europe. Twenty years have not elapsed, even now, since this seclusion was interrupted by Treaties establishing commercial intercourse, and yet our own eyes have seen the representatives of this remarkable people, and the Queen of England has received a letter from the unapproachable Mikado of Japan.

Asiatics are so prone to reserve in their manners and conversation that it would not be easy to say what the departing Embassy really thought of England and the English, or what reports of us, our country and our doings, the Ambassadors will carry back with them. They have, it must be owned, been well received. They have seen everything they could wish to see; they have been treated with courtesy, and even with cordiality, by our municipal bodies, and the dignity of their character has been recognised by a reception at Court. Perhaps, however, it may have occurred to our visitors that the aristocracy of England was somewent less demonstrative than that of their own country. Japan is the land of great nobles. If we may believe all we read of it, the state of society must be very like that existing in England some five centuries ago. Feudalism is the chief institution of the country. The Daimios, or great noblemen, enjoy incomes as large as those of our richest peers, and they exercise a territorial jurisdiction unknown in England since the Wars of the Roses. Their retainers are numerous enough to form small armies; indeed, the aggregate force of these followers is exceedingly large. Our three Northern Earls were not more powerful in the 15th century than the Japanese Daimios are now, and it is impossible not to imagine that the Ambassadors, impressed with the precedents of their own land, may have anticipated more hospitality and attention than they actually experienced from the Daimios of England. However, we have our own ways, as these visitors no doubt discovered; and, as they came to learn, and found no obstacles in the way of acquiring information, we may hope their satisfaction is substantially complete.

The question now is, what will follow. How far shall we, or they, be the better for this singular visit? We have been told—though all reports from Japan must be regarded as imperfect or doubtful—that the country is almost in a state of revolution from the rapidity of its recent progress. What in Europe is described at the *Rénaissance* of civilisation or society has burst upon Japan with the abruptness of a social convulsion. We have made but little impression on the Chinese, and not much more, until very lately, on the Hindoos, but an intercourse of a few years' duration with the world outside them has sufficed to throw the Japanese into a ferment of reforms. Perhaps the truth is that the spirit of inquiry and progress always existed among them, for their policy of seclusion was of comparatively modern date, and the traditions of earlier times may have still survived, to quicken into life again when impediments were removed. At any rate, this very Embassy is enough to prove the change which must have passed over the people and their Government. The Mikado, who has now addressed a letter to our Queen, was, till lately, even in Japan itself, a mysterious and almost unknown personage. None but members of his own family are permitted, we hear, to learn his name. Like the mythical princes of Hindostan, he is supposed to be of Divine extraction, and the practical administration of the country—so far as it is not in the hands of the Daimios—was for many generations left to devolve on a humbler representative of sovereignty. With all these vestiges, however, of primæval society, the Japanese, like their neighbours the Chinamen, have a strong practical turn. Take any average specimens of either people, and they are as alert, as versatile, and as sharp-sighted as the Americans themselves. A Chinaman will learn any trade, live on any wages, and keep himself going wherever he may be; and the natives of Japan, we read, are in these respects by no means behind the Chinese. They are even said to possess some advantages of national character, and to approach more nearly to the European, or even the English, stamp than any other Oriental people. What will they do now, after thus reviving and extending their knowledge of the great modern world?

We have had Japanese visitors before, but this was a Japanese Embassy. Nation was formally brought into contact with nation, and the idea of seclusion or isolation ought to be entirely abandoned. Practically we suppose it is so, though the territory of Japan is by no means very accessible even now, and we hear not only of the existence but of the possible predominance of a party in the country bent upon once more keeping foreigners at a distance. There are rumours of civil war, of Daimios in insurrection, and of revolutions at Court. On the other hand, it is said that the great nobles are really anxious to be free traders, but that their wishes are thwarted by the Government. We have, in point of fact, much to learn of the country, and it is probable that the Japanese Ambassadors know more about us at this moment than we know about them. It is certainly curious that of late years our trade with Japan should have gradually declined, until, in 1870, it was less than a third of what it had been in 1867. Such an effect must have been due to artificial causes. No one can imagine that a people so shrewd and industrious as the Japanese would, after beginning to buy and sell in modern fashion, be disposed of their own accord to surrender the manifold and obvious fruits of such an intercourse. There must be intervention somewhere, dictated, no doubt, by private interests or social prejudices, and we may hope one result of this visit to Europe will be the removal of the obstacles thus established. The Japanese are peculiarly diligent and ingenious, and it is, indeed, a curious proof of their success in handicraft that one of their products should have brought with it a name to be naturalised in our language at a time when all the ports of Japan were closed, except, at rare intervals, to the Dutch, and when the whole country, with its inhabitants, was nothing better than a mystery. These days, however, are past. Willingly or unwillingly, princes and people alike have put themselves in communication with the outer world once more, and from this position there will be no second withdrawal. Let us hope that our visitors, on their return to their native land, will give a good account of our disposition towards their country, and that such intercourse as is for the benefit of both peoples may be speedily developed and long maintained between Japanese and English.

Monetary and Commercial.

The directors of the Eastern Telegraph Company announce that the average actual time in the transmission of messages from Bombay during the month of November was 1 hour and 37 minutes, which, by comparison with the return for October, is an improvement in speed of 22 minutes. An improvement of 1½ hours has also occurred in the average speed from China.

At an extraordinary meeting of the National Bank of India (Limited), the resolution passed on the 19th ult., altering the Articles of Association, was confirmed.

The half-yearly meeting of the proprietors of the Union Bank of London will be held on the 15th proximo, to receive a report for the six months, and to declare a dividend.

The half-yearly court of the proprietors of East India Stock was held on the 11th inst., Mr. J. Harvey Astell in the chair.

The Chairman referred to the death of Colonel Sykes since the last court, by which the Company had lost a most efficient and valuable servant, who had on many occasions sacrificed his own personal advantage and rendered himself unpopular by forwarding the views of the Company. (Hear.) The vacancy thus caused on the board had been filled up by the late Field-Marshal Sir G. Pollock, to whose worth any testimony he might bear would be needless. In his place Mr. Charles Helps had beeen elected on the board of directors. The dividend for the half-year would be paid as usual at the Bank of England on the 6th January.

Some discussion arose upon the election of two gentlemen to fill vacancies on the by-laws committee, and in the result Colonel Rathbone and Mr. Cust were appointed, subject to the opinion of counsel as to

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the legality of the election being made at this meeting instead of that in June next. The Chairman said there would be only two more dividends to pay, after which the Company would, according to its Act, cease to exist. The proceedings then terminated.

Messrs. Dickinson, Rose and Co. announce by circular that Mr. Henry Akroyd, of Halifax, has joined their firm, which will in future be conducted under the style of Dickinson, Akroyd and Co.

An adjudication in bankruptcy was made yesterday against the partners in the firm of Bowles Brothers and Co., the American bankers—namely Charles Stetson, Peabody Bowles, Robert Caldwell Mackay Bowles, William Burrows Bowles, Henry Cushing Stetson, and Nathan Appleton; and Mr. John Young (of the firm of Messrs. Turquand, Youngs, and Co.), of 16, Tokenhouse-yard, has been appointed receiver. Messrs. Richard Jones and Co., Lancaster-place, Strand, are the solicitors to the petition.

The Judicial Committee of the Privy Council have not yet delivered judgment in the case of Hart *v.* Gumpach.

Bar silver has been sold at 59¾d. per oz. standard, showing a slight decline in price from that previously current. Mexican Dollars continue to arrive from New York, and new coinage has been sold at 58¾d. per oz. The market for the old coin is very quiet.

THE BOARD OF TRADE RETURNS.

The Board of Trade returns for November show, with regard to the coal and iron trades, an enormous increase in the value of shipments, accompanied by a decrease in quantities. Of coal the increase in the value of our exports has been 85 per cent., and of iron it has been 38 per cent., against a diminution of tonnage in both cases of about 7 per cent. As regards cotton goods, the shipments of yarn show an increase of 26 per cent. in value and 33 per cent. in quantity, while in finished articles it has been 10 per cent. in value and 5 per cent. in quantity. Of other goods the increase in value has been—apparel, 40 per cent.; alkali, 56 per cent.; beer and ale, 29 per cent.; earthenware, 19 per cent.; haberdashery, 16 per cent.; hardware, 15 per cent.; linen manufactures, 5 per cent.; machinery, 50 per cent.; and silk manufactures, 13 per cent. The only important items on the adverse side are woollen manufactures, which show a decrease in value of 6 per cent., with a slight increase in quantity, and unenumerated articles 7 per cent.

The imports of China Tea in November were considerably less than in the corresponding month last year, being 16,000,000 lbs., against fully 21,000,000 lbs. in 1871; those of Indian were, however, fully half a million lbs. larger, the figures 2,000,000 lbs., against 1,450,000 lbs. The total for the year show a reduced surplus of barely five million lbs. The entries for home use last month were barely equal to those of the preceding year, although at the same time the difference is very slight, and the total remains four million lbs. in excess of 1871. The exports continue on about the same scale as previously this year, the total being rather less. The stock at the close of November showed a smaller surplus, viz., 4,400,000 lbs. Statement for the first eleven months is as follows:—

	Importation.		
1872.	1871.	Difference.	
Lbs.	Lbs.	Lbs.	
China, 147,420,926	... 144,296,165	Increase,	3,124,761
Indian, 14,636,405	... 12,964,964	Ditto,	1,671,441
Total, 162,057,331	157,261,129	Increase,	4,796,202
Home Consumption.		Exportation.	
1872, 118,856,600 lbs.	... .	36,961,266 lbs.	
1871, 114,846,601	... ...	37,581,897	
Increase, 4,009,999		Decrease, 620,631	

The stock in bond on the 30th Nov. was 88,313,365 lbs., against 83,954,008 lbs. in 1871, and 75,922,662 in 1870.

The following is an extract from these returns of the figures which refer to our Export trade with China and the Far East:—

COTTON YARN.

To		For the Month ended 30th Nov. 1870.	1871.	1872.
China and Hong Kong	lbs.	571,320 ...	975,500 ...	686,000
Japan	,,	534,224 ...	798,050 ...	414,800
Straits Settlements ...	,,	254,300 ...	98,320 ...	82,800
Ceylon	,,	26,000 ...	7,000 ...	103,000
		For the Eleven Months ended 30th Nov.		
China and Hong Kong	lbs.	10,641,669 ...	8,577,480 ...	8,938,260
Japan	,,	9,132,824 ...	9,030,880 ...	11,727,360
Straits Settlements ...	,,	2,532,340 ...	2,284,160 ...	1,772,610
Ceylon	,,	269,262 ...	304,760 ...	286,550

COTTON MANUFACTURES.

To		For the Month ended 30th Nov. 1870.	1871.	1872.
China and Hong Kong	yds.	40,676,626 ...	33,863,500 ...	32,133,900
Japan	,,	4,258,450 ...	997,900 ...	1,690,200
Philippine Islands ...	,,	1,973,500 ...	700,400 ...	16,300
Java	,,	2,388,200 ...	487,700 ...	1,355,100
Straits Settlements ...	,,	7,871,902 ...	4,668,700 ...	9,818,500
Ceylon	,,	4,081,610 ...	4,654,900 ...	3,060,600
		For the Eleven Months ended 30th Nov.		
China and Hong Kong	yds.	340,105,479 ...	443,983,975 ...	378,373,425
Japan	,,	32,257,598 ...	34,623,044 ...	26,696,300
Philippine Islands ...	,,	26,688,110 ...	11,096,536 ...	10,390,960
Java	,,	29,982,042 ...	29,882,754 ...	22,159,250
Straits Settlements ...	,,	88,752,014 ..	66,487,480 ...	95,178,000
Ceylon	,,	27,813,360 ...	27,992,063 ...	30,911,800

WORSTED STUFFS.

To		For the Month ended 30th Nov. 1870.	1871.	1872.
China and Hong Kong	yds.	587,942 ...	1,105,520 ...	1,668,210
Japan	,,	34,400 ...	86,350 ...	73,220
		For the Eleven Months ended 30th Nov.		
China and Hong Kong	yds.	15,257,480 ...	14,758,581 ...	14,322,690
Japan	,,	1,618,994 ...	1,630,484 ...	2,448,610

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1870.	1871.	1872.
For the month ..	yds.	184,693 ...	151,974 ...	279,670
For the eleven months	,,	1,961,452 ...	1,632,670 ...	1,966,439

LEAD TO CHINA AND HONG KONG.

		1870.	1871.	1872.
For the month ...	tons	669 ...	1,143 ...	16
For the eleven months	,,	11,556 ...	8,600 ...	6,994

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.
£10	Agra Bank, ...	All	6⅞ to 7⅛
25	Bank of Egypt	All	53 to 54
20	Chartered Bank Ind., Aust., and China	All	14 to 15
25	Chartered Merc. of India and China ...	All	23½ to 24½
20	City Bank	10	14 to 15
100	Colonial Bank	30	58 to 60
500fr.	Comptoir D'Escompte of Paris	All	f.612
£28¾	Hong Kong and Shanghai Bank ...	All	46 to 48
100	Imperial Bank	20	30 to 31
50	London and County	20	58 to 59
50	London Joint Stock	15	46½ to 47½
100	London and Westminster	20	69½ to 70½
25	Oriental Bank Corporation	All	41½ to 42½
50	Union of London	15	44 to 45
	Telegraph Companies.		
10	British Indian Extension	All	13⅞ to 14⅛
10	British Australian...	All	9⅛ to 9⅜
10	China Submarine	All	10 to 10⅛
10	Eastern Telegraph Company	All	10⅛ to 10⅜
10	Great Northern	All	10⅜ to 11⅛
25	Indo-European	All	14 to 16
10	Mediterranean Extension	All	6⅛ to 7
12	Telegraph Construction Company ...	All	31½ to 32
50	Indiarubr., Gutta Percha. & Tel. Works Co.	45	39 to 40
	Miscellaneous		
20	British India Tea Company	All	4 to 5
20	Brit. and Foreign Marine Insurance Co.	4	5½ to 6 pm.
20	Ceylon Company	All	14 to 15
20	Do.	10	6 to 5 dis.
20	Do.	5	4 to 3 dis.
50	Colonial Company	20	2 to 1 dis.
5	Credit Foncier of England	All	5½ to 5¾
10	General Credit and Discount Company	7½	1½ to 2½ pm
10	Hong Kong Gas Company	All	
10	International Finance Society	5	1 to ¾ dis.
98	Japan Loan, 9 per cent.	All	110 to 112
20	London and Prov. Marine Insurance Co.	2	1¾ to 2¼ pm.
25	National Discount Company	5	12½ to 13
25	Ocean Marine Insurance Company ...	5	13 to 14 pm.
500fr.	Messageries Maritime of France ...	All	f.510
50	P. and O. Steam Company	All	53 to 55
50	Do. Do. 1867	10	¼ dis. to ¼ pm.
100	Royal Mail Steam Company	60	87 to 89
20	Realm Marine Insurance Company ...	3	2 to 1½ dis.
402f.	Suez Canal Company		f.385
20	Thames and Mersey Marine Insur. Co.	2	4½ to 5 pm.
20	Universal Marine Insurance Company	5	6 to 7 pm.

ARTICLES OF IMPORT.

TEA.

During the week there has been no change in the tone of our market, which continues without animation, the trade and exporters only buying for immediate wants. Importers generally refrain from pressing their Teas, but those who are sellers have to take lower prices to induce business. Public sales, both of China and India Tea, continue frequent, the former again comprising further invoices of Green Teas. The public sales of the week have comprised 12,317 packages, of which nearly the whole was offered and sold without reserve. The deliveries for the week amount to 3,099,356 lbs., against 3,341,729 lbs. last year.

Black.—Red leaf: New siftings sell at 6d. to 7d., leafy kinds, sweet in the cup 8d. to 11d., inferior flavoury at 1s. to 1s. 1d., good flavoury and Kaisow kinds 1s. 1½d. to 1s. 3d., the latter and medium Kaisow at 1s. 4d. to 1s. 6d. close at 1d. per lb. decline; fine at 1s. 7d. to 1s. 10d., finest 1s. 11d. to 2s. 2d., the sales have been limited to a few parcels. Pakling: A parcel of finest reported sold for export at 2s. 1d. to 2s. 4d. per lb., second class quality is in full supply. Tayshan leaf: Ordinary common in boxes has sold at 8d. to 10d., good common to fair 10½d. to 1s., and are in abundant supply; the steamer Orchis brought supplies of autumn leaf, chiefly medium, strong malty burnt, a portion sold at 1s. 3d. per lb. Black leaf: There has been less doing in common kinds, no supplies of importance being on offer; fair quality at 1s. to 1s. 1½d., closes at ¼d. per lb. lower; medium to fine at 1s. 2d. to 1s. 7d., at 1d. per lb. decline; finest at 1s. 9d. to 2s. no change. Souchong and Oolong: No transactions of note to record. Scented Tea: In Canton kinds a limited business has been done, part by auction, and prices show a decline of 1d. to 2d. per lb. on sales a fortnight since. Foochow kinds are the turn lower, medium Scented Orange Pekoe selling at 1s. 3½d. to 1s. 4d. per lb. *Green:* Large

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supplies per steamers, the bulk of which has been submitted to public sale without reserve, and sold at still lower prices, dealers being heavy in stock, not having worked off early purchases. Imports since 1st Aug. to 30th ult. are 4,615,000 lbs., and the Antenor's cargo of 500,000 lbs. is now on offer, several parcels being declared for unreserved sale during the week.

SILK.

A dragging unsatisfactory market continues, purchases are made simply to supply actual wants, manufacturers being unwilling to lay in stock at this period of the year, preferring to run the chance of any change in prices which may occur later on. Continental demand is almost nil, owing to the unsettled state of French politics, and this also adds to the dulness of the market. Prices of China Silk remain nominally the same, Importers, as a rule, holding their Silks for full rates. Cantons are unaltered, and Japans are without change. Deliveries have fallen off, being from 1st to 11th December:—China, 634 bales; Canton, 195 bales; Japan, 225 bales; Bengal, 133 bales; total, 1,187 bales.

LONDON QUOTATIONS.—DEC. 13.

CHINA.	
Tsatlee, No. 1	30s. 6d. to 31s. 0d.
,, ,, 2	29s. 6d. to 30s. 0d.
,, ,, 3	28s. 6d. to 29s. 0d.
Red Peacock	24s. 0d. to 24s. 6d.
Yuenfaa and Hainin, Nos. 1, 2, and 3 ...	23s. 0d. to 26s. 0d.
Taysaam Keying, Nos. 1, 2, and 3	22s. 6d to 27s. 0d.
Long Reel	17s. 6d to 20s. 0d.
Canton	13s. 0d. to 23s. 0d.
Chinese Thrown	24s. 0d. to 25s. 6d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	24s. 0d. to 29s. 0d.
Idah, No. 2	26s. 0d to 27s. 0d.
Sodai, No. 2	24s. 0d. to 25s. 0d.
Oshiu, Nos. 1, 2, and 3...	25s. 0d. to 29s. 0d.
Koshiu, No. 2	23s. 0d. to 24s. 0d.
Eichizen	20s. 0d. to 24s. 0d.
Mashta	20s. 0d to 23s. 0d.
Hatchoji	20s. 0d. to 23s. 0d.

COFFEE.

The market for Plantation Ceylon continues excited; and moderate supplies, consisting of fine ordinary and low middling kinds, offered by auction have been taken off with active competition at a further advance, the latest prices paid being, triage 78s. to 80s., small 82s., low middling 85s. to 85s. 6d., middling 86s. to 88s. 6d., peaberry 99s. 6d. per cwt. For arrival sales to considerable extent have been effected at 84s., both with and without guarantee of crops; 700 bags Native Ceylon August sailing have been sold at 77s. 6d., and 400 bags ditto September at 78s. per cwt.

The stock has undergone a further remarkable diminution, the deliveries last week having been heavy, and 1,250 tons in excess of those in 1871, and as the landings were about 1,100 tons less, the deficiency in the stock now reaches the unusual amount of 8,200 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 82,674 cwt., against 113,583 cwt. at the corresponding date of 1871; Native, 8,358 cwt., against 23,909 cwt. The quantity of Coffee landed in the forty-nine weeks ended Dec. 7, 1872, was, of Ceylon, 31,021 tons, against 37,134 tons during the corresponding period of 1871; of all descriptions, 61,062 tons, against 70,430 tons. The quantity entered for home consumption was, of Ceylon, 10,227 tons, against 10,522 tons; of all descriptions, 18,582 tons, against 18,980 tons. The quantity exported was, of Ceylon, 24,369 tons, against 30,563 tons; of all descriptions, 50,630 tons, against 56,490 tons. The stock on Nov. 23, was, of Ceylon, 5,356 tons, against 9,655 tons; of all descriptions 11,554 tons, against 19,769 tons.

SUGAR.

The market continues in the same dull state reported for the past few weeks, refiners abstaining from buying as far as possible, and there being little demand for other purposes, sales are limited, and prices of low brown kinds are again cheaper. Manila meets little if any inquiry, and no sales have occurred. The only business done in East India kinds has been in Penang; in auction 406 baskets date sort sold at 21s. to 21s. 6d., one lot good dry 22s. 6d.; privately 700 bags low brown have been sold at 22s. 6d. to 23s., and 700 baskets date kind at 21s. 9d. per cwt.

The deliveries show a large falling off, and are about 1,700 tons less than last year, and as the landings, which include 725 tons Madras, and 1,020 tons Manila, are nearly 1,300 tons in excess of those in 1871, the surplus in the stock is further enlarged, and now amounts to 21,000 tons. Stock, Nov. 30, 65,073 tons, against 46,857 tons; Dec. 7, 65,120 tons, against 43,930 tons. The quantity of Sugar landed in the forty-nine weeks ended Dec. 6, 1872, was, of Penang, 5,254 tons, against 1,583 tons in the corresponding period of 1871; of Manila, Java, and China, 32,066 tons, against 21,406 tons; the quantity entered for home consumption was, of Penang, 3,144 tons, against 3,721 tons; of Manila, Java, and China, 25,070 tons, against 33,661 tons. The quantity exported was, of Penang, 205 tons, against 319 tons; of Manila, Java, and China, 1,690 tons, against 2,463 tons. The stock on Dec. 6, was, of Penang, 2,341 tons, against 519 tons; of Manila, Java, and China, 18,241 tons, against 13,077 tons.

CAMPHOR.—*China*: The market is very quiet, but prices are steady, and the few parcels sold have realised our last quotation, viz., £3 15s. per cwt. re-weights. *Japan*: No business has been done.

CARDAMOMS.—Nothing done in Ceylon.

CHINA PRESERVES.—700 cases Ginger, ordinary quality, from Canton, were bought in at 7¾d.; of 115 casks ditto 20 casks sold at 7d.

COCOA-NUT OIL.—The market is quiet, and the demand for Ceylon exhibits little or no animation at £34 15s. to £35; Cochin is quoted at £36 10s. to £37 10s. for ordinary to medium, and at £38 10s. to £39 for fine quality. In auction of 135 casks Ceylon offered 10 pipes fine sold at £35 5s., and 42 hogsheads at £35 5s. to £35 10s., the remainder being bought in at £35 or withdrawn; also 80 casks Penang at £35, and 50 casks Singapore at £34.

COIR GOODS.—The market is steady at the last-quoted prices.

CUTCH continues quiet but firm, and a limited business has been done in fine quality at our last-quoted rate, viz., 22s. 9d. per cwt.

CUBEBS.—The market is still dull; of 200 bags offered in auction about three-fourths were taken at 23s. 6d. for middling stalky quality.

DRAGON'S-BLOOD.—No demand; offers at the sales all retired.

EBONY.—The price of Ceylon has slightly declined; of 38 tons in public sale a few only sold at £18 per ton.

ESSENTIAL OILS.—*Aniseed* has been steady, and a large trade has been done at 8s. 6d. to 9s., 12 cases at auction were retired. *Cassia* is very firmly held; 10 cases have been bought in; large sales privately. *Nutmeg* firm, 13 cases retired. *Cinnamon*: Fine, scarce and wanted. *Citronelle* again lower and dull; of 140 cases at auction, only one-fourth sold at 1½d. to 2d. per oz. *Lemon Grass* also difficult of sale; 32 cases bought in.

GALLS.—*China* are steady, but only a small business has been done; holders are firm. A parcel of about 300 cases has been sold afloat at £2 16s. per cwt., and a few sales have been effected on the spot at the same figure. *Japan*: No business done.

GALANGAL ROOT.—Importers are holding their stocks for prices beyond the views of buyers, and there have been no transactions.

GAMBIER.—The market is steady with large sales afloat at higher rates; near at hand 23s. 3d. to 24s. 3d., distant 21s. 9d. to 22s. 6d., ex ship, all faults, and some business has been done on the spot at 24s. 6d. to 25s. 6d. per cwt.

GUMS.—*Benjamin*: Siam quiet. Sumatra also quiet; of 71 cases offered the bulk sold; fair seconds £7 12s. 6d., thirds 70s. to 75s. *Copal*: Cheaper and very dull, 408 cases retired. *Damar* cheaper; of 544 cases offered the bulk sold at 51s. to 50s. per cwt. for good. *Gamboge* steady; of 40 cases offered half sold at £15 to £14 5s. per cwt. for very good clean pipe.

GUTTA-PERCHA.—The tone of the market is still quiet; of 1,177 packages offered at auction very few only sold; good closed mixed Maccassar at 2s. 8d., and inferior to ordinary white reboiled at 6d. to 9d. per lb. Medium and barky are only saleable at low prices.

HORNS are steady, and at public sales 73 tons Siam Buffalo were sold at 38s. to 40s. per cwt. for horns averaging 3 to 3¼ per lb. and 35s. 6d. to 37s. for those averaging 2¾ to 3 lbs.

HEMP.—There is no change in the market for Manila.

INDIA-RUBBER.—Penang and Singapore are scarce, and the market generally is firm; 47 packages ordinary heated sold in auction at 1s. 5d. per lb., and 50 tons Borneo privately at 1s. 7¾d. to 1s. 8¼d.

ISINGLASS.—The sales comprised 62 cases and bags, of which barely half sold; Leaf, good and fine, 3s. 8d. to 4s. 5d.; lean and small, part dark 2s. 10d. to 2s. 11d.; Pipe, long good 3s. 6d.; rather dark fair 3s. to 3s. 4d.; dark rough 2s. 6d. to 2s. 7d.; Cake, ordinary to good 1s. 3d. to 2s. 5d.

JAPAN WAX.—The market is still firm at the previous quotation of £4 15s. for good saucers, but no business has been done, an offer of 295 cases of fresh import having been retired.

MUSK.—Market firm; 49 caddies Tonquin brought to auction were mostly sold; middling to fine selected, well-shaped pods at 31s. 6d. to 38s. per oz.; rough and bally, middling to fair 16s. 6d. to 18s. 6d.; of 10 tins Grain offered part was sold—fair to fine at 53s. to 56s., inferior 43s. per oz.

PEPPER.—*Black* has remained quiet, with only moderate private transactions in Singapore at 6¼d., and in Penang at 6d. per lb. at auction; Singapore (a large quantity damaged) has sold at 6¼d., Penang sound at 5¾d. to 6¼d., but chiefly at 6d. To arrive 300 tons distant shipment Penang have been sold at 5 15-16d. to 6 1-16d. to speculators. *White* is about ¼d. per lb. lower, and is quiet; fair to very good Singapore has sold at 11⅞d. to 12¼d.

PLUMBAGO.—Fine quality is very scarce, but out of new imports of Ceylon 309 barrels have been offered, and three-fourths sold, fine lump at 33s. 6d. to 35s. 6d.; Chips, good 20s. to 21s. 6d.; Dust, good to fine 12s. 3d. to 13s. 6d. Yesterday a further offer also of fresh import 103 barrels sold at slightly higher rates, viz., fine bold clean bright lump 36s., middling chips 18s., fine dust 14s. to 14s. 6d. per cwt.

RATTANS.—Without change; scarce and in active demand.

RHUBARB.—There is no demand for China, and we have no transactions to report.

RICE.—The demand continues languid, and business has been extremely small, but prices are maintained. In auction, of 2,730 bags white Bengal offered, 750 bags good middling sold at 12s. 3d., the remainder ordinary to middling being bought in at 11s. 6d. to 12s. Privately on the spot 50 tons Dacca have been sold at 10s., prompt three months, also 10,000 bags Necransie at 8s. 9d. quay terms. No sales of floating cargoes have been effected during the week.

SAGO.—Market very quiet, and little business done; of 772 bags offered at auction one-third sold, good small at 16s., medium at 17s. 6d. to 18s. 6d. per cwt. *Flour* steady; of 1,200 bags offered one-fourth sold at 16s. 6d. per cwt.

SAPANWOOD.—*Manila* is firmer, a parcel having been sold at £8 10s. per ton for middling small. *Ceylon* is quiet; a parcel of 7 tons has been sold at £10 per ton.

SHELLS.—No business done since the periodical sales reported in our last issue.

STICKLAC.—Siam is very firm, and sales have been effected at the high price of £4 12s. 6d. per cwt. for good quality.

SOY.—Market dull; 150 casks China sold privately at 1s. 7d. per gallon.

STAR ANISEEDS.—No transactions to report.

TAPIOCA.—Market steady, but quiet; of 831 bags Singapore at auction, a few only sold at 2¼d. per lb. for good white; 86 bags Pearl were retired.

TOBACCO.—In public sale 4 bales Manila sold at 11d., 2a Cagn at 1s. 11d., 23 bales Japan 8d. to 8¼d., 30 bales ditto damaged and repacked damaged 3d. to 7¼d., 312 bales China chiefly sold at 8d. to 8¾d., 12 bales ditto damaged 3d. to 3¾d.

TIN.—The market has considerably improved, an inquiry having sprung up within the past few days. Straits, on the spot, now stands

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at £136 to £137, afloat £135 ; Banca £144 to £145 ; Billiton at £137 per ton, showing an advance of £6 in Straits, and £2 in Banca and Billiton.

TURMERIC.—China scarce, Java dull of sale.

ARTICLES OF EXPORT.

—o—

MANCHESTER GOODS.

The Market has assumed a firmer tone, and producers are generally more difficult to deal with, but buyers having supplied their immediate wants show no disposition to follow the upward movement, and only a limited business is in progress.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. 8.8.

Width ..	39 in.	...	...	...	...	...	38 in.	39 in.
Quality.	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	6s. 3d. 6s. 4½d.	7s. 1½d.	7s. 7½d.	8s. 1½d.	8s. 4½d.	8s. 6d.	9s. 3d.	9s. 6d.
Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	9s. 9d.	10s. 0d.	10s 9d.	11s 6d.	10s. 10½d	12s. 6d.	7s. 4½d.	8s. 6d.
Width ..	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	39	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	8s. 6d.	9s. 6d.	10s. 10½d 11s. 0d.	12s. 9d.	10s 10½d	12s. 6d. 12s. 7½d.	13s. 6d.	15s. 3d.

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	5s. 9d. 5s. 10½d.	5s. 10½d. 6s. 0d.	6s. 9d. 7s. 0d.	6s. 10½d. 7s. 4½d.	7s. 3d. 8s. 0d.	8s. 3d. 8s. 9d.	8s. 6d. 9s. 3d.

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	10 0	—
Maddapollams	3 7½	to 3 9
Long Cloths	9 7½	—
White Spot Shirtings ... nominal)	11 9	—
,, Brocade... ... do.	12 0	—
,, Damasks ... do.	21 0	—
Cotton Yarn (Water Twist), Nos. 16-24 China...	1 1	to 1 1¼
Nos. 28-32 do.	1 2½	to 1 3½
No. 40 do. (mock)	1 2½	to 1 3¾
No. 40 Mule Twist	1 2½	to 1 3¾
No. 30 do.	1 0¾	to 1 2½

Shipping Intelligence.

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ARRIVALS.

Date.	Ship	Captain.	From	At
Dec. 5	Cyphrenes (s.)	Train	Shang. & N. Y., S.C.	London
4	Arracan (s.)	Polsen	Rangoon, via S.C. ...	Liverpool
9	Arratoon Apcar (s.)...	Maclavish... ...	Akyab, via S.C.	London
9	Hilton Philipson (s.)	Steiger	Bassein, via S.C.....	Do.
6	Herschel	Frederick	Samarang, for Atdm.	Off Falmout
	Kaisow	Anderson	Shanghai	New York
8	Cingalese (s.)	Black	Colombo, via S.C.....	Plymouth
9	Nina Barabino	Orsi.....	Maulmain	London
7	Elisa Quierolo.....	Peltaluga	Bassein	Liverpool
11	Gloucester	Dice	Rangoon	London
	Don Quixote	Nelson	Manila	New York
11	Denbighshire	Griffiths	Foochow	London
6	Sea Gull (s.).....	—	Padang	Texel
11	Northampton	Barclay	Shanghai	Deal
11	Royal George	Hamilton	Rangoon	Liverpool
7	Dorette	Schomer	Maulmain	Altona
	Chinaman.....	McKenzie	Shanghai	New York

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec. 5	Chin-kiang (s.)	Hogg	Sing., China, &c., S.C	London
5	Auriga	Olderton.....	Singapore & Sarawak	Do.
5	Lloyds	Robinson	Singapore	Do.
4	Orient.....	Onaider.....	Do.	Cardiff
4	Verena	Hutchinson ...	Galle	Do.
4	Seawfell.....	Appleby.....	Do	Swansea
4	J. Lister.....	—	Hong Kong	Newcastle
6	India	Kettle.....	Sunderland & Sourab	London
7	Undine	Vowell	Hong Kong	Do.
6	Glenlyon (s).....	Auld	China, &c., via S.C....	Glasgow
	Araldo Mattutino ...	Martinolich ..	Trincomalee	Shields
6	Norma	Nussbaum.....	Yokohama.....	Hamburg
6	Guaymas	Heyenga	Macassar	Do.

See Commercial Postscript and Correspondents' Letters.

VESSELS PASSED THE SUEZ CANAL.

Date	Steamer.	From.	For.
Previous to Nov. 6	... Prins Hendrik	... Texel	... Batavia
,, ,,	... Patroclus	... China	... London
,, ,,	... Leith	... London	... Colombo, &c.
,, ,, 8	... Conrad	... Java	... Nieuwe Diep

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, and Yokohama : Flintshire, Cyphrenes. For Penang, Singapore, Hong Kong, and Shanghai : Altona, Russia. For Singapore, Hong Kong, Yokohama, and Hiogo : Duna. For Singapore and Bangkok : Kromahtah. For Colombo, &c. : Coramandel, Virago, Good Hope, Harald Haarfager, Bertha, Winestead.

SAILING VESSELS.—For Yokohama : Eliza Shaw. For Yokohama and Nagasaki : Taitsing. For Hiogo : Hanover. For Shanghai : Maitland, Carmarthenshire. For Hong Kong : James Shepherd. For Singapore and Saigon : Chas. Collett. For Singapore : Rosedale. For Penang : Peri. For Colombo : Granville.

At LIVERPOOL. —For Yokohama and Hiogo : Royal Minstrel. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.) : Priam (str.), Ajax (str.). For Manila : Amigos. For Singapore : Aleppo.

At GLASGOW.—For Ilo Ilo : Redbreast.

SPOKEN.

WALTON (brq.), New York to Yokohama, Sept. 16, 9 N., 109 E.
MARIE LUCIE (N. G. brq.), Shanghai to Falmouth, Oct. 10, 34 S., 32 W.
EDWARD PERCY (ship), Cardiff to Galle, Oct. 23, 18 S., 31 W.
WILLIAM AITKIN (str.), Penang to London, Oct. 13, 35 S., 23 E.
PERUVIAN (ship), Sourabaya to Boston, Oct. 11, 27 S., 50 E.
WEYMOUTH (ship), Shanghai to London, Oct. 19, 33 S., 30 E.
OCEAN WAVE (brq.), Singapore to London, Oct. 11, 35 S., 22 E.
ABOYNE (brq.), Singapore to London, Oct. 23, 26 S., 5 E.
MILTIADES (Swed. brq.), Buenos Ayres to Batavia, Oct. 13, 31 S., 17 W.
CORLIC (Brit. ship), Cardiff to Singapore, Oct. 13, 30 S., 14 W.
EQUATOR (Russ. ship), Batavia to Boston, Oct. 25.

FREIGHTS AND CHARTERS.

Outward freights for steamers on the berth are dull. Homewards there is a good demand for sailing vessels from Ceylon. Coal freights from the outports rule firm at a slight advance.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama : 70s. meast. To Hiogo : 87s. meast. To Nagasaki : 85s. meast. To Shanghai : 40s. meast. To Foochow : 85s. meast. To Hong Kong : 40s. meast. To Chefoo : 85s. meast. To Manila : 85s. meast. To Singapore and Penang : 40s. meast. To Sourabaya and Samarang : 80s. meast. To Batavia : 75s. meast. To Padang. 85s. meast. To Saigon : 80s. meast. To Colombo : 35s. meast.

Per SAILING VESSELS.—To Yokohama : 45s. weight, 40s. meast. To Hiogo : 50s. weight, 45s. meast. To Nagasaki : 50s. weight or meast. To Shanghai : 40s. weight, 30s. meast. To Hong Kong : 35s. weight, 30s. meast. To Chefoo and Tientsin : — weight or meast. To Singapore : 22s. 6d. weight, 22s. 6d. meast. To Penang : — weight, — meast. To Samarang : — weight, — meast. To Batavia : — weight, — meast. To Sarawak : weight, — meast. To Sourabaya : — weight, — meast. To Colombo : 25s. weight, 20s. meast. To Saigon : 40s. weight, 35s. meast.

The current quotations for coal, &c., are as follows :—From Wear or Tyne per keel.—To Yokohama : —. To Shanghai : £42 10s. To Hong Kong : £36. To Singapore : £26 to £27. To Penang : £25 to £27. To Galle : £24 to £25.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama : 40s. to 42s. 6d. To Shanghai : 45s. To Hong Kong : 34s. To Manila : — to —. To Batavia, Samarang, and Sourabaya : — to —. To Singapore : 24s. 6d. To Galle : 24s.

From Birkenhead, per ton.—To Shanghai : —. To Hong Kong : —. To Manila : — To Singapore : 20s. To Galle : —.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a. :—To Yokohama, steamer 30s. to 35s., ship 40s. ; to Shanghai, steamer 30s., ship 40s. ; to Hong Kong, steamer 25s., ship 35s. ; to Singapore, steamer 20s. ; ship 25s. to 27s. 6d.

CASUALTIES.

Advices from St. Helena state that the Dutch ship Willemina and Clara, Herwerden, from Batavia, for Amsterdam, having been struck by a heavy sea whilst off the Cape of Good Hope, it was feared that she had in consequence sustained some damage to deck beams, &c. A survey was held on the 30th Oct., when the surveyors recommended that a portion of the cargo should be discharged, in order that the beams might be examined. After landing 180 chests tea and 509 bags coffee, another survey was called on the 2nd Nov., and recommended certain repairs to be effected, which, being completed, the cargo was reshipped, and the vessel sailed for Amsterdam on the 7th November.

The Chin Kiang (str.), which left London Dec. 5, for Singapore, China, &c. (via S.C.), put into Plymouth 11th, with machinery out of order.

MISCELLANEOUS.

At St. HELENA.—Nov. 3, Evelyn Wood, Scheel, from Ilo Ilo, and sailed 4 for Falmouth ; 4, Michael Angelo, Luckie, from Batavia, and sailed same day for Rotterdam ; 6, Jupiter, Stockhuysen, from Batavia, and sailed same day for Amsterdam ; Kitty, Mulder, from Batavia, and sailed 7 for Amsterdam ; Southern Belle, Morice, from Ceylon, and sailed same day for New York ; 7, Equator, Hockert, from Batavia, for Boston ; 9, Robertus Hendrikus, Hageraats, from Batavia, and sailed same day for Rotterdam ; Elizabeth, Kiewit, from Batavia, and sailed same day for Amsterdam ; Prinses Amalia, Driest, from Batavia for Amsterdam ; 12, Cumberland, Thorner, from Zebu, and sailed 13 for Falmouth.

Off ST. HELENA.—Nov. 7, Nicolette, Bouten, from Batavia, for Rotterdam ; 10, Wylo, Browne, from Java, for Falmouth.

At TABLE BAY.—Oct. 29, Yrurac Bat (str.), Debilliqui, from Macao.

At SIMON'S BAY.—Oct. 21, Emelia, Dodero, from Cardiff, and sailed 22 for Singapore.

The Committee of Lloyd's will be glad of any information respecting the Alcyone, Woelders, which vessel is reported to have sailed from Batavia April 19th for Holland, and passed the Straits of Sunda 20th.

THE POW-AN, the launch of which we lately noticed for the Hong Kong and Canton traffic, will not be ready to proceed out until the end of January. She is to be commanded by Captain Ferries.

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9th October, 1872

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RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, Yokohama, and Hiogo, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

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Recognised by the International Convention of 30th April, 1862

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MANAGER.—Theod. Dromel.

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Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

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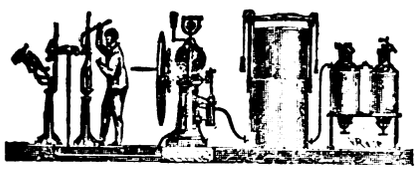

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THE LONDON & CHINA TELEGRAPH.

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GALLE..... MADRAS..... CALCUTTA ... PENANG..... SINGAPORE ... CHINA ..... JAPAN	Thursday, Dec 5 & 19, at 2 P.M.	Friday morning, Dec 13 & 27.	Monday. Dec. 2, 16, & 30, at 5 A.M.
AUSTRALIA ... NW. ZEALAND (Cargo only.)	Thursday, Dec. 19, at 2 P.M.	Friday morning, Dec. 27.	Monday. Dec 2 & 30, at 5 A.M.

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Meikong	... Dec. 22	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Sindh ..	... Jan. 5		
Provence	... Jan. 19		
Hoogly	... Feb. 2		
Tigre...	... Feb 16		
Amazone	... Mar. 2		

The steamers of the 22nd Dec., 19th Jan., and 16th Feb. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 5th Jan., 2nd Feb., and 2nd March connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Napies .. Every Thursday (noon)
,, Constantinople ... ... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,, ,,

The Company's weekly steamers to Alexandria connect at Alexandria with the English mail steamers from Brindisi to Bombay.

For Passage, Freight, or Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

PENANG, SINGAPORE, CHINA, and JAPAN.

The following high-classed SCREW STEAM and SAILING SHIPS will be despatched as under:—

Destination.	Ship.	Class.	Dock.	Last Shipping day.
Peng., Sing., Hg. Kg., & Shanghai, via S.C. ...	Hong Kong, s.s.	100 A1	SWID	Dec. 24
Do.	Nankin, s.s.	100 A1	SWID	To follow
Do.	Canton	100 A1	SWID	To follow
Shanghai ...	Carmarthenshire	A1 14 yr.	E.I.D.	With des.
Do.	Weymouth ..	AA1	E.I D.	To follow
Hong Kong*	Norman Crt.	A1 16 yr.	E.I.D.	With des.
Yokohama...	Denbighshre	A1 15 yr.	E.I.D.	With des.

* And Foochow if sufficient inducement offer.

Excellent accommodation for first-class passengers.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

STEAM VIA THE SUEZ CANAL to PENANG, SINGAPORE, HONG KONG, and SHANGHAI; taking cargo for transhipment to JAVA, JAPAN, &c., at through rates at shippers' risk. Last shipping day, 24th December. The favourite full-powered screw steamer HONG KONG, 100 A1, 1,221 tons register; 200-horse power nominal; W. SYMINGTON, Commander; South West India Docks. This magnificent steamer, built last year by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, has proved herself one of the fastest in the trade. Has splendid accommodation for first-class passengers.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C (Corner of Cornhill)

All Packages must be marked distinctly with port of destination.

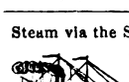
Will be followed by the steamships "Nankin" and "Canton."

CASTLE LINE OF STEAM PACKETS for PENANG, SINGAPORE, HONG KONG, SHANGHAI, JAVA, and JAPAN.—The following high-classed and full-powered STEAMSHIPS will be despatched as under:—

Steamer.	Class.	Tons.	Dock	To sail.
Glenlyon	100 A1	2,200	SWID	Dec 21
Gordon Castle	100 A1	2,000	SWID	To follow
Glengyle	100 A1	1,700	SWID	To follow
Drummond Castle.	100 A1	2,000	SWID	To follow
Braemar Castle ..	100 A1	2,200	SWID	To follow
Cawdor Castle.....	100 A1	2,200	SWID	To follow
Floors Castle	100 A1	2,000	SWID	To follow
Glenfalloch	100 A1	2,000	SWID	To follow
Glenroy	100 A1	2,100	SWID	To follow

For Freight or Passage, apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

Steam via the Suez Canal. To sail on the 30th Dec.



FOR PENANG, SINGAPORE, HONG, SHANGHAI, and YOKOHAMA (taking goods at through rates to JAVA), the splendid new full-powered screw steamer, CYPHRENES, A 1 20 years in red, Liverpool book, 1,279 tons register, 250 horse-power, nominal; WILLIAM FRAIN, Commander; South West India Docks. Goods delivered at Japan without transhipment. Has elegant accommodation for first-class passengers, including cabin fittings, bedding, and linen.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange Buildings, London, E.C.

ROBERTSON and Co.'s INDIA and CHINA LINES of STEAM and CLIPPER SHIPS.

Port.	Ship.	Class.	Dock.	To sail.
Singap. and Saigon	Chas. Collet	3-3rds L1.1	SWID	With des.
Pen., Sing., Hg. Kg. & Shanghai ..	Russia, s.s.... Tchihatcheff s.s.	100 A1 AB1	SWID SWID	Dec. — To follow
Hong Kong	Everest	A1 14 yr.	SWID	With des.
Shanghai ...	Burdwan ..	A1 14 yr.	SWID	With des.
Yoko., Hiogo & Nagasaki	Taitsing	A1 14 yr.	SWID	With des.
Yokohama...	Eme	A1 16 yr.	SWID	To follow

For Freight or Passage apply at York Chambers, 55, King-street, Manchester; or to 10, Orange-court, Liverpool; or 5, Newman's court, Cornhill, London, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.

THE following SPLENDID First-class STEAM and CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Shanghai ...	Maitland ...	A1 14 yr.	E.I D.	With des.
Hong Kong	JasShepherd	A1 13 yr.	SWID	With des.
Yokohama..	Eliza Shaw	A1 17 yr.	E.I D.	With des.
Hiogo.....	Hanover... ..	A1 11 yr.	W.I.D	With des.

For Freight apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E C.

STEAM to BANGKOK (SIAM), crossing the Bar, offering great facilities for shippers of fine goods and machinery of large dimensions, and calling at TANJONG PAGAR WHARF, SINGAPORE, the fine new powerful screw steamer KROMATITAH, 805 tons, 150-horse power nominal; W. B. HAFFENDEN Commander. Splendid accommodation for passengers; loading in the West India Docks.

For Freight, Passage, and further particulars apply to SMITH, SON, and COLE, 12, George-yard, Lombard-street, E.C.; or to WRIGHT BROS. and Co., 3, Great St. Helen's, Bishopsgate street E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Glenlyon, s.s.	2 150	Thos. Skinner & Co.	Dec. 20
Kromatah, s s.	80?	Wright Bros. & Co.	Dec. 20
Rosedale	459	,, ,,	Dec. 20
Nankin, s.s.	1,650	Norris & Joyner ...	Dec. —
Chas. Collett	400	Robertson & Co. ...	Dec. 18
LIVERPOOL.			
Priam, s.s.	1,572	Alfred Holt	Dec.21
Ajax, s s.	1,549	,, ,, ...	Jan. 4

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

MAC EWEN AND CO.,

QUEEN'S ROAD HONG KONG,

GENERAL STOREKEEPERS AND COMMISSION AGENTS.

Special Agents for the

London and China Express.

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

THE CHINA & JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA & JAPAN AGENCY,

2, COWPER'S COURT, CORNHILL, LONDON, E.C.

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VIA BRINDISI.]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 486.] LONDON, MONDAY, DEC. 23, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

PORTS.	OUTWARD. From London	OUTWARD. Arrived out.	HOMEWARD. Received Dec. 23.
JAPAN — Yokohama	Sept. 13	Oct. 31	Nov. 7*
Yedo			" 2*
Osaka and Hiogo	—	—	
Hakodadi			
Nagasaki	" 6	" 29	" 3
CHINA — Peking	—	—	" 1
Tien-tsin	—	—	" 3
Chefoo	—	—	" 4
New-chwang	—	—	" 1
Hankow	" 6	" 23	" 3
Kiu-kiang	—	—	" 2
Chin-kiang	—	—	
Shanghai	" 20	Nov. 6	" 8
Ningpo	—	—	" 6
Foochow	" 20	" 7	" 10
Formosa			
Amoy	—	—	" 11
Swatow	—	—	" 9
Hong Kong	" 27	" 8	" 14
Canton	—	—	" 12
Macao	—	—	" 13
PHILIPPINES—			
Manila	" 20	Oct. 29	" 2
COCHIN-CHINA—			
Saigon	" 27	Nov. 2	" 11
SIAM — Bangkok	—	—	" 13
BORNEO—Labuan	—	—	" 14
Sarawak	—	—	" 15
JAVA — Batavia	Oct. 4	" 10	" 13
Samarang	—	—	" 12
Sourabaya	—	—	" 11
MALACCA STRAITS—			
Singapore	" 18	" 18	" 21
Penang	" 18	" 16	" 23
CEYLON—Galle	—	—	" 30
Colombo	—	—	" 28

* By Pacific mail, *via* San Francisco.

THE MAILS, &c.

The P. and O. mail, bringing advices as above, was delivered, *via* Brindisi, this morning, its due date, and we have also received this day a portion of our advices by the Pacific mail steamer from Yokohama, Nov. 7, *via* San Francisco. The next inward (French) mail, with dates Yokohama 12th, Shanghai 15th, Hong Kong 21st, Singapore 29th Nov., is due, *via* Marseilles, on Monday next, the 30th inst.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, five to six hours in transmission.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Nubia*, arrived Dec. 19.—From Yokohama: Mr. Barlow. From Shanghai: Mr. Hickling, Mr McAlister. From Hong Kong: Mr. Westall. From Singapore: Capt. Voysey. From Batavia: Mr. Howlett.

To Southampton.—List not yet to hand.

Per steamer *Patroclus*, arrived in London Dec. 23.—From Hong Kong: Mr. and Mrs. Kneller. From Singapore: Captain and Mrs. Tutein and child.

Per steamer *Hector*, arrived in London Dec. 23.—From Hong Kong: Mr. Sayle. From Singapore: Mr. and Mrs. Ellis, Captain and Mrs. Schawnford. From Port Said: Captain and Mrs. Bayfield.

PASSENGERS OUTWARD.

Per French mail steamer *Meikong*, from Marseilles, Dec. 22 (booked from London), —To Yokohama: Mr. K. Yuri, Mr. K. Iwami, Mr. and Mrs. Aston. To Batavia: Mr. and Mrs. Palairet Hoolandt, Mr. and Mrs. Müller, Mr. and Mrs. Hooft. To Singapore: Mr. H. Greeys, Officier de Espagnol. To Galle: Mr. de Dablhoff, Mr. and Mrs. Dunlop and family. To Saigon: Commissionaire de Marine, Mr. Crenoot

Per French mail steamer *Sindh*, from Marseilles Jan. 5 (booked from London) —To Hong Kong: Mr. Racine, Mr. George Heard, Mr. and Mrs. Favre, Mr. d'Arnoux de Limoges. To Saigon: Saltzom.

Per P. and O. steamer *Delhi*, from Southampton, Dec. 19.—To Yokohama: Mr. H. Snethlage, Dr. Hilgendorf, Dr. Cochins. To Shanghai: Miss Medland. To Hong Kong: Mr. C. J. Wharry. To Singapore: Mr. R. Edger, Mr. H. W. Mortimer To Ceylon: Mr. J. L. Anstruther, Mr. G. J. Jamieson

Per P. and O. steamer *Nubia*, from Venice, Dec. 27.—To Singapore: Mr. and Mrs. Alexander Fraser.

Per P. and O. steamer *Nubia*, from Brindisi, Dec. 30.—To Hong Kong: Mr. C. V. Creagh.

Per P. and O. steamer *Candia*, from Southampton, Dec. 26.—To Hong Kong Rev W. W Parry.

Per P. and O steamer *Columbian*, from Southampton, Jan. 2 —To Yokohama: Mr. Claude Kinder. To Shanghai; Miss E. Powell. To Hong Kong: Hon. A. C. Littleton, Mr. C. Barnes, Mr. A. Hazlewood. To Ceylon: Sub-Lieut. Bayley.

Per P. and O. steamer *Pera*, from Venice, Jan. 24.—To Yokohama: Mr. F. Schaeffer. To Singapore: Mr. Andrews, Mr. Ogden.

Per P. and O. steamer *Pera*, from Brindisi, Jan. 27.—To Shanghai: Mr. W. A. Short.

Per P. and O. steamer *Deccan*, from Southampton, Jan. 18.—To Hong Kong (via S.C.) and Bombay: Mr. and Mrs. Kingsmill and child.

Per steamer *Priam* (Holt's line), from Liverpool Dec 21.—For Singapore: Miss Lidlow. For Shanghai: Miss McNair, Mr. Jesse Clifford.

Summary of News from the Far East.

JAPAN.

Dates by the Pacific Mail steamer *Alaska*, from Yokohama, are up to the 7th Nov., and from Nagasaki to 29th Oct.

NAGASAKI.

(FROM A CORRESPONDENT.)

The Imperial Russian visitor arrived here last Sunday afternoon in the frigate *Svetland*, but without any flag flying to denote that he was on board. Salutes were given to the flag of Admiral Possiet, which flew from the foremast, by the Russian flagship *Vitiaz*, French gunboat *Linois*, and the Japanese corvette *Tukusuna*, which were returned by the *Svetland* as she steamed up the harbour. The arrival created but little excitement here, beyond a small crowd of Celestials and natives, who dispersed immediately the vessel came to anchor; there was nothing to be seen unusual on shore. Afloat a little more activity was visible, and boats which went alongside with officers in full uniform were numerous. Since the visitor has been here it has been something like a bombardment, owing to the numerous salutes given. The meaning of them is not very clearly understood by the public, but they are no doubt given to distinguished Japanese visitors. I hear that he will not hoist the Imperial ensign at this port. This evening he landed in a barge under a salute from the Japanese corvette, which manned yards and cheered. She had flags flying, &c.

This evening an illumination of the native town has taken place, and also at the Russian Consulate, but the other part of the settlement is in darkness. The Japanese corvette has her yards and outline illuminated.

This afternoon a murderous attack has been made by a Japanese carpenter, with an axe, on a poor, harmless foreigner, who was lying in bed at the time the fellow entered his premises. He is not expected to survive, as one of his eyes has been cut out, and part of his skull—the brain being laid bare. The ruffian escaped, but the police are making an active search, and will get him, there is little doubt. The victim is a poor coffee house keeper named Johnson.

CHINA.

TIENTSIN.

A correspondent at this port, under date 29th Oct., says:—

For a week back we have been hearing it said that his Excellency Li Hung-chang, the Governor General, would, at the end of the month, proceed to Taku to inspect the forts there. About 7.30 yesterday evening we heard the Chinese gunboats in harbour fire each a salute of three guns, when we knew his Excellency had gone on board one of them to proceed to Taku this forenoon. The gunboat passed through the harbour at daylight this morning. It is said that his Excellency will return to Tientsin on the 31st inst, and that a few days later he will proceed southward to visit five prefectures of the province on a tour of inspection. The

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Imperial edict in 1870 notified that the Governor-General would yearly pass six months at Tientsin, and six months at Paouting, and, as he has already resided here this year over six months, we may consider that his Excellency on starting for the south of the province a few days hence leaves here also for Paouting.

Two soldiers belonging to the Viceroy's Southern Legion, stationed at Sekow, about ten *li* from here, were yesterday afternoon beheaded for attempting to desert. We had a strong gale yesterday and during the night from the north, making the weather much colder. This morning at daylight Fahrenheit's thermometer, hung inside the verandah, showed 37 deg.

Our races will begin two days hence, and as we have just had a blow from the north we may reasonably expect fine weather, although cold, during the race days.

SHANGHAI.

Dates extend to the 8th Nov. The outward P. and O. mail of Sept. 20 arrived on the 6th Nov.

The French mail steamer *Sindh*, after starting on Friday last, was obliged to anchor below the harbour-master's hulk, owing to some disarrangement of her machinery. She got away on Saturday morning, the defect in her machinery having been temporarily repaired. The races have been the great event of the week. Beginning on Friday last, they were finished on Tuesday. Fine weather was enjoyed, and the meeting was one of the most successful ever held in Shanghai. An unusually large number of good ponies had been in training, the season for which had also been highly favourable; and in addition to those belonging to local stables, there were several cracks from Tientsin.

A return cricket match between the S. C. C. and the Royal Navy was played, and resulted in a victory for the former by three wickets, after a long and evenly contested game. This squares the account with the *Iron Duke* cricketers, who chiefly made up the Eleven, and who beat the local Eleven last spring.

The small bridge on the Cemetery-road has now been replaced by a culvert, over which the roadway is laid, and pending the putting up of iron railings on either side, the hardwood balustrades of the old bridge were brought into use. On Tuesday morning it was found that the railing on one side had been taken clean away, while that on the other side had been thrown into the Creek.

On the 1st inst. the toll-collectors were withdrawn from the Soochow Creek Bridge, and some one has since been employed, whether legitimately or not we have not learned, in knocking in the windows and otherwise damaging the watchmen's houses on the bridge. Although now at liberty to use the bridge free of toll, the majority of the Chinese passengers favour the other, perhaps because it is at a point on which a large foot passenger traffic debouches from the Gnoamen-road.

We hear that the Gas Company's holder at Hongkew has been completed, and the residents there are now receiving better light than they have hitherto enjoyed The holder was first put in operation by the company's manager on Thursday evening last; and will, it is hoped, enable the company to give both settlements better gas, and thus meet the numerous complaints of a state of matters which the consumers have born patiently for a long time. The whole of the machinery has been erected by the Pootung Foundry Company.

Korea appears determined to carry out her policy of exclusiveness most rigidly. We hear that the Regent of that country has ordered all Koreans on Russian territory to return, and has declared it a capital offence for natives to leave Korea, except when they go to China, and even these absentees are ordered to come back under threats of minor punishment.

From Chefoo we hear that the Netherlands brig *Vondel*, Capt. P. Groubeck, was lost on the South-east Shantung Promontory, on the night of the 25th inst., about 11 o'clock. The brig was on a voyage from Amoy to Newchwang, and had about 2,000 piculs of cargo on board. No lives were lost, and the captain and crew arrived at Chefoo on the morning of the 29th, bringing nothing with them except what they were clothed in, the natives near the situation of the wreck having taken forcible possession of the ship and threatened to murder the captain and crew unless they left the place at once. A friendly junk stood by the vessel, and the captain engaged her to convey him and the crew to Chefoo, agreeing to pay $160 as remuneration. The junk proceeded towards Chefoo, but on the afternoon of the 28th a heavy northerly blow sprung up, and she was unable to fetch the port. The captain and crew were therefore landed from the junk in a fishing boat, about fifteen miles from Chefoo, and were obliged to travel that distance on foot. $12 was to be paid to the people of the fishing boat for landing them from the junk. Representations have been made to the native authorities regarding the manner in which the captain and crew were treated, with a request that steps be taken to recover their private effects, if possible. The wreck has been sold at auction, as it lies, for $200.

HONG KONG.

Dates extend to the 14th Nov. The outward French mail of 27th Sept. arrived on the 8th Nov.

(FROM A CORRESPONDENT.)

HONG KONG, Nov. 14, 1872.

We have no important events transpiring. H.E. the Governor pursues the even tenour of his way, and, while by no means unpopular, seems determined to ignore the strong feeling that exists regarding social intercourse with the Chinese. People say that if he wishes to show attention to the leading native merchants—who, it must be remembered, are all of Coolie origin, and *in native eyes*] rank immeasurably below the lowest yamun runner—he might do so without asking them to meet English ladies and gentlemen. The question is of course one of taste, but the fact is that caste prejudices are not to be overcome in a day, even by so determined a propagandist as H.E. If I am rightly informed he argues from the negro populations he has previously governed: but he overlooks the important fact that the negro looks up to the white man, and feels honoured by his attentions, while the Chinaman looks down upon the European, and accepts even the civilities of a governor as a just tribute to his own superiority. Even merchants who have greatly to do with natives, and who uniformly treat with them at their offices on equal terms, agree that the Governor's experiment is a mistake. It would be different were the Chinamen only contemned by the European. In such a case it would be quite right to try and break down the barriers erected by the latter against a class possessing many good points. But one hardly feels comfortable in showing attentions to people you do not like, and perhaps despise, while conscious that your guest is all the while wondering at your impertinence in thinking yourself good enough company for him.

The *China Punch* has appeared, but I cannot say that it is a marked success. The drawings are feeble and the jokes mild. It gives, however, promise of something better, as it is well printed. I note that the *China Mail* office is responsible for the typography, but the gentlemen connected with that establishment deny having any control or interest in the publication whatever, it being executed as a job. Unlike a good many denials of this sort, their disclaimer, is, I believe, true, as I happen to know one or two of the "Punch ring," who confirmed it.

Amateur theatricals have of late been the order of the day. Like all similar affairs, they have been put through at an expense of much time, money, and trouble and have still lacked perfection. Thanks to the breakage of the Northern Cable (it is always getting broken, or stolen, or mislaid, or generally disorganised) the amateurs had a little more time than usual during the week preceding their performance, so that the acting was creditably up to the mark.

Nothing has as yet been heard about the opening of Hainan though instructions are expected daily.

Sir Arthur Kennedy, Lady Kennedy, and Miss Kennedy returned from Macao on the 1st in the Chinese corvette *Ta An Lan*. As the distinguished passengers left the ship a salute of three guns was fired.

The *Advertiser* understands that a Rice-Mill Company is about being started, and that the building will be upon the same site as the former mill at West Point, which was burned down a few months ago.

The U.S. Admiral's flagship *Alaska* arrived in harbour 2nd Nov., when the usual salutes were fired. Admiral Jenkins proceeds to Singapore, there to await the *Hartford*, on which he will hoist his flag during his tenure of service in these waters.

The following account, duly certified, of the average amount of bank notes in circulation in Hong Kong, during the month ending 31st October, 1872, is published in Saturday's *Gazette*:—

Banks.	Average Amount.	Specie in Reserve
Oriental	$444,278 ...	$200,000
Chartered Mercantile of India, London, and China	322,054 ...	150,000
Chartered of India, Australia, and China	305,921 ...	125,000
Hong Kong and Shanghai ...	1,363,134 ...	500,000
Total	$2,435,387 ...	$975,000

SIAM.

—o—

BANGKOK.

The *Siam Advertiser* has the following:—

In addition to the usual festivities of the season, in which the Siamese Kings and Government officers take a very prominent part, the Siamese Government has had his Excellency, H. I. C. Hoogeven, his Netherlands Majesty's Ambassador, and the Commander van Trojen, and the officers of H.N.M.'s steam corvette, *Vice-Admiral Koopman*, to entertain as national guests. The manner in which the Siamese Government has performed this duty has been fully detailed in our previous issues. From these descriptions it is manifest that this reception has been more marked than receptions heretofore given, and much more acceptable to European ideas and tastes. Most of the ridiculous and absurd requisitions, that the Government previously claimed and which foreign Ambassadors yielded in condescension to their weakness, were during the visit of the present Embassy, completely ignored by the Siamese Government. Were it not for the prostrate attitude of the princes and nobles, in the presence of their King at both the public audiences of both the Kings, the entire reception was what the most fastidious European must

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have commended. "Young Siam," with its manly bearing and progressive tendencies, showed to admirable advantage. "Old Siam," however, provoked irrepressible s iles; its quaintness cannot be praised, viewed from whatever standpoint. Rigid observance of European etiquette alone is at an infinite distance from true civilisation, and the rigid virtue, honesty of purpose and useful intelligence that is its superstructure.

Mr. Charles Twite, mining geologist to the King of Siam, has made two mineral surveys, one of them being to some old-established gold workings at Kabin, seventy five miles E N.E. of the capital, where he found an auriferous quartz lode, in some places howing a width of 35 feet, which he traced for about a mile and a quarter. The other was a land journey of 250 miles, through jungle, to the northern extremity of Siam, close upon British Burmah. Here Mr. Twite found an immense district of gravel, containing gold, but inundated for about eight months of the year. The western districts appear to be very rich in silver, lead, copper, and antimonial ores, as well as iron ores, from which the natives manufacture a very superior iron. Siam requires only capital and energy to develop its important mineral resources.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates extend to the 21st Nov. The outward P. and O. mail of 18th Oct. arrived on 18th Nov. The following summary is from the *Straits Times*:—

The principal news has been the failure of Messrs. Cheng Tee, Wat Seng and Co., and Ong Ah Soon, Tek Eng and Co., following closely upon that of Joshua and Brother. A meeting of the creditors of these firms was held on the 11th, when the liabilities of Messrs. Cheng Tee, Wat Seng and Co. were found to amount to some $560,000 and their assets, good and bad, to less than half that sum, while the amount likely to be realised by the creditors was only $90,000 to $100,000, besides $40,000 to secured creditors. Messrs. Ong Ah Soon and Co.'s liabilities, roughly estimated, were some $320,000, and their assets about $125,000, out of which it is believed the creditors may get about $27,500, or less than 9 per cent. These and other recent failures led to a meeting of the Chamber of Commerce on the 12th, nominally to consider the present system of credit sales, but there was such a total want of unanimity manifested in the opinions of the members, that the meeting amounted to nothing, and the only conclusion come to was that each individual member of the body would conduct his business to suit himself.

The case against A. R. Joshua, charged with criminal breach of trust, has not yet come on for hearing at the Police-court, he having been remanded until the 25th inst. The Oriental Bank has instituted proceedings against the Mercantile Bank to recover a bill of lading for 280 chests of opium, on which the Oriental Bank had made advances in Calcutta, a draft on Joshua, with documents, being sent down here to the manager of the Oriental Bank for collection. A transhipment of the opium for China took place here, necessitating a new financial arrangement, on the part of Joshua, and a new draft with documents. By some means, which will be elucidated in due course, the new bill of lading got into the possession of the Mercantile Bank without the knowledge or consent of the manager of the Oriental Bank, and was impounded for security against a large debit balance of Joshua with the Mercantile Bank. An injunction has been applied for in the Supreme Court by the Oriental Bank against the Mercantile Bank to prevent the opium being dealt with pending a trial at law, and the result was that the bill of lading was ordered to be deposited with the Accountant-General of the Supreme Court (the Colonial Treasurer), to await a further order of the Court. This affair has created no small amount of acrimonious discussion, and has increased not a little the difficulties of the situation.

Taken altogether, the past three weeks have been the blackest ever witnessed in Singapore. Never before have there been such astounding revelations of sharp practices, kite-flying, and unscrupulous dealing generally. The result is utter distrust, demoralisation, and stagnation in business in the Square, and it is feared, with some reason, that the end is not yet, and perhaps the Square will not be alone in purgatory for its sins. It is hard to say so, but the truth is the truth, and it is well and time that people at home should know it. There cannot be the slightest doubt but that Europeans have themselves in the main to blame for their present trouble. They overtrade and encourage overtrade in the Chinese dealers, who are nothing loath, by giving practically unlimited credit, the large houses trusting to their *del credere* accounts, and each individual merchant, whether doing a large or small business, trusting to luck or his own sharpness to get any dealer who is becoming shaky, out of his books in time, leaving his neighbours in a hole. All and sundry have had such a lesson read to them in this month of November, 1872, upon this overtrade and credit system, as they never had before, and such as, it is to be hoped, will not be forgotten for some time to come.

The Legislative Council have concluded the labours of the session. The Summary Jurisdiction Bill and the Prisons Bill have been passed, and the Post-office Bill, directed against the Chinese private post-offices, has been withdrawn. The session will be formally closed at Penang, whither his Excellency went on the 16th. At the meeting on the 8th, the Hon. Mr. Shelford gave notice of his intention to ask the Government concerning the disturbances at Salangore, whereupon his Excellency stated that Tunkoo dia Oodin did not appear to be able to preserve the peace of the territory, but was expecting reinforcements from Pahang. Later private advices announce that the men from Pahang had arrived in the territory and gained an important post, and Tunkoo dia Oodin was sending troops to effect a junction with them, when they would be able to make good head against their enemies.

A special criminal session was held at Malacca on the 11th, to try Overree, late assistant treasurer, and Fernandez, late chief clerk in the Malacca Treasury, for embezzlement of upwards of $9,000, discovered through a surprise survey of their department some time back. The case was finished the first day, and the prisoners were sentenced each to seven years' transportation.

The only arrival *via* the Suez Canal has been the *Menelaus* on the 11th from Liverpool. The departures have been the *Patroclus* and *Gordon Castle* for London on the 12th, *Godavery* on the 19th for Marseilles, and *Alma* for Toulon, and *Surprise* for New York on the 20th.

From Labuan we learn by private advices that small-pox was spreading all over Brunei, and that no measures were taken to arrest its progress. Captain Ross, of the *Simson*, on his last trip to Labuan, took up with him a handsome little steamer for the Sultan of Brunei. She is about forty to fifty tons register, and cost $16,500. The s. s. *Cleator*, Captain Paxton, escorted the little new arrival from Labuan to Brunei. H.M.S. *Hornet*, Captain Osborn, left Labuan for this port *via* Sarawak on the 5th, and, we believe, has brought down, as passenger, the Rev. W. D. Beard, the late and last colonial chaplain of Labuan, whose office has been abolished. The *Hornet* has returned from Sarawak, having left that port on the 14th.

Commercial Report.

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(*For dates see first page.*)

IMPORTS.

TIENTSIN.—A general improvement in Piece Goods is reported from the North, but the ruling rates were considerably under those current at Shanghai. The close proximity of winter was the assigned cause of the activity prevailing when the last steamer left Tientsin. Stocks were light, and the dealers seemed desirous of laying in their winter requirements while the season was open to them. Prices were gradually creeping up, and higher quotations are looked for by the next advices.

HANKOW.—A fair amount of business had been done during the fortnight, but the demand had not been so active as was anticipated. In Grey Shirtings quotations showed a marked improvement, but in other staples there was little change to note. Woollens had been in very limited request, and sales had been of quite a retail character. Cotton Goods: Grey Shirtings, 7 lbs., show a further advance of 3 candareens per piece, and stocks were in small compass. 8¼ lbs. had also advanced in value to about the same extent, owing more to the influence of Shanghai advices, than to any active demand. Ordinary chops were in request from Tls. 1.81 to 1.83 per piece, and Eagles also were enquired for at Tls. 1.86 to 1.88. No sales of 9 lbs. 10/12 oz. reported, and quotations nominally unaltered. White Shirtings: Sales on a most meagre scale at about previous rates. T-Cloths: Small inquiry for 6 lbs. but little done, importers asking higher rates than dealers were prepared to offer. In 7 lbs. fair business. Quotations without change. 8lbs. placed at Tls. 1.69 to 1.70, the latter being the quotation for Dewhurst's M.T. chop. A few hundred pieces Blue Dragon ticket sold at 1.75, but no quantity could be placed at this figure. Drills: More active, and prices fully maintained. Jeans: Best sold at Tls. 2.20, but the demand very small, and quotations nominal. Woollens and Worsteds: Long Ells. Not a single transaction reported. Camlets very quiet and weaker. Medium Cloths without inquiry. Lastings in moderate request and best assortments worth Tls. 11.60. Figured Orleans: No sales. Metals—Lead: No sales reported—but quotations one mace higher, Tls. 4.70 to 4.80. Quicksilver: Sales at Tls. 80.50.

CHINKIANG.—Advancing prices in Shanghai were having a corresponding effect at this place, and by last accounts the holders of all kinds of Plain Cottons were demanding a still further rise in value for their stocks. Drills had been quoted at a fair profit on Shanghai rates.

SHANGHAI.—Fancy Cottons and Woollen Goods had been dull of sale throughout the week; but the market for the principal Plain Cotton fabrics had been quite excited, and, notwitstanding the intervention of the autumn holidays, an extensive business had been done in them at, in some instances, a marked improvement in quotations. Grey Shirtings: Tientsin advices of a more favourable tenor had been received, and dealers and speculators had bought large quantities, paying up to Tls. 1.88 for common Lie Eagles, Tls. 1.90 for Collie's Lion and Dewhurst's Eagles. 7-lbs. had been in great request at Tls. 1.70 to 1.71½, for very ordinary; there was almost nothing in stock, and the trade had shown considerable eagerness to secure such parcels as were offering in vessels expected. Best Dewhurst's 7 lbs. were saleable at Tls. 1.73 per piece, but holders were demanding Tls. 1.75. No change in heavy Shirtings. White Shirtings advanced 5 cands. Good to best 64 Reeds, Tls. 2.05 to 2.15. Lower Reeds improving, but finer qualities not wanted, and the quotations for them nominal. T-Cloths: Great irregularity still prevailed, but, on the whole, the market had improved. 7 lbs. best Mexicans sold at Tls. 1.50 up to Tls. 1.55; ruling rates, Tls. 1.50 for Mendel's Hand and Branch; Tls. 1.52 to 1.53 for Collie's Chop Dollar, and Tls. 1.54 to 1.55 for finest Stags and Pagodas. Dewhurst's M.T. placed at Tls. 1.47 to 1.48; T. at Tls. 1.32 to 1.35. 6 lbs., Tls. 1.17 to 1.20 for fair ordinary cloth. 8 lbs., Tls. 1.73 for

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Dewhursts M.T., and Tls. 1.62 to 1.70 for other chops. Drills, Jeans, and Sheetings had not attracted much notice. Drills: Dutch and English, Tls. 3.01 to 3.05, and Tls. 3.04 to 3.16. Jeans: English, Tls. 2.07 to 2.10. Sheetings: English, 14 to 15 lbs., Tls. 2.82 to 2.97. Fancy Cottons: Dyed Brocades in demand at Tls. 2.90 for best assorted, and Tls. 3.00 for Gentian; Velveteens, 18-inches to 26-inches in better favour; Tls. 2.23 for fair White Brocades has been refused; Turkey Red Shirtings and Black Velvets taken to a small extent. Woollens: Market extremely quiet for nearly every description. Metals: Market for Iron of all kinds depressed, and few sales had transpired. Lead: No demand, and rates unchanged.

FOOCHOW.—Grey Shirtings were nominally quoted at $2.70 per piece T-Cloths: No sales. Price, $2.25 nominal. Lead: 505 pigs reported as sold to teamen at $6.75 per picul.

HONG KONG.—Business in imports had been upon a small scale. A rather better inquiry had been manifested, but this had not favourably affected prices. The general impression amongst the dealers was that values had seen their lowest, but until more confidence should be manifested amongst importers and firmness exhibited, no great improvement was looked for. Cotton Yarn: In 16/24s transactions had been confined to the lower qualities; best makes weak owing to absence of demand; 28/32s in small stock and asked for, but no advance obtained. Sales of 38/42s very restricted; common chops in fair supply but favourite marks scarce. Grey Shirtings: 7 lbs. in slight speculative request, and a moderate business done at $2.10 for best chops; 8.4 lbs. quite neglected; 10 lbs., better inquiry at former prices. White Shirtings: Still stagnant. Grey T-Cloths: A few transactions in 6 lbs. common reported at about $1.58 to 1.59 for Dewhurst's T.; 7 lbs. of similar chop neglected. All Mexican qualities in a very depressed state. Grey Drills: English, no sales are reported. Prices nominally unaltered; American, although not in stock, quoted about 10c. lower; Dutch weaker; English Jeans unsaleable. Fancy Goods: Supplies of White Spots and White Brocades restricted, but sales difficult to effect; Dyed Spots and Dyed Brocades in trivial demand; Dyed Damasks unchanged; T. R. Shirtings taken for Japan; Assorted Chintzes and Gentian Twills disposed of at former values; T. R. Handkerchiefs out of request, but Brown asked for to a small extent; Velvets and Velveteens shipped to Japan; prices firm at a slight advance. Woollens and Worsteds: Broad, Medium, and Habit Cloths all difficult to sell, although holders were willing to accept a reduction upon last quotations; Scarlet Spanish Stripes of HH and CPH chops wanted at previous prices; Assorted without alteration; Blankets could not be sold, as arrivals had been upon a large scale; Long Ells, Scarlet declined 2c. to 3c. per piece; Assorted getting into moderate stock; Camlets in small stock, but rates are above the ideas of dealers. Lastings could not be quitted; Crape Lastings not asked for; Figured Lustres, inquiry very slight; Plain Lustres of good chop saleable. Metals: Nail Rod Iron declined 20 to 40 cents per picul; Bar out of request; Hoop, fair arrivals and a fall of 25 cents established. Round, wanted; Iron Wire showed a considerable decline; Steel maintained former rates: Quicksilver and Yellow Metal steady; Lead, owing to advance in England improved, and large speculative purchases made, at $5.90 to $6 per picul for cash, and $6.05 to $6.10 per picul to arrive.

CANTON.—Lead: Rates had given way slightly, transactions, however, had been limited, and stocks were unaltered. Quotations, sales and stocks—Lead: Common quality, $6.25 to 6.30; W.B. quality, $6.50 to 6.55; Sales, common quality, 600 piculs. Stocks, 3,000 piculs. W.B. quality, sales none. Stock 600 piculs.

BATAVIA.—The market for Cotton Goods had been in a depressed state, and as the wet season was setting in there was no prospect of any improvement. The business transacted had been on a most restricted scale, and the sales effected had been so few and so insignificant in character as to render it extremely difficult to furnish reliable quotations. For all descriptions of plain staples there was an entire absence of demand, while the Mahomedan New Year was approaching without materially improving the position of Fancy Goods, as dearness of rice prevented natives from making their customary purchases for the festive season.

SINGAPORE.—The market for all imports had been very dull, and only a small business had been done in Piece Goods, Grey Goods especially having been very difficult to place. There was little change in prices, but to move a quantity holders seemed ready to accept lower rates. Grey Thirtings had been in poorer demand. T-Cloths of all weights remained very quiet and sales were unimportant. White Shirtings: Medium and fine makes had been in fair demand. Grey Yarn had been neglected, and few sales had been effected; prices were weaker. Woollens were in little inquiry. There was no business doing in Iron, buyers holding off in expectation of seeing prices decline, in consequence of telegrams received from England quoting lower rates. Yellow Metal: There had been almost no inquiry, and sales were very trifling. Copper Sheathing: The heavier sizes, 18 to 30 oz., had come into better request, but there were none in stock; it was difficult, however, to obtain remunerative rates. Pig Lead continued dull and slow of sale. Coals: Cardiff were in good inquiry, but very scarce; West Hartley difficult to move, unless at a reduction in price.

EXPORTS.

TEA.

KIUKIANG.—No settlements made.

HANKOW.—The market continued to be well supplied for the advanced season of the year; late arrivals had consisted for the most part of Shantun leaf, and lower rates had been accepted for this grade towards the close. The reported settlements had been 5,496 chests, and reshipments to Shanghai about 2,000 chests.

SHANGHAI.—Messrs. Drysdale, Ringer, and Co.'s Report is as follows:—Black: Our season is so far advanced and the business lately transacted of such a limited character that we have but few remarks to make thereon. Settlements since the 24th Oct. amount to 5,800 chests and 7,250 half-chests. Arrivals have been on a par with sales, leaving the stock at 5,915 chests and 14,900 half-chests, equal to 13,400 chests, against 13,000 chests on hand at same time last year. Late arrivals are nearly all common, beneath the grade of common Black leaf. Some purchases of these have been made at 9¼d. to 9½d. Chops of rather better quality have been taken at 10¾d. to 1s. 0¼d. Common to fair Hohow at 1s. 0¾d. to 1s. 2d., and Oopack and Ningchows of similar grade at 1s. 2d. to 1s. 3¼d., a few small parcels rather preferable, bringing 1s. 4d. to 1s. 5½d. We quote rates as last advised, the market closing with more inquiry. Green: We have to advise large transactions, settlements and shipments during the fortnight aggregating 53,500 half-chests and 7,880 boxes. English firms have been the principal operators; we therefore presume that a large proportion of the Tea settled is intended for the London market. We do not quote rates any easier, for although prices have ranged somewhat lower, we make a proportionate decline in quality. Stock is reduced to 54,000 half chests, against 43,000 half-chests at same date in 1871. Export to England is 2½ millions, and to America 1¾ million pounds in excess of last year. Prices have ranged, for Pingsueys from Tls. 38 to 45, and from Tls. 32 to 45 for country Teas of average proportion, some fine lines selling at Tls. 53 to 60, Shanghai packed are quoted at Tls. 27 to 39.2.5 per picul proportion.

FOOCHOW.—Congous had continued in fair demand, and as settlements had been greatly in excess of receipt prices had been supported. Some 3,400 half-chests of fair to superior cargo Oolongs were settled on the 1st and 2nd Nov., on a basis of Tls. 20.3 to 21.3 o.b. for good cargo, followed on the 5th by the settlement of 850 packages on the same basis; and since then about 21,300 half-chests had found buyers, in which were included three fine strings purchased at Tls. 23.55 and 26.05, proportion price, or about five taels under the average cost of the transactions which took place two months previously. These fine strings were on a basis of about Tls. 17.8 to 19.8 o.b. for good cargo, hence the necessity for some irregularity in the quotations for cargo grades. Many of the holders of fine strings refuse to submit to the reduction established in the foregoing instance.

AMOY.—The Oolong market remained quiet until within a few days of the close, when buying was again commenced on a basis of prices about $2 below those previously quoted; some 15,000 half-chests had been settled, leaving a stock of 30,000, with about 6,000 half-chests more to come in to complete the anticipated supply for the season. Fair cargo Tea was quoted $18 to 19, and good cargo $21 to 22 per picul. The s.s. Surprise sailed on the 10th Nov. for New York, and the British barque Thracian was engaged full for that port at £2 15s. per ton of 40 cubic feet.

CANTON.—Small settlements made, and no material alteration in the market. Scented Orange Pekoes had been obtainable on slightly easier terms, but Scented Capers had not changed in value.

SILK.

SHANGHAI.—A steady business had been done throughout the fortnight, resulting in the settlement of 1,500 bales. Prices were Tls. 5 higher for medium to good Tsatlees, last purchases having been Choping's No. 3 Chicks Tls. 580, "Dragon Chop" Tls. 572½, "Gold Lion" Tls. 545, "Blue Flag" Tls. 520, "Blue Elephant" Tls. 515, and Red Peacock Tls. 495. Common Tsatlees, being in full supply and difficult of sale at home, were comparatively neglected. In Hainins no business had taken place. The Long Reels on offer were too inferior to induce purchases, and the same remark applied to most of the Laeyangs. Arrivals had kept pace with settlements, but amongst the stock there was a large quantity of Yellow Silk. Settlements for the fortnight, Chinas, 1,500 bales. Total settlements since 1st June, 1872, 41,800 bales; 1871, 38,000 bales; 1870, 23,550 bales. Comparative unsold stock on this market on the 7th November, 1872, 4,500 bales; 1871, 4,500 bales; 1870, 4,500 bales.

CANTON.—The market was very quiet and uninteresting, it being the interval between the finish of the fifth crop and the arrival of the sixth in bulk; rates were slightly easier, with a slack demand. About 100 bales of the sixth crop had arrived in the market, which proved, however, to be of but poor quality; the supplies arriving later may be expected to be better. Settlements during the fortnight amounted to 120 bales, of which some 73 went forward by the last French mail. Stock was estimated at 2,000 bales Tsatlee reel, 60 bales Loongkong, 50 bales Cumchook and Lacklow, and 300 of inferior kinds. Rereels still remained quiet, and we hear of no fresh contracts. Prices were unchanged, and extra fine Lacklow is scarce.

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6⅝d.	4s. 7d.	4s. 7d.
Shanghai ,, ,, ...	6s. 1d.	6s. 1⅛d. to 6s. 1⅛d.	6s. 1⅛d. to 6s. 1⅛d.
Canton ,, ,,	4s. 5d.	4s. 5⅛d.	4s. 5⅛d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 5⅛d.	4s. 5⅛d. to 4s. 5⅛d.	4s. 6⅛d.
Manila ,, ,, ...			

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	307	223½
,, Hong Kong...	26 to 26⅛ dis.	—
Bar silver	111.3.0	10 prem.
Mexican dollars	78.3.0. nominal.	

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 71 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 20 per cent. discount.
China Traders' Insurance, $1,400 premium.
Hotel Shares, 45 per cent. discount.

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Hong Kong and Macao Steamboat Company, 31 per cent. premium.
Hong Kong Fire Insurance Company, $355 to $357½ prem.
Union Insurance Company, $1,250 premium.
China and Japan Marine Insurance Company, Tls. 33 to Tls. 34 premium.
China Fire Insurance Company, $38 premium.
Victoria Fire Insurance Company, $56 premium.
Indo-Chinese Sugar Company, $55 dis
Shanghai Steam Navigation Company Tls. 37 premium.
Hong Kong Distillery Company, $10 dis.
Hong Kong Pier and Godown Company, $13 to $15 dis.

TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Northampton	Aug. 14	Shanghai	1,567,344
Leicester	„ 19	„	1,764.249
Annie Braginton	„ 20	„	545,333
Hopewell	„ 30	„	807,232
Langstone	Sept. 4	„	1,036 400
Thyatira	„ 4	„	1,331,500
Yeavering Belle	„ 9	„	661,127
Clausina	„ 19	„	619,137
Woodlark	„ 20	„	1,172.668
Melbrek	„ 20	„	1,180,123
Lallah Rookh	„ 20	„	1,155,999
Paragon	„ 20	„	527,381
Sir Jamsetjee Family	Oct. 26	„	1,440,005
Araby Maid	„ 29	„	1,215,948
Aracan	„ 29	„	1,059.539
Essex	Sept. 6	Foochow	1.688,100
Zenobia	„ 11	„	1.357,783
Maiden Queen	„ 30	„	1,116.242
Ziba	Oct. 1	„	790 400
Eme	„ 4	„	1.082,850
Endymion	„ 22	„	1,060.267
Olympia (str.)	„ 23	„	283.275
Gordon Castle (str.)	Nov. 6	„	912,005
Patroclus (str.)	„ 6	„	681,420
William Ritson	Sept. 9	Canton	733,583
Star of China	Nov. 1	„	905.738
Corea	„ 2	„	552,864

LATEST TELEGRAMS.

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STATE JOURNEY OF THE EMPEROR OF CHINA.

HONG KONG, DEC. 18.—It is rumoured that the Emperor of China is about to make an Imperial progress through his dominions.

RIOT IN FORMOSA.

HONG KONG, DEC. 18.—A riot has occurred at Tamsui, in Formosa, between the natives and the Chinese employed by foreigners.

COMMERCIAL.

CHINA.

HONG KONG, DEC. 19.—Grey Shirtings, 6¼ catties, 8¼ lbs., $2.40. Cotton Yarn 16-24, $115. Tea: Markets quiet. Exchange on London: Bank bills, 6 m.s., 4s. 5¼d.

SHANGHAI, DEC. 21.—Import Market quiet. Grey Shirtings, 6¼ catties, 8¼ lbs., Tls. 1.9.0; T-Cloths, 6 lbs. ordinary Tls. 1.1.5; 7 lbs. Mexicans, Tls. 1.4.6. Cotton: Shanghai, Tls. 11. Tea: Unassorted. Silk: Better demand at lower prices. Taatlee, No. 3, Tls. 560. Exchange on London: Bank bills, six m.s., 6s. 1¼d.; Mexican Dollars, Tls. 76.

STRAITS SETTLEMENTS.

SINGAPORE, DEC. 17.—Cotton Yarn, 40's, $126; 16-24, nominal; Grey Shirtings, 39-in., 8¼ lbs., $2.45; 7 lbs., $2.7½. T-Cloths, 6 lbs., ordinary, $1.60. Gambier, $4.32½. Pepper: Black, $11. White, $19⅜. Tin, $34½. Exchange on London: Bank bills, six m.s., 4s. 5d.

PENANG, DEC. 17.—Tin, $33.10; Pepper: Black, $11.25; White $21; Sugar, No. 2, $5.35, No. 3, $3.10; Cotton Yarn (Mule Twist) 40's, $128; 30's, $116; Grey Shirtings. 8¼ lbs., $2.50; T-Cloths 6 lbs. $1.60. Exchange on London: Bank bills, six m.s., 4s. 5½d.

THE MAILS.

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LAST INWARD P. AND O. HEAVY MAIL.—SOUTHAMPTON, DEC. 16.—The P. and O. steamer Candia, with the India and China mails, arrived here at 8.30 A.M. to-day.

PRESENT INWARD MAIL.—BRINDISI, DEC. 20.—The P. and O. steamer Nubia arrived at 6.15 A.M., and the mails left for London at 9.25 A.M. this morning.

NEXT INWARD FRENCH MAIL.—PORT SAID, DEC. 20.—The Messageries Maritimes steamer Provence, with the mails from Yokohama, Nov. 12; Shanghai Nov. 15; Hong Kong Nov. 21, left here at 2 A.M. this day for Marseilles, where she may be expected on the 27th inst.

OUTWARD HEAVY P. AND O. MAIL.—SOUTHAMPTON, DEC. 19.—The P. and O. Company's steamer Delhi sailed at 3 P.M this day with the heavy mails for Gibraltar, the Mediterranean, Egypt, Aden, India, China, Japan, Australia, &c. She took out 100 passengers and a full cargo, including £57,572 2s in specie.

OUTWARD P. AND O. MAIL OF DEC. 13.—SUEZ, DEC. 20.—The P. and O. steamer Australia left at 3.0 and the Khedive at 4.0 this afternoon for Bombay and Calcutta respectively.

Shipping Intelligence.

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ARRIVALS.

At YOKOHAMA.—From London, Oct. 29, Velocity. Rollo; from Liverpool, Nov. 7, Mary Moore; from New York, Walton.

At SHANGHAI.—From London, Oct. 31, Scindia; from Liverpool, Ulysses (str.).; from Cardiff, Nov. 3, Royal Family.

At HONG KONG and CANTON.—From Livepool, Nov. 8. Diomed (str.); Dec. 16, Ulysses (str.); from Hamburgh, Carmelita and Ida; from London, Dec. 19, Galley of Lorne (str.).

At SINGAPORE.—From London, Nov. 6, Drummond Castle (str.); from Liverpool, Dec. 17, Nestor (str.); from Cardiff, Nov. 14, Uranos; from Boston, via Batavia, 14, Borneo.

At PENANG.—From London, Dec. 17, Cheops (str.).

At BATAVIA.—From Liverpool, Nov. 2, William Poolman; from Texel, 12, Prins Van Oranje (str.), Nieuwe Waterweg'; from Buenos, Ayres 12. Thomas Fletcher; for New York, 13, Nevada; from Boston, Oct. 31, Borneo.

At BANKOK.—Oct. 30, from London, Latona.

DEPARTURES.

From SHANGHAI.—For London, Oct. 30, Sir Jamsetjee Family, Araby Maid; 31, Aracan: Nov. 7, Agamemnon (str.); for New York, 31, Surprise, via Amoy; Nov. 1, E. A. Oliver.

From FOOCHOW.—For London, Hong Kong (str.)., Gordon Castle (str.)., Patroclus (str.).

From HONG KONG and CANTON.—For London, Nov. 2, Star of China, Corea; 8, Sir Harry Parkes.

From BANGKOK.—Nov. 2, for London, Ville de Grenada.

From SINGAPORE.—For London, Ophir; for Boston, Nov. 14, Blencathra; for New York, 18, Surprise (str.).

From BATAVIA.—For Channel, Nov. 8, Amur; for Holland, Oct. 31, J. van Lennep; Nov. 1, General de Stuers, Baron v. Pallandt v. Rosendael; 3, Zes Gezusters, Huydecoper, Conrad, Stad Middleburg; 10, Antje, Ada; for United States, 7, Hazard; for Havana, 1, Ambota.

VESSELS LOADING.

At YOKOHAMA.—For London, Magnet.

At SHANGHAI.—For London, Glengairn, Fiery Cross; for New York, Mary Whitridge, Centurion, Dilkoosh, Morro Castle, Sarah Nicholson, Fanny Breslauer.

At FOOCHOW.—For London, Selim, Silver Eagle, Fontenaye.

At HONG KONG and CANTON.—For London, Glarus.

At SINGAPORE.—For London, Ottercaps, Candace; for Liverpool, Nola, Katrina; for Marseilles, Isaure; for Venice, Jedda (str.); for Boston, A. H. Willie, Madawasha.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, £2 15s. sailing vessels, £3, per steamer.

At FOOCHOW.—To London, per steamer, £3, sailing vessels £2 15s. to £3; to New York £4 10s. per 40 feet.

At HONG KONG and CANTON.—To London rates remain unchanged.

At SINGAPORE.—To London, per steamer, £3 10s. dead weight, £4 measurement, £5 10s. Pepper; per sailing vessel £3 to £3 10s.

At BATAVIA.—For Holland, per steamer f.120 Coffee, f 130 Pepper, f.75 Tin, f.150 Spices and Indigo; per sailing vessel, f.90 Sugar, f.85 Coffee.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Oct. 30	Emulation	Yokohama	New York
„ 30	Richard Busteed	Hamburg	Manila
„ 31	Clara	Batavia	New York
„ 31	Sing Tai	Hong Kong	C. of G. Hope
„ 31	Yeavering Bell	Shanghai	London
„ 31	Johra	Foochow	London
„ 31	Albert Edward	Batavia	Boston
Nov. 1	Amboto	Macao	Havana
„ 4	Huddersfield	Singapore	Liverpool
„ 4	Hermine	Hong Kong	Falmouth
„ 5	Berends	Manila	Liverpool
„ 5	Alexandrina	Do.	New York
„ 5	Min	Singapore	London
„ 5	Eugenie	Manila	Do.
„ 5	George Peabody	Do.	New York
„ 5	Amora	Amoy	Do.
„ 6	Archer	Manila	Boston
„ 6	Clymene	Singapore	Liverpool
„ 6	Duke of Athol	Shanghai	New York
„ 7	Bunker Hill	Manila	Boston
„ 7	Hazard	Batavia	Do.
„ 8	Boyne	Samarang	Falmouth
„ 9	Bueno Ventura	Macao	Havana
„ 9	Sedni Dubrovaki	Manila	England
„ 9	N. B. Palmer	Shanghai	New York
„ 9	Gustav Adolph	Hong Kong	Hamburg
„ 11	Thomas Fletcher	Buenos Ayres	Batavia
„ 11	Cashmere	Liverpool	Singapore
„ 12	North East	Manila	New York

WE understand that the creditors of the "Joint National Agency," including many Japanese, have under consideration an offer of 5s. in the pound. The decision is put off until the 9th January.

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SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—Dec. 19. at Plymouth from Rangoon, Mio ; at Queenstown from Rangoon, Marchesina ; at Boston from Singapore, Nellie Hastings ; off Liverpool. from Singapore,; Pasithea ; 20, at London, from Shanghai, &c. (via S.C.), Hector (str.), Gordon Castle (str.) ; 20. at Liverpool, from Rangoon, Derbyshire ; 18 at Texel, from Batavia. Jupiter, Stad Leyden, Waterloo ; at Brouwershaven, from Batavia, Arvio, County of Berwick ; at New York, from Colombo, Clymping ; from Galle, Passover ; at Boston, from Ilo Ilo, Pegasus ; 20, at Falmouth, from Ilo Ilo. Evelyn Wood ; at Deal, from Singapore, South Port ; 20, at Falmouth, from Rangoon, "No," Bismark ; at Liverpool, from Rangoon, Royal Family ; 21, at London, from Sarawak, Alcestis ; 23, from Colombo, Shooting Star ; from Shanghai, &c. (via S.C.). Patroclus (str.) ; 22, off Dover, from Shanghai, &c. (via S.C.). Atalanta (str.) ; 21, at Liverpool, from Rangoon, Philosopher, British Queen ; 19, at Texel, from Macassar, Elizabeth and Jacoba ; 20, at Liverpool, from Akyab, Iride.

DEPARTURES.—Dec. 19, from London, for Singapore, China, &c. (via S.C.). Altona (str.) ; 19. from Cardiff, for Yokohama, Canaan, Venus ; 21, from London, for Colombo, &c. (via S.C.), Good Hope (str.) ; —, Winestead (str.) ; from Nieuwe Diep, for Batavia (via S.C.), De Ruyter (str.) ; 21, from Liverpool, for Singapore, China, &c. (via S.C.), Priam (str.).

LAID ON.—At London, for Hong Hong, Everest ; for Shanghai, Burdwan ; for Penang, Singapore, Hong Kong, Shanghai, and Yokohama (via S.C.), Scotland (str.) ; at Liverpool, for Manila, San Fernando.

STEAMERS PASSED THE SUEZ CANAL.—Nov. 26 to Dec. 3, Odessa, from China, for London ; Yarn, from Toulon, for Saigon ; Olympia, from China, &c., for London ; Hector, from China, for London ; Namoa, from Newcastle, for Hong Kong ; Gordon Castle, from Hong Kong, Shanghai, &c., for London.

SPOKEN.—Eveline, Wood. Ilo Ilo to Falmouth, Nov. 22, 5 N., 24 W. (115 days out) ; Sooloo (Am. ship), Sourabaya to Boston, Oct. 7, lat. 14, lon. 89 ; County of Berwick, Sourabaya to Rotterdam, Dec. 4, 35 N., 40 W.

CASUALTIES.—A telegram from Port Said. 18, announces that the Glenroy (str.) lost her screw in the Canal, and had been towed as far as Suez dock unavailable ; will discharge part of cargo. The Orient, Mykander, from Cardiff to Singapore, with coals, put into Falmouth Dec. 20, with rudder damaged. The Norman Court, Sherman, from Canton and Macao, which arrived at London Dec. 20, reports having experienced, Sept. 15, a very heavy typhoon, which blew away a suit of sails.

MISCELLANEOUS.—The abandoned and waterlogged barque Lothair, of London, was boarded Dec. 11, in lat. 47 N., lon. 18 W., by the Rachel Lewis, which arrived at Scilly 17th.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

BROWN—On the 1st Nov., at Canton, Mrs Thomas Marsh Brown, of a daughter.
CRAWFORD—On the 17th Dec., at Knockbackle-house, Beith, Ayrshire, the wife of John Crawford, of Shanghai, of a daughter.
DAVIES—On the 1st Nov., at Hong Kong, the wife of C. F. Davies, of a daughter.
DESLANDES—On the 4th Nov., at Shanghai, Mrs. E. J. Deslandes, of a daughter.

MARRIAGES.

BENNETT—SCHILLER.—On the 12th Dec., at St. Luke's, Caterham Valley, Surrey, by the Rev. W. T. Du Boulay, incumbent of Boltons, Brompton, assisted by the Rev. P. J. Watts, vicar, and the Rev. Wm. Calvert, incumbent of St. Peter's, Dulwich, Marcus Elmer Bennett, of Foochow, to Madeline Gertrude, third living daughter of the late Henry Carl Schiller.
MEECH—PRANKARD.—On the 25th Oct., at H.B.M.'s Legation, Peking, the Rev. S. E. Meech, to Miss Edith Prankard.
PRITCHARD—OWEN.—On the 19th Dec., at St. David's, Liverpool, by the Rev. James, Captain Hugh Pritchard, of the Cunard steamer *Trinidad*, late of China and Japan, to Margaret, second daughter of Thomas Owen, of Tanrallt, Anglesea.

DEATHS.

ANNESLEY—On the 4th Dec., at Malta, Matilda C, wife of Lieut. Annesley, 28th Regiment.
BOONE—On the 27th Oct., at Wuchang, William Jones Boone, Infant son of the Rev. Wm. J. Boone.
BYFIELD—On the 16th Dec, at High-street, Marlborough, John Byfield, aged 77.
HOWORTH On the 9th Dec., at Boulogne-sur-Mer, Lieut.-Colonel Richard Howorth, R.E., aged 71.
JOHNSON—On the 29th Oct., at Nagasaki, Joseph Johnsen, a native of Sussex, England, aged 32 years.
WILD—On the 12th Dec, at Foochow, Charles William Arthur, son of C. A. Wild, aged three months.

Foreign Intelligence.

—o—

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, DEC. 18.

The Minister of the War Department has won the battle, or rather the fact that a Ministerial crisis was threatened has saved the War Budget, which was carried by 46 against 32 votes. This shows a very powerful minority. General van Stirum, who has shown himself a good military man, has not had much success as Minister, and general opinion is in accordance with what some papers say, that he is not at all fit for his post. He is no debater, and has to read his defence, he misunderstands every speaker, and in a word makes a deplorable figure in Parliament. Notwithstanding that he asks for his department a credit of seventeen millions, that is three millions more than last year, this money would have been granted without much opposition if he had only stated a definite plan to reorganise our army and our means of defence. But this he has not done. On the contrary, a good many persons fear that these seventeen millions will go the same way as the 200 millions, which have been thrown away during the last fourteen years in so-called "improvements" of our defences. Thrown away is the correct expression. It was clearly proved during the debate that the actual state of our army, and of our fortresses, renders us simply defenceless against any attack from Foreign Powers A Liberal member endeavoured to force the Minister to lay before the members as soon as possible a plan for the reorganisation of our fortress-system. He proposed such an amendment as would enable the Chamber to refuse the money asked for, only a partial improvement of the line of defence Utrecht-Amsterdam. His proposal was, however, rejected after a very sharp debate, in which we learn that a "Fortress Bill" is on its way to the Chamber, and it is to reach the members in conjunction with a Bill to abolish the system of "substitution" in the army (a measure to which the majority of the Chamber is opposed) But these are only promises, and probably months will elapse before we hear anything definite. Notwithstanding that the end of the year is so close at hand, and that the Chamber is still involved in the Budget debates, a day has been lost in discussions upon a Bill to alter the East India Budget of 1872—a mere question of form, but which created a warm and sharp discussion, of which the issue was that Mr van Kirkwyke proposed to impeach the ex-Minister of the Colonies, Mr. de Waal, because he had withheld some East India millions from the Dutch treasury, and placed them at the disposal of the Colonial Government. The majority disapproved such a proposal, considering that there were no reasons for applying the article of our fundamental law which refers to Ministerial responsibility. After this digression the Chamber resumed the debate upon the Budget of the Financial Department.

A general lull prevails on the Bourse, and very few transactions take place ; prices, however, are well maintained, but there is no speculative demand. The money market is very tight ; the weekly account of the Bank shows, it is true, some improvement, but in the open market money is dearer. In my last letter I told you that the Rotterdam Commercial Society had laid before the members of our Town Council some documents, by which it was proposed to purchase 400,000 cubic meters of land on the opposite bank of the river, where, according to a fixed plan, a new town should be built, as there is no room for extension on this side of the river. The town, however, has only at disposal for the realisation of this project an amount of f.3,600,000, which is not sufficient. The society offers a sum of f.2,600,000 for the land, and the town funds will then be sufficient to build a very considerable part of the new town, with its harbours and commercial establishments. This project creates much interest here, but I regret to say that it meets in the newspapers with much opposition, in the first place, because the Municipality assigns its rights over to the company, which, it is feared, will not study the interest of our city. On the 28th of this month this important question must be decided.

I have already told you that a direct line of British steamers between our port and Java will be established next year. I now hear that the steamer *Wyberton* will be put on the berth here (or in the event of frost at Nieuwe Diep), about the 14th of January, to sail on the 25th of that month for Batavia, Samarang, and Sourabaya, direct through the Suez Canal. Subsequently a steamer will be despatched from our port regularly every six weeks. It is also stated that a new line of steamers will be inaugurated in the month of March, between Rotterdam and New York. From Amsterdam I hear more bad rumours. The number of houses stopping payment increases, the main cause being over speculation in cotton. It seems that the brokers have drugged everyone with this article, so much so, that I find among many important commercial houses the proprietor of a café chantant, whose estate shows a deficit of f.75,000. It seems that private liquidation is being carried out with good success in many cases. I fear that there will be many losers in Java.

PRODUCE MARKETS.

The business done in Colonial Produce since my last letter has been of little importance, and bears evidence of the approaching close of the year, in the face of which transactions are, as usual, mainly confined to purchases for the hand to-mouth wants of retailers. Prices are in general mainly supported by the forbearance of holders to press sales. Cotton, Coffee, and Tobacco are very firm.

COFFEE has relapsed into a very quiet position, but prices are firmly maintained in the proportion of 48¼c. for good ordinary Java. Sales have been closed of the following shipments of private importations :—375 bags Bali, ex Æolus ; 400 bags, ex County of Bute ; 475 bags Java, ex Elisabeth Maria ; 1,110 bags do. W.I., cured by Wyberton ; 2,182 bags do., ex Electra, at 45½c.

SUGAR.—No change is to be noticed in the market, but I have no transactions to report. Both holders and buyers keep backward, and no revival in the demand is looked forward to until after the turn of the year.

TEA.—Without anything doing, in anticipation of the public sale advertised here for the 19th inst., of 351/4, 5,813/12, and 2,135/16 chests China, ex steamer Duna from Foochow, valued by the brokers at from 83c. to 140c. ; in addition to which 100/12 chests China Congou will also be brought to the hammer. The business done in our market has been mainly confined to the sale of 117/4 chests China Pekoe, ex Cheops, being a portion of the lots bought in at the public auction of the 25th October last.

TOBACCO.—Several parcels of sundry marks have found buyers at prices which did not transpire.

SPICES are very quiet. In the total absence of demand for export and speculation the business doing is confined to the requirements for consumptive wants.

RICE.—There is no demand, and prices are barely supported.

RATTANS without anything doing.

TIN.—The demand remains inactive. Banca has sold for usual prompt at f.86¼ to f.85½ and Billiton on the spot at f.81.

INDIGO (JAVA).—There is no change in the market ; the article is quiet. Manila : The 725 kilograms offered for public sale are valued at f.30 to f.35 per half kilo., according to quality.

COTTON.—An animated demand has prevailed for this article, and sales have been making of North American, Nov.-Jan. shipment, at advancing prices. East Indian does not attract attention.

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LEGAL.

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COURT OF COMMON PLEAS.

TRAUTMAN V. LAY.

The plaintiff in this case (which was tried on the 17th inst. before Chief Justice Bovill and a special jury) was a merchant in the City and also at Shanghai, and the defendant was formerly Chief Inspector of Chinese Customs at Peking, and in 1867 became commissioner for the Japanese Government, and was employed to raise a loan of £1,000,000 for them for the purpose of carrying out some railway works. There was an agreement to employ the plaintiff as agent in this transaction, and he also had a power of attorney to act for the defendant. Things went on upon this footing for some time, but on the 3rd of June the defendant wrote to the plaintiff—"Permit me by this to withdraw from you my power of attorney as to Japan, dated 5th February, which has become unnecessary by an undertaking on the part of the Oriental Banking Corporation to act as my agent in all monetary matters connected with the Japanese Government, and the friendly relations between the Government and the Oriental Bank, you will at once see, make this a most desirable step." The plaintiff claimed in this action damages upon the ground that he had been improperly dismissed from his employment as agent, and one of the questions raised upon the record was whether the defendant was or not justified in dismissing the plaintiff. Sir John Karslake, Mr. H. Lloyd, Q.C., Mr. M'Intyre, Q.C., and Mr. A. L. Smith appeared for the plaintiff, and Mr. Giffard, Q.C., Mr. Staveley Hill, Q.C., and Mr. Nasmith for the defendant.

Much correspondence was read; the plaintiff was examined at length, and much discussion took place, the case occupying a day and a half. In the end an arrangement was come to between the counsel that there should be a verdict for the plaintiff for the damages in the declaration, subject to an agreement which had been come to between the parties which was not made public. The costs in the suit are very heavy.

COURT OF CHANCERY.

DIVORCE SUIT.—HOWELL V. HOWELL.

An application was made to Vice-Chancellor Malins by counsel on behalf of Mr. Howell, the late secretary to the P. and O. Company, to restrain the defendant, Mrs. Howell, from taking proceedings in the Divorce Court to obtain alimony from her husband, the plaintiff. The parties were married in 1865; and, unhappy differences having arisen between them, a deed of separation was executed in 1869, by which Mr. Howell undertook to pay to his wife the annual sum of £400 so long as he should continue secretary to the Company; and, upon his ceasing to retain that appointment, then he was to pay her the sum of £100 a year, and Mrs. Howell by the same deed covenanted that she would not molest the plaintiff, or endeavour to seek restitution of conjugal rights, or seek to obtain from him a larger allowance than that which was provided by the deed of separation. Mr. Howell had now ceased to occupy the position of secretary to the Company, and he had proposed to allow his wife the annual sum of £250, being £150 more than was provided for by the deed; but Mrs. Howell, not being satisfied with this sum, had taken proceedings in the Divorce Court to enforce a larger amount of alimony, which it was submitted was a breach of the covenant contained in the deed.

The Vice-Chancellor made an interim order for an injunction to extend over the next motion day.

NAVAL AND MILITARY.

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The Thetis, screw corvette, 13 guns, 1,322 tons, 350-horse power, which, as we recently stated, is to be commissioned for the China station, is now being prepared for sea at Devonport Dockyard. We understand that the Thetis will relieve the Zebra on the station.

It is officially announced that the despatch-vessel Salamis will be paid off at Hong Kong, and be recommissioned by Lieutenant the Hon. A. C. Littleton, whose appointment to the vessel we noticed a few weeks since.

By telegram from Singapore we learn that the troop-ship Adventure arrived there on the 19th inst., from Hong Kong, having on board the head-quarters and right wing of the 1st Battalion, 10th Regiment, which has been removed from Hong Kong.

The Mosquito, gun-boat, reached Gibraltar on the 18th inst., *en route* for the China station.

A vacancy has occurred on the list of officers in receipt of naval pensions in consequence of the death of Retired Captain J. R. Fittock. The deceased officer, who expired at his residence at New-cross, in his eightieth year, was promoted to the rank of master in the Surly, 10, cutter, at the Nore in 1827, and served in the Blenheim, 60, during the operations in China, from 1840 to 1842, and was present at the taking of the Bogue forts, Canton, Amoy, Chusan, and Ningpo. He was transferred to home service in 1855, but went again to China in 1856, on special service. Was promoted to retired captain in 1858, and he obtained a naval pension in 1863. The death is also recorded of another naval officer who served in China, Commander T. B. Christopher, who died last week at Castletown, in the Isle of Man, at the age of sixty. He served throughout the naval operations in China, where he was nominated in 1841 acting lieutenant of the Blenheim, and was subsequently confirmed in that appointment and transferred to the Herald He returned to England in 1843, having received a medal for his services in China.

Major F. J. Hutchison, half pay late 64th foot, recently returned from Ceylon, where he acted for five years as deputy assistant quartermaster general, has been selected to succeed Major Griffiths, Royal Artillery, as garrison instructor at Devonport. Major Hutchison entered the Army Dec. 22, 1848, and became Major April 1, 1870. He served with the 64th Foot in the Persian campaign of 1856, including the storm and capture of Reshire, and surrender of Bushire (medal with clasp). Served also in the Indian mutiny campaign, including the action of Kerkeroulie, capture of Bareilly, attack of Mohomdee, and affairs of Shahjehanpore and Bunnai (medal).

Captain Hewett, V.C., who commanded the Ocean, the late flag-ship of the China station, has been selected by the Lords of the Admiralty to succeed Captain John E. Commerell, V.C., C.B., as Commodore of the second class and Commanding-in-Chief Her Majesty's ships on the Cape of Good Hope and West Coast of Africa station. Captain Hewett will commission the iron-built, wood-sheathed, unarmoured, screw corvette Volage, 3,078 tons, 4,532-horse power, at Portsmouth, to carry his Commodore's broad pendant, and to relieve the Rattlesnake, now carrying the pendant of Commodore Commerell.

THE CHINA FLEET.

By the latest advices we learn that the movements of the China fleet had been as follows:—The *Iron Duke*, 15, armour-plated ship, Captain W. Arthur, and the *Curlew*, 3, gun-vessel, Commander D. Boyle, were to leave Nagasaki on the 26th of October for Woosung and Shanghai. The *Barrosa*, 17, screw corvette, Captain J. L. Moore, left Nagasaki on the 21st of October for Yokohama. The *Adventure*, troopship, is engaged exchanging the 10th and 80th Regiments between Singapore and Hong Kong, and will probably have completed the service by the end of January. The *Midge*, 4, gun vessel, Commander J. T. Grant, left Shanghai on the 24th October for Hong Kong, to pay off and prepare for recommission; her present crew will come home in the *Juno*. The *Sylvia*, surveying vessel, Commander H. C. St. John, having received the sounding gear for which she was waiting at Hong Kong, was under orders to leave for the Cape and England on the 16th of October. The *Zebra*, 7, sloop, Commander the Hon. A. Denison, returned to Singapore from Batavia on the 24th of September. The *Hornet*, 4, gun-vessel, Commander J. B. Barnett, left Singapore on the 5th of October for Sarawak and Labuan. The *Juno*, 6, corvette, Captain J. R. E. Baird, arrived at Nagasaki on the 17th of October from Hong Kong, and was ordered to sail for England on the 11th of November. Vice-Admiral C. F. A. Shadwell, C.B., Commander-in-Chief on the China Station, was at Tientsin, in the *Salamis*, on the 4th of October, having returned from a visit to Peking. He left on the 5th, reached Nagasaki on the 21st, and arrived at Shanghai on the 24th of October. The Admiral intended to remain there four days. The *Cadmus*, 17, corvette, Captain W. H. Whyte, arrived at Shanghai on the 16th of September from Nagasaki. The *Barrosa*, 17, corvette, Captain L. J. Moore, left Hong Kong on the 8th of September for Nagasaki, to meet the Admiral. She was to sail thence for England. The *Thistle*, 4 gun-vessel, Commander H. J. Leet, has received orders to remain at Tientsin for the winter. The *Avon*, 4 gun-vessel, Commander J. C. Patterson, left Shanghai on the 15th September for Hankow, to relieve the *Leven*, ordered to Kiu Kiang. The *Curlew*, 3 gun-vessel, Commander D. Boyle, was ordered from Tientsin on the 5th of October to proceed to Chefoo and Nagasaki.

MISCELLANEOUS.

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THE will of Thomas Dent, Esq., of No. 12, Hyde-park-gardens, has been proved by Lancelot William Dent, the son of the deceased; Edward Howley Palmer, and Alfred Hudson Shadwell, the executors; the personal estate, including leaseholds, being sworn under £500,000. The testator has given to each of his executors £200 free of duty; to St. Mary's Hospital, Paddington, St. George's Hospital, Hyde-park-corner, and the Royal Orthopœdic Hospital £100 each, also free of duty; to each of his brothers who shall survive him, £1,000; upon trust for each of his daughters, £30,000; and to his wife, Sabine Ellen Dent, his residence, with the furniture and effects therein, and a pecuniary legacy of £1,000. The executors are directed to set apart such a sum as, with the property already belonging to or settled on his wife, will make up a sum equivalent to £100,000 Consols, and to pay the dividends to her during her life or widowhood. The residue of his real and personal property the testator leaves to his sons equally.

THE will and codicil of the late Sir John Bowring have been proved by John Charles Bowring and Edgar Alfred Bowring, the acting executors, under £12,000. The testator bequeaths the polyglot Bible presented to him on the occasion of his second marriage and the insignia and honours received by him from different Sovereigns to his eldest son, to be kept as heirlooms; and he desires that at the distribution of his plate each of his children shall have some testimonial rendered for his public services.

THE *Illustrated London News* of this week contains a view of the palace erected for the bride of the Emperor of China, and a sketch of the opening of the railway at Yokohama. It is announced that a series of engravings of objects of interest in Peking and the vicinity is to appear in future issues.

A LETTER received from a passenger by the P. and O. steamer *Nubia*, dated Malta, December 8, refers to a frightful disaster at sea. The writer of the letter saw a large steamer called the *Dalmatian* founder, and all were lost; two other vessels ran into one another and both went down.

The United States frigate Hartford, Captain Macauley, has arrived at Malta, from New York and Gibraltar, bound for China. She has some small defects in her machinery; after making them good she will proceed immediately for her destination, via the Suez Canal. She saluted the garrison with 21 guns and the Naval Commander-in-Chief with 15 guns. The salutes were immediately returned.

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The London & China Telegraph.

LONDON: MONDAY, DEC. 23, 1872.

THE IMPERIAL MARRIAGE.

FOR the first time in the history of China, except for the brief space when the Allied flags waved over the An-ting Gate, Peking has been invaded by the ubiquitous "Special Correspondent." The marriage of a potentate who rules over three hundred million of the human race, who exercises jurisdiction over a territory as extensive as any half-dozen kingdoms of the whole world, and about whom so very little is known as is of the Emperor of CHINA, was sure to attract attention. The enormous wealth at his command, and the position of lofty supremacy which he occupies in the eyes of his subjects, naturally gave rise to the belief that on the occasion of his marriage his capital would be the scene of a display of Oriental state and splendour befitting his rank, as the most powerful sovereign in the East. But the result only furnishes an additional proof of how vain it is for the uninitiated to attempt to form any idea by analogy with ourselves of the probable conduct of Chinamen on any given occasion, or of the motives which guide them. To the Celestial mind that honour which hedges about a king is to be preserved only by his remaining in seclusion; to be exposed to the public gaze in the streets of Peking would, even if surrounded by all the paraphernalia of Oriental State, be destructive to the sanctity with which every true Chinaman is taught to look upon the "Son of Heaven," and would excite as much astonishment among the Pekingese as would the sight of the QUEEN elbowing her way along the pavements of the Strand at the most crowded time of the day, among ourselves.

The only portion of the marriage ceremony which took place outside the Palace walls was partly hidden under the cover of night, and was to be peeped at only through holes made in the paper windows of the upper story of a squalid opium shop. But though the correspondent has little to tell of what he saw, he has much to say of what he heard. His letter, which appeared in the *Daily News* of the 16th, is full of the gossip which is floating about Peking on the subject of the marriage. Like most gossip, a good deal of this is, of course, merely vague rumour, but there is doubtless much—and it must be confessed that the picture it presents to us of the Imperial alliance is neither a pleasing nor a hopeful one—that is true. There is the entire absence of all right of free choice on the part of the EMPEROR in the selection of the bride; there is the natural reluctance felt by the eligible young ladies of China to enter the Imperial prison, which is bounded by the yellow-tiled walls of the Palace, and there is the foreshadowing of the degraded life which awaits even the most lofty inmate of an Eastern harem.

ONE RESULT OF THE "MARIA LUZ" CASE.

OUT of evil sometimes comes good, as has been proved in the case of the captive coolies on board the *Maria Luz*, whose misfortunes have induced the Chinese Government to take cognisance, under the terms of a treaty, of judicial proceedings in a foreign country, and have roused them to an energetic sense of their responsibility on behalf of their countrymen when under the weight of calamity. It will be remembered that as soon as it was reported in China that a Court of Inquiry was about to sit at Yokohama on the case of the *Maria Luz* coolies, CHEN, the magistrate of the Mixed Court at Shanghai, was sent over to represent his Government at the trial. On his arrival at Yokohama he was treated with the greatest courtesy by the Japanese officials, and one of the principal palaces of the city—that in which the Duke of EDINBURGH was lodged—was placed at his disposal. While the inquiry lasted the coolies were housed and fed at the expense of the Japanese Government; and when the decision of the Court declared them to be free men they were handed over to CHEN, who returned to Shanghai with his 228 clients, doubtless much pleased with the reception he had met with in the land of the Rising Sun. Fortunately the courtesy and humanity shown by the Japanese in this case seem to have made a real impression on the Chinese mandarins; for we hear that not only were the rescued coolies taken, on landing, under the immediate protection of the Shanghai authorities until such time as a ship could be chartered to take them to their native province of Kwang-tung, but that orders had been issued that passages should be provided for forty-five Japanese sailors, who had been wrecked near Chefoo, to their native land, at the expense of the Chinese Government. Both nations are to be congratulated on the result of this first post-treaty international communication, and it leads us to hope that the civilising example set by Japan will not be without its effect on the conservative instincts of the Chinese.

CEYLON.

IF any of the electors of Chelsea are subscribers to the *Banffshire Journal* they must have been highly amused by the quiet way in which the "travellers' tales" of the Republican baronet were demolished by Mr. ALEXANDER BROWN, of Kandy, Ceylon, in his lecture at the County Hall. It is on information of this sterling kind, which is drawn from experience, and free from the taint of sensationalism, and bookmaking, that the British public have, in their collective character, mainly to rely. Mr. BROWN has entitled himself to the gratitude of his countrymen by devoting an interval in his visit home to the explanation of the true condition and constitution of Ceylon. If he would add to the benefit already conferred, he has only to publish the information, contained in his lecture, in a form in which it is likely to be widely circulated, and in which it is certain to do an infinity of good. There are a score of periodicals whose editors would welcome such valuable and closely-packed information as that with which Mr. BROWN has refuted the misstatements of the ex-editor of the *Athenæum*.

As for the pith and substance of the information which Mr. BROWN gave his townsmen, they are already too-well known among our readers to require recapitulation. Ceylon is simply the most prosperous colony that England possesses; its prosperity has been attained in a shorter time than was ever equalled elsewhere; its industry has been conducted by free labour; and, in forty years, the island has been converted from a mere military dependency into a colony which, besides not costing the mother country one farthing, has created a commerce with her merchants of ten millions sterling per annum. Much of this amazing progress must no doubt be ascribed to the fertility of the soil; much to the situation of the island; and much more to the energy of the residents, determined to develop the resources of the country in the right way. Much also must fairly attach to the fortunate appointment of such Governors as Sir HERCULES ROBINSON and Mr. GREGORY. Only one "bad debt" stands on the Cingalese ledger—their account with the Home Government. Surprising as the progress of our friends in Ceylon has been in the last few years, they may feel a melancholy pride in the reflection that, however great the results of their own exertions have proved to be, they might have been immeasurably quickened and increased if the Colonial-office had not been deaf to their representations, and blind to their requirements. But what the Colonial-office failed to do for them they manfully undertook to achieve for themselves—and did it. In such hands as theirs the improvements that still require to be effected—the Paumben Channel, the formation of harbours at Colombo and Galle, and the extension of the railways—are sure to be carried out in spite of the neglect of a Secretary of State who ought to have perceived, years ago, that Ceylon was the most wealthy and promising dependency in his department.

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WE have to report another defection from the Consular Service, and we may expect many more will find that "they can better themselves." Mr. MCKEAN, who joined the Consular Service in 1865, and who was for some time stationed as accountant to H.M. Legation at Peking, before being sent as assistant to the Consulate at Newchwang, has, we learn, resigned his appointment in Her MAJESTY'S Service, and accepted the position of English Instructor at the School of Languages at Peking. In this capacity he succeeds Mr. M. J. O'BRIEN, who was also an assistant in the Consular Service, who retires from the post to take an appointment in the Chinese Customs. In the present condition and prospects of the Consular Service it is not surprising if the junior members, and especially the more active and promising among them, should endeavour to seek a career elsewhere than in the service of the British Government.

THE report of an action, TRAUTMAN v. LAY, will be found in another column. As this action arose out of our recent new relations with the Japanese Government as borrowers in the English market, and as it appears that that Government had in the first instance, by the edicts read in Court, empowered Mr. LAY to raise a loan of a million sterling, and by its subsequent edict had terminated its connection with Mr. LAY, it is greatly to be regretted that the form which the case took excluded the possibility of that thorough elucidation of Mr. LAY'S connection with the Government which would have thrown light upon a state of affairs at present incomprehensible.

THE Netherlands India Steam Company will, we understand, commence next April or May to run a steamer from Batavia to Australia and back, calling at the principal ports of Adelaide, Melbourne, Sydney, and Brisbane, and returning *via* Torres Straits, or by Cape Leeuwin according to the season. The Company is supported in this service by a small subsidy from the Dutch Government, is bound to make five voyages in each year, and has liberty to call at intermediate ports, both in going and returning, so that the steamers will possibly call at Fremantle, in Western Australia, and at Timor (Kcepang), if inducement offers.

WE understand that the French Government is occupied at the present moment in the organisation of an expedition to explore the river Tong-kin and the province of Yunan; the command of the vessel appointed for this duty has been given to Lieutenant DELAPORTE. A scientific mission is also charged with the exploration to the centre of China; this latter is placed under the superintendence of M. DARBY DE TIERSAINT, French Consul at Canton, and is also organised and assisted by the Marine Department.

THE Consecration of the Rev. W. A. RUSSELL as Bishop of North China was performed by the Archbishop of CANTERBURY on Sunday, the 15th inst. A full account of the ceremony will be found in another column. A correspondent in our last issue called attention to the impolicy of giving so wide a name to the appointment as "North China," and it is to be feared that mischief will crop up at some future day on this ground. Nothing is decided at present as to a Bishop for Victoria, Hong Kong.

THE Crown Agents for the Colonies have engaged for the Hong Kong Government twenty men from the Metropolitan police force, at a salary of $40 per month. These men will be provided with a passage to Hong Kong by one of HOLT'S steamers in January; should they serve five years and give satisfaction, they will be provided with a passage home. Mr. CREAGH, the Deputy-Superintendent at Hong Kong, who has been on a visit to this country, has, we believe, approved the men selected.

THE Japanese Ambassadors, with their Secretaries and suite, left London on the 16th inst. for Paris, where they were received by special delegates of the French Government, including Baron OUTREY, and quartered at the Hotel on the Champs Elysee, lately occupied by the Turkish Ambassador. Their stay in Paris will probably extend over two months.

THE *Great Eastern* has now on board nearly 2,000 miles of telegraph cable, which has been contracted for by the Telegraph Construction Company with the French Atlantic Telegraph Company, to be laid next June, between a point at the Land's-End and New York, touching at Halifax. This cable will be connected with special land lines, or underground wires, so as to carry the messages at once into the city of New York.

WE understand that the Governor of Yedo, JASHIE KIMONASA YURI, and K. IWAMI returned to Yokohama by the last mail. Mr. YURI has been making inquiries respecting municipal government, police, and other regulations in cities, in order to avail himself of any useful measures for the government of the city of Yedo.

THE directors of the P. and O. Company have arranged with the various railway companies to grant *through tickets* to passengers by their vessels, to Venice and Brindisi. This will be greatly appreciated, as much uncertainty and annoyance has been experienced hitherto.

Advices from Australia mention that Prince Philip of Saxe-Coburg-Gotha was at Sydney, and was to proceed from there to China, accompanied by his brother. The first cargo of Japanese produce, consisting of rice, salt, and bricks, arrived at Sydney on the 5th of October.

THE CONSECRATION OF THE BISHOP OF NORTH CHINA.

The ceremony of consecrating the Bishop for North China was performed at Westminster Abbey by the Archbishop of Canterbury, together with the Bishops for Mauritius and Hudson's Bay, on Sunday, the 15th inst. The Archbishop was assisted by the Bishops of London and Rochester and Sierra Leone, with Bishops Claughton (late of Colombo), Anderson, Ryan, and McIlvaine, U.S. The newly-appointed Bishops are the Rev. Peter Roys-ton (formerly of Trinity College, Cambridge, and late Resident Tutor of the Church Missionary College at Islington), for the Mauritius; the Rev. J. Hordern for the Hudson's Bay District; and the Rev. W. A. Russell for North China. The sermon was preached by the Rev. Canon Miller, Vicar of Greenwich.

At eleven o'clock the Bishops intended to perform the service entered the choir and proceeded to the Sacrarium. The Archbishop opened the service, the Bishop of Rochester and the Bishop of London following. The preacher, Canon Miller, was then conducted to the pulpit, and took for his text Acts xv., 26 v., "Men that have hazarded their lives for the name of our Lord Jesus Christ."

He began by pointing out what he considered a defect in our Prayer-book, namely, that there were no special prayers for such an occasion as that they were met to celebrate; he thought he might say this without any feeling of disloyalty. Much and highly as he venerated the Prayer-book, he must own—and all would own—it was not perfect; it was the composition of man, after all. Men, cold, selfish, calculating, worldly men, said our missions were a failure; he denied it most emphatically. What was it that had called forth the Day of Intercession, which was to be kept on Friday next? The failure of missions? No; but their great success. The field was so wide, the harvest so great, but the labourers so few. Therefore they were going to pray the Lord of the harvest to stir up men—not illiterate men, not men unsuited for the work, but men of piety, of learning, of devotion, of zeal, and love of souls, to go forth from our universities, from our country vicarages, from friends and home ties, to work abroad in distant and unhealthy climes, for God and the love of souls. There had been blots, sad blots, in some of the missionary work; but there was a long roll of those who had forsaken all in order to carry the blessings of the Gospel, in order to tell of the love of Jesus to those who knew him not. Time would indeed fail him to enumerate half the list; and those who were now going out, and who were to be consecrated that day, were men well tried for the work. Our missions a failure, said the canon: as men judge, yes—as God judgeth *no*. Had a religious census been taken in the days when our Saviour worked on earth, when the few assembled in the upper room, it would have been denounced by worldlings as a complete failure, but the quiet unobserved work which the Saviour did would not appear in a religious census; but we knew for certainty of lepers being cleansed, the deaf made to hear, the blind to see, the dumb to speak, ah! and many a soul not told of in the Gospels, succoured, comforted, forgiven, blessed! In a magnificent peroration the learned and eloquent canon spoke of the fitness of those about to be consecrated, and implored the vast congregation not to be mere sightseers, but to spend the time in prayer for God's blessing on them. He trusted that the two great societies, the Church Missionary Society and the Society for the Propagation of the Gospel, would work in harmony and achieve yet more glorious results.

At the conclusion of the sermon the Archbishop of Canterbury took his seat in his vice-regal chair, in front of the altar, the three candidates were then presented, separately, by two Bishops,

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as fit and proper persons; the Archbishop requesting Mr. Dyke, the Apparitor-General (in the case of each one) to read the "Queen's License," for creating the said Bishops. The Rev. Mr. Royston, Mr. Hordern and Mr. Russell then took the oaths administered by the Bishop of London.

The Precentor than chanted the litany, the choir giving the responses. and after a short interval. the three Bishops. standing in front of the Archbishop. were asked the usual questions regarding their faith, &c., to which they gave assent, "By the help of God I will so do." They then retired and robed, the choir chanting the *Veni Creator*; on reappearing they knelt before the Archbishop, who, with the whole six Bishops, placed their hands on the head of each, pronouncing the formula of consecration, "By our hands receive, &c." The three Bishops then entered the altar rails. and the offertory basins were handed round. the Archbishop's chair being removed. This ended, the Archbishop administered the Holy Communion to the Dean of Westminster, the Bishop of London, and the Chief Canon. The Dean communicated the newly consecrated Bishops and the other Bishops, after which the clergy and visitors approached the altar, and were communicated by all the Bishops present.

The Benediction was then pronounced by the Archbishop, and the Bishops retired to the "Jerusalem Chamber" to disrobe and present the offerings to the Church Missionary Society. and the Society for Propagating the Gospel. The ceremony occupied over three hours, the abbey being crowded. It was intended that four bishops should be consecrated, but some difficulties have arisen in reference to the appointment of the Rev. H. Rowley to the bishopric of Madagascar, and the consecration has consequently been deferred.

Monetary and Commercial.

The half-yearly meeting of the Ceylon Company was held on the 17th inst., Mr. L. Acland in the chair. The report stated that the crop of coffee, which the directors. in June last, stated would be exceedingly small, had not proved more satisfactory than they anticipated. There was, however, every reason to suppose that the deficiency of this year was quite exceptional, and the directors felt justified in proposing the division of an interim dividend at the rate of 3 per cent. per annum, drawing upon the reserve or undivided profits for payment, as they looked forward with confidence to replacing the amount so drawn before the end of the financial year. The deficiency in the crop had affected the whole island. The total produce in 1869-70 was 1,019,242 cwt., in 1870-71 923,276 cwt., while that for 1871-72 was only 758,777 cwt.

At the meeting the chairman stated that decrease in the dividend was owing to the smallness of the coffee crop at Ceylon. If the crop had been the same as last year the accounts would have been in a better state than they were that time last year. The smallness of the crop was owing to the unfavourable weather, it being wet when dry weather was required, and dry when wet weather was wanted. As regarded the crop of the company, it was one-third less, having been last year 59,458 cwt., while for this year it was only 42,000 cwt. True, higher prices had been attained, but they had not compensated for the falling off in the supply, for while the crop was one-third less they had only received an addition in the sales of one-ninth, while the cost for a small crop was as great as for a large one, the expenses being upon the number of acres under cultivation, and not upon the quantity picked. They foresaw in June last that there would be a small crop, but could not say what effect it would have upon the accounts. It had been usual to declare an interim dividend out of the balance of profit up to the 30th of September, but it was evident it could not be done on the present occasion. The question of the payment of a dividend, however, engaged the anxious attention of the directors, and after much deliberation it was decided to entrench upon the reserve fund and pay a small interim dividend, that fund having been in a great measure provided to make up dividends. The directors had been urged by some shareholders not to pay any dividend upon the present occasion, but the board deemed it best for the general interest of the proprietary that a dividend should be paid, and be hoped the meeting would approve of that course. From Mauritius the accounts were satisfactory; the sugar crop, though being late, was of good quality, and was realising higher prices. The coffee crop now being gathered in Ceylon would, if the prices now ruling were maintained, fully make up for the deficiency in the last crop. Some slight discussion having ensued relative to the estates having been overvalued, the paying of too high dividends in the early history of the company, the necessity of having a managing director in Ceylon, and of the board of directors being re-formed, the report was adopted and the dividend declared.

It is announced that interest at the rate of 5 per cent. per annum will be paid on Great Northern Telegraph shares on the 1st January.

Vice-Chancellor Malins has been engaged for nearly three weeks in trying the case of "Parker *v.* Harvey Lewis, M.P., and others," in which the registered public officer of the National Bank asked the Court to declare that Mr. Harvey Lewis, M.P., Sir Joseph M'Kenna, and Mr. F. B. Henshaw were liable to make good to the National Bank the sum which it was bound to pay under the compromise of the suit which had reference to the purchase of the banking business of Charles Lafitte and Co. The hearing of evidence and arguments in the suit was brought to a close on the 16th inst. The Vice-Chancellor said that the importance and the complexity of the case required him to postpone judgment until January; and paid a tribute to the skill and ability with which, on both sides, the case had been conducted.

The accounts from Manchester continue to report difficulties. The suspension is announced of the old established firm of Messrs. J. A. Simpson and Son, of Preston, manufacturers, with liabilities of about £35,000; and Messrs. Sale, Shipman, and Co., of Preston and Manchester, have filed a petition in the Preston County Court.

Tenders for £650,000 in bills on India were received on the 18th inst. at the Bank of England. The amounts allotted were:—To Calcutta, £415,700; Bombay, £220,000; and Madras, £14,300. The minimum was fixed, as before, at 1s. 10¼d. Tenders on Calcutta and Madras at 1s. 10⅜d. will receive about 14 per cent.; and on Bombay at that price, 24 per cent.; above, in full. These results show a somewhat increased demand for the means of remittance to the East.

The amount of bullion by the P. and O. Company's steamer *Delhi*, which left Southampton yesterday, was in gold—to Galle, £1,860; to Madras, £498; in silver—to Bombay, £4,500; to Singapore, £3,600; to Shanghai, £3,100; to Hong Kong, £3,880; to Hobson's Bay, £745; to Sydney, £26,000;—total, in gold, £2,358; in silver, £41,825.

Bar Silver, owing to short supplies, has improved to 59¾d. for Fine Bars, the demand being principally for the Continent. Mexican Dollars, to the value of about £40,000, have come to hand from New York and the West Indies; they have been taken chiefly for the China and the Straits, and the prices have been unaltered.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th Dec., 1872, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th Dec., 1872, 9,368,962 yards; for the twelve months, 80,828,325 yards; for the twelve months, 1871, 111,643,096 yards; for the twelve months 1870, 75,673,526 yards. Decrease for 1872 against 1871, 30,814,771 yards.

COLOURED COTTONS.—Export for the month ended 16th Dec., 1872, 199,990 yards; for the twelve months, 2,041,791 yards; for the twelve months, 1871, 8,949,404 yards; for the twelve months, 1870, 9,399,465 yards. Decrease for 1872 against 1871, 6,907,613 yards.

PRINTED COTTONS.—Export for the month ended 16th Dec., 1872, 613,50 yards; for the twelve months, 2,256,853 yards; for the twelve months 1871, 2,978,971 yards; for the twelve months, 1870, 2,319,507 yards. Decrease for 1872 against 1871, 722,118 yards.

COTTON YARN.—Export for the month ended 16th Dec., 1872, 561,000 lbs.; for the twelve months, 7,156,470 lbs.; for the twelve months 1871, 10,010,224 lbs.; for the twelve months 1870, 10,626,765 lbs. Decrease for 1872 against 1871, 2,853,754 lbs.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th Dec., 1872, 20,691,480 yards; for the twelve months, 293,407,442* yards; for the twelve months 1870, 391,479,800 yards; for the twelve months 1869, 262,883,343 yards. Decrease for 1871 against 1870, 98,072,358 yards.

COLOURED COTTONS.—Export for the month ended 16th Dec., 1872, 1,680,944 yards; for the twelve months, 10,378,557 yards; for the twelve months 1871, 9,029,744 yards; for the twelve months 1870, 13,123 967 yards. Increase for 1872 against 1871, 1,348 813 yards.

PRINTED COTTONS.—Export for the month ended 16th Dec., 1872, 1,078,276 yards; for the twelve months, 6,687,577* yards; for the twelve months 1871, 7,023,336 yards; for the twelve months 1870, 5,028,037 yards. Decrease for 1872 against 1871, 335,789 yards.

COTTON YARN.—Export for the month ended 16th Dec., 1872, 151,990 lbs.; for the twelve months, 1,330,170 lbs.; for the twelve months 1871, 632,070 lbs.; for the twelve months 1870, 534,552 lbs. Increase for 1872 against 1871, 697,100 lbs.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th Dec., 1872, 4,461,282 yards; for the twelve months, 32,469,883 yards; for the twelve months 1871, 38,932,551 yards; for the twelve months 1870, 30,495,197 yards. Decrease for 1872 against 1871, 6,462,668 yards.

COLOURED COTTONS.—Export for the month ended 16th Dec., 1872, 860,881 yards; for the twelve months, 3,658,978 yards; for the twelve months 1871, 2,177,777 yards; for the twelve months 1870, 3,170,883 yards. Increase for 1872 against 1871, 1,481,201 yards.

PRINTED COTTONS.—Export for the month ended 16th Dec., 1872, 503,086 yards; for the twelve months, 1,960,030 yards; for the twelve

* The cargo of the *Tonbridge*, which was wrecked, is deducted from these totals.

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months 1871, 1,245,583 yards; for the twelve months 1870, 1,230,265 yards. Increase for 1872 against 1871, 714 447 yards.

COTTON YARN.—Export for the month ended 16th Dec., 1872, 638,950 lbs.; for the twelve months, 14,822,859 lbs.; for the twelve months 1871, 10,058,684 lbs.; for the twelve months 1870, 11,172,179 lbs. Increase for 1872 against 1871, 4,764,175 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th Dec., 1872, 6,033,144 yards; for the twelve months, 71.608,530 yards; for the twelve months 1871, 64,858,790 yards; for the twelve months 1870, 81,149,234 yards. Increase for 1872 against 1871, 6,749,470 yards.

COLOURED COTTONS.—Export for the month ended 16th Dec., 1872, 343,601 yards; for the twelve months, 5,687,205 yards; for the twelve months 1871, 6,208,436 yards; for the twelve months 1870, 10,039,971 yards. Decrease for 1872 against 1871, 521 231 yards.

PRINTED COTTONS.—Export for the month ended 16th Dec., 1872, 280,952 yards; for the twelve months, 3,750,178 yards: for the twelve months 1871, 5.099.865 yards; for the twelve months 1870 5,706,022 yards. Decrease for 1872 against 1871, 1,349,187 yards.

COTTON YARN.—Export for the month ended 16th Dec., 1872, 96,400; for the twelve months, 1.744,588 lbs.; for the twelve months 1871, 2,836,238 lbs.; for the twelve months 1870, 3,280,927 lbs. Decrease for 1872 against 1871, 1,091,650 lb.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th Dec., 1872, 2,848.569 yards; for the twelve months, 22,038,370 yards; for the twelve months 1871, 19.308,692 yards; for the twelve months 1870, 15,179,767 yards. Increase for 1872 against 1871, 2,729,678 yards.

COLOURED COTTONS.—Export for the month ended 16th Dec., 1872, 1,814.753 yards; for the twelve months, 11.136,783 yards; for the twelve months 1871, 11,078.740 yards; for the twelve months 1870, 9,803,937 yards. Increase for 1872 against 1871, 58,043 yards.

PRINTED COTTONS.—Export for the month ended 16th Dec., 1872, 834,947 yards; for the twelve months, 11.851,558 yards; for the twelve months 1871, 12,653,066 yards; for the twelve months 1870, 9,442,565 yards. Decrease for 1872 against 1871, 801,508 yards.

COTTON YARN.—Export for the month ended 16th Dec., 1872, 78.500 lbs.; for the twelve months, 426,915 lbs.; for the twelve months 1871, 854,667 lbs.; for the twelve months 1870, 317,695 lbs. Decrease for 1872 against 1871, 427,752 lbs.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th Dec., 1872, 1,101,629 yards; for the twelve months, 13,974,164 yards; for the twelve months 1871, 8,480,904 yards; for the twelve months 1870, 19.516,527 yards. Increase for 1872 against 1871, 5.493,260 yards.

COLOURED COTTONS.—Export for the month ended 16th Dec., 1872, 1.655,556 yards; for the twelve months, 9,678,303 yards; for the twelve months 1871, 8,348,517 yards; for the twelve months 1870, 8,368,765 yards. Increase for 1872 against 1871, 1,329,786 yards.

PRINTED COTTONS.—Export for the month ended 16th Dec., 1872, 167,235 yards; for the twelve months, 662.157 yards; for the twelve months 1871, 411,234 yards; for the twelve months 1870, 1,355,357 yards. Increase for 1872 against 1871, 250,922 yards.

COTTON YARN.—Export for the month ended 16th Dec., 1872, 22,000 lbs.; for the twelve months, 516,181 lbs.; for the twelve months 1871, 425,328 lbs.; for the twelve months 1870, 402,523 lbs. Increase for 1872, against 1871, 90,853 lbs.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th Dec., 1872, 1,977,615 yards; for the twelve months, 27.315.865 yards; for the twelve months 1871, 27,256.315 yards; for the twelve months 1870, 25,748,142 yards. Increase for 1872 against 1871, 59,050 yards.

COLOURED COTTONS.—Export for the month ended 16th Dec., 1872, 16,628 yards; for the twelve months, 1.515,037 yards; for the twelve months 1871, 2.860,758 yards; for the twelve months 1870, 2,715,685 yards. Decrease for 1872 against 1871, 1.345,721 yards.

PRINTED COTTONS.—Export for the month ended 16th Dec., 1872, 80,556 yards; for the twelve months, 3,892.369 yards; for the twelve months 1871, 2,756,453 yards; for the twelve months 1870, 2,033,127 yards. Increase for 1872 against 1871, 1,135.916 yards.

COTTON YARN.—Export for the month ended 16th Dec., 1872, 24,000 lbs.; for the twelve months, 265,302 lbs.; for the twelve months 1871, 269,535 lbs.; for the twelve months 1870, 308,275 lbs. Decrease for 1872 against 1871, 4,233 lbs.

ARTICLES OF IMPORT.

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TEA.

The market continues extremely quiet. The arrivals during the week have been very heavy; but a large proportion of the Teas have not been shown, owing to the near approach of the Christmas holidays. For the few sales that have been made prices show no material change. The quantity of China Tea offered at public auction has been small, but that of India Tea a full average amount. The deliveries for the week amount to 2 606.000 lbs., against 3,481.000 lbs. last year.

Congous.—Red-leafs kinds: Siftings and broken leaf kinds show no material change, the demand being moderate. There has been a fair business in good common Congous free from dust; whilst fair Kaisow kinds, with rather broken leaf, have been saleable from 1s. 0½d. to 1s. 1d. per lb. Good Kaisows have been but little dealt in. Fine to finest show no change, but transactions have been small. In Pak Lin kinds there is no change to notice. Black-leaf kinds: The low descriptions remain dull of sale at about former prices; good common have been firm at previous rates. A few sales have been made in fair to good medium kinds without change in prices. In fine to finest a few sales have been made at former rates. New make kinds: Sales have been made of common at 11d. to 11½d. per lb., and of good quality at 1s. 4d. to 1s. 4½d. per lb. In Oolongs, Souchongs, and Flowery Pekoes, business has been too trifling to afford subject for special remarks. Uncoloured Japans have been without change. *Scented Teas*: Canton Capers, the common to fair qualities have been dull of sale at former prices; good to fine have been saleable to a fair extent at previous rates; Fewchow kinds show no change; Canton Orange Pekoes continue very difficult of sale. In Foochow kinds the few sales made have been at about previous prices. *Green Teas*: There is but little alteration to notice in the market, the quantity offering has been more moderate, and prices have consequently shown more steadiness. To-day, 1,620 packages have been sold without reserve. In Canton kinds there is no change, either in demand or prices. The public sales have amounted to only 6,306 packages, the whole of which have been sold without reserve.

SILK.

No change has occurred in the market since our last report.

COFFEE.

Although the active demand which has prevailed during the past few weeks has to a great extent ceased to exist there is no change in the tone of the market, which remains strong at the advance last quoted. There have been no public sales of Ceylon since our last report, but by private contract a fair amount of business has been done at previously ruling rates, viz., Plantation triage 79s., small 82s. to 83s., low middling to middling 83s. 6d. to 86s., peaberry 97s. 6d.; Native good ordinary at 76s., bold 78s. Business has been done in Plantation afloat at 84s. for crops.

COIR GOODS.—At the last public sales only a moderate supply of Yarn was offered, which met a good demand, and was nearly all disposed of, common in dholls at rather dearer rates, medium kinds at full prices, and good qualities at a slight advance. Of 435 bales Ceylon offered 320 bales sold, ordinary and low middling £30 to £32 15s., middling to good middling well made £33 to £37 5s., good to fine colour and make from £39 15s. to £47 10s., very fine and superior do. £49 15s. to £55 5s.; 82 tons do. in dholls were all sold, ordinary coarse to good ordinary £28 to £30 10s., low middling to middling well made at £31 to £35 10s., good middling to good £37 5s. to £39 15s., fine to superior £42 10s. to £51. Of Fibre, 26 bales fresh Ceylon were bought in at £30, except 2 bales, which sold at £20, 11 bales do. sold at £16 5s. to £21, and 16 bales 2 tons bristle at £35 15s. to £40 10s. Of Rope, 90 coils (3½ tons) Ceylon 3 to 2½ inch sold at £20 10s. to £22 15s. per ton.

COCOA-NUT OIL.—There is no material change in the market. Fine Cochin is quoted £38 10s. to £39, Ceylon £34 10s. to £35 per ton. At public sale of 286 casks Ceylon offered 184 sold casks at easier rates, rather dull to good at £34 to 34 5s., the remainder being bought in at £34 15s. to £35.

CUTCH.—Market quiet; 135 boxes fine Pegue reported sold at 23s.

CHINA PRESERVES.—Of 139 cases Ginger offered 89 cases Chyloong brand sold at 7d., the remainder being bought in at 7½d. to 8½d., of 28 cases dry ditto 2 cases sold at 9d.

CANES.—In auction 30,000 Tonking sold at ¼d. to ⅝d., 8,000 Partridge at 2½d., damaged 2½d., and 5.000 black Bamboo at 1⅝d. each.

GAMBIER.—Nothing doing; an offer of 48 bales block was bought in at 26s. per cwt.

HEMP.—Manila continues very dull. Of 200 bales offered in public sale only 20 bales sold, fine roping at £49, fair at £46 10s., the remainder being bought in at £45 10s. per ton.

PEPPER.—*Black*: A good supply offered by auction has met a limited demand, and only a small portion found buyers at previous rates, Singapore bought in at 6½d., Batavia at 6d., Penang sold at 6d., first-class sea-damaged at 5 15-16d., low Siam sold at 5⅜d. Since the sales 300 bags Singapore have been sold privately at 6½d. *White*: At auction a larger supply met little demand, and part sold at a further decline of ¼d. per lb., Singapore brown at 11½d., good fair to good 11⅝d. to 12d., Penang at 11⅜d. per lb.

RICE.—There has been more demand for soft grain on the spot, and several parcels have been sold at better prices. A good business has also been done for arrival in the new crop of Burmah. On the spot 12,000 bags Rangoon have been sold at 9s. 9d., and 8,000 bags Moulmein at 9s. 4½d. For arrival 100 tons Dacca per sailing vessel have been sold at 9s. quay terms, 200 tons fine Dacca December shipment per steamer at 9s. 6d. ex quay, a cargo of the new crop of Burmah at 9s. 3d. if Necransie, 9s. 6d. Bassein, and 9s. 9d. if Rangoon. open charter; one of 1,000 tons Rangoon spring shipment at 9s. 10½d. for the Continent, and about 4,000 tons Rangoon spring shipment for London direct at 9s. 7½d. ex ship.

SAGO.—No sales have been effected during the week. *Flour*: In auction of 500 bags Singapore offered, 200 bags sold at 16s. 3d.; 500 bags Borneo were bought in at 16s. 6d. Privately 300 bags Singapore have been sold at 16s. 3d.

SPICES.—*Cloves*: 14 cases Penang have been sold, chiefly good at 1s. 4½d. to 1s. 4⅝d., two lots inferior 1s. 2½d. *Nutmegs*: 56 cases Penang were all sold, small at a further decline, better qualities steady; average 76 nuts to the lb. selling at 3s. 5d., 79's at 3s. 3d. to 3s. 4d., 83's at 3s. 2d. to 3s. 3d., 100's at 2s. 9d., 110's at 2s. 7d., 125's at 2s. 5d. to 2s. 6d., 190's limed 1s. 4d. *Mace*: 10 cases Penang sold at lower rates, low and ordinary 3s. 3d. to 3s. 7d., low middling to middling partly mouldy at 3s. 8d. to 4s., also 7 cases Java at 3s. 6d. to 3s. 7d.

SAPANWOOD.—At auction 52 tons Siam of recent import sold at £11 10s. to £11 15s., rooty and damaged £11 5s., 7 tons ditto were bought in at £13, and 2 two tons Manila at £10 10s. per ton.

TAPIOCA.—100 bags fine white Penang have been sold at 2¼d. *Flour*: 203 bags Singapore offered were bought in at 2¾d.

TOBACCO.—At public sale Thursday 566 bales Japan sold at 6½d. to 11d, 188 bales ditto sea-damaged 2¾d. to 9½d., 199 bales ditto country damaged 3d. to 8½d., part of 124 bales Manila 2a Isabella at 8¾d. to 9d., 3a Cagazan at 8¾d. to 9d.

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Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Dec10	Anna Elizabeth	Klassen	Batavia	Texel
13	Star of the North	Rawle	Foochow	London
13	Wemyss Castle	Nicoll	Canton and Macao	Do.
13	Grenadier	Barlow	Foochow	Do.
14	Gunger	Inversen	Shanghai	Do.
13	European (s.)	Abram	Rangoon, via S.C.	Liverpool
10	Batavia (s.)	Westendorf	Hong Kong	Bremerhaven
Oct.27	Hollander	—	Do.	Callao
Dec.16	Jubilee	Menkman	Zebu	London
13	Kenyon	Cunningham	Rangoon	Liverpool
14	Clyde	Hastings	Galle. &c.	London
Oct 27	Nederland & Orange	—	Macao	Callao
Dec.16	Windsor Castle (s.)	Howson	Colombo, &c ,via S.C.	London
17	Weymouth	Gibson	Shanghai	Do.
15	Noach II.	Looyen	Java	OfftheEddystone
15	Wylo	Brown	Do	Falmouth
15	Burmah	Garrick	Maulmain	Do.
16	Geo. Shotton	Miller	Bangkok	Off the Lizard
12	Valparaiso	Opina	Rangoon	Bremerhaven
12	Noach III.	Haefman	Batavia	Brouwershaven
13	County of Bute	Cumming	Sourabaya	Do.
17	Jung Frau	Scotland	Foochow	London
17	Hong Kong (s.)	Lymington	China, Sing.,&c., S.C.	Do.
1	Australia	Tabbiano	Akyab	Cagliari
18	Alma	Watson	Singapore	London
18	Burdwan	Rae	Macao	Do.
17	Seafield	Tough	Ceylon	Off Deal
18	Ocean Mail	Watson	Singapore	London
17	Michael Angelo	Luckie	Java, for Rotterdam	Off Deal
17	Vera Cruz	Billaffer	Akyab	Plymouth
16	Lady Turner	Vincent	Formosa	Falmouth
16	Isaac	Vidose	Rangoon	Do.
	Margaretha P	Schaafino	Bassein	Queenstown
3	Nuovo Cortese	—	Rangoon	Nantes
	Freydis	Norbeck	Samarang	Boston
18	Everest	Owen	Foochow	London
18	Norman Court	Shewan	Canton	Off Deal
18	Americana	France	Maulmain	Falmouth
18	Corra Linn	Stephen	Akyab	Queenstown
18	America	Kennedy	Rangoon	Do.
	Shackamaxon	Gray	Do.	Do
	Golden Fleece	Bray	Ilo Ilo	New York
	Cymbeline	de Faye	Hong Kong	Do.
Nov27	Channel Light	Anderson	Do.	Astoria Oregon

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec.10	Matchless	Dawes	Newcstle. & Hg. Kng.	London
10	Deucalion (s.)	Butler	Sing., China, &c., S.C.	Liverpool
14	Flintshire (s.)	Watson	Do.	London
	Konigender Neddns	Braat	Batavia	Nieuwe Diep
Oct.28	Macao	Lanserica	China	Callao
10	Canadienne	Equin	Hong Kong	Do.
Dec.13	Khinj e Oodowjee	Leighton	Galle	Swansea
17	Duna (s.)	Thomson	Sing , China, &c.,S.C.	London
16	Elina	—	Manila	Swansea
18	Bertha (s)	Lawrence	Colombo, &c.,via S.C.	London
15	Anita	Nielsen	Nicolsjefsk	Cuxhaven
Nov. 9	Mater	—	Galle	Monte Video
Dec.17	Royal Minstrel	Cook	Yokohama & Hiogo	Liverpool

See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date	Steamer.	From.	For.
...	Agamemnon	Hg. Kg. & Singapore	London
Dec. 17	Azalea	Liverpool	Colombo, &c.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, and Yokohama: Cyphrenes. For Penang, Singapore, Hong Kong, and Shanghai: Altona, Russia, Hong Kong, Glenlyon. For Singapore and Bangkok: Kromahtah. For Colombo, &c.: Coramandel, Good Hope, Harald Haarfager, Winestead, Othello, J. C. Stevenson.

SAILING VESSELS.—For Yokohama: Eliza Shaw, Denbighshire. For Yokohama, Hiogo, and Nagasaki: Taiteing. For Hiogo: Hanover. For Shanghai: Maitland, Carmarthenshire, Weymouth. For Hong Kong: James Shepherd. For Singapore and Saigon: Chas. Collett. For Singapore: Rosedale. For Penang: Peri. For Colombo: Granville.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Priam (str.), Ajax (str.). For Manila: Amigos. For Singapore: Aleppo.

At GLASGOW.—For Ilo Ilo: Redbreast.

SPOKEN.

WALTER (brq.), New York to Japan, Sept. 22, 14 N., 115 E.
ROBUR (Fr. ship), Singapore to Boston, Oct. 23, 33 S., 14 E.
PEPITA (Span. brq.), Manila to Liverpool, Nov. 2, 18 S., 3 W.
SUSAN AND ELIZABETH (Ger.), from Batavia, Oct. 22, 29 S., 45 E.
CLYMPING, Colombo to New York, Nov. 20, 1 N., 28 W.
HARRINGTON (brq.), Liverpool to Japan, Nov. 10, 25 S., 26 W.
SHOOTING STAR, Colombo to London, Oct. 12, 35 S., 24 E.
MALLENY, Newcastle to Singapore Nov. 9, 6 N., 25 W.
TYNEDALE, Hong Kong to Falmouth, Sept. 28, 2 S., 107 E.

FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern ports for sailing vessels have a downward tendency, and there is but little business doing. Homeward chartering continues firm. Coal freights to Yokohama have advanced.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 70s. meast. To Hiogo: 80s. meast. To Nagasaki: 85s. meast. To Shanghai: 40s. meast. To Foochow: 85s. meast. To Hong Kong: 40s. meast. To Chefoo: 85s. meast. To Manila: 85s. meast. To Singapore and Penang: 40s. meast. To Sourabaya and Samarang: 80s. meast. To Batavia: 75s. meast. To Padang: 85s. meast. To Saigon: 80s. meast. To Colombo: 35s. meast.

Per SAILING VESSELS.—To Yokohama: 45s. weight, 40s. meast. To Hiogo: 50s. weight, 45s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 40s. weight, 30s. meast. To Hong Kong 35s. weight, 30s. meast. To Chefoo and Tientsin: — weight or meast. To Singapore: 22s. 6d. weight, 22s. 6d. meast. To Penang: — weight, — meast. To Samarang: — weight, — meast. To Batavia: — weight, — meast. To Sarawak: weight, — meast. To Sourabaya: — weight, — meast. To Colombo: 25s. weight, 20s. meast. To Saigon: 40s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: £42 10s. To Hong Kong: £36. To Singapore: £26 to £27. To Penang: £26 to £27. To Galle: £24 to £25.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 45s. To Shanghai: 45s. To Hong Kong: 34s. To Manila: — to —. To Batavia, Samarang, and Sourabaya: — to —. To Singapore: 24s. To Galle: 24s.

From Birkenhead, per ton.—To Shanghai: —. To Hong Kong: —. To Manila: — To Singapore: 20s. To Galle: —.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 30s. to 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s.; ship 25s. to 27s. 6d.

CASUALTIES.

Advices from Singapore, Nov. 13, state that the Dilpussund (barque), Dray, New York to Yokohama, with coals, was totally dismasted in a typhoon, off Manila, and being met by the Gordon Castle (str.), was towed by her into Singapore, 11th; the surveyors report that she will probably have to be docked for repairs.

A telegram from Shanghai, Dec. 13, announces that arrangements have been made to salve the cargo of the Tonbridge, from London to that port (wrecked between Gutzlaff and Harper Island), at 40 per cent. of the value when recovered; the salvage, however, entirely depends upon the weather.

The Alcyone, of Amsterdam, Woelders, from Batavia to Holland, has been posted by the committee of Lloyds as a missing vessel.

The Herschel, Friedrich, arrived at Texel, Dec. 10, from Samarang, reports having thrown part of her cargo overboard, and had her bulwarks stove.

Advices from Cape Town, Nov. 5, state that the Prinses Amalia (Dutch), Timmerman, from Batavia to Amsterdam, which put into Table Bay, Oct. 14, leaky, &c., would probably proceed Nov. 25; 600 bags of damaged coffee had been sold.

Advices from Rotterdam, Dec. 12, state that a telegram had been received there from Helvoet, announcing that fifteen passengers had arrived at that port from the Noach III., ship, Hoefman, from Batavia for Rotterdam, which vessel they report at anchor about 40 miles N. by W. of the Goeree, with loss of masts, &c.

MISCELLANEOUS.

The Araldo Mattutino, Martinolich, from Shields to Trincomalee, which put into Portsmouth, Dec. 8, has been lightened of sixty tons coal.

At REUNION.—Nov. 9, Anais, Seguineau, from Saigon; —, Patrie, Eymery, and sailed Oct. 31, for Galle.

At MAURITIUS.—Oct. 5, Hebe, from Batavia; 24, Hawkhope, from Table Bay, and sailed Nov 4, for Galle; 24, Caroline, Torris, from Manila; 25, Dreadnought, from Monte Video, and sailed Nov. 4, for Java; Nov. 3, Brightest Star, from Buenos Ayres, and left 9, for Galle; 6, Dunmore, from Buenos Ayres, and sailed 15, for Galle; —, Marmion, and sailed Oct. 22, for Galle; Bernica, and sailed 24, for Galle; Sepiternal, and sailed Nov. 7, for Galle; Carlisle, and sailed 13, for Galle; Albert William, and sailed 14, for Galle; Esk, and sailed 14, for Galle; Summer Cloud, and sailed 15, for Galle; Bayard, and sailed 15, for Galle; Emperor, Dudley, Skimmer of the Wave, Gooch, Parana, Rolla, and all three sailed Oct. 3, for Galle; Excellent, Shaw, and sailed Nov. 6, for Galle; Amity, Shearer, and sailed Nov. 6, for Batavia; Majorian, Moodie, Japan, Craig, and both sailed Nov. 7, for Galle; Cheviot, Felgate, and sailed Nov. 7, for Batavia; Caton, Davansant, and sailed Nov. 7, for Galle.

The Chin Kiang (str.), which left London, Dec. 5, for Singapore, China, &c. (via S.C.), owing to heavy weather put into Plymouth, 11, to land the pilots, and not with machinery out of order as reported in our last issue; we understand she is intended for the China coast trade, and is consigned to Messrs. Siemssen and Co.

THE NOURMAHAL FROM JAPAN.—CHARGE AGAINST THE CAPTAIN AND MATE.—Immediately on the arrival of the Nourmahal from Hiogo, three weeks ago, the Board of Trade instituted an inquiry into the conduct of Alfred Milledge, master, and John Carolan, the first mate. Charges of incompetency from drunkenness and other causes having been preferred against them, the inquiry was held by a local marine board at St. Katherine's Dock House, Tower-hill, presided over by Mr. Maude. The proceedings were brought to a close on the 13th inst., the evidence being chiefly confined to some three or four instances of gross drunkeness at times when there was the greatest need for sobriety. It transpired that ale, wine, and spirits, part of the Nourmahal's outward cargo, had been broached, and that Captain Milledge was cognisant of the fact, not objecting to partake of liquor, which, as he saw, had been taken out of the ship's hold by young lads acting under the mate. Although claims for short delivery have been made against the owners, yet no entry of deficiency appears in either the ordinary or official log. The Board, after a most patient investigation, decided that the charges had been fully proved, and ordered the certificates of both master and mate to be suspended for a period of six months, the chairman observing that the suspension would have been for a longer period but the board had taken into consideration the fact that this was the first occasion on which either of the delinquents had been placed on trial for such offence.]

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EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Shot.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass	Brandy.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Tar and Pitch.	Gunpowder.	Earthenware & Glass.
				Tons.	Tns.	Tons.	Tons.	Tns.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	Brls.	lbs.	£
Capiolani	Java	London	Nov. 26	50	154	70	5	17	...	...	2800	999	...	...	...	165	...	...	...	9	...	66	...	...	...	476	443	...	381	45	...	...	...	7400	1734
Frederick Petterson	Do.	,,	,, 26	...	174	28	2	10	...	4	400	846	...	...	...	...	...	...	4500	...	...	56	...	...	...	...	...	...	126	...	...	...	...	33600	3069
Osaka	Yokohama	,,	,, 28	...	179	4	...	33	...	...	1452	387	624104 & £20	50150	...	...	...	...	40656 &£10	...	...	267	295	...	5	2000	325	170	960	86	500	...	35	...	1418
Sir Lancelot	Shanghai	,,	Dec. 2	...	...	3	15	...	...	...	...	190	1283848 & £500	19432	...	...	1500	...	...	...	1060	223	197	686	289	809	1635	...	66	...	...	114	...	...	437
Elizabeth Ann	Colombo, &c.	,,	,, 4	...	...	101	1	...	...	...	60	385	...	...	...	...	...	...	...	70	...	193	1900	1056	1637	...	4160	1444	90	48	...	...	90	...	117
Auriga	Singapore, &c.	,,	,, 5	120	26	...	...	110	...	...	...	1192	242129	18480	...	...	...	164	...	...	30ck	82	2212	...	214	28	491	...	...	...	...	...	...	13200	1027
Undine	Hong Kong	,,	,, 7	75	26	23	...	100	...	...	38	2117	573802	...	...	250	550	...	44480	...	205	728	589	...	8	1836	2422	1200	250	50	145	1175	...	...	986

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		Cwt.	Cwt.	£	£	Cwt.	£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Capiolani	Java	1340	...	219	15	...	...	62	...	25	11	...	132	98	64	222	224	...	...	90
Frederick Petterson	Do.	1376	...	32	42	£4	...	40	...	...	...	...	...	...	14	85	...	...	...	...
Osaka	Yokohama	437	...	467 &26cs.	78	..	...	79	21	177	30	148	...	...	1007	4 cwt.	...	...	...	...
Sir Lancelot	Shanghai	...	...	12	...	...	...	14	12cs.	17	...	...	144	...	67	104 &2cs.	...	...	...	...
Elizabeth Ann	Colombo, &c.	16	11	9	...	...	...	5	...	24 & 1 drm.	...	...	...	...	...	...	...	...	1651	...
Auriga	Singapore, &c	160	25	6	...	...	...	30	25	9	4	...	...	...	9	33	933	630	...	...
Undine	Hong Kong	72	...	152	217	£25	...	307	35	319	...	120	...	2	156	199 &34cs.	...	...	...	...

ADDITIONAL.—Per CAPIOLANI.—Matches, £289; effects, £212; goods, manufactured, £178; cement, £4.

Per FREDERICK PETTERSON.—Carriages, £70; mineral waters, £18; cement, £100.

Per OSAKA.—Goods, manufactured, £1,260; mineral waters, £123; sugar, 20 cwt.; horse-hair, £6; firebricks, £8; vestas, £10; felt, £70; carriages, £500; pig iron, 40 tons.

Per SIR LANCELOT.—Goods, manufactured, £105; cement, £211; effects, £80; sugar, 44 cwt.; grindstones, £17; mineral waters, £650; carriage materials, £70; flints, £25; wood manufactures. £90.

Per ELIZABETH ANN.—Cement, £275; ginger beer, £11; shooks, £76; capsules, £10; manure, £22; corks, £95; cocoa-nut packs, £61; goods, manufactured, £10; railway materials, £2,240.

Per AURIGA.—To Singapore: Carriage, £180; effects, £7; matches, £1,185; monument, £113; corks, £40. To Sarawak: Copper coin, £1,040; fuze, £22; ironwork, £200; soda water, £3

Per UNDINE.—Goods, manufactured, £510; mineral waters, £36; grindstones, £15; spirits, 3 cases and 2 casks; barley, £84.

Per W. H. HARKNESS, London to Colombo, cleared Nov. 20.—Railway materials, £3,334.

Per COUNTY OF ARGYLE.—Coloured cottons, 3,840 yards.

Per NEUVA PROVIDENCIA.—Earthenware, £150.

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CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED),

IN CONNECTION WITH THE

EASTERN TELEGRAPH COMPANY, LIMITED.

TARIFF TO CHINA AND JAPAN.

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No charge for Postage will be made on Messages to China and Japan, which are posted at Hong Kong, Shanghai, or Nagasaki.

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Messages sent from Postal Stations should be ordered

VIA FALMOUTH

these words being signalled as an instruction by the Postal authorities free of charge.

THOMAS FULLER, Secretary.

Old Broad-street, London, E.C.,
9th October, 1872

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DE
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PATENTED S.G.D.G.

PREPARATIONS for the Toilet, and particularly Soaps; Powders, &c. for the Teeth; Toilet Washes, and Vinegars, have of late assumed an importance in proportion to the demand for them. Foremost amongst these is GLYCERINE, a remarkable unctuous substance, which softens the skin without greasing it; its valuable qualities were quickly recognised by the most eminent physicians. Experimented on by MM. Dumarquay and Sutom (See "Reports and Memoirs of the Biological Society, 1836," &c.)

GLYCERINE CREAM for the skin.
GLYCERINE TOILET WATER for baths and ablutions.
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GLYCERINE ANTIPELLICULAIRE to prevent the hair falling off.
DULCIFIED GLYCERINE CREAM SOAP for the beard.
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COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f.20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, Nantes, Mulhouse, Roubaix (France) Brussels (Belgium), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street E.C

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c. upon terms to be ascertained at the Office.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, Yokohama, and Hiogo, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two. Threadneedle-street, London, 1872.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods o the following terms viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, ransacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. All paid up.

Reserve Fund, $1,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Lombard-street

BANKERS—London and County Bank

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America, for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Shareholders having their shares on the London register receive their dividends at the fixed rate of 4s. 6d. per dollar. Dividends are payable in London in April and October on receipt of the advice of meeting in Hong Kong, held in February and August.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS,

AMSTERDAM.

DEUTSCHE BANK,

ACTIEN GESELLSCHAFT.

CAPITAL,

Thalers 10,000,000, or £1,500,000, fully paid up.

HEAD OFFICE.
Berlin.

BRANCHES
at Hamburg, Bremen, Shanghai, and Yokohama.

LONDON BANKERS.
National Provincial Bank of England.
German Bank of London (Limited).

The Bank is prepared to transact all kinds of Banking business on the Continent, as well as in the East.

THE LONDON & CHINA TELEGRAPH.

THE FOURTEENTH Volume of this JOURNAL commenced on the 1st of January 1872. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

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Penang	SANDILANDS BUTTERY, & Co.
Saigon.....	D. AUSTIN
Batavia.....	HOUGHTON & Co.
Samarang.....	JACOBSON, VAN DEN BERG & Co
Sourabaya.....	HOUGHTON & Co.
Anjer—Straits of Sunda.....	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy.....	BROWN & Co.
Foochow	HEDGE & Co.
Hankow.....	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co
Tien-Tsin.....	JAMES HENDERSON
Nagasaki—Japan ...	PIGNATEL & Co.
Yokohama	
Osaka and Hiogo ...	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM.)

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Address B. D., care of Davies and Co., Advertising Agents, Finch-lane, Cornhill.

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A Refreshing Tonic for the particular uses of the Toilette.

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THE MANAGER,

CHINA AND JAPAN AGENCY,

Cowper's-court, Cornhill, London, E.C.

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OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Venice (calling at Ancona).	From Brindisi.
GIBRALTAR .. MALTA.....	Every Thursday. at 2 P.M.	—	—
ALEXANDRIA. ADEN ..... BOMBAY.....	,, ,,	Every Friday morning.	Every Monday, at 5 A.M.
GALLE..... MADRAS..... CALCUTTA ... PENANG ..... SINGAPORE ... CHINA .... JAPAN	Thursday, Dec. 5 & 19, at 2 P.M.	Friday morning. Dec. 13 & 27.	Monday. Dec. 2, 16, & 30, at 5 A.M.
AUSTRALIA ... NW. ZEALAND (Cargo only.)	Thursday, Dec. 19, at 2 P.M.	Friday morning, Dec. 27.	Monday. Dec 2 & 30, at 5 A.M.

And all Ports at which the British India Company's Steamers call.

An abatement of 20 p[er cent] from the charge for the Return Voyage is made [to] passengers who have paid full fare to or from port[s] ward of Suez re-embarking within six months [of] their arrival, and 10 per cent. to those re-embark[ing] within twelve months.

Through Tickets to [Bom]bay and Brindisi can be obtained of LEBEAU and Co., 6, Billi[ter]-street, E.C. (South Italian Railway Office)

For Rates of Passage Money and Freight and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

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Great Mail Route via New York and San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY, under their new arrangement with the United States Government, despatch the following magnificent STEAMERS, of 3,000 tons burden and upwards, with Mails and Passengers, from San Francisco, on the 1st and 16th of every month, for Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, connecting at Hong Kong with the Peninsular and Oriental Line, for Ports in India:—

Acapulco	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	Ariel

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THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	18 days	from England.
Japan	in 38 ,,	,,
China	in 44 ,,	,,
New Zealand	in 42 ,,	,,
Australia	in 47 ,,	,,

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via North America, Japan China, Sandwich Islands, New Zealand, Australia, Ceylon, India, Egypt, and Continent of Europe.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, either by way of Japan and China or New Zealand and Australia, at one reduced and inclusive fare.

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The journey may be broken at any point, and resumed at pleasure

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Meikong	... Dec. 22	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Sindh...	... Jan. 5		
Provence	... Jan. 19		
Hoogly	... Feb. 2		
Tigre...	... Feb. 16		
Amazone	... Mar. 2		

The steamers of the 22nd Dec., 19th Jan., and 16th Feb. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 5th Jan., 2nd Feb., and 2nd March connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples .. Every Thursday (noon)
,, Constantinople ... ... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,, ..

The Company's weekly steamers to Alexandria connect at Alexandria with the English mail steamers from Brindisi to Bombay.

For Passage, Freight, or Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

PENANG, SINGAPORE, CHINA, and JAPAN.

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Destination.	Ship.	Class.	Dock.	Last Shipping day.
Peng., Sing., Hg. Kg., & Shanghai, via S.C. ...	Hong Kong, s.s.	100 A1	SWID	Dec. 28
Do.	Nankin, s.s.	100 A1	SWID	To follow
Do.	Canton	100 A1	SWID	To follow
Shanghai ...	Carmarthenshire	A1 14 yr.	E.I.D.	With des.
Do.	Weymouth ..	AA1	E.I D.	To follow
Hong Kong*	Norman Crt.	A1 16 yr.	E I.D.	With des.
Yokohama...	Denbighshire	A1 15 yr.	E.I.D.	With des.

* And Foochow if sufficient inducement offer.

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taking cargo for transhipment to JAVA, JAPAN, &c., at through rates at shippers' risk. Last shipping day, 28th December. The favourite full-powered screw steamer HONG KONG, 100 A1, 1,221 tons register; 200 horse power nominal; W. SYMINGTON, Commander; South West India Docks. This magnificent steamer, built last year by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, has proved herself one of the fastest in the trade. Has splendid accommodation for first-class passengers.

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All Packages must be marked distinctly with port of destination.

Will be followed by the steamships "Nankin" and "Canton."

CASTLE LINE OF STEAM PACKETS for PENANG, SINGAPORE, HONG KONG, SHANGHAI, JAVA, and JAPAN.—The following high-classed and full-powered STEAMSHIPS will be despatched as under:—

Steamer.	Class.	Tons.	Dock.	To sail.
Gordon Castle	100 A1	2,000	SWID	Jan. 10
Drummond Castle.	100 A1	2,000	SWID	To follow
Glengyle	100 A1	1,700	SWID	To follow
Braemar Castle ...	100 A1	2,200	SWID	To follow
Cawdor Castle.....	100 A1	2,200	SWID	To follow
Floors Castle	100 A1	2,000	SWID	To follow
Glenfalloch	100 A1	2,000	SWID	To follow
Glenroy	100 A1	2,100	SWID	To follow
Glenlyon	100 A1	2,200	SWID	To follow

For Freight or Passage, apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

Steam via the Suez Canal. To sail on the 30th Dec.

FOR PENANG, SINGAPORE, HONG KONG, SHANGHAI, and YOKOHAMA (taking goods at through rates for JAVA), the splendid new full-powered screw steamer CYPHRENES, A 1 20 years in red, Liverpool book, 1,279 tons register, 250-horse power, nominal; SAMUEL STEPHEN, Commander; South West India Docks. This fine steamer was 44 days 8 hours under steam from London to Shanghai last voyage. Cargo deliverable at Japan without transhipment. Has elegant accommodation for first-class passengers, including cabin fittings, bedding, and linen.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange Buildings, London, E.C.

ROBERTSON and Co.'s INDIA and CHINA LINES of STEAM and CLIPPER SHIPS.

Port.	Ship.	Class.	Dock.	To sail.
Bombay and CoastPrts.	Violet, s.s....	A1 18 yr.	SWID	Jan. 15
Singap. and Shanghai.	Daybreak, s.s.	20 yr. A1	SWID	Dec. 31
Pen., Sing., Hg. Kg. & Shanghai...	Russia, s.s....	100 A1	SWID	Jan. —
	Tchihatcheff s.s	AB1	SWID	To follow
Hong Kong	Everest	A1 14 yr.	SWID	With des.
Shanghai ...	Burliwan ...	A1 14 yr.	SWID	With des.
Yoko., Hiogo & Nagasaki	Taitsing.....	A1 14 yr.	SWID	With des.
Yokohama...	Eme	A1 16 yr.	SWID	To follow

For Freight or Passage apply at York Chambers, 55, King-street, Manchester; or to 10, Orange-court, Liverpool; or 5, Newman's court, Cornhill, London, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.

THE following SPLENDID First-class STEAM and CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Shanghai ...	Maitland ...	A1 14 yr.	E.I D.	With des.
Hong Kong	JasShepherd	A1 13 yr.	SWID	With des.
Yokohama...	Eliza Shaw	A1 17 yr.	E.I D.	With des.
Hiogo	Hanover... ..	A1 11 yr.	W.I.D	With des.
Pen., Sing., HongKong, Shanghai, & Yoko.—S.C	Sea Gull, s.s.	100 A1 ...	E I.D	Jan. 10

For Freight apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, SHANGHAI, and YOKOHAMA, taking goods for transhipment to NAGASAKI and HIOGO (last shipping day 10th Jan.), the splendid Clyde-built, full powered steamer SEA GULL, 100 A1, 997 tons register, 1,493 tons gross, 150-horse power, 600 effective; S. S. RIDGE, Commander; East India Docks. Has good accommodation for passengers.

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STEAM to BANGKOK (SIAM), crossing the Bar, offering great facilities for shippers of fine goods and machinery of large dimensions, and calling at TANJONG PAGAR WHARF, SINGAPORE, the fine new powerful screw steamer KROMAHTAH, 805 tons, 150-horse power nominal; W. B. HAFFENDEN Commander. Splendid accommodation for passengers; loading in the West India Docks.

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FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Hong Kong...	1,221	Norris & Joyner ...	Dec. 24
Rosedale	459	Wright Bros. & Co.	Dec. 28
Kromatah, s.s.	805	,, ,,	Dec. —
Nankin, s.s.	1,650	Norris & Joyner	Dec. —
Gordon Castle, s.s.	2,000	Thos. Skinner & Co.	Jan. 10
LIVERPOOL.			
Priam, s.s.....	1,572	Alfred Holt	Dec.21
Ajax, s.s.	1,549	,, ,, ...	Jan. 4

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

COWASJEE DINSHAW.

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Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

K. de PIOTROWSKI,

COMMISSION MERCHANT & GENERAL AGENT,

HIOGO-KOBE,

JAPAN.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Dec. 23, 1872.

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VIA MARSEILLES.]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIV.—No. 487.] LONDON, MONDAY, DEC. 30, 1872. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

SUBSCRIPTIONS FOR 1873.

Subscriptions to the LONDON AND CHINA TELEGRAPH *for* 1873 *at £2 2s. per annum are payable in January at our Office. Post-office Orders and Cheques should be made payable to* JAMES WEST, *Publisher, 2, Cowper's-court, Cornhill, E.C.*

TIME TABLE FOR 1873.

With the present number we present our Subscribers with the Mail Table for the first Six Months of 1873, *including both the P. and O. and Messageries Services. Some change being contemplated by the Directors of the P. and O. Company, the scheme has this year only been drawn up for Six Months. The price of the Table to non-Subscribers is* 1s., *or mounted* 1s. 6d.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Dec. 28.
JAPAN — Yokohama	Sept. 20	Nov. 7	Nov. 12
Yedo			
Osaka and Hiogo	—	—	,, 5
Hakodadi			
Nagasaki	—	—	,, 10
CHINA — Peking	—	—	,, 5
Tien-tsin	—	—	,, 6
Chefoo	—	—	,, 7
New-chwang	—	—	,, 4
Hankow	—	—	,, 9
Kiu-kiang	—	—	,, 8
Chin-kiang	—	—	,, 10
Shanghai	,, 27	,, 14	,, 15
Ningpo	—	—	,, 12
Foochow	,, 20	,, 7	,, 13
Formosa			
Amoy	—	—	,, 15
Swatow	—	—	,, 13
Hong Kong	Oct 4	,, 14	,, 21
Canton	—	—	,, 19
Macao	—	—	,, 20
PHILIPPINES— Manilla			
COCHIN-CHINA— Saigon	,, 11	,, 16	,, 26
SIAM — Bangkok	—	—	,, 19
BORNEO—Labuan	—	—	,, 20
Sarawak	—	—	,, 21
JAVA — Batavia	,, 18	,, 22	,, 24
Samarang	—	—	,, 23
Sourabaya	—	—	,, 22
MALACCA STRAITS— Singapore	,, 25	,, 24	,, 29
Penang	,, 18	,, 16	,, 28
CEYLON—Galle	Nov. 8	Dec. 5	Dec. 5
Colombo	—	—	,, 4

THE MAILS, &c.

The French mail, bringing advices as above, was delivered, *via* Marseilles, on Saturday, two days in advance of its due date. The next inward (P. and O.) mail, with dates Yokohama 19th, Shanghai ??nd, Hong Kong 28th Nov., Singapore 5th Dec., is due, *via* Brindisi, on Monday next, the 6th proximo.

Telegrams by the China Submarine and Red Sea Lines are being received with the usual regularity, occupying, allowing for difference of time, five to six hours in transmission.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Provence*, arrived Dec. 25.—From Yokohama: Messrs. Cheynet, Pardern, Bovier, Dusina, Martinetti, Bresciani, Guidetti, Savio, Biffi, Civetta, Ortel, Treshont, Tell, Malet, Sabalme, Colomb, Zigliolli, Radier, Faure, Pellet, Mourier, Toulier, Beriani, Campolon, and nine Japanese. From Shanghai: None. From Hong Kong: Messrs. Lemon, Duchampa, Tolme. From Saigon: M. Courbet. From Batavia: Messrs. Erdmann, Van Rinkuyzen, Berghius, Van der Veen, Stansma, Ricardel. From Singapore: Messrs. St. Cruz, Onada, Moutero, Ruiz, Imbert, Harro, Movagaz, Talx, Tejerima. From Galle: Messrs. Dowden, Gilbart, Rossignol, Melizan, Mesure.

Per Pacific mail steamer *Alaska*, arrived at San Francisco, Nov. 29.—From China and Japan: M. P. Jones, Mrs. F. Bevill, Mrs. Lyons and child, E. B. Haven, Capt. R. H. Gillmore, Capt. J. H. Hallett, Dr. H. C. Nelson, U.S.N., M. Bazing, H. B. Moses, and 167 in steerage.

PASSENGERS OUTWARD.

Per P. and O. steamer *Delhi*, from Southampton, Dec. 19.—To Yokohama: Mr. H. Snethlage, Dr. Hilgendorf, Dr. Cochins. To Shanghai: Miss Medland. To Hong Kong: Mr C. J. Wharry. To Singapore: Mr. R. Edger, Mr. H. W. Mortimer. To Ceylon: Mr. J. L. Anstruther, Mr. G. J. Jamieson.

Per P. and O. steamer *Nubia*, from Venice, Dec. 27.—To Singapore: Mr. and Mrs. Alexander Fraser.

Per P. and O. steamer *Nubia*, from Brindisi, Dec. 30.—To Hong Kong: Mr. C. V. Creagh.

Per P. and O. steamer *Candia*, from Southampton, Dec. 26.—To Hong Kong: Rev. W. W. Parry.

Per P. and O. steamer *Columbian*, from Southampton, Jan. 2.—To Yokohama: Mr. Claude Kinder. To Shanghai; Miss E. Powell. To Hong Kong: Hon. A. C. Littleton, Mr. C. Barnes, Mr. A. Hazlewood. To Ceylon: Sub-Lieut. Bayley.

Per P. and O. steamer *Simla*, from Venice, Jan. 10.—To Batavia: Mr. Macneill.

Per P. and O. steamer *Pera*, from Venice, Jan. 24.—To Yokohama: Mr. F. Schaeffer. To Singapore: Mr. Andrews, Mr. Ogden.

Per P. and O. steamer *Pera*, from Brindisi, Jan. 27.—To Shanghai: Mr. W. A. Short.

Per P. and O. steamer *Deccan*, from Southampton, Jan. 18.—To Hong Kong (via S.C.) and Bombay: Mr. and Mrs. Kingsmill and child.

Per French mail steamer *Sindh*, from Marseilles, Jan. 5 (booked from London).—To Hong Kong: Mr. Racine, Mr. George Heard, Mr. and Mrs. Favre, Mr. d'Arnouz de Limoges. To Saigon: Saltzoin.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present French mail brings advices from this port to the 12th November; the French mail from London Sept. 13 arrived out on the 31st Oct., and the following P. and O. mail of Sept. 20 on the 7th Nov. The following items of news are from the *Japan Herald*:—

Some controversy has been going on respecting the recent changes at the Nanko, or Imperial College at Yedo, over which Mr. Verbeck, a naturalised American gentleman, presides. A short time ago there were a few Englishmen employed as teachers; these, however (their time of service expiring), have not been re-engaged, Americans having been engaged instead. A number of letters from Mr. Verbeck, vindicating his conduct in the affair, together with replies from the other side, have been published.

Active preparations are being made by the Government in order to have Japan fully represented at the forthcoming Austrian Exhibition. It is said that Sawa, Okuma, and probably Arisagawa-no-Miya, are the commissioners selected to visit it, and that they leave Japan for Europe in the course of two months. Quantities of goods, principally from Osaka and Kioto, are continually arriving in Yedo, and have been placed in a large *yash'ki* near to the Tokeifu. The public will be allowed to inspect the articles before they are shipped.

Permits to allow foreigners to visit places of interest outside of treaty limits, which have before been almost invariably granted when requested, have now been refused, in consequence of a member of the community making an improper use of one.

It is stated that the Japanese Government have obtained a credit of one million dollars, in order to sustain the value of native coinage, and to prevent it falling below a certain value, and also for the purpose of enabling them to pay for shipments of bullion made on their account.

The native town has been for some nights illuminated by gas, manufactured by a native company, under foreign supervision. The gas is of fair quality, and is greatly appreciated by the natives. A committee from the foreign community has the subject of lighting the European settlement in hand, and it is not improbable that it may be lit with gas during the winter.

The autumn meeting of the Yokohama Race Club commenced

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on the 30th Oct., and ended on the 1st Nov. The meetiug on the whole was successful, and on the third day H. E. Oye Tak, the Governor of Kanagawa, together with other officials, and Sanjo Daijin, the Prime Minister, attended, and seemed greatly interested in the various events. The "Kencho Cup," a prize awarded by the Governor for a race, was presented to the winner by Mrs. Oye Tak.

A meeting of the Yokohama branch of the Asiatic Society was held on 30th Oct., presided over by Mr. Watson, H.B.M.'s Charge d'Affairs. Papers were read by Mr. E. Satow, on the Loo Choo Islands, and by Dr. Hadlow, on the Hyalonema Mirabilis, or glass coral.

The British Consulate was broken open during the night of the 4th Nov., and a sum to the extent of $300 was stolen. The thieves have not yet been caught.

The *Ly-ee-moon*, which was bought some years ago by the Japanese from Messrs. Dent and Co., for $180,000, has lately been re-sold for a sum under $30,000.

Hyashi, interpreter at the Saibansho, has been appointed Japanese Vice-Consul at Hong Kong.

The following is from the *Japan Mail*:—

Annexed is the correspondence addressed to the committee appointed to address Mr. Watson and Sir Edmund Hornby on the question of the arrest and imprisonment of Mr. Cousens. It seems to have been given to the public without the permission of the committee, and in defiance of a promise that it should be withheld until that permission was granted. Let us hope that some possible forgetfulness can be pleaded to excuse the act:—

GENTLEMEN,—As the Memorial which you have presented to me refers to a matter of a judicial nature, and as all such cases in which Her Majesty's subjects in Japan are concerned come under the cognisance of the Chief Judge of Her Majesty's Supreme Court of China and Japan, I shall refer this Memorial to Sir Edmund Hornby, and shall in due course transmit to you any observations which he may have to make upon it.—I have the honour to remain, Gentlemen, your obedient servant,

R. G. WATSON.

GENTLEMEN,—As I have learnt from the newspapers the object of the Memorial you desire to present to me, I may at once say that I cannot receive it If Mr. Cousens desired to question the legality of the decision of the Consul, it was quite open to him to do so in the way pointed out in the Order in Council. The course now pursued can have no other object than to put pressure on a judge to depart from the ordinary course of procedure, and to induce him to submit his judgment to the wishes or desires of a public meeting, got up, not with a view to a fair and impartial inquiry, but for the purpose of giving effect to a predetermined judgment founded on one-sided evidence. Such a course is entirely un-English (although in politics it may be becoming a favourite mode of proceeding with a certain class), but as far as my influence extends it shall never become a practice in judicial proceedings.—I am, Gentlemen, your obedient servant,

EDMUND HORNBY, Chief Judge.

Sir Edmund Hornby's reply merits the attentive consideration of the British community. To that considerable and not unimportant section of it comprising those whose signatures are attached to the Memorial, a gross and unnecessary discourtesy has been addressed. We fail to see anything wrong or offensive in the Memorial itself, or in the mode in which it was brought under Sir Edmund Hornby's notice. Whatever error, if any, has been committed, was an error of judgment merely; at the most a mistaken view of the manner in which the complaint against the proceedings in Mr. Cousens's case ought to have been preferred. Such error of judgment might be a good reason for refusing to receive the Memorial, but neither explains nor justifies the studied and extremely unintelligent discourtesy with which that refusal was accompanied. No doubt Mr. Cousens was technically wrong in not availing himself of the mode pointed out, very vaguely, it is true, but still pointed out, in the rules of procedure for appealing from the decision against him. His error on a mere matter of procedure, and under circumstances when professional advice was unattainable, is surely hardly advanced by Sir Edmund Hornby as conclusive against all further notice being by any possibility taken of the case.

Owing to an *exposé* made by Mr. Dickins when the *Maria Luz* case was being heard, the Government has been induced to temporarily close the Yoshiwarra, and to announce that it will no longer sanction and enforce prostitution contracts. Those contracts already existing are being disposed of by the Judicial department, the women being called up and interrogated—as to how long they have been under contract; how much they were sold for; and how much—if any—they owe to their purchaser. Answers having been given, an amicable arrangement is made, the purchaser receiving a proportion of his purchase money back, and the woman being free to occupy herself as she may be inclined. The Geishas or singing girls are now being freed, but they generally manifest a strong desire to carry on their previous business.

NAGASAKI.

We have advices from this port to the 10th November.

The Great Northern Telegraph Company's land-lines through Russia have been thoroughly repaired. The cause of the interruption is attributed to their being laid with greater regard to getting them finished than to doing the work substantially, a mistake which has now been remedied. The *Great Northern* has also recently repaired a damaged part of the submarine cable near Vladiwostok. This was found to be caused by the cable resting on a sharp reef of rock, and necessitated it being picked up and relaid in another place. A new staff of Customs officials is being introduced, from Yedo.

The Russian frigate *Svetlana*, with the Grand Duke Alexis on board, left this port for Yedo, *via* Hiogo, on the 9th Nov. She was escorted by the Japanese corvette *Nit-sin-kan* and the Russian flagship *Vitiaz*, the former having Prince Date on board, and the latter Rear-Admiral Fedorovski. As the squadron steamed away, a parting salute was given by the Japanese Government battery.

The murderer of the man Johnson has been arrested. He proves to be the son of a native doctor, and said he paid Johnson visits for the purpose of learning English; that Johnson insulted him, and that in self-defence he inflicted the wounds of which his victim died. He now awaits his trial.

It is stated that Holt's line of steamers will occasionally include Japan in their ports of call, and that the trial, if successful, will lead to it becoming a permanent service. The *Achilles* is expected from Yokohama on or about the 17th Nov.

CHINA.

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PEKING AND TIENTSIN.

The Peking *Gazettes* contain some further references to the termination of the Regency, and also the Imperial marriage. That of the 21st Oct. contains an Edict from the Empresses-Dowager, conferring various honours on the princes and ministers who have taken a prominent part in the government of the empire during the past eleven years. The title of Chin-wang, or Prince of the Blood, is made hereditary in the family of Prince Kung for ever, and his services to the State during the Regency are singled out for special praise. Wensiang, the well-known member of the Foreign-office, is allowed the high privilege of using a sedan chair in the Imperial or Forbidden City.

A Tientsin correspondent writes:—By the Customs' Peking courier of the 3rd November we learn the important news that an edict had appeared on the afternoon of the 1st inst., proclaiming that the Astronomical Board had selected the 26th day of the 1st moon of next year (23rd February, 1873) as the auspicious day for his Majesty Tung-che to become the virtual Ruler of his Dominions, or in other words to ascend the throne as Emperor, and the Regency of the two Empresses-dowager to cease. His Excellency Li-Hung-chang left this city at two P.M. to-day, for a tour of inspection in the southern part of this province.

The friends of Li-hung-Chang will be glad to learn that the *Peking Gazette* contains an edict from the Emperor, approving of the late memorial sent up to the Throne by Li, and restoring the rank and official buttons of the officers who were degraded on account of the failure of the dykes, embankments, &c., pardoning their want of success, and promoting others concerned in the work. To Chou-Fuk, one of the small mandarins, who superintended the work of repairs, is given the rank of Taoutai, "for the extraordinary diligence, wisdom and energy he displayed in carrying on and completing the control and mastery of the turbulent waters."

SHANGHAI.

Our advices from this port extend to the 15th November; the French mail, from London, September 27, arrived out on the 14th November. The following summary of news is from the *North China Herald*:—

On the 1st of November a new Imperial flag was adopted by the Chinese Government, and the fact has been notified by the Tsung-li Yamen to the Ministers Superintendent of Trade and Foreign Officials. The new flag is of a triangular shape, and made of bunting of a deep yellow colour, with a blue dragon, *courant*, in the centre. For vessels of 200 feet and under it is to be eight feet long, and for vessels over 200 feet long, twelve feet. The new flag is to be borne by all Chinese war-vessels and steamers, including those built at the Foochow and Shanghai Arsenals and the Customs' cruisers. Its institution will therefore have a tendency to centralise the components of the Chinese fleet, and subordinate them directly to the Imperial Government through the admirals commanding the several stations on the coast. Thus a blow will be aimed at the independence of the provincial governments, and an end put to the *imperium in imperio* of cruisers claiming all the privileges of Government vessels sailing under a private flag and being controlled by the Foreign Customs. It may be looked on as part also of the movement instituted a year or two ago by which the foreigners in command are gradually being displaced by native officers.

The inquiry into the extent of the damage sustained by the *Hopewell*, by collision with the *Annie Grey*, has been going on for some time before the registrar, R. A. Mowat, Esq., who has now settled the award. The claims made on behalf of the *Hopewell* included immediate damage and all consequent loss for earnings, storage of cargo, &c. For repairs to the ship and sailmaker's account Tls. 10,655.43 were claimed, and Tls. 9,598.58 allowed; charges in connection with the cargo Tls. 4,367.26 claimed and Tls. 4,054.58 admitted; towage, pilotage, survey, and other fees, Tls. 577.43, of which Tls. 489.09 are allowed; victualling, wages

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and general expenses Tls. 1,065.42, reduced to Tls. 823.84. The profit on the ship's working is charged at Tls. 900, for the two months lost, but allowed at Tls. 469.50. The total amount therefore claimed is about Tls. 17,365.54, of which Tls. 15,435.59 are allowed. To this the costs of the two actions have of course to be added.

A naval court was held at the British Consulate on the 12th Nov., to inquire into the loss of the steamer *Yedo*, near Haitan Straits, on the 5th October. The finding of the Court entirely acquits Capt. Garnell of all blame. The wreck of the steamer has been sold at Foochow, realising a little over $3,000.

We hear that the following changes have recently been made in the Consular Service :—Mr. R. J. Forrest, who has left for Swatow, becomes acting Consul there, and Mr. W. G. Stronach proceeds to Chinkiang as Interpreter-in-charge. Mr. A. R. Hewlett has been appointed Assistant Chinese Secretary at Peking. Mr. E. H. Grimani, clerk in the Summary Civil and Criminal Department of the Supreme Court, has entered the Imperial Maritime Customs Service, and leaves for Peking, there to pass a year in the study of Chinese.

At the Supreme Court on the 8th November, before the Chief Judge, Mr. J. L. Brown appeared in support of a motion for leave to appeal to Her Majesty in Council from the order made by the Court, on the 22nd October, *in re* Brown *v.* Hart. Mr. Brown put in an affidavit in support of his motion, but the Chief Judge declined to grant the permission sought.

Capt. Hereira, of the *Maria Luz*, is to take another vessel from Macao with coolies for Peru, and is to call her the *New Maria Luz*. The now famous vessel of that name will probably be sold in Yokohama. On Capt. Hereira's arrival in Peru he will, it is said, press his Government to take the matter up and push the claims of the concerned against the Japanese Government for the losses they have sustained. It is said that the steamer *Yangtsze*, just arrived, will on her return south convey to Canton the *Maria Lus* coolies, who have been chargeable to the Chinese authorities here for the past few weeks.

The Athletic Sports Meeting, on the 22nd, the programme of which has been before the public for some time, promises to be quite as successful as the other sporting meetings held this autumn. Seventeen events are advertised, giving prizes in every department of athleticism which can be conveniently introduced, but to these must be added the Strangers' Race and some special opportunities which may be given men-of-war's men to distinguish themselves, altogether making up a carte which it will probably take a couple of days to do justice to.

The contracts for the new theatre have been settled, and the piling is being actively proceeded with on the site chosen in Yuen Ming-Yuen road. It is hoped that the work will be finished in time to admit of the theatre being opened by the 1st of November 1873. The amount raised by debentures to defray the cost of the building and fittings is fully up to the estimates.

The Autumn Rifle Meeting of the Shanghai Volunteer Corps has come off, and the Shanghai Rifle Club has held its inaugurating competition.

In May last we noticed a curious expedient by which the Buddhist priests sought to raise money to rebuild a temple at Tientai. It may be presumed that the scheme they then adopted produced a satisfactory result, for it has just been again tried on behalf of a Buddhist temple at Soochow. Last week a wooden erection, somewhat resembling a sentry-box, was erected by a priest, who announced his willingness to attract the interest and move the generosity of the native public by remaining there without food, or drink, or rest for seven days. The place chosen for the experiment was a house in the Honan-road, opposite Smith's market, in and out of which, for twenty hours out of the twenty-four, the Chinese formed in crowds during the period the man underwent his voluntary incarceration. The box was closed all round, with the exception of some very narrow apertures for the admission of air, and the inmate was supposed to stand during the time he was in it, though there appeared to be sufficient room to allow him to sit down. The door was hermetically sealed with slips of paper pasted diagonally, which were only broken yesterday, when the devotee was liberated. The Chinese were rather sceptical as to the reality of the mortification, but though many of them visited the place frequently, and carefully examined the slips of paper and the position of the cage, they could not find any evidence that either had been tampered with.

HONG KONG.

The dates by the present mail extend to the 21st Nov. The outward P. and O. mail of Oct. 4 arrived on the 14th Nov. The following items are from the *China Mail* :—

We learn that two Chinese merchants at Shanghai named Ho Lin and Fong Chow have suddenly taken a passage to Hong Kong in a steamer consigned to Messrs. Siemssen and Co., without taking leave of their creditors; consequently, two of the latter, who are said to have been defrauded of Tls. 10,000, have sent a telegram to Messrs. Russell and Co., asking that firm to take steps to stop the flight of the fugitives. The matter having been placed in the hands of Messrs. Sharp and Toller, solicitors, Mr. Thomas, managing solicitor of that firm, made an application to the police magistrate late last evening for a warrant. The magistrate having left the office then, the case was referred to Mr. Deane, Captain Superintendent of Police. As the alleged offence was committed in Shanghai (Chinese territory), and the parties were Chinese subjects, Captain Deane said he could not take action in the matter except on requisition of the Chinese authorities. To obviate the difficulty a letter was sent to Captain Lee Boo, Commander of the Chinese corvette *Ta An Lan*, requesting him to send the necessary authority. We have not yet learnt the result of the application.

Private letters from Peking state that the "Society for the Diffusion of Useful Knowledge in China" have requested the Rev. Dr. Eitel to act as their agent in Hong Kong. We are glad to learn that the circulation of the magazine they publish is gradually increasing, Canton, for instance, subscribing for nearly a hundred copies.

The second of the "Winter Lectures" came off at the City Hall, the subject chosen by the lecturer, Mr. N. B. Dennys, being Chinese Folk-lore. H.E. the Governor and Miss Kennedy, Capt. O'Callaghan, the Acting Chief Justice, Rev. Dr. Legge, Rev. Dr. Eitel, and many other leading residents were present. The lecture was listened to with attention, and at its conclusion the audience expressed their gratification by hearty applause.

We learn that 183 of the *Maria Luz* coolies have come down from Shanghai per steamer *Yangtsze*, in charge of two mandarins. They will proceed to Canton in the steamer, and will from thence be returned to their homes. As the steamer will not go to Canton until she has discharged her Hong Kong cargo, the coolies are placed on board two Chinese boats, to prevent their straggling ashore. Each of the coolies is supplied with clothing and bedding by the Government, which pays all their travelling expenses. We understand that the mandarins in charge of the coolies have called on Messrs. Leong On and Chun Kum, with the view of obtaining their assistance in the transference of the coolies to Canton and in generally looking after them while here.

A rumour, extensively prevalent in the Colony, states that Mr. V. Kresser, who has recently arrived at Saigon, is coming up to Hong Kong with funds and other necessary appliances to establish a new bank—whether as a new enterprise, or as a branch of some home establishment, is not known. In any case, it appears that things are moving, though to what extent the rumour referred to is reliable we cannot say.

We are glad to hear that Messrs. W. B. Spratt and Co., of Wanchi have succeeded in again raising the wreck of the German barque *Marie*, which was towed by the *Sir J. Jeejeebhoy* yesterday, on to a shelving sandy beach, near the Cap Sing Moon Pass, where it is intended to float and temporarily patch her, by side works.

We understand that Captain Tracey, R.N., late the Commander of H.M.S. *Avon*, and recently gazetted to a post-captaincy, has been permitted by the Lords of the Admiralty to accept a post in connection with the Chinese Arsenal at Foochow.

The *Daily Press* has the following items :—It is satisfactory to notice that the Acting Surveyor-General is adopting the sensible plan of backing the Praya wall with concrete eight feet thick, instead of sand, as heretofore. This will no doubt prevent future injury from typhoons.

The *Gazette* also notifies the appointment of Assistant-Surgeon J. B. Drew, R.N., to act provisionally as Superintendent of the Civil Hospital, and Surgeon of the Lock Hospital, until further notice. Nothing is said as to whether Mr. Scanlan, who it will be recollected was appointed on Dr. Young's resigning, has given up the appointment.

H.M.S. transport *Adventure* left for Singapore, having on board the left wing of H.M. 110th Regiment. She will return again shortly with a wing of the 80th Regiment.

Mr. Henry Murray, who has for seven years held the appointment of Grand Master of the Freemasons, has addressed an affectionate farewell to the brotherhood. Mr. Murray is returning home for good, *via* San Francisco.

A farewell reception was given by the officers of the U.S.S. *Colorado* prior to their departure for home, which is to take place immediately after the arrival of the Pacific Mail. A large number of guests were present, among whom were H. E. the Governor, and Lady and Miss Kennedy, the Hon. Julian Pauncefote, Acting Chief-Justice, the Captains and Officers of the various men-of-war in port, Mr. Bailey, U.S. Consul, Mr. Gustav von Overbeck, Austrian Consul, &c., &c., and a large number of ladies. Admiral Jenkins and the officers of the *Colorado* received the visitors with much courtesy and cordiality, and a capital dance was got up on board. All left heartily pleased with the entertainment, and we are confident that the good wishes expressed will be heartily shared by all who have had the pleasure of the acquaintance of the officers of the *Colorado*. The vessel was very tastefully decorated with flags, among which the homeward bound pennant, which will be flown from the masthead after the Admiral has landed at Singapore, where he will leave the vessel to proceed home *via* India, formed a prominent feature.

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STRAITS SETTLEMENTS.

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SINGAPORE.

Our advices extend to the 29th Nov.; the outward mail from London, Oct. 25, was received Nov. 24 per Messageries Maritimes steamer *Amazone*. The following items of news are from the *Singapore Daily Times*:—

We understand the Government have determined to amalgamate the Import and Export and Shipping Offices after Jan. 1, 1873. These departments will be under the control of the Master Attendant, who will be assisted in his duties by Captain Fox, formerly commander of the Colonial steamer *Peiho*, and at present Acting Master Attendant at Penang. Captain Anderson, the present Assistant Master Attendant, will retire on a gratuity, and Mr. John Cooper, Registrar of Imports and Exports, will retire on pension at the end of the present year.

Captain Burrowes, well known as one of the oldest and ablest pilots in Singapore, is now in custody, charged with having caused the death of a boatman. The facts are briefly that a native boatman formerly in Captain Burrowes's employ went to him with a note from his present master, and some words passed between them, at which Captain Burrowes became provoked and struck the man, who thereupon seized him by the beard. Captain Burrowes then, we understand, struck him a severe blow, knocking him down, and in falling his head came in contact with a stone, which caused death. The examination of Captain Burrowes before the magistrate resulted in his committal for trial at the next criminal session. Captain Walshe declined to take bail, saying application could be made to the Chief Justice, who, being in Singapore, no serious inconvenience need result to the prisoner.

In accordance with the new prisons arrangement, the *Pluto* has brought up from Penang two long-sentence prisoners to complete their terms of imprisonment in the Singapore prison. These are, Loureiro, the Land Office defaulter, sentenced to two years' hard labour, and D'Mello, the defaulting Municipal clerk, sentenced to eighteen months' hard labour. She also brought five lunatics for treatment in the Singapore Lunatic Asylum.

H.M.S. *Adventure*, Commander C. Rising, from Hong Kong, arrived on the 25th November. She brings from Hong Kong the head quarters of the 10th regiment, to relieve the 80th, now stationed here, and will carry back the 80th to Hong Kong. Colonel Smith and the officers of the 80th have been entertained at a public dinner in the Hotel d'Europe by the residents here, as a mark of their appreciation of the services and general conduct of the regiment while stationed in the settlements. The Hon. J. W. W. Birch, Colonial Secretary, took the chair. The toasts usual on such occasions were given and acknowledged. In bidding farewell to the 80th regiment, we must testify to their unexceptionally good conduct while stationed here, and we must further utter a growl against the conduct of the home authorities in their treatment of this regiment as well of the 10th. The officers and men of both regiments have just had time to settle down comfortably, and feel at home in both places, and here they are suddenly, without rhyme or reason shifted from one place to the other. The officers and the men of both regiments all lose money by being shifted about in this erratic fashion, and the case is such that we decidedly think they ought to be recouped by the Home authorities. We can see no reason whatever for the move, but probably the Colonial Office conscience has been stirred a little about the scandalous swindle played off on these Settlements, in the matter of the number of soldiers provided for their defence and paid for by them. The 80th regiment is not so strong in numbers as the 10th, even after the reinforcements on the way are counted. This may be the reason of the present shuffle. Whether or no, we denounce the whole thing as a wanton waste of public and private money.

H.M.S. *Zebra* has been going through some gun exercise, to witness which Captain Denison invited a number of friends, including H.H. the Rajah of Sarawak, the Dutch resident of Pontianak, the Colonial Secretary, and the French and Dutch consuls. We learn that the visitors one and all expressed themselves highly pleased with all they witnessed, and that the practice was very good indeed, both as to the accuracy and rapidity of the firing.

The case against A. R. Joshua, charged with criminal breach of trust, came on for hearing at the Police-court on the 25th Nov. The proceedings have not yet terminated.

In consequence of official intimation from Mr. Fish, the American Secretary of State, the flag of the United States Consulate was hoisted at half-mast on the 26th Nov., as a tribute of respect to the memory of the late William H. Seward.

Commercial Report.

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(*For dates see first page.*)

IMPORTS.

YOKOHAMA.—The market had been very quiet, and at the close was slightly weaker, both for Shirtings and Cotton Yarn. There had been very few transactions in Woollen and Fancy Goods. Black Velvets continued in demand, but there were very few in stock. Metals had been neglected. Quotations:—GE Grey Shirtings: 7lbs., $2.30 to to 2.35 per piece; 8¼ to 8½ lbs., $2 52½ to 2.55; 9 lbs., $2.95 to 3; GE White Shirtings 56 to 60-reed, $2.40 to 2.55; 64 to 72-reed, $2.70 to 2 85; T-Cloths, 6 to 7 lbs., $1.70 to 2.15; Chintz, assorted, $1.25 to 2.75; Handkerchiefs, $0.55 to 1 per dozen; Turkey Red Shirtings, $0.85 to 1 per lb; Velvets, Black, $14 to 17 per piece; Cotton Yarn, No. 16 to 24, $39.50 to 40.50 per picul; 28 to 32, $46 to 47; 38 to 42, $45 to 48. Woollens and Mixtures, Camlets, SS Scarlet, $19.50 to 20 per piece; SS Black, $15 to 16; Cloth, Medium and Broad, $1.10 to 1.15 per yard; Lastings, $14 to 16 per piece; Long Ells, Assorted, $6 to 6.50; Orleans and Lustres, Plain, $5 to 6.50; Figured, $5.50 to 6.50; Lead, $5.50 to 6 per picul; Iron, Nail Rod, $3.60 to 4.60; Bars, $4 to 4.60; Hoop, $3.20 to 3.60.

HIOGO.—Business had been much restricted, owing to the decline in the value of currency, and quotations for all classes of goods had gone against holders.

NAGASAKI.—The news from this port is of no interest.

TIENTSIN.—Letters from this port speak somewhat more favourably as to the state of the market. Prices of Grey Goods were much on a par with those current at Shanghai, but there was more desire to buy, and a generally increased activity.

HANKOW.—Advices report the market without material change. Grey Shirtings had slightly improved, in response to Shanghai advices —7lbs. being worth Tls. 1.60 to 1.73 per piece, and 8½lbs. Tls. 1.83 to 1.92 per piece. 6lbs. T-Cloths were valued at Tls. 1.12½ to 1.30 per piece, and 7lbs. Tls. 1.30 to 1.54 per piece. For 8lbs. 36-inch there seemed little inquiry. Drills were quiet at Tls. 3.00 to 3.13 per piece for 14lbs. and 15lbs respectively. Fancy Goods and Woollens remained dull and unaltered in value. In Tea there had been transactions to the extent of 1,660 chests at Tls. 10¾ to 15 per picul, and the shipments to Shanghai on native account were 1,578 chests and 914 half-chests. The stock was stated at 500 chests. Exchange on Shanghai was 2½ per cent. discount for Bank paper.

CHINKIANG.—There had been an active business in Grey Shirtings, and there had also been some inquiry for and transactions in T Cloths. Good Common Chop 8¼ lbs. Shirtings were quoted at Tls. 1.80 to Tls. Tls. 1.83 per piece, and 7 lbs. Ordinary Mexican T-Cloths at Tls. 1.41 to Tls. 1.43 per piece. A slight demand had been experienced for Scarlet and Dark Blue Long Ells, but it soon ceased.

SHANGHAI.—Piece Goods: A fairly active business had been transacted in all classes of Grey Cottons, but the Woollen market had remained depressed, and prices were lower. Grey Shirtings: Advices from all the outports had been more satisfactory, but the natives seemed to have overbought themselves, and the tendency of prices had been decidedly weaker; closing rates for 8¼ lbs. were Tls. 1.86½ to 1.90. 7 lb. had been readily saleable at Tls. 1.61 to 1.72 for common to good, one sale of Dewhurst's Eagles being effected at Tls. 1.75, since re-sold at Tls. 1-73. A new weight (6 lbs.) had found buyers to the extent of 5,000 pieces at Tls. 1.62. White Shirtings further improved 3 to 5 candareens, 56 reed commanded Tls. 1.67, 60 reed Tls. 1.86, 64 reed Tls. 1.88 to 1.95, and best 64s Tls. 2.15. T-Cloths: Irregularity in prices continued, 6 lb. ordinary slightly declined, and quoted at Tls. 1.13 to 1 13½. 7 lbs. Mexicans placed at Tls. 1.40 to 1.47, very best Tls. 1.55; 8 lbs. 36-inch sold at Tls. 1.62 to 1.70, irregular weights (7¼ lbs. to 7½ lbs.) changed hands at Tls. 1.53 to 1.60. Drills, Jeans, and Sheetings: Better inquiry for Drills, 14 lbs. sold at Tls. 3.04 to 3.05, 12 lbs. at Tls. 3.07 to 3.15, latter figure for very best chop. Jeans placed at Tls. 2.10 to 2.12 per piece. Sheetings difficult to sell, 14 lbs. to 15 lbs. Tls. 2 80 to 3 00, 16 lbs. best Tls. 3.25. Fancy Cottons: Several articles had attracted some attention, but the rates paid had, as a rule, been unsatisfactory. Damasks, Tls. 4.75; Brown Chintzes, Tls. 1.26 to 1.35; Assorted Chintzes, Tls. 1.43 to 1.50; Turkey Red Cloths, Tls. 2.04 to 2.12 for 2¾ lbs. to 3 lb.; Gentian Shirtings, Tls. 2.37½. Woollens: Market remained in a most unsatisfactory position, and sales had been very difficult to effect.

HONG KONG.—The business transacted in Manufactured Goods had been small, and low prices had continued to rule, without any indication of an upward tendency. In Woollens no improvement was noticeable. In Metals, Quicksilver had been bought at higher figures. Values of Rice were unchanged, and the market was quiet.

EXPORTS.

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TEA.

YOKOHAMA.—Inactivity had been the feature of the market, and the only business done had been the purchase of a few small parcels for the California market; settlements amounted to about 1,500 piculs only, and had been made at prices ruling much the same as last quoted. Supplies had come in freely and consisted mostly of common kinds, the stock on offer had increased and comprised most grades. Quotations remained unchanged, but in the absence of any business of importance must be considered almost nominal; during the last few days, previous to the close, however, there had been some inclination on the part of the native dealers to accept lower prices and the market closed with an easier tendency. The export had been as follows:—Per Caller Ou via Kobe 81,186 lbs. to New York; per Japan 141,310 lbs. to San Francisco, 113,331 lbs. to New York, 13,344 lbs. to Boston, 12,285 lbs. to Chicago, and 1,300 lbs. to St. Louis; per Devana to New York from this port, 486,997 lbs. and from Kobe 402,608 lbs. The Lothair was loading for New York.

SHANGHAI.—Black: A small business continued to be transacted from day to day without any noticeable change in values; the further settlements had been 4 456 chests, and a small parcel of 266 chests was reported as shipped. The stock was estimated at 12,600 chests. Green: Business in this market had been much less active than during the previous interval, and the total of transactions reported for the week was comparatively light, the settlements and reshipments of all descriptions having been about 16,700 half-chests. Prices showed no alteration in values, a firm tone continuing. The stock was estimated at 48,000 half-chests.

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FOOCHOW.—Congous had continued in fair demand, but Souchongs and Scented Teas had found no buyers. There had been only one other settlement of Oolong reported, it being a string of about 1,120 half chests of common to good cargo grades purchased at Tls. 16 short, showing little or no alteration in the ruling scale of values. Arrivals to date amounted to 183,373 half-chests, and the stock was 85,889 half-chests. The s.s. Agamemnon sailed on the 13th November for London, *via* Hong Kong, taking Congou 521,743 lbs., Souchong 59,261 lbs., Oolong 195,879 lbs., Scented Orange Pekoe 28,400 lbs., and Sorts 2,789 lbs., making a total of 808,072 lbs. of Tea. The Rates of Freight remained as last advised.

AMOY.—Teamen having shown greater anxiety to sell, buyers had entered the market and had cleared off almost every desirable parcel of Tea on offer, at $19 for fair and $21 for good cargo as about an average, with the higher grades in still lower proportion. Only some 9,000 packages remained on offer, and the season was considered as nearly at an end. The steamer Petersburg was on the berth for New York at £4 per ton, and had over three-fourths of her cargo engaged. The Thracian (bark) was also chartered at £2.15s. per ton. Receipts to date were 214,000 half-chests; Settlements about 205,000 half-chests, and stock 9,000 half-chests.

SILK.

YOKOHAMA.—Only a small business had been transacted since the 22nd Oct., the unwillingness of the dealers to accept lower rates, and the absence of any improvement in home advices, having kept most buyers out of the market. The settlements amounted to about 150 piculs, and the unsold stock was estimated at 1,500 to 1,600 piculs. Prices were nominally without change, but for Hank sorts rather easier quotations ruled. Silkworm Eggs: The season was almost over, about 1,200,000 cards having been purchased, and the small remaining stock was estimated at 50,000 more. Quotations:—Good, $2.40 to 2.80; middling and inferior, $1.50 to 2 per card.

SHANGHAI.—Business had continued on about the same scale as reported in our last, the settlements since the departure of the P. and O. mail being estimated at 1,000 bales. Good parcels of Tsatlees had attracted the chief attention, and had commanded full prices; Blue Elephant chop found buyers at Tls. 515 to Tls. 517½, and Golden Lion at Tls. 542, but the lower classes had remained neglected. Yellow Silk and re-reels had been bought to a moderate extent for America at previous rates. Total settlements to date amounted to 42,500 bales, and the unsold stock was 5,000 bales.

CANTON.—Since the English mail little change had taken place in the market, but holders, if anything, were slightly firmer. Very little more of the sixth crop had arrived, the countrymen asking too high prices and the silk being of a poor quality. Settlements for the week amounted to 245 bales, including 10 bales of Loongkong; 200 boxes of Rereels were reported to have been contracted for, but further particulars were unknown. Stock was estimated at 1,700 bales Tsatlee Reel, 50 bales Loongkong, 60 bales Cumchook and Lacklow, and 300 to 400 bales of inferior descriptions. Further than the reported contract for 200 boxes, there was little or no animation in the market for Rereels, and prices remained unchanged. The sixth crop was said to be 1,500 bales, of which 100 bales had arrived on the market.

EXPORT OF TEA AND SILK, SEASON 1872-73.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Oct. 31, 1872	—	66927646	39655548	—	12213192	118796386	40840
Corresponding period last season	—	65974667	32266627	—	9718405	107953699	38296

Shipments Since:

Oct. 29	per Hector (str.)	From Shanghai, &c.	746,339	1,055*
— 29	... Hong Kong (str.)	... Foochow	1,645,651	105*
— 31	... Golconda (str.)	... Shanghai	—	485*
Nov. 1	... Star of China	... Canton	905,738	
— 2	... Corea	... Shanghai	552,864	
— 6	... Gordon Castle (str.)	... Do.	879,131	223
	Do.	... Foochow	912,005	
— 6	... Patroclus	... Do.	681,420	241
	Do.	... Shanghai	703,921	
	Do.	... Canton	177,804	
— 7	... Sindh (str.)	... Shanghai, &c.	—	667

* Included in above total.

TO THE CONTINENT.

		Bales.
From June 1 to Oct. 31, 1872	3078543	12686
Corresponding period last season	5042206	11786

Shipments Since:

Oct. 23	per Hector (str.)	From Shanghai	13,030*

* Included in above total.

TO UNITED STATES.

		Pcls.
From June 1 to Oct. 31, 1872	32522486	2306
Corresponding period last season	30951947	1996

Shipments Since:

Oct. 23	per Hector (str.)	From Shanghai	35*
— 27	... New York (str.)	... Do.	97,293*
— 31	... Surprise (str.)	... Do.	427,875*
Nov. 1	... E. A. Oliver	... Do.	645,194
— 4	... Fanny Breslauer	... Do.	305,604
— 7	... Morro Castle	... Do.	425,031

* Included in above total.

TO AUSTRALIA.

From June 1 to Oct. 31, 1872	10,982,200 lbs.
Corresponding period last year	11,340,879

Shipments Since:

Oct. 28	per Ellen Rickmers	From Foochow	361,100*
— 29	... E. J. Spence	... Hong Kong	160,000*
Nov. 1	... Foldin	... Foochow	276,100
— 4	... Janet Stewart	... Do.	236,200
— 5	... Jerusalem	... Do.	527,800

* Included in above total.

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844	51,022,600	...*	1862 to 1863	121,273,580	72,887
1845 to 1846	57,334,200	18,600	1863 to 1864	117,463,586	46,603
1850 to 1851	63,972,000	22,144	1864 to 1865	121,236,870	32,313
1853 to 1854	77,327,800	61,283	1865 to 1866	118,333,042	62,899
1855 to 1856	92,240,300	50,481	1866 to 1867	118,423,290	50,052
1857 to 1858	76,990,255	68,315	1867 to 1868	116,690,436	57,449
1858 to 1859	65,789,792	83,134	1868 to 1869	142,789,804	70,917
1859 to 1860	85,560,452	64,169	1869 to 1870	139,740,193	63,807
1860 to 1861	90,066,160	70,641	1870 to 1871	131,969,850	51,329
1861 to 1862	109,854,040	79,199	1871 to 1872	149,774,395	54,589

* Including the Continent.

SHANGHAI SILK SHIPPERS.

From *1st June to 13th Nov.*, 1872.

	Bales.		Bales.
Adamson, Bell, and Co.	774	Jarvie, John, and Co.	995
Balfour, Butler and Co.	566	Lacroix Cousins and Co.	1,892
Barnet and Co.	455	Lindsay and Head	17
Birt and Co.	11	Maertens, A. H.	892
Birley, Worthington, & Co.	366	Nachtrieb, A., and Co.	811
Blain and Co.	35	Overbeck and Co.	41
Bower, Hanbury and Co.	2,367	Pila and Co.	1,001
Bourjau, Hubener, and Co.	573	Pustau, Wm., & Co.	4
Bovet, Brothers and Co.	203	Reiss and Co.	2,585
Bull, Purdon and Co.	187	Russell and Co.	900
Butterfield and Swire	1,696	Sassoon, E. D. and Co.	38
Chapman, King and Co.	80	Sassoon, D., Sons, and Co.	1,616
Coutts and Co.	32	Scheibler, Matthaei, and Co.	630
Dent and Co.	81	Shaw Brothers and Co.	375
Dickinson and Co.	50	Siemssen and Co.	418
Essex and Co.	1,485	Skeggs, C. J. and Co.	47
Findlay, Wade and Co.	182	Textor and Co.	2,793
Fogg and Co.	242	Telge, Nolting and Co.	128
Gamwell, F. R.	35	Thorne Brothers and Co.	59
Gibb, Livingston, and Co.	683	Vogel, Hagedorn, and Co.	196
Gilman and Co.	509	Westall, Brand, and Co.	538
Heard, Augustine, and Co.	410	Wright, Burkill and Co.	1,021
Helbling, J. C., and Co.	299	Sundries	11,622
Hogg Brothers	70		
Holliday, Wise and Co.	30	Total bales...	39,071
Jardine, Matheson, and Co.	930		

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Last Divnd
Shanghai Dock Company	500	500	210	4 p.c
Shanghai Gas Company	100	100	148	12 p.c
Shanghai S.N. Company	100	100	135	12 p.c
S. Tug and Lighter Company	850	850	575	10 p.c
French Gas Company	50	50	60	10 p.c
Hong K. Fire Insurance Co.	$1,000	$200	$555	12 p.c
North China Insurance Co.	Tls.1,000	Tls.300	Tls.470	trien.
Do. do. new	1,000	300	470	trien.
North China Steamer Company	100	100	69	
Union S.N. Company	100	100	110	12 p.c
Yangtsze Ins. Association	500	500	750	15 p.c
Union Insurance Society	$5,000	$1,000	$2,250	trien.
China Traders Co. (Limited)	1,000	1,000	2,300	$4·0p.s
Hong Kong and China Gas Co.	£10	£10	65	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100	Tls.140	12 p.c
Victoria Fire Insurance Co.	$500	$100	$137½	12 p.c
China Fire Insurance Co.	500	100	140	12 p.c
Hongkew Wharf Co.	Tls. 100	Tls. 100	Tls.154	12 p.c

EXCHANGES, &c.

[*For dates see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 6d.	4s. 6½d.	4s. 6½d.
Shanghai ,, ,,	6s. 0½d. to 6s. 0¾d.	6s. 0¾d. to 6s. 1d.	6s. 1¼d.
Canton ,, ,,	4s. 5d.	4s. 5½d.	4s. 5¾d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,,	4s. 5¾d.	4s. 6d.	4s. 6¼d.
Manila ,, ,,			

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	305½ to 306	228½
,, Hong Kong	26 to 26¼ dis.	—
Bar silver	111.3.0	10 prem.
Mexican dollars	79.1.0.	

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 71 per cent. prem.
Hong Kong Gas Company, $65 per share.
Hong Kong and Whampoa Dock, 20 per cent. discount.
China Traders' Insurance, $1,350 premium.
Hotel Shares, 45 per cent. discount.
Hong Kong and Macao Steamboat Company, 31 per cent. premium.
Hong Kong Fire Insurance Company, $355 prem.
Union Insurance Company, $1,100 premium.
China and Japan Marine Insurance Company, Tls. 84 premium.
China Fire Insurance Company, $36 premium.
Victoria Fire Insurance Company, $5½ premium.
Indo-Chinese Sugar Company, $55 dis.
Shanghai Steam Navigation Company, Tls. 37 premium.
Hong Kong Distillery Company, $10 dis.
Hong Kong Pier and Godown Company, $15 dis.

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Shipping Intelligence.

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ARRIVALS.

At YOKOHAMA.—From Liverpool, Nov. 7, Mary Moore.

At SHANGHAI.—From London, Nov. 6, Canton (str.), Hindostan (str.); 12, Malacca (str.); Dec. 27, Omba; from Cardiff, 8, Whinfell.

At HONG KONG and CANTON.—From London, Nov. 16, Drummond Castle (str.); 20, Lord of the Isles (str.); from Hamburg, 16, Andreas; 17, Enterprise (str); from Newport, 18, Esperance; Dec. 27, Nestor (str.).

At SINGAPORE.—From Liverpool, Nov. 25, Otter; Dec. 24, Glaucus (str.); from Shields, 21, Cashmere; from London, 24, Cheops (str.), Scotland (str.).

At SAIGON.—From Bordeaux, via Batavia, Nov. 24, Hoogly.

At PENANG.—From London, Dec. 21, Bellona; from Liverpool, 24, Menelaus (str.).

DEPARTURES.

From YOKOHAMA.—For New York, Nov. 4, Devana.

From HIOGO.—For Falmouth, Oct. 20, White Adder.

From SHANGHAI.—For New York, Nov. 5, Fanny Breslaur; 7, Morro Castle.

From FOOCHOW.—For London, Nov. 13, Agamemnon (str.).

From HONG KONG and CANTON.—For Hamburg, Nov. 16, Sooloo; Dec. 24, Achille (str.).

From SINGAPORE.—For London, Nov. 22, Agamemnon (str.), Otter Cape; for Marseilles, Isaure.

From PENANG.—For London, Dec. 24, Sunfoo (str.).

LATEST TELEGRAMS.

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STATE CELEBRATION OF THE ESTABLISHMENT OF TELEGRAPHS IN JAPAN.

HONG KONG, DEC. 26.—News received here from Japan states that the Mikado intends to celebrate the completion of telegraphic communication with Europe by a formal ceremony, and will send messages to all the European nations.

DROWNING OF A FRENCH SECRETARY OF LEGATION.

HONG KONG, DEC. 24.—Viscount P. Daru, the Third Secretary of the French Legation in Japan, has been accidentally drowned at Ami.

FORMATION OF NATIVE CHINESE STEAMSHIP COMPANIES.

HONG KONG, DEC. 26.—Three native Chinese steam companies are being formed.

COMMERCIAL.

CHINA.

HONG KONG, DEC. 27.—Market for Cotton Piece Goods firm; Grey Shirtings, 6¼ catties, 8¼ lbs., $2.40. Cotton Yarn, 16-24, $116.; T-Cloths, 6 lbs. ordinary $1.55; 7 lbs. Mexican $2. Tea: Canton market unaltered, Foochow market easier. Exchange on London: Bank bills, 6 m.s., 4s. 5¼d.

STRAITS SETTLEMENTS.

SINGAPORE, DEC. 24.—Cotton Yarn, 40's, $126; 16-24, nominal; Grey Shirtings, 39-in., 8¼ lbs., $2.45; 7 lbs., $2.7½. T-Cloths, 6 lbs., ordinary, $1.60. Gambier, $4.40. Pepper: Black, $11.25; White, $19.50. Tin, $34¾. Exchange on London: Bank bills, six m.s., 4s. 5½d.

PENANG, DEC. 24.—Tin, $34.50; Pepper: Black, $11.25; White $21; Sugar, No. 2, $5.35, No. 3, $3.15; Cotton Yarn (Mule Twist) 40's, $128; 30's, $116; Grey Shirtings, 8¼ lbs., $2.55; T-Cloths 6 lbs. $1.65. Exchange on London: Bank bills, six m.s., 4s. 6⅛d. to 4s. 6¼d.

THE MAILS.

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PRESENT INWARD MAIL.—MARSEILLES, DEC. 26.—The Messageries Maritimes steamer Provence, with the inward French mails, arrived here yesterday at 11 P.M. She brings sixty-eight passengers and a full cargo, including 164 bales of silk, 669 chests of tea, and 96 sundries for London. This part of her cargo will be transhipped on board the Company's steamer Euphrate, which may be expected in London on the 6th of January.

LAST INWARD P. AND O. HEAVY MAIL.—GIBRALTAR, DEC. 26.—The P. and O. steamer Malta, with the homeward India, China, and Australian heavy mails, left at 8 this morning for Southampton, where she may be expected about Monday evening, the 30th inst.

NEXT INWARD P. AND O. MAIL.—SUEZ, DEC. 29.—The P. and O. steamer Ellora arrived at 7 A.M. yesterday, and the Golconda at noon to-day, from Calcutta and Bombay respectively, with the homeward Indian and China mail.

NEXT INWARD FRENCH MAIL.—GALLE. DEC. 22.—The Messageries Maritimes steamer Hoogly, with the inward French mails, from Yokohama Nov. 26; Shanghai, Nov. 29; Hong Kong, Dec. 5; left here yesterday for Aden.

OUTWARD FRENCH OF NOV. 27—GALLE, DEC. 17.—The Messageries Maritimes steamer Donnai, with the mail from London Nov. 22, left here to-day for Singapore.

LAST OUTWARD HEAVY P. AND O. MAIL.—GIBRALTAR, DEC. 27.—The P. and O. steamer Delhi, with the outward India, China, and Australian mails, from Southampton, 19th inst., arrived at one this morning and leaves at noon for Alexandria. Experienced very heavy weather. All well.

SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—Dec. 26, at London, from Colombo, &c. (via S.C.), Saltwell (str.); 25, at Liverpool, from Bassein, Ireland; 23, at Brouwershaven, from Batavia, Otto Steethman; 26, at Queenstown, from Zebu, Cumberland; 23, at Marseilles, from Bangkok, Boussole; at Antwerp, from Akyab, &c. (via S.C.), Ionia (str.).; 27, at London, from Galle, &c. (via S.C.), Excelsior (str.); 24, at Liverpool, from Akyab, Chrysolite; off Dover, from Batavia, for Amsterdam, Elisabeth; 26, at Liverpool, from Zebu, Madura; 24, at Crookhaven, from Maulmain, Princess Beatrice; at Brouwershaven, from Batavia, Min Fransen van de Putte; 28, at London, from Colombo, &c. (via S.C.), Leith (str.); 29, at Liverpool, from Singapore, Twilight.

DEPARTURES.—Dec. 9, from Boston, for Batavia, Cromwell; 26, from London, for Colombo, &c. (via S.C.), Othello (str.); Dec. 25, from Newcastle, for Galle, Cornelia (str.); 13, from New York, for Anjer, Elsinore; for Hong Kong, Nightingale; 28, from London, for Singapore and Saigon, Charles Collett; for Singapore, China, &c. (via S.C.), Glenlyon (str.); from Shields, for Singapore, Arethusa.

CASUALTY.—The Venus, Arrowsmith, from Cardiff to Yokohama, put into Queenstown, Dec. 26, with loss of sails.

MISCELLANEOUS.—At Table Bay, Amato (or Amsoto), Equizada, from Macao. Advices from New York, Dec. 13, state that the Sonora, Simms, from Manila, anchored off Sandy Hook, 10, short of provisions and crew frost-bitten, but was supplied, and proceeded for Boston.

STEAMERS PASSED THE SUEZ CANAL.—Previous to Dec. 2, Lorne, from Colombo, &c., for London; Sylvia, from Hamburgh, for Singapore, China, &c.

LAID ON.—At Glasgow, for Singapore and Penang, Ulva.

BIRTHS, MARRIAGES, AND DEATHS.

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BIRTHS.

BROWN—On the 22nd Dec., at 44, Moray-place, Edinburgh, the wife of David Brown, of a son.

MORRIS—On the 20th Nov., at Hong Kong, Mrs. A. G. Morris, of a daughter.

MARRIAGES.

SKINNER—BISHOP.—On the 12th Nov., at Shanghai, George Lowday Skinner to Mary Ann Bishop, eldest daughter of John Bishop, of Shapwick, Somerset, England.

WHITTALL—PATERSON.—On the 4th Dec., first at the British Consulate, Smyrna, and then at St. Mary Magdalene's, Bournabat, by the Rev. James Dombrain, Consular Chaplain, Frederick George, son of James Whittall, Esq., to Alice Preciosa, eldest daughter of J. B. Paterson, Esq., all of Bournabat, near Smyrna.

WILSON—ROBERTSON.—On the 10th Dec., at Hong Kong, John Wilson, of Messrs. Lane, Crawford, and Co., Shanghai, to Lillie, daughter of James Robertson, Glasgow.

DEATHS.

DAVIDSON—On the 19th Dec., at Bury-street, St James', London, James Davidson, Esq., late banker, Singapore, second son of the late James Davidson, Esq., of Ruchill, Lanarkshire, aged 55 years.

DUTTON—On the 23rd inst., at Athole House, Surbiton, Mary Emma, wife of C. M. Dutton, and eldest and much-loved daughter of the late Richard Thomas Cousens, Esq., of 4, Kensington Palace-gardens, deeply lamented.

FEARON—On the 7th Nov., at Shanghai, Amy Margaret, infant daughter of Robert Inglis and Mary Fearon, aged 11 months.

KENNEDY—On the 30th Oct., at the Yokohama General Hospital, J. W. Kennedy, Engineer s.s. *Emperor*, aged 28 years.

RUMBOLD—On the 26th inst., in Albemarle-street, Mrs. Horace Rumbold, aged 2 years.

LEGAL.

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BANKRUPTCY COURT.

IN RE HENRY THORNTON.—FAILURE FOR £137,000.

The debtor carried on business as a Manchester merchant, at 55, Old Broad-street, in the City, and in Parker street, Manchester, trading under the style of Thornton and Co. He presented a petition for liquidation on the 20th inst., stating his debts at £137,000. Mr. Phelps, of the firm of Phelps and Sidgwick, Gresham-street, City, moved for the appointment of a receiver and manager to the estate. He stated that the business consisted principally in the purchase in Manchester and other places in England of goods on orders received from America and the East Indies, and there were very large shipments of goods on such orders. The liabilities and business engagements were very heavy, the assets comprising goods to the value of £25,000, which had been purchased to complete orders for £30,000. A large quantity of these goods was in the hands of bleachers, scourers, and dyers, and it would be necessary to carry on the business for the present in order to avoid claims for damage by breach of contract. He also read an affidavit from Mr. Rice, the manager of the Consolidated Bank of Manchester, stating, in their opinion, and that of a large number of the creditors, that it was desirable in their interests that the business should be carried on in order to fulfil existing engagements, the non-fulfilment of which would cause a large quantity of goods which had been specially bought to be thrown on hand.

The Court, under the circumstances of the case, granted the application, and appointed Mr. James Halliday, public accountant, of Manchester, receiver and manager of the estate. It was stated that there were some other assets besides the goods in hand, but the value was not at present ascertained. Almost all the creditors are Manchester firms.

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M. DE CARNE'S TRAVELS.

A short time since we reviewed a work published by Messrs. Chapman and Hall, recording M. de Carné's experiences with a French exploring party which ascended the great Cambojan river in 1866-7, crossed the mountains of Yunnan, and made their way down the Yang-tze-Kiang to Shanghai, in the early part of 1868. The work has been noticed this week by the *Athenæum* and by the *Pall Mall Gazette*, and we subjoin extracts from both the reviews.

The *Athenæum* says:—An official account of the labours of the Mekong Commission is still under preparation in France. When this volume has appeared, we shall be able to come to some conclusion as to the scientific and geographical value of the task so arduously carried out. M. de Carné furnishes us with hardly any information that is really new, and tells us little as to the countries he traversed which was not already known to those who have paid attention to Indo-China. But if the book is a record of personal travel and experiences, it displays also a distinctly political object and tone, seeking to shed a light on the position and aspirations of the French colony at Saigon, and that light, as we believe, a distorted one. The aim of France in Indo-China is, *or was*, to extend her territory in the peninsula, establishing an effectual protectorate or supreme influence wherever actual annexation is an impossible course. This policy is barely veiled in M. de Carné's book; he rather seeks to advocate and justify its adoption, and dwells upon the advantages which may be expected to ensue. From these motives he exaggerates the evils of Siamese rule, and the disorganised condition of Annam; depicts Laos as disaffected to Siam; and makes out governors of provinces to be all but independent kings. He repudiates the notion that Camboja was tributary to Bangkok, endeavouring to show that Siam only consolidated her power in Camboja and Laos during recent times, and hinting that a power which has thus been newly put together may as easily be dismembered again by European (that is, French) interference. He insinuates that the English long to annex Siam; and French readers are left to draw the inference that such British rapacity might with advantage be forestalled. Having learnt also that navigation is practicable on the river of Tongquin, the author suggests that France should make a territorial settlement near the mouth of that stream. Inaccurate statements seem, by design, to have been introduced on the subject of the relations between England and Siam. Thus, on page 13, we find:—"It is too well known what any tenderness shown by England to her clients commonly hides, not to doubt the disinterestedness affected in her expression of so much solicitude for Siam. . . . . From Moulmein she already watches Bangkok; and not being able herself to take Camboja, she was willing to enrich a friend (Siam), of whom she expects to be the heir." We wish the writer had given us his authorities for this startling assertion. It is, we believe, pretty well understood in the East, as well as at home, that England has long abandoned all idea of further territorial acquisition. We cannot say the same of the French. England and Siam, after three years spent in a joint survey of the divided watershed, settled the boundary line of their possessions in a treaty solemnly ratified during 1868—a fact of which M. de Carné seems to have been totally ignorant. When you covet your neighbour's territory, send a hot-headed missionary thither; let him be a Roman Catholic one if possible, and instruct him to embroil himself with the civil authorities, and get himself tortured. This effected, you can walk in and take possession with the approval of all Christian Europe. Such is the rule, and it was followed conscientiously by the French when they resolved to colonise Indo-China. But the real object which carried them there was, as they hoped, to turn the traffic between Europe and South-Western China into the channel of the Cambojan river. In furtherance of this view they organised the journey of exploration, in which M. de Carné took a part. M. de Carné imitates previous writers in extolling the early successes which the Jesuits achieved in China. A recent work on Japan has, in our opinion, pointed out the true cause of these triumphs. The Buddhist clergy were gradually solidifying, as the Brahmins had done in India, into a powerful, self-asserting caste. A new creed, a new priesthood, that promised to counterpoise this troublesome hierarchy, was welcomed by the rulers and encouraged to propagate its faith. Too late they discovered what dangerous powers from the West were following in the wake of these pioneers; they strove to remedy the error, and "persecutions" of Christians began.

The *Pall Mall Gazette* says:—The narrative of the journey of the expedition through the Indo-Chinese peninsula may be useful to English readers, as showing what India would have been if what it pleases some writers to call the crime of conquering it had never been committed. If Buddhism does indeed teach annihilation as the ultimate good of man, it cannot have much influence over these wretched Laotians, or they would do their part towards the attainment of the blessing by wholesale suicide. The best fate that can be wished for them is the extension of the French dominion in Cochin China. The chief interest, however, of M. de Carné's volume will be found in the chapters which deal with Western China. The unknown west of the Empire presents the same external features with which travellers have made us familiar in the East. There are the same ruins of a civilisation long fallen into decay. On the very frontier the commission found themselves travelling along a paved causeway, which reminded them of a Roman road. Only some of the stones, however, remained in their place; others had sunk into the ground or rolled into the ravines. The desolate grandeur of the scenery of Yunan is made more striking by the ruins of vast public works which are everywhere visible. This decay, however, is veiled by a mantle of humble industry. The mountains are sometimes covered to the very summit with rice fields, and their lower slopes look like a vast garden. In the adjoining province of Selchuen towns and villages follow in quick succession; the land is everywhere covered with crops, and not a single acre is left uncultivated. The population, "very dense, devoted to the field and garden, patient of labour, does not neglect even those small deposits of earth which are found among the depressions of the rock, and which seem to have originated in the remains of nests belonging to birds of prey. Patches no bigger than your hand are cultivated at all heights, and one is astonished that without wings the labourer can mount up to these aerial domains." In Yunan, moreover, the Mussulman insurgents have left the same traces of their presence as the Taepings have left in the eastern provinces. The suburb of Seumao, which once contained 30,000 people, had been completely destroyed, and though the town itself had resisted attack, M. de Carné found it deserted by all the richer inhabitants in anticipation of a second siege. The main difficulty which the expedition encountered at this part of their journey was how to convince the mandarins that any one who had the power of leaving Yunan could possibly wish to stay in it. At Tsin-Lin-So hardly one stone is left on another:—"The ragged inhabitants have made caverns for themselves under the remains of their dwellings; beyond the walls the land is uncultivated, and the dead are left exposed in the fields." In some of the villages the sight of European faces sent the women screaming out of their houses in the belief that the rebels were upon them. The conduct of the Imperial troops in the west is of a piece with their conduct in the East. They are a terror to the peaceable inhabitants, and no terror to the rebels. The faintest show of resistance seems to cow them. On one occasion when the members of the Commission were on shore, a mob collected and began pelting the junk in which they were travelling down the Yang-tse-kiang with heavy stones. M. de Carné and his companions, hearing of this, hurried to rejoin their men, "who had had the coolness not to fire, but had courageously landed and seized and led off a prisoner, his hands tied behind his back, amidst the most formidable collection of ruffians I have ever seen, not one of whom had dared to attempt the rescue of their comrade from three resolute Europeans. This simple fact readily explained to me the meaning of the whole Chinese war."

NAVAL AND MILITARY.

The *United Service Gazette* says that much dissatisfaction has been expressed, not only by officers senior to those lately promoted to the rank of Commander, but also from the juniors, at the apparent favouritism shown by the Admiralty in the selections made by them generally for promotion, more particularly to Commander's rank. It has been repeatedly stated on their Lordships' behalf that the majority of the promotions would be made on the strength of seniority tempered by selection, a statement which facts have lately very much tended to modify. We will adduce the last batch of Lieutenants promoted to the rank of Commander as an instance. In this *Gazette* Lieutenants G. S. Hand, Seymour Smith, and Albert Markham are promoted over the heads of Lieutenants Hon. F. Crofton, C. S. Woodruffe, A. C. Paget, H. H. Edwards, and Mather Byles. Now, we would ask, supposing that the selection was made on the ground of superior merit, what has Commander Hand done to make his claims superior to those of Lieutenant Paget? In what respect does Commander S. Smith's merit exceed that of Lieutenants Crofton, Woodruffe, and Edwards? or that of Commander Markham Lieutenant Byles'? All these senior Lieutenants left out in the cold served creditably in the Russian and Chinese wars, and some of them have been repeatedly gazetted for services in the Indian Naval Brigade and in Japan, in addition to which all of them have been for several years First Lieutenants, or holding independent commands.

A handsome stained glass window has been placed in the Garrison Church, Portsmouth, by the officers of the 82nd Regiment, to the memory of the officers, non-commissioned officers, and men of the regiment who died since it embarked for China in 1857 up to the present time. The regiment ("The Prince of Wales's Volunteers") is now stationed at Chatham.

Her Majesty's ship Challenger, appointed by Government to undertake the great ocean survey, left Portsmouth on the 22nd inst. shortly before noon. The weather was exceptionally fine, and a considerable number of naval officers and friends of those on board were assembled on the jetty when the corvette steamed away, among them being Admiral M'Clintock.

We learn from Malta that the United States frigate Hartford, Capt. M'Cauley, bound from New York for China, is still in that port, having repairs effected in her machinery, the work being continued night and day.

The steamer Scotland, which sailed from Queenstown on the 11th ult. with drafts of the 10th regiment for Singapore, and of the 80th regiment for Hong Kong, arrived at Singapore previous to the 24th instant.

The *Gazette* announces that Major W. I. Lutman, half-pay, late Ceylon Rifle Regiment, retires from the service, receiving the value of his commission.

MESSRS. PARTRIDGE AND CO., of Paternoster-row, are the publishers of several books, designed expressly for the delectation of juvenile readers at the Christmas season. They comprise, among others, the "Family Friend," the "Infants' Magazine," the "Children's Friend," and the "Friendly Visitor," and they all present a vast improvement upon the general run of works of a similar character. The type is bold, the illustrations are artistic, and the literary contents are well designed to meet the wants of the class for which they are produced.

MESSRS. CHRISTIE, MANSON, and WOODS will offer for sale at Manchester, early in the new year, the collection of pictures belonging to Mr. John Pender, M.P., known as the Crumpsall House collection.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, DEC. 30, 1872.

MANCHESTER AND MILDEW.

THERE are two ways of reasoning out every question that can be raised—from cause to effect, and from effect to cause. In a very brilliant and exhaustive article—through which, however, we regret to find a tone of moral despondency—the *Manchester Courier*, treating of the question of the adulteration of cotton piece-goods, observes very truly that "there is a moral as well as a material mildew." We will go a step further than our contemporary, and add to his apothegm the corollary that there is an intellectual mildew also. The evidence of the *Courier* would bear out our proposition—if, indeed, it needed support. After a catalogue of the matter—or foreign substances—employed by certain reckless manufacturers in the production of what is fraudulently called calico, our contemporary introduces us to one Mr. PETER SPENCE (a member, we presume, of the Chamber of Commerce in Cottonopolis). Considering that this gentleman comes before us as the champion of a system which has been refined to a pitch of excellence which might excite the envy of the concocters of the "Maloo Mixture" of inglorious renown, we feel bound to congratulate him on his hardihood—we were going to say "courage," but we won't—which is about the only quality that, to our knowledge, he has manifested—except, possibly, in his goods. The ingredients introduced into the composition of the stuff sold as cotton are thus enumerated. They are "size, China clay, "various forms of soaps, chymicals, and various abomina-"tions" so amalgamated as to cause the smallest possible weight of cotton to bring the greatest possible amount of profit by making "the mixture thick and slab"—as the witch says in *Macbeth*.

Now Mr. PETER SPENCE'S views on this subject were expressed with as much sincerity and credit as must have attached to the defence of the slave trade by a Liverpool merchant forty years ago. Says Mr. PETER SPENCE, "Speaking seriously"—from which we presume he is a person of uncommon humour and drollery in general—though he will find that others can speak seriously upon occasion as well as he—says Mr. PETER SPENCE:—"Speaking seriously, this "evil of over-sizing could not be got at by *sentiment-*"*alism* about temptation on the part of manufacturers or "denunciations of rascality on the part of merchants. The "only sensible remedy was the old Latin maxim—*Caveat* "*Emptor!*" Now, in case any of our fair readers should "happen" upon this, instead of columns more generally attractive (to them), we may as well explain that *Caveat Emptor!* simply means that it is the buyer's business to take care that he is not cheated. We do not know whether what he calls this "old Latin maxim" is Mr. PETER SPENCE'S trade mark—indeed it does seem calculated to "push" trade—but, as this gentleman has thought fit to air his classical knowledge, he cannot complain of our retorting another "old Latin maxim" from our mutual friend HORACE:—

Qui nequit, hic niger est; hunc tu, Romane, caveto;

that is, "Whomsoever you know to be guilty of a wrong, take care to have no dealings with." This pointed remark was addressed to the Romans, but Mr. PETER SPENCE may satisfy himself that its moral has not been lost on the Chinese or the Hindoos from the *Manchester Courier's* remark, "Not a yard of stuff will the heathen nigger buy." This observation does not, of course, convey our contemporary's sentiments, for he sets his face as firmly against Mr. JOHN BRIGHT'S favourite "form of competition" as we have ever done. But it is a tolerably convincing proof of the consequences of such practices as Mr. PETER SPENCE defends, excuses, extenuates—or whatever term he may prefer to apply to his argument.

We have purposely considered this question on the present occasion from the low basis of unprincipled self-interest which was dictated to us. Mr. PETER SPENCE warned us not to be "sentimental," and we think we have not left him much ground to complain of our non-compliance with his request. We confess that we do not altogether relish the descent to the SPENCIAN level—but *que voulez vous!* Experience, as supplied by the *Manchester Courier*, has proved that "cheat-"ing doesn't *pay*"—and we know no more direct road to the SPENCIAN perception. He has viewed the question of adulteration through an entirely false medium; apparently putting morals and national honour entirely out of view as being "sentimental." He is fond of the classics, and therefore, no doubt, quite as much at home in Greece as in Rome; and he may rest assured that he will have to turn himself into a second DIOGENES, and carry a lantern about the markets of Manchester before he will find an honest man who will endorse his theory on the mildew question. It would be an impertinence to remind our readers of the better aspect of the question. All we have tried to do now is to expose the imbecility of the unprincipled arguments by which the restoration of the *prestige* of Manchester in the Far East is sought to be retarded.

THE SINGAPORE FAILURES.

THE banks have again had a severe lesson. This time it is Singapore, not China, traders who have been the cause of most serious losses to the banks. According to the advices, it appears that JOSHUA BROS., an Indian firm dealing extensively in opium, has had more than legitimate banking facilities, which have resulted, as they usually do, in failure, coupled with fraud and appropriation. It is tolerably certain that if this firm had not received such inordinate facilities from the banks, it would have found its way to the bottom without inflicting a tithe of the injury it has now done. The fallacy of the system of bolstering up was clearly demonstrated here in 1866, and can never attain the end desired. The last, though not the least, patent case is that of GLEDSTANES and Co. But in the case of JOSHUA BROS. we have the most barefaced roguery, obtaining documents from one bank, and pledging the property to another; obtaining the bank's bills on Calcutta as remittances for payment of opium *said* to be on the way. The circumstances connected with the failure of VELGE and Co. also illustrates the looseness with which banking has been conducted in Singapore, and the escape of the culprit indicates a laxity in the administration of justice. Discounting the bills of Chinese firms must also be very considerably curtailed. How many more lessons do bank managers require, and when will the head offices be properly informed of what is going on at their branches, and take such measures as will render such dreadful imprudence as lately illustrated in these Singapore failures impossible to occur again? With the establishment of telegraphic communication with India and China it was expected that the branches of our banks would be under the complete control of the head office.

THE Peruvian Government, according to advices by the mail just arrived, intends to have satisfaction from the Japanese Government for the seizure of the coolie ship *Maria Luz*, at Yokohama. The demand is to be backed up by some display of power to exact. The iron-clad *Independencia* is to be despatched there, as also the corvette *Union*. Captain GARCIA, the Peruvian Minister, has full powers and instructions on the subject.

Two steamers have been purchased for the China coast trade, the *Daybreak* and *Precursor*. The former will be taken out by Captain GIBBONS, and the latter by Captain ROPER. The purchases have been effected through Messrs. ELIAS and Co.

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CHAOS IN THE STRAITS SETTLEMENTS.

"TAKEN altogether, the past three weeks have been the blackest ever witnessed in Singapore," says the *Straits Times*, and with good reason. It would be difficult to imagine a more deplorable picture of demoralisation than the Settlement presents. In the mercantile world we read of scandalous failures, swindling and forgery on a grand scale; and as to public affairs, we hear of nothing but riot, embezzlement, wrongheadedness, mismanagement, and muddle. Surely there is something rotten in the state of the Straits Settlements, which certainly did not come to light, if it existed, when governed by India. In the Land-office embezzlement, in the Treasury embezzlement, in the Post-office embezzlement, in the Audit Department negligence, in the streets riot, in the Police-office paralysis, in the Legislative Council and in the Government a spirit of worry and petty interference, which excites the ridicule of the few, and exasperates the crowd to active resistance. One day we learn that the auditor has so audited the public books that subordinates have systematically and successfully plundered the Treasury for years; the next, when the culprits are brought to justice, that the Attorney-General has prosecuted under an Act said to have been repealed years ago, thus securing, by the stupidity of one public department, impunity for crimes committed through the negligence of another. Coupled with all these feats of administrative ability, comes the report that Sir HARRY ORD has asked for an extension of his term of service, and the leading Straits paper prays for success to his application—lest a worse Governor should succeed him! Happy colony!

It appears that not only Sir HARRY, but his Colonial Secretary, also, Mr. J. W. BIRCH, were absent when the recent disturbance occurred. They had gone on a visit to the Sultan of SALANGORE, in order that his Excellency, as he informed the Legislative Council, might satisfy himself of "the relations of the Sultan with TUNKU OODIN and the "prospect the latter had of effecting a pacification of the "country." But hardly had he landed,—with the grotesque accompaniment of an ambulance party and a stretcher!—hardly had he received his Malay Majesty's assurance of his great confidence in the TUNKU; hardly had he playfully got a native chief to accept a modest German revolver for his handsome kris—like the Homeric hero,

> His armour interchanging, gold for brass,
> A hundred oxen's worth for that of nine—

when he received intelligence that the peace of his own little dominion was in more immediate peril than that which he was so anxious about in the heart of the Malay Peninsula. An ordinance relative to obstructions on highways, it seems, had been brought into force, and had been so offensively enforced, that a row had broken out at last. A mob collected, the police were pelted, and they ignominiously fled, leaving the streets at the mercy of the refuse of the population of the town. The Assistant Colonial Secretary, who was the representative of the "Executive," and the Inspector-General of Police, appear to have gone to the Attorney-General for advice in this extremity; and the advice given was this:—"I said the Inspector-General ought "to hold his hand; but I told the Assistant Under-Secretary "he ought to be especially careful not to commit himself by "giving any distinct order on the subject." These manly suggestions seem to have been accepted, for the police were nowhere to be seen; and the mob were left masters of the situation, until Mr. SNOWDEN, the senior magistrate, hearing of the state of affairs, called a meeting of justices. Those gentlemen sent a requisition to the commanding officer of the 80th for a company of his men, whose appearance on the scene sufficed to put an end to the disturbance at once, without trouble and without bloodshed. This had been accomplished, when his Excellency appeared upon the scene, and not concealing his irritation at the audacious interference of the justices, he at once ordered his own private secretary, Mr. PLOW, the Postmaster-General, and the Colonial-Secretary, to hold an inquiry into the disturbance.

The results of the labours of this Commission have not reached us, but we cannot but share the distrust prevalent in the Colony of a Commission so constituted. Does Sir H. ORD imagine that their verdict will be accepted as anything but the verdict of three of his most intimate subordinates, accustomed and ready on all occasions to view things in the light in which their superior views them? Who expects from them a hearty denunciation of the piece of legislation which stirred up the Chinese rabble—an ordinance, we hear, which visits with fine or imprisonment even the grass-cutter, who lays down his load on the road side for a moment's rest. They are likely enough to condemn the police, who have no friends; but they may not be slow to find in its incompetency merely grounds for creating fresh offices and passing more harsh Acts. One subject into which an independent tribunal would probably inquire would be, what provision had been made by the Governor for the conduct of the public business, and especially the preservation of the peace in the Settlement during the absence of both himself and the Colonial Secretary—if the absence of both these functionaries was in any cases justifiable. But will the commission trespass on such sacred ground? At all events, if his Attorney-General's advice to the perplexed officials "to hold their hand," and "not to commit themselves," represents his policy, the Colony may well be congratulated on its Governor's absence; for the riot would have been quietly suffered to attain formidable proportions, and would then have afforded apparent justification for all that repressive legislation against Chinese secret societies—to which, of course, the disturbance would have been imputed—which has been one of Sir HARRY ORD's favourite hobbies ever since his arrival in the Straits. Fortunately for the Colony "the Government" was nowhere, and a few English gentlemen, like Mr. SNOWDEN, Mr. READ, and Captain WALSHE, dealt with the mischief in good plain English fashion, and soon re-established the QUEEN'S peace. We trust that the views and opinions of those gentlemen on the whole subject will be given to the world; for unquestionably they invite a degree of consideration which will not be given to the report of the Governor's Commission. To us, their conduct and example seem to teach how much better the Colony would get on if there was less of "government" in it, less of that miserable spirit of petty dictation and interference which seems to incapacitate officials from action when the time for action comes, as well as to spread dissatisfaction in every part of the community.

THE JAPANESE EMBASSY.

The members of the Japanese Embassy were received by M. Thiers, the President of the French Republic, on the 26th inst., at the Palace of the Elysee, Paris. The *Constitutionnel* publishes the following account of the reception:—

The announcement that M. Thiers would receive the Japanese Ambassadors had attracted a considerable number of persons about noon around the Palace of the Elysee. The usual guard at the Palace, consisting of detachments of the line and of the Republican guard, were in full dress. About one o'clock a battalion of the 67th Regiment, accompanied by two military bands, and under the command of Colonel Landru, arrived and was drawn up in the court-yard of the Elysee. At two the carriages containing the Embassy came in sight; the drums beat a salute and the troops presented arms. The Ambassadors, eight in number, and accompanied by M. Feuillet de Conches, who was charged to introduce them, and Chef d'Escadron Chanoine of the staff, were in three carriages, and were escorted by a detachment of Cuirassiers. As the cortege passed through the grand entrance into the courtyard the music played an Oriental air.

Their Excellencies were received in the vestibule of the Palace by Captains Faye and Salignac Fénélon, orderly officers to the President; they were dressed in European State uniforms of blue dress coats, richly embroidered with gold, and white trousers with gold stripes, and they wore cocked hats, six with white plumes and two with black. M. Thiers received the Ambassadors in the grand saloon, surrounded by his Ministers and Generals, Count de Remusat, Minister of Foreign Affairs, being on his right. Two interpreters had preceded the Ambassadors, and assisted at the reception, which lasted twenty minutes. The Chief Ambassador, Iwakura, read an address stating that its members had been instructed to visit all the nations in Europe, and to establish relations between them and Japan. The address gave particular expression to the wish for enduring friendly relations with France, and offered up wishes for the prosperity of that country. M. Thiers replied that he should consider it his duty to give every facility to the mission of the Japanese Ambassadors, and expressed a wish that the relations between France and Japan should be as close and friendly as possible.

After having taken leave of the President, the Ambassadors were conducted to the staircase leading into the courtyard by Count de Rémusat and his private secretary, Count de Pontécoulculant. The music again played, while the Ambassadors, who appeared highly gratified with their reception, entered their carriages. The drums beat and the *cortege* left, escorted by the cavalry as on the arrival.

The Japanese Ambassadors visited the Garden of Acclimatisation on Tuesday, the 24th inst., where they were received by M. Geoffroy Saint-Hilaire, President of the Association. Their Excellencies appeared to take great interest in the experiments for breeding silkworms, which are being made at the garden, and spontaneously offered to the directors, through their interpreter, to send him some specimens of the worm from Japan.

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THE FRENCH TREATY WITH CHINA.

(FROM A PARIS CORRESPONDENT.)

The French Government is pre-occupied with the subject of the new commercial treaty with China, and has addressed itself to the Chambers of Commerce inviting them to express their opinion on the inland duties imposed by the Chinese Government on silk for export to France, and to say what changes they think should be made in this respect. The mercantile world, moreover, appeals to the Chambers of Commerce to give their advice not only on the points contained in the Ministerial note, but to express themselves fully upon the whole subject, and say what ought to be the terms demanded by France. They complain loudly of the little faith that merchants have been able to place in the conventions signed by Chinese officials, continual difficulties of interpretation as well as of application disarranging all their calculations; hence interminable Diplomatic complaints and vexatious disappointments. The English, they say, have the same difficulties, and like us have allowed their treaty to expire, and are negotiating a new convention. Leaving to the Chambers of Commerce the duty of sketching out the demands that should be made of the Chinese Government, it is argued that so long as treaties are not ratified by the actual signature of the Emperor of China it is impossible to calculate on their proper application: however high the other official personages may be who engage themselves in the name of the Empire, sooner or later their signatures are sure to be disavowed and discussion recommended on the most elementary questions. The young Emperor has now attained his majority, and it is with him only that our diplomatists ought to treat, and the English, fully aware of this, have suspended all fresh negotiations till the time when the Emperor's personal intervention shall be possible. The merchants established at Chinese ports are not at ease; it is evident that the Chinese officials are as hostile as those of Japan are friendly to European civilisation. The hatred of the Mandarins blinds them to such an extent, if letters received may be trusted, that the idea of a hostile manifestation, with force if necessary, is taking general hold of the Chinese official mind; armament and fortification are being ostentatiously carried on. The commercial interests attached to the Far East are too important for the threat of serious difficulties not to cause great concern. It is our business to take care, says a writer in the *Moniteur*, that our negotiators be not led into signing a worthless paper by the intentional abstention of the Chinese Emperor from taking part in the contract, and we ought to act with England with the greatest energy to prevent this.

HOW WE HAVE BEEN SNUBBED AT PEKING.

(COMMUNICATED.)

It is to be hoped that those whose who have perused the details of the Imperial marriage to hand by the mail will form a just estimate of the suicidal policy pursued by Her Majesty's Minister at Peking in acceding to the insulting request made to him by the Board of Foreign Affairs. In strict accordance with a precedent which time has hallowed, and a pseudo-liberal British Government has endorsed by frequent condonation, the obsequious Ministers of a semi-barbarous child-monarch chose the occasion of his nuptials to put upon British residents at the Chinese capital the greatest slight yet offered for the acceptance of our mandarin-loving representative. So conscious were the Cabinet of the hazardous nature of their attempt—a feeling fully justified by the indignant refusal of the French Minister to in any way meet their views—that in place of writing, they despatched Chung How himself as the bearer of their message, requesting that during the continuance of the marriage festivities all foreigners might be directed to remain within doors. It perhaps requires a special knowledge of Chinese feeling on this matter to realise to its full extent the insult thus conveyed; but to home readers it will be sufficient to say that, stringent as were the regulations regarding the line of procession, all except the lowest coolies were permitted to perambulate the remaining portions of the city. The gentlemen of Her Majesty's Legation and the resident missionaries were in fact placed by Chinese impertinence in the same category as low-caste natives of unsavoury occupation. There was no pretence of any fear lest their presence in the streets should have led to disturbances. As the Chinese well knew, the foreigners in question had, for successive years, freely mixed with the natives upon occasions like the Feast of Lanterns, when in all probability the streets were far more crowded than was the case during the marriage procession. It was simply urged that the sight of foreigners was liable to cause ill-feeling on the part of the odd thousand of officials employed about the Court! Not the unlettered mob, but the literati, the official "friends of progress," would be liable to take offence were a barbarian so seen as to suggest the idea that he was breathing the same air as the "Son of Heaven." Of course this was not put in so many words to Mr. Wade, though, we believe, that something like it was urged in other quarters. But the Chinese, emboldened by the fact that their omission to invite the Foreign Ministers to be present at the ceremony had been passed over without comment, were evidently bent on showing foreigners that they intended to keep them in the position hitherto held, and that any dreams of a more liberal policy being inaugurated by the young Emperor were without foundation. Mr. Wade, of course, saw no humiliation in acceding to any requests made by his much admired friends of the Yamen, and eagerly embraced the opportunity of letting the Chinese see that their wishes were law. Very different was the action of his brother diplomat of France. While admitting, as all reasonable men would admit, that the Cabinet had a perfect right to request that no foreigners should interfere with the line of procession, he repudiated the idea that the presence of the Emperor of China in one portion of the city was a valid ground for confining French citizens resident in another quarter to their houses. The differing action taken by two ministers, who, by a fiction that is eminently Chinese-like, are supposed to follow out a "co-operative policy," has naturally afforded matter for strong comment in China. Mr. Wade's presence at Peking has for some time past been deemed a cause of justifiable complaint to the mercantile community, and our latest advices show that his conduct on the occasion under discussion has, more than ever, turned the tide of Anglo-Chinese opinion against him.

That the Foreign-office will feel particularly pleased with Mr. Wade's latest manifestation of self-respect we certainly doubt However strong the necessity imposed upon its officials of preserving peace with China at all hazards, they are by no means blind to the absurdity, we may say stupidity, of a Minister wantonly humbling himself before the arrogant advisers of the Dragon Throne, when nothing whatever, material or moral, is to be gained thereby. Had Mr. Wade, like his colleague, refused to comply with Chung How's preposterous request, no one would have been the worse for it, and the Chinese would have received a quiet hint that courtesy was at least necessary towards Her Majesty's representative. The action of Mr. Wade calls for Parliamentary investigation.

INAUGURATION OF THE RAILWAY IN JAPAN.

The following description of the opening of a line of railway from Yedo to Yokohama is supplied by the correspondent of the Paris *Temps*, dated 14th October:—

"I have awaited with impatience the solemn inauguration of the railway from Yedo to Yokohama. Who will not be struck with amazement on reading of such an event as the opening of a railway in Japan; and who will be more astonished than those who know the country best? It is necessary to have inhabited the few ports open to foreigners five or six years ago; to have visited Yedo, accompanied by an escort of two-sworded Japanese; to have taken a rapid glance at the streets of the city whilst keeping a sharp look-out for assassins; it is necessary to have seen the inhabitants kneeling in the mud when such or such a Daimio passed by, and the pompous displays of this aristocracy, to thoroughly understand the importance of the pacific revolution which has just been accomplished here—in the Government, in the laws of the country, in the manners of the people, and the particularly significant character of yesterday's *fete*. The line of railway opened some few weeks ago between Sinaghawa, a suburb of Yedo and Yokohama, has only just been completed to the principal station in the city itself. It unites the political and commercial capital of Japan with the great commercial port frequented by foreign vessels, and is destined to give a new and powerful impetus to international relations. The Mikado determined to inaugurate the opening of the new line himself, and this was one of the great attractions of the ceremony—to see 'the descendant of the gods,' who had hitherto permitted himself to be seen but very rarely by his own people, delivering a speech and receiving addresses in the midst of a general *fete*. This, therefore, may be considered as another step taken in the path of progress. The importance of the event was recognised by all, and the attendance at the ceremony was immense.

"At nine o'clock the Imperial *cortége* left Siro, and proceeded towards the station between two lines of guards (in gala uniform), the carriage containing the Emperor and three great Court dignitaries being preceded by half a squadron of Lancers. No less than an hour was occupied in reaching the station, which was decked out with great taste—garlands of flowers mingling with streamers of chrysanthemums, the insignia of the Mikados. The peristyle was crowded with dignitaries, small and great, in Court dress; the Kuges, or body-guard of the Mikado, wearing long white robes, with variegated paper caps thrown fantastically at the back of the head; the ministers and functionaries enveloped in long mantles of rose, violet, and green crape, with immensely wide trousers hanging about the legs like skirts. The army and navy were represented by general detachments from each, in uniforms, with gold lace trimmings. The resident Ministers of the different foreign Powers were also present at the ceremony. A carpet was laid from the state coach to the Imperial carriage. The Mikado walked through the assembled multitudes—all respectfully bowing low, while the Europeans simply uncovered. The Emperor then got into the train, and was shortly buried in mountains of silk, whilst the few privileged individuals who had been invited to attend the ceremony took their places in the carriages placed at their disposition, apparently ashamed of their modest black coats when compared with the magnificent dresses of their neighbours. At ten o'clock the band of the chapel of the Mikado relieved that of the Japanese marine, and the train at once started for Yokohama. The line, which is ultimately to be continued to Osaka, is thirty kilometres in length, and has been constructed under the auspices and at the expense of the Japanese Government, by English engineers, at a cost of two millions of piastres, or eleven millions of francs—an enormous sum when compared with the cost per mile in France. Such as it is, the new line will render immense services. In half an hour the Yokohama merchant can reach Yedo. The transport of merchandise, which up to the present time has been exceedingly difficult, and frequently quite as expen-

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sive, from Yedo to Yokohama as from Marseilles to Japan, is now assured at a reasonable rate. But here we are at Yokohama; here also the station is decked out with flags and garlands, all the shops are closed, an immense number of Europeans press round the estrade reserved for the Emperor, and our ladies appear, to judge from their splendid toilettes, to rival with the Japanese beauties. The band of the French corvette *Belliqueuse*, just arrived in port, strikes up the air from the *Grande Duchesse*, "Voici le sabre de mon père," whilst his Majesty seats himself on his throne. Here he is obliged to listen to several speeches. First that delivered in the name of the foreign Ministers, by the Italian Minister as the senior of the resident Ministers, then the address of the merchants of Yokohama, drawn up at a meeting previously held, and read by the president of the Chamber of Commerce in English.

"Half an hour later we re-entered the station of Yedo. The Mikado ascended the throne prepared for him under a vast pavilion of flowers and banners, and listened to the speech of the Minister of Public Works and the address of the deputation of Yedo tradesmen. To each he replied without rising from the throne, by a few words, the text of which was presented to him by one of the kuges at each side of the throne. Perfectly motionless the Mikado reminded one of the magnificent statues in the Bhuddist temples. He is a young man, about twenty years of age, and rather tall; his olive tint of complexion clearly indicates his southern origin, and his features are very regular. He was dressed in a white tunic, and a mantle of yellow silk. His head-dress appeared to consist of a sort of chignon, formed of the back hair and brought to the top of the head, and surmounted by a small silk cap. If I did not fear to be taken for a flatterer I would add that his Majesty is very noble looking. After the *fete* of the distinguished people invited came the *fete* of the business and working classes—for in Japan the slightest amount of rejoicing is made use of as a pretext for shutting up shop and rushing off to amusements of some sort. On this occasion, the gardens of Hyamagaten—which extend along the Bay of Yedo—were, for the first time, opened to the public. Here, in a reserved pavilion, a collation was served to the resident Ministers, whilst favourite Japanese dishes were liberally distributed to the people, after which all sorts of games were engaged in, the series of amusements terminating by a splendid display of fireworks.

CHRISTMAS IN THE FAR EAST.

Under the heading of "Christmas Round the World," the *Daily Telegraph* devoted several columns of its issue on Christmas Day to a series of telegrams from most of the cities or settlements in which British communities exist, or in which English people at home take personal or commercial interest. These telegrams were forwarded not only from the capitals of Europe, but from the cities that form the chain of communication with our Eastern Empire, from China and Japan, from the Australian Colonies, and from San Francisco and St. John's on the Atlantic shore, of the American Continent. The messages were not confined to matter relating to the celebration of the day, but they also conveyed many items of local news. Our contemporary is to be congratulated upon having started and successfully carried through an entirely new feature of journalistic enterprise. We subjoin those telegrams which relate to the Far East and which will consequently be the most interesting to our readers :—

SINGAPORE, CHRISTMAS EVE (4 P.M.).—The British community here hail with pleasure the opportunity of sending, as I now send in their behalf, wishes for a Merry Christmas and a Happy New Year in the homes of all their friends and of all other English people. A general holiday has been granted for the celebration of our Christmas festivities. Quarrels between Chinese factions have been frequent and bitter of late, and there was fighting in the streets yesterday. Further disturbances are apprehended.

PENANG, CHRISTMAS EVE (4 P.M.).—That your Christmas-day in England may be a merry one, and your New Year a happy one, is the earnest wish of all the English here. The usual festivities are being prepared, but nothing of sufficient importance is stirring to call for remark.

SAIGON, CHRISTMAS EVE (4 P.M.).—All the English colony here join in hearty congratulations to the inhabitants of Great Britain, and wish them a Merry Christmas and a Happy New Year. Every one is busily engaged in preparation and anticipation of the season's festivities. I may especially note that a large plum-pudding is being got ready by the hands of three fair daughters of Albion; and the principal regret which will mar our enjoyment is the dearth of mistletoe. In the way of news there is little to report. Admiral Dupré, the Governor of Cochin China, has returned from a leave of absence, and taken up his residence in the new palace. The municipal elections have been held, the men chosen being generally popular. The weather is fine, and the nights are cool.

BATAVIA, CHRISTMAS EVE (4.30 P.M.).—The English residents here heartily wish England a Merry Christmas, and hope the coming year will prove a happy one. The weather is very unseasonable, being exceedingly dry and hot. The opening of the railway to Bintenhord has been postponed till February. An epidemic fever which has committed ravages in Samarang is now abating.

HONG KONG, CHRISTMAS EVE (4.30 P.M.).—In the name of the English residents here, I have to inform you that they join in sending hearty congratulations to their friends and fellow-countrymen in England, and wish Great Britain a Merry Christmas and a Happy New Year. The mail leaving for England to-morrow, the out-door fetes by which Christmas is to be celebrated have been postponed until New Year's-day. Festivities are preparing in Canton, Macao, Hankow, and the Northern Treaty ports. Princes Philip and Augustus of Saxe-Coburg, who were present at the City Hall last night, left for Shanghai this morning.

SHANGHAI, CHRISTMAS EVE (4 P.M.).—We wish the dear old country a Merry Christmas and a Happy New Year. The English residents have taken the holiday time by the forelock, and are enjoying themselves in shooting and pleasure trips up the country. Weather fine and fresh.

NAGASAKI, CHRISTMAS EVE (4.30 P.M.).—The British residents in Japan wish the inhabitants of Great Britain a Merry Christmas and a Happy New Year. The Grand Duke Alexis is shortly expected to arrive at Wladiwostock. Weather fine and warm.

THE ISLAND OF CEYLON.

Mr. Alexander Brown, of Ceylon, being on a visit to his native town of Banff, consented to give a lecture on that Island under the auspices of the Banff Literary Society. The lecture was delivered in the County Hall. There was a large and highly respectable audience, the principal inhabitants of the town being present. Ex-Provost Duncan, President of the Literary Society, occupied the chair, and there also accompanied the lecturer to the platform Mr. Rust, banker; Mr. G. M. Hossack, solicitor; and Mr. John Forbes, solicitor. The Chairman introduced the lecturer.

Mr. Brown, who was warmly received, referred to prevalent ignorance in this country respecting Ceylon, and said, Sir Charles Wentworth Dilke, author of "Greater Britain," tells you the river Mahawelliganga, which almost encircles the town of Kandy, supplies with water the Kandy Lake. Now, seeing that the lake at its nearest point is several hundred feet higher than the river, I fail to perceive by what process—hydraulic or otherwise—the river could possibly feed the lake. The same authority tells you other most absurd and ignorant things regarding our island.

Little more than a year ago, after the visit to Ceylon of the Duke of Edinburgh, it was discovered that the Government had voted £12,000 to cover the expenses attending the visit to the Island of a son of England's Queen. It was voted by a patriotic council and approved by a loyal people. A first-class London journal took us to task severely for so lavishly squandering the money supplied by the taxpayers of England. Now, so far is this from the fact, that I tell you now, and I tell Sir Charles Dilke, and I think it cannot be too often told, or too widely known, that Ceylon draws not one penny from the Imperial Exchequer, but provides all her expenditure from her own resources, and is the only Crown Colony that does so. Not only so. By handing over yearly to the Home Government £160,000 to pay for the military expenditure incurred on her account, she pays the wages of the troops, costs and upkeep of barracks, and every outlay connected with the regiments employed in and for Ceylon. Nay more. She thus overpays the amount expended by £12,000, which sum the British Government had to refund yearly to that of Ceylon, the latter having been overtaxed to that extent. A glance at the following figures will show that Ceylon pays a larger sum to the mother country for her military protection than does any other British colony. And I may add more than half as much as all of them together. The Straits Settlements pay £59,000; Mauritius, £40,900; Victoria, £40,000; Hong Kong, £20,000; and the Cape Colony £11,500—Total £171,400 contributed by the above colonies, which I believe are all that do contribute materially to the military chest. I do not, of course, include in this calculation India, which is an Empire, or Canada, which is a Dominion. Both these have national debts of their own, and property to represent them. Nor do I include the West India Islands, which contribute nothing, and are a heavy burden upon Great Britain.

Ceylon contributes £160,000, against the £171,000 contributed by all the Colonies before named, or almost as much as the whole put together. Victoria with all her gold, and the Cape Colony with all her diamonds, do not together pay one third of the amount mulcted from Ceylon. Besides not costing the mother country one farthing, Ceylon provides agriculture for her sons, cargoes for her ships, and commerce for her merchants to the extent of £10,000,000 per annum. Yet any little bankrupt West Indian Colony gets a great deal more of her attention and consideration, is petted in fact like a spoilt child, provided with money to import labour, and surfeited with liberal local Government. Just see a report on Jamaica by Sir J. P. Grant, so recently as 1870. In it he states the area of the whole Island as 2,720,000 acres, of which there are in cultivation 492,246 acres; but of these were in pasturage 220,791 acres; in Guinea grass (planted) 110,705 acres; and all that was under coffee were 16,617 acres, yielding 84,000 cwts.; while in sugar there were 47,440 acres—these last two together containing 64,057 acres, being all that are employed in growing produce for export. That will form a fair basis for comparison with Ceylon, always remembering that it is the result of two centuries of British rule.

Well, what has Ceylon to show against this? An acreage of 45 millions, against 2¾ millions; 1,500,000 acres in profitable cultivation, against 64,000 acres; 260,000 acres in coffee, against 16,000 acres; yielding 1,000,000 cwts,, against 84,000 cwts.; and this amount of progress in Ceylon is after 75 years of British occupation of the Maritime Provinces, and less than 60 years of the Kandyan Country. Further, this cultivation is all carried on by free labour. Coolies come over from the Continent of India of their own accord, glad to earn, and return to their country with the rupees provided chiefly by the enterprise of the sons of Britain. No Imperial subsidy brings them there, nor has the British Government ever been called upon to reimburse the planter for his manumitted slaves, for he never had any to release. 200,000 immigrant Tamils do the work of our plantations; 200,000 more find employment in various ways throughout the country, and this is another benefit which Ceylon confers on the Indian subjects of Great Britain, for the Tamil returns periodically to India with his earnings, thus enriching to that extent the presidency of Madras; while it and Bengal are further enriched by the large sums (about 1¾

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millions sterling) sent over annually from Ceylon to purchase food for her immigrant population, the land under grain in Ceylon not producing enough for her indigenous population. I say the labourers are free; free to come and free to go, free to engage themselves to one master or another, free to leave his service when tired of it, or to re-engage with him if they prefer, free to settle in the country or to leave it, without let or hindrance from any quarter. Yet the British Government never think it worth their while to have a report on Ceylon, unless it be to impose on her fresh taxation, and then they send a commission! The last they sent has ever since cost us £160,000 a-year, and we want no more on the same terms.

Forty years ago Ceylon was little more than a mere military dependency; and, even thirty-five years ago, four ships carried away all its produce. Since then, the great coffee enterprise has sprung up, and gradually developed itself, till now we frequently see forty ships of large tonnage at one time in its roads; and Ceylon has risen to be the third largest coffee-producing country in the world. The only two countries that exceed her in quantity (and none equal her in quality) are Brazil and Java. Cinnamon also and cocoanuts are among our staple productions. The former was for a long time a Government monopoly, in which state it was a legacy left us by the Dutch. But the trade languished under the restrictions imposed, and, by these being retained too long, it had almost passed out of our hands, an equally suitable spice, cassia, which was found to grow well in Java, having to a large extent taken its place. The too tardy removal of export duties did not revive it, and for a number of years the trade maintained but a bare existence. It has, however, of late years revived; but for the moment is again overdone. Plumbago has also risen greatly in favour of late years, and now a large trade is done in this article. Salt is still a Government monopoly, and is one of the sources of our revenue; although it is hoped the growing spirit of free trade will soon remove the restrictions upon that article, and leave it open for use even as a manure. Cocoa grows well, but has not yet been cultivated as an article of commerce. Tobacco grows freely in several districts of the island, and those who are judges pronounce it very good. Sugar has been tried, but has not been found to answer. Essential oils have been grown to a considerable extent, the quality of which are considered very superior. This produce is almost entirely exported to London. Chinchona has also lately been tried, and the amount of quinine extracted from its bark has been so favourably reported on that it will most likely soon add another to our industries. Silk is attracting favourable attention, successful experiments having been made by amateurs, which are being continued on a larger scale under the fostering care of the Government. Tea has been tried experimentally, and the quality has proved so good that clearings are now being opened on a scale that justifies the expectation that it will soon rival coffee as a staple product. If success crown the intended experiments now being gone into, there is abundance of land in the country, in the most delightful climates, too elevated for coffee, which will be available to the producers of the sister beverage tea. Maize and rice are also grown, but not in quantity nearly sufficient for the wants of the population. Large sums are now being annually voted by the Government to repair old tanks and improve reservoirs and watercources for irrigation purposes, so as to ensure and extend this cultivation, and it is hoped that, by these means, in a few years, enough food may be grown for local consumption. At present, however, although all these industries exist, our great staple, coffee, is king, for of it the exports are equal to four-fifths of the whole exports of the country.

The commerce of a country is, of course, the result of its products; and, as I have stated these as concisely as possible under that head, there is little left for me here but just to note the progress the island has made since it became a commercial country. If we take a retrospect over only a period of fifteen years, we shall find that, during that time, the tonnage of shipping entered and cleared at our ports has increased 100 per cent.; that coffee has increased 140 per cent.; cocoanuts have increased 33 per cent.; cinnamon has increased 180 per cent.; and plumbago has increased 800 per cent. If we go back twenty-five years we shall find our great staple, coffee, has increased during that time over 500 per cent.; for in 1845 it was only in its infancy. In that year we shipped 178,603 cwts.; in 1870, we shipped 1,019,242 cwts.; and as coffee has been already shown to equal four-fifths of the whole exports of the country, we may fairly look upon it as the motive power which has thus far propelled the island's progress.

Ex-Provost Duncan proposed a hearty vote of thanks to Mr. Brown, which was cordially responded to. On the motion of Mr. Forbes, a vote of thanks was awarded to the Chairman.

THE NEW JAVA TARIFF.

(SHIPPING AND MERCANTILE GAZETTE.)

We learn that the States General of Holland have recently adopted a new tariff for the Dutch East Indies, and have agreed at the same time to abolish differential duties. This law, it is further stated, will come into operation from the 1st of January, 1874, and will be extremely favourable, inasmuch as under it duty on certain articles of British manufacture which now pay 20 per cent. will then pay only 6 per cent. From the brief announcement which has appeared of this very important amendment in the Dutch law, it would seem that the States General have not only decided upon a reduction of the East Indian tariff, but that it is the intention to open the trade with the Netherlands possessions in that part of the world by the abolition of the differential duties. Our relations with Holland in this matter have long been peculiar, and by no means satisfactory. By existing treaties the Government of the Netherlands have consented to place British ships ostensibly on the same footing as Dutch vessels; but, in effect, in consequence of the regulations of the Dutch East India Company, whose privileges were expressly reserved by treaty, our ships have been excluded from the trade of the Spice Islands, while the Treaty of March, 1824, sanctions the levy of double differential duties in the Dutch ports of the Eastern Seas. This has long been a subject of complaint against Holland. In October, 1837, we concluded another Treaty with the Netherlands, by which national treatment of ships in the direct trade between the countries was mutually conceded, but there has always been a disposition on the part of the Dutch to reserve their colonial trade, but especially the Eastern trade of the Netherlands, to Dutch vessels. In this trade the Dutch flag has at all times enjoyed protection. If, therefore, the new law—which, as we learn, has just received the assent of the States General—provides for the opening of this trade by the abolition of the differential duties hitherto levied upon the foreign flag, the change will prove, no doubt, of great consequence. Our trade with the Dutch possessions in the Atlantic—the Dutch West Indies and Dutch Guiana—is of trifling importance. Our trade with Java was valued in 1871 at about £2,000,000 sterling. If this trade was done in the face of import duties ranging to 20 per cent. and upwards, and hampered by a system of differential duties, it is but natural to expect a considerable expansion under the remissions provided for by the recent law. Hitherto a foreign ship looking for a charter at Batavia for Europe might get one, it is true, but not so long as there was a Dutch ship to compete with her. Notwithstanding, the sugar, coffee, and rice of the Island of Java are products sufficiently valuable and sufficiently in request in Europe to take foreign shipping to Batavia in search of them. Where, however, there is, in addition to differential duties, heavy import charges on articles of British origin, it was impossible that a trade so circumstanced could develop. Hitherto it seems to have contented the Dutch—liberal in other respects, and greatly concerned for the expansion of their over-sea trade—to work the trade between Holland and the Dutch East Indies under the Dutch flag, and to make as large a revenue for these possessions as could be collected by means of a heavy system of import duties. The Netherlands Government and the States General appear to have become suddenly alive to the necessity of changing this policy, and hence the new law. From and after the 1st of January, 1874, therefore, our cottons, linens, silks, &c., will find a market in the Dutch East Indies, from which they have been virtually excluded; and if we read the statement respecting the new law aright, from the same time British vessels will be able to take freights from Batavia, and the other ports of the Dutch islands, on the same terms as Dutch ships. If this be so, we have lived to see the last remnant of the old Maritime policy of the Netherlands swept away—a policy originally prompted by jealousy of England, and which for nearly 200 years was met, on our part, by the adoption of a similar law.

Monetary and Commercial.

A special meeting of the shareholders of the Oriental Bank Corporation is called for the 30th January, to consider the Bill proposed to be introduced into Parliament for the extension of the Bank's Charter.

Further suspensions of firms in the North have been reported, including Messrs. Wiseman, Dunlop, and Co., of Manchester and London, commission merchants in the East Indian trade, with liabilities estimated at about £250,000; Mr. W. H. Glover, manufacturer, with liabilities representing £12,000; and Mr. Isaacs Leech Stott, of Rochdale, with liabilities £49,000. The failure is also announced of Messrs. John Samuels and Co., of Manchester, merchants in the Indian and China trade. The bad and very unremunerative state of the Eastern trade for some time past has been the cause of their suspension. The extent of the liabilities of the firm is not known definitely, but it is understood to be about £90,000. There are wild rumours as to many other large firms.

In another column will be found a report of a meeting of the creditors of Messrs. Bowles Bros., held last week, in Paris. Mr. Robert Bowles will be again brought up at the Mansion House Police-court on the 31st inst., when it is expected the magisterial investigation into the charge of fraud made against him will be completed.

The official liquidators of the London, Bombay, and Mediterranean Bank (Limited) have, with the sanction of Vice-Chancellor Wickens, declared a fourth dividend of 1s. in the pound (making 5s. 6d. in the pound).

At a meeting of the proprietors of the Land Mortgage Bank of India (Limited), the directors' report, which was summarised in our last issue, was agreed to.

The payment is announced of a dividend for the past six months of 10s. per share in the Imperial Ottoman Bank, being the highest amount allowed by the statutes.

A general meeting of the proprietors of the London Joint-Stock Bank is called for the 16th prox., to declare a dividend.

At a meeting of the Lebong Tea Company (Limited) an interim dividend was declared for the six months at the rate of 10 per cent. per annum, free of income-tax.

The directors of the Assam Company have resolved to pay an interim dividend of 5 per cent. or £1 per share, to shareholders registered on the 31st inst.

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ARTICLES OF IMPORT.

Very little business has been done in the Markets for Colonial and Foreign Produce since our last issue, owing to the intervention of the Christmas holidays. The market for Coffee will be re-opened on the 7th, and for Sugar on the 2nd proximo.

TEA.

The following is Messrs. Shepard, Harrison, and Rehden's Circular: The arrivals since our last of 11th inst. have been over 15,000,000 lbs.; of this large quantity a very small proportion has been shown, chiefly of such kinds dealers are in immediate want of, say, Congou from 11d. to 1s. 1½d. per pound, and transactions past few days have been on a larger scale. The last telegram as to the export from China is dated 13th inst., and gives 133,600,000 lbs., being about 5,000,000 lbs. over last year to same date. For the Continent and other foreign markets there has been a little more inquiry, without however leading to business. Deliveries for the month will reach 13,000,000 lbs., giving for the twelve months the extraordinary total of just upon 170,000,000 lbs. The imports will reach 180,000,000 lbs.

Black.—No change in dusty siftings or broken leaf, which rule from 3d. to 10d. per lb.; inferior to good flavoury at 11d. to 1s. 1d. have been taken in fair quantity; Sayune and Kaisow kinds 1s. 1½d. to 1s. 3½d., no change; medium to fine Kaisow at 1s. 4d. to 1s. 8d. can at present be bought cheaper than at any time since December, 1868, and we think must be dearer later on, as black leaf of these grades is getting into small compass. Finest Kaisow is of nominal value at from 1s. 9d. to 2s. 3d. per lb. Pakling: No demand whatever, and stocks held by importers larger than usual. Tayshan leaf: Ordinary to fair common has been taken at 8d. to 10d., good common to fair 10½d. to 1s., shippers taking a few thousand boxes at 11d. per lb.; of medium and fine kinds the late supplies of autumn leaf are not so good as past seasons, and are selling slowly from 1s. 2d. to 1s. 6d. per lb. Black leaf: Ordinary to good common at 7½d. to 10½d., no change; preferable kinds at 11d. to 1s. 1d. continue scarce; in medium to fine at 1s. 2d. to 1s. 8d., offers have been 1d. to 1½d. per lb. below views of importers, and but little business transacted; finest closes at 1s. 9d. to 2s. 2d., and extra quality at 2s. 3d. upwards, stock moderate. Souchong: Medium kinds in but little request; fine and finest, small parcels sold at 1s. 9d. to 2s. 5d. per lb. Oolong: No demand. Scented Tea: Canton Capers have been selling irregularly, the supplies offered being exceedingly heavy. Orange Pekoe has been sold at low rates. Foochow Scented Orange Pekoe sells slowly at easy prices, supplies being beyond requirements. Caper at 1s. 1d. to 1s. 4d. per lb. *Green:* There is no change to advise.

COFFEE.—Public sales are suspended, the markets being closed until the 7th Jan., but privately there has been a fairly active demand at firm prices; Plantation Ceylon has been sold at full rates, viz, 84s. 6d. to 89s. 6d., and Ouvah Native Ceylon at 78s. 6d.; for arrival 1,000 bags Native Ceylon per steamer have been sold at 78s., and 500 bags do. per sailing vessel at 77s. 6d. per cwt.

COCOANUT OIL.—Fine Cochin is steady at £39, Ceylon at £34 10s. to £35 per tun.

CAMPHOR.—200 cases China have been sold at 74s. re-weights.

GAMBIER.—There have been sales of good pressed cubes at 28s. per cwt., and for arrival fifty tons, per December steamer, have been sold at 23s.

GALLS.—The sale is reported of 600 cases China at £2. 17s. per cwt.

PEPPER.—*Black.*—200 bags Singapore have been sold at 6¼d. *White.*—300 bags fair Singapore have been sold at 11¾d.

RICE.—The market has been steady but quiet. On the spot fifty tons Dacca have been sold at 9s. 6d. For arrival 500 tons of the new crop of Madras, February-March shipment, have been sold at 9s. 10½d., ex quay; the floating cargo, per *Bismarck*, 940 tons Rangoon, near at hand, has been sold at 9s. 7½d., ex quay, for London; and a floating cargo of about 1,000 tons broken Bassein, November shipment, has been sold at 8s. 1½d., ex ship *London*.

SUGAR.—The only sale to report is 350 baskets of date Penang at 21s. per cwt.

TOBACCO.—At public sale on the 20th inst. 120 bales Japan leaf sold at 8d. to 9½d., 64 bales do. damaged 5½d. to 8½d., 90 bales China 8d. to 8½d., 45 bales do. damaged 7½d. to 8d., inferior 3¾d., and 10 bales Java 8½d.

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec. 19	Altona (s.)	Hore	Sing., China, &c., S.C.	London
19	Canaan	Manson	Yokohama	Cardiff
19	Venus	Arrowsmith	Do	Do.
21	Good Hope (s.)	Bainton	Colombo, &c., via S.C.	London
23	Winestead (s.)	Shetliff	Do.	Do.
	De Ruyter (s.)	—	Batavia, via S.C.	Nieuwe Diep
21	Priam	Butlin	Sing., China, &c., S.C.	Liverpool
20	Blitz	Stosel	Singapore	Hamburg
23	Adelphoi	—	Galle	Newcastle

See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date	Steamer.	From.	For.
Nov. 26 to Dec. 3	... Odessa	... China	... London
	... Tarn	... Toulon	... Saigon
	... Olympia	... China, &c.	... London
	... Namon	... Newcastle	... Hong Kong
Previous to Dec. 23	... Craigforth	... London	... Sing., China, &c.
	... Sarpedon	... Liverpool	... Do.

ARRIVALS.

Date.	Ship	Captain.	From	At
Dec 23	Gem	Pearson	Ilo Ilo	Queenstown
	Pasithea	West	Singapore	Liverpool
19	Mio	Dellacasa	Rangoon	Plymouth
	Marachina	Vicina	Do	Queenstown
	Nellie Hastings	Hall	Singapore	Boston
20	Hector (s.)	Bewley	China, Sing., &c., S.C	London
21	Gordon Castle (s.)	Holmes	Do.	Do.
20	Derbyshire	Isaac	Rangoon	Liverpool
23	Quorn	Murphy	Do.	Do.
18	Jupiter	Stockhuysen	Batavia	Texel
18	Stad Leyden	Hissink	Do.	Do.
18	Waterloo	Steevert	Do.	Do.
18	Arvia	Palen	Do.	Brouwershaven
18	County of Berwick	McLean	Do.	Do.
18	Clymping	Richards	Colombo	New York
18	Passover	Smith	Galle	Do.
18	Pegasus	Ellis	Ilo Ilo	Boston
20	Evelyn Wood	Street	Do.	Falmouth
20	South Port	Efford	Singapore	London
20	Irede	Bassi	Akyab	Plymouth
19	No	Bertoletto	Rangoon	Falmouth
20	Bismark	Ravenna	Do.	Do.
20	Royal Family	Wright	Do.	Liverpool
24	Pepita	—	Zebu	Do.
21	Alcestis	Richards	Sarawak	London
23	Shooting Star	Keslake	Colombo	Do.
23	Patroclus (s.)	Drenning	China, Sing., &c., S.C	Do.
22	Atalanta (s.)	Richards	Do.	Do.
21	Philosopher	Ross	Rangoon	Liverpool
21	British India	Harris	Do.	Do.
19	Elizabeth & Jacoba	—	Macassar	Texel
19	Charmer	Lucas	Manila	New York
19	Franklin	Drew	Sourabaya	Do
23	Serafina D.	Belangiere	Rangoon	London
21	Bacchus	Inman	Do.	Liverpool
23	Staffordshire	Potts	Bassein	Do.
23	Charmer	Hogg	Rangoon	Glasgow
21	Elizabeth	Klewit	Batavia	Texel
21	Wilhelmina & Clara	v. Herwerden	Do.	Do.
23	Ulva	McIntosh	Penang	London
23	Olympia (s.)	Ramkes	Singpre., &c. via S.C.	Falmouth
	Camitta	Snow	Manila	Boston
24	Odessa (s.)	Burkett	Hg. Kong, via S.C.	London

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore Hong Kong, Shanghai, and Yokohama: Cyphrenes, Scotland. For Penang, Singapore, Hong Kong, and Shanghai: Russia, Hong Kong, Glenlyon, Gordon Castle. For Singapore and Bangkok: Kromahtah. For Colombo, &c.: Coramandel, Harald Haarfager, Othello, J. C. Stevenson.

SAILING VESSELS.—For Yokohama: Eliza Shaw, Denbighshire. For Yokohama, Hiogo, and Nagasaki: Taitsing. For Hiogo: Hanover. For Shanghai: Maitland, Carmarthenshire, Weymouth, Burdwan. For Hong Kong: James Shepherd, Everest. For Singapore and Saigon: Chas. Collett. For Singapore: Rosedale. For Penang: Peri. For Colombo: Granville.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Ajax (str.). For Manila: Amigos, San Fernando. For Singapore: Aleppo.

At GLASGOW.—For Ilo Ilo: Redbreast.

SPOKEN.

SOOLOO (Amer. ship), Sourabaya to Boston, Oct. 7, lat. 14, lon. 89.
AMELIE, Batavia to Amsterdam, Oct. 24, 36 S., 20 E. [N., 39 W.
NORWEGIAN SHIP, 4th d.p. 6387, Shanghai to London, Nov. 26, 53 (?)
METIS (Pruss.), Cardiff to Singapore, Oct. 24, 18 S., 31 W.
MARY FATHAM (Amer.), Shields to China, Nov. 7.
A DUTCH SHIP, Batavia to Amsterdam, Nov. 1, off St. Helena.
HARBURG (ship), Singapore to Liverpool, Oct. 24, 27 S., 7 E.
FRANKLIN (Amer. ship), Samarang to Boston, Oct. 23, 29 S., 11 E.
MICHELINO, Batavia to Amsterdam, 25 S., 56 E.
VANGUARD, Whampoa to London, Sept. 26, off Anjer.
COUNTY OF LANARK, Samarang to Rotterdam, Oct. 30, 34 S., 26 E.
ETHELDREDA, Macao to London, Nov. 4, 35 S., 19 E.
TIN LIN (sch.), Amoy to Boston, Nov. 16, 24 S., 2 E.
JOHANNA MARGARETHA, Batavia to Rotterdam, Nov. 10, 35 S., 21 E.
ERASMUS (Dut.), Batavia to Rotterdam, Oct. 30, 29 S., 42 E.
KADOSH (Am. barq.), Manila to Boston, Oct. 7, 20 S., 66 E.
COPERNICUS (Dut. barq.), Batavia to Rotterdam, Nov. 24, 18 S., 3 W.
SAMUEL (ship), Batavia to Boston, at Cape Town.
MELPOMENE (Dut. ship), Batavia to Amsterdam, 25 S., 56 E.
FRANCIS (N.G. barq.), Singapore to Boston, Sept. 8, 27 S., 48 E.

FREIGHTS AND CHARTERS.

Rates of freight to the Eastern ports are not very brisk, except for high classed sailing vessels, which are scarce. A fair demand exists for homeward business. Coal freights to Shanghai show a decline.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 70s. meast. To Hiogo: 80s. meast. To Nagasaki: 85s. meast. To Shanghai: 40s. meast. To Foochow: 85s. meast. To Hong Kong: 40s. meast. To Chefoo: 85s. meast. To Manila: 85s. meast. To Singapore and Penang: 40s. meast. To Sourabaya and Samarang: 80s. meast. To Batavia: 75s. meast. To Padang: 85s. meast. To Saigon: 80s. meast. To Colombo: 35s. meast.

Per SAILING VESSELS.—To Yokohama: 45s. weight, 40s. meast. To Hiogo: 50s. weight, 45s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 40s. weight, 30s. meast. To Hong Kong: 35s. weight, 30s. meast. To Cuefoo and Tientsin: — weight or meast. To Singapore: 22s. 6d. weight, 22s. 6d. meast. To Penang: — weight, — meast. To Samarang: — weight, — meast. To Batavia: — weight, — meast. To Sarawak: weight, — meast. To Sourabaya: — weight, — meast. To Colombo: 25s. weight, 20s. meast. To Saigon: — weight, — meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—To Yokohama: —. To Shanghai: £42 10s. To

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Hong Kong: £36. To Singapore: £26 to £27. To Penang: £26 to £27. To Galle: £24 to £25.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 40s. To Shanghai: 40s. To Hong Kong: 34s. To Manila: — to —. To Batavia, Samarang, and Sourabaya: — to —. To Singapore: 24s. To Galle: 24s.

From Birkenhead, per ton.—To Shanghai: —. To Hong Kong: —. To Manila: — To Singapore: 20s. To Galle: —.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 30s. to 35s., ship 40s.; to Shanghai, steamer 30s., ship 40s.; to Hong Kong, steamer 25s., ship 35s.; to Singapore, steamer 20s.; ship 25s. to 27s. 6d.

CASUALTIES.

Advices from Port Elizabeth, Nov. 15, state that the Queen of India, Knight, from Manila, which left there 7 (after repairing, &c.), for London, was in collision with a brig, and lost spritsail yard and gear.

The Orient, Mykander, from Cardiff to Singapore, with coals, put into Falmouth, Dec. 20, with rudder damaged.

The Norman Court, Sherman, from Canton and Macao, which arrived at London Dec. 29, reports having experienced, Sept. 15, a very heavy typhoon, which blew away a suit of sails.

MISCELLANEOUS.

At ST. HELENA.—Nov. 19, Pere de Famille, Agan, from Singapore, and sailed, 20, for Havre,; 22, Chieftain, Blacklock, from Singapore, and sailed, 24, for Boston; 24, Springfield, Dwight, from Manila, and sailed, 25, for New York; 25, Johanna, Rossingh, from Batavia, and sailed for Amsterdam; 22, Veronia (? Veronica of Liverpool), from Hong Kong, for London; 24, Gijsbert Karel Graaf, van Hogendorp, Horner, from Pantjatan, and sailed, 25, for Middleburg.

Off ST. HELENA.—Nov. 19, Palm Tree (ship), from Manila, for New York, 93 days out.

At TABLE BAY.—Nov. 11, Apelles, McLay, from Singapore; Isle of Wight, Congdon, and sailed, Nov. 12, for Hong Kong.

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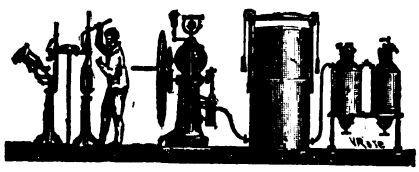

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AUSTRALIA ... NW. ZEALAND (Cargo only.)	Thursday. Dec. 19, at 2 P.M.	Friday morning. Dec. 27.	Monday. Dec. 2 & 30, at 5 A.M.

And all Ports at which the British India Company's Steamers call.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LESEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office)

For Rates of Passage Money and Freight and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

JAPAN AND CHINA.

Great Mail Route via New York and San Francisco.

THE PACIFIC MAIL STEAMSHIP COMPANY, under their new arrangement with the United States Government, despatch the following magnificent STEAMERS, of 3,000 tons burden and upwards, with Mails and Passengers, from San Francisco, on the 1st and 16th of every month, for Yokohama, Hiogo, Nagasaki, Shanghai, and Hong Kong, connecting at Hong Kong with the Peninsular and Oriental Line, for Ports in India:—

Acapulco	Japan	China
Great Republic	Alaska	Costa Rica
Colorado	Constitution	New York
Golden Age	Oregonian	Ariel

Returning from Hong Kong on the 12th and 27th of every month.

The Pacific Mail Steamship Company's steamers also leave New York on the 10th, 20th, and 30th of every month for San Francisco, via Panama, calling en route at Kingston, Jamaica, and ports along the North Pacific coast.

For rates of fare from England, which include railway transit across the American continent, and other information, apply to H. STARR and Co, Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	18 days from England.
Japan ..... in 38	,, ,,
China ..... in 44	,, ,,
New Zealand in 42	,, ,,
Australia ..... in 47	,, ,,

Passengers for California and intermediate points on this road are now booked rough from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Steamship Company and United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

AROUND the WORLD in NINETY DAYS, by Steam and Rail, by Land and Sea, via North America. Japan China, Sandwich Islands, New Zealand, Australia, Ceylon, India, Egypt, and Continent of Europe.—By authority of the various mail steamship and railway lines comprising the above routes, FIRST-CLASS PASSAGE COUPON TICKETS are now issued for the ROUND JOURNEY, either by way of Japan and China or New Zealand and Australia, at one reduced and inclusive fare.

The route will be over the Great Union and Central Pacific Railway to San Francisco, passing through some of the grandest and most interesting scenery in the world. From San Francisco the tourist will be taken to Japan and China by the Pacific Mail Steamship Company, or to New Zealand and Australia, by the United States, New Zealand, and Australia Mail Steamship Line, and thence by the Peninsular and Oriental Company, via Galle, Madras, Calcutta, and Bombay (over the Great Indian Railway) to Southampton, or London, via Brindisi.

The journey may be broken at any point, and resumed at pleasure

Fare, via China, £221 via New Zealand and Australia, £197.

For further particulars apply to H. STARR and Co., 22, Moorgate-street, London. Agents Union and Central Pacific Railway, &c.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES (via S.C.) ON THE FOLLOWING SUNDAYS, at 10 A.M.:—

Meikong	... Dec. 22	For	Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Sindh ...	... Jan. 5		
Provence	... Jan. 19		
Hoogly	... Feb. 2		
Tigre...	... Feb 16		
Amazone	... Mar. 2		

The steamers of the 22nd Dec., 19th Jan., and 16th Feb. connect at Aden with the steamers for Reunion and Mauritius.

The steamers of the 5th Jan., 2nd Feb., and 2nd March connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples .. Every Thursday (noon)
,, Constantinople ... ... ,, Saturday, 5 P.M.
,, Algiers ... ... ,, ,, ,,

The Company's weekly steamers to Alexandria connect at Alexandria with the English mail steamers from Brindisi to Bombay.

For Passage, Freight, or Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.

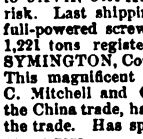
PENANG, SINGAPORE, CHINA, and JAPAN. The following high-classed SCREW STEAM and SAILING SHIPS will be despatched as under:—

Destination.	Ship.	Class.	Dock.	Last Shipping day.
Peng., Sing., Hg. Kg., & Shanghai, via S.C. ...	Hong Kong, s.s.	100 A1	SWID	Jan. 4
Do.	Nankin, s.s.	100 A1	SWID	To follow
Do.	Canton	100 A1	SWID	To follow
Shanghai ...	Carmarthenshire	A1 14 yr.	E.I.D.	With des.
Do.	Weymouth ..	AA1	E.I.D.	To follow
Hong Kong*	Norman Crt.	A1 16 yr.	E.I.D.	With des.
Yokohama...	Denbighshre	A1 15 yr.	E.I.D.	With des.

* And Foochow if sufficient inducement offer.

Excellent accommodation for first-class passengers.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).



STEAM VIA THE SUEZ CANAL to PENANG, SINGAPORE, HONG KONG, and SHANGHAI; taking cargo for transhipment to JAVA, JAPAN, &c., at through rates at shippers' risk. Last shipping day, 4th January. The favourite full-powered screw steamer HONG KONG, 100 A1, 1,221 tons register; 200-horse power nominal; W. SYMINGTON, Commander; South West India Docks. This magnificent steamer, built last year by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, has proved herself one of the fastest in the trade. Has splendid accommodation for first-class passengers.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C (Corner of Cornhill).

All Packages must be marked distinctly with port of destination.

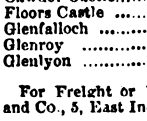
Will be followed by the steamships "Nankin" and "Canton."

CASTLE LINE OF STEAM PACKETS for PENANG, SINGAPORE, HONG KONG, SHANGHAI, JAVA, and JAPAN.—The following high-classed and full-powered STEAMSHIPS will be despatched as under:—

Steamer.	Class.	Tons.	Dock.	To sail.
Gordon Castle	100 A1	2,000	SWID	Jan 10
Drummond Castle.	100 A1	2,000	SWID	To follow
Glengyle	100 A1	1,700	SWID	To follow
Braemar Castle ...	100 A1	2,200	SWID	To follow
Cawdor Castle.....	100 A1	2,200	SWID	To follow
Floors Castle	100 A1	2,000	SWID	To follow
Glenfalloch	100 A1	2,000	SWID	To follow
Glenroy	100 A1	2,100	SWID	To follow
Glenlyon	100 A1	2,200	SWID	To follow

For Freight or Passage, apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

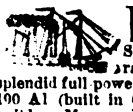
Steam via the Suez Canal. To sail on the 4th Jan.



FOR PENANG, SINGAPORE, HONG KONG, SHANGHAI, and YOKOHAMA (taking goods at through rates for JAVA), the splendid new full-powered screw steamer CYPHRENES, A 1 20 years in red, Liverpool book, 1,279 tons register, 250-horse power, nominal; SAMUEL STEPHEN, Commander; South West India Docks. This fine steamer was 44 days 8 hours under steam from London to Shanghai last voyage. Cargo deliverable at Japan without transhipment. Has elegant accommodation for first-class passengers, including cabin fittings, bedding, and linen. Will carry a surgeon and stewardess.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange Buildings, London, E.C.

Steam via the Suez Canal. To sail positively on the 25th January, full or not full.



FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI (taking goods at through rates for JAVA and JAPAN), the splendid full-powered screw steamer, KWANG TUNG, 100 A1 (built in Glasgow in 1871 by the celebrated builders Messrs. John Elder and Co.), 1,836 tons register, 400-horse power, nominal; JEFFERSON MAURY, Commander; South West India Docks. This magnificent steamer, from her large horse power, is fully expected to make the passage to Hong Kong in forty days, her speed averaging 11½ knots. She will be despatched punctually on the date named. Has elegant accommodation for first-class passengers, including cabin fittings, bedding, and linen

For Freight or Passage, apply to A. GILLIES and Co., Liverpool; SMITH, SUNDIUS and Co., 33, Gracechurch-street; or to SHAW, MAXTON and Co., 2, Royal Exchange-buildings, London, E.C.

ROBERTSON and Co.'s INDIA and CHINA LINES of STEAM and CLIPPER SHIPS.

Port.	Ship.	Class.	Dock.	To sail.
Bombay and CoastPrts.	Violet, s s....	A1 18 yr.	SWID	Jan. 15
Singap. and Shanghai.	Daybreak, s.s.	20 yr. A1	SWID	Dec. 31
Pen., Sing., Hg. Kg., & Shanghai...	Russia, s.s.... Tchihatcheff s.s.	100 A1 AB1	SWID SWID	Jan. — To follow
Hong Kong	Everest	A1 14 yr.	SWID	With des.
Shanghai ...	Burlwan ...	A1 14 yr.	SWID	With des.
Yoko., Hiogo & Nagasaki	Taitsing.....	A1 14 yr.	SWID	With des.
Yokohama...	Eme	A1 16 yr.	SWID	To follow

For Freight or Passage apply at York Chambers, 55, King-street, Manchester; or to 10, Orange-court, Liverpool; or 5, Newman's court, Cornhill, London, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.

THE following SPLENDID First-class STEAM and CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	JasShepherd	A1 13 yr.	SWID	With des.
Yokohama ..	Eliza Shaw	A1 17 yr.	E.I D	With des.
Hiogo	Hanover... ..	A1 11 yr.	W.I.D	With des.
Pen., Sing., HongKong, Shanghai, & Yoko., via Suez Canal	Sea Gull, s s.	100 A1 ...	E.I.D.	Jan. 10

For Freight apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, SHANGHAI, and YOKOHAMA, taking goods for transhipment to NAGASAKI and HIOGO (last shipping day 10th Jan.), the splendid Clyde-built, full powered steamer SEA GULL, 100 A1, 997 tons register, 1,498 tons gross, 150-horse power, 600 effective; S. S. RIDGE, Commander; East India Docks. Has good accommodation for passengers.

Apply to KILLICK, MARTIN, and Co, 10, George-yard, Lombard-street, London, E.C.

STEAM to BANGKOK (SIAM), crossing the Bar, offering great facilities for shippers of fine goods and machinery of large dimensions, and calling at TANJONG PAGAR WHARF, SINGAPORE, the fine new powerful screw steamer KROMAHTAH, 805 tons, 150-horse power nominal; W. B. HAFFENDEN Commander. Splendid accommodation for passengers; loading in the West India Docks.

For Freight, Passage, and further particulars apply to SMITH, SON, and COLE, 12, George-yard, Lombard-street, E.C.; or to WRIGHT BROS. and Co., 3, Great St. Helen's, Bishopsgate street E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Hong Kong...	1,221	Norris & Joyner ...	Jan. 4
Rosedale	459	Wright Bros. & Co.	Jan. 5
Kromatah, s s.	805	,, ,,	Jan. —
Nankin, s.s.	1,650	Norris & Joyner	Jan. —
Gordon Castle, s.s.	2,000	Thos. Skinner & Co.	Jan. 10
Alma	523	Wright Bros. & Co	Feb. 1
LIVERPOOL.			
Ajax, s s.	1,549	Alfred Holt	Jan. 4
Antenor, s.s.	1,691	,, ,, ...	Jan.—
GLASGOW.			
Ulva	500	Thos. Skinner & Co.	Jan. 20

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

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Showing the Arrivals, Departures, and Due Dates of the English M

THE LONDON AI

OUTWARD.

Leave LONDON,	Leave SUEZ.	Due at GALLE.	Due at SINGAPORE.	Due at HONG KONG.	Due at SHANGHAI.	I YOK
* Jan. 5	Jan. 14	Jan. 29	Feb. 6	Feb. 17	Feb. 23	Feb
Jan. 12	Jan. 19	Feb. 4	Feb. 14	Feb. 23	Feb. 29	Ma
* Jan. 19	Jan. 28	Feb. 12	Feb. 20	March 2	March 8	Ma
Jan. 26	Feb. 2	Feb. 18	Feb. 28	March 8	March 14	Ma
* Feb. 2	Feb. 11	Feb. 26	March 5	March 16	March 22	Ma
Feb. 9	Feb. 16	March 3	March 12	March 19	March 24	Ma
* Feb. 16	Feb. 25	March 11	March 19	March 27	April 1	Apr
Feb. 23	March 1	March 17	March 26	April 2	April 7	Apr
* March 1	March 10	March 25	April 2	April 10	April 15	Apr
March 8	March 15	March 31	April 9	April 16	April 21	Apr
* March 15	March 24	April 8	April 16	April 24	April 29	Ma
March 22	March 29	April 14	April 23	April 30	May 5	Ma
* March 29	April 7	April 22	April 30	May 8	May 13	Ma
April 5	April 12	April 28	May 7	May 14	May 19	Ma
* April 12	April 21	May 6	May 14	May 22	May 27	Ma
April 19	April 26	May 12	May 21	May 28	June 2	Jun
* April 26	May 5	May 20	May 28	June 5	June 10	Jun
May 3	May 10	May 26	June 4	June 11	June 16	Jun
* May 10	May 19	June 3	June 11	June 19	June 24	Jun
May 17	May 24	June 9	June 18	June 25	June 30	Jul
* May 24	June 2	June 17	June 25	July 3	July 8	Jul
May 31	June 7	June 23	July 2	July 9	July 14	Jul
* June 7	June 16	July 1	July 9	July 17	July 22	Jul
June 14	June 21	July 7	July 16	July 23	July 28	Jul
* June 21	June 30	July 15	July 23	July 31	Aug. 5	Aug
June 28	July 5	July 21	July 30	Aug. 6	Aug. 11	Aug
* July 5	July 14	July 29	Aug. 6	Aug. 14	Aug. 19	Aug
July 12	July 19	Aug. 4	Aug. 13	Aug. 20	Aug. 25	Aug
* July 19	July 28	Aug. 12	Aug. 20	Aug. 28	Sept. 2	Sep
July 26	Aug. 2	Aug. 18	Aug. 27	Sept. 3	Sept. 8	Sep
* Aug. 2	Aug. 11	Aug. 26	Sept. 3	Sept. 11	Sept. 16	Sep
Aug. 9	Aug. 16	Sept. 1	Sept. 10	Sept. 17	Sept. 22	Sep
* Aug 16	Aug. 25	Sept. 9	Sept. 17	Sept. 25	Sept. 30	Oct
Aug. 23	Aug. 30	Sept. 15	Sept. 24	Oct. 1	Oct. 6	Oct
* Aug. 30	Sept. 8	Sept. 23	Oct. 1	Oct. 9	Oct. 14	Oct
Sept. 6	Sept. 13	Sept. 29	Oct. 8	Oct. 15	Oct. 20	Oct
* Sept. 13	Sept. 22	Oct. 7	Oct. 15	Oct. 23	Oct. 28	No
Sept. 20	Sept. 27	Oct. 13	Oct. 22	Oct. 29	Nov. 3	No
* Sept. 27	Oct. 6	Oct. 21	Oct. 29	Nov. 6	Nov. 11	No
Oct. 4	Oct. 11	Oct. 27	Nov. 6	Nov. 15	Nov. 21	No
* Oct. 11	Oct. 20	Nov. 4	Nov. 12	Nov. 23	Nov. 29	De
Oct. 18	Oct. 25	Nov. 10	Nov. 20	Nov. 29	Dec. 5	De
[illegible]	[illegible]	Nov. 18	Nov. 26	Dec. 7	Dec. 13	De

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